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COMPASS
JULY 2014 NO. 226
The Caribbean's Monthly Look at Sea & Shore



MAGNETIC MAYREAU

Story on page 22

CHRISTINE GOOCH



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On the cover: A tiny Grenadines isle casts a large spell. The friendliness of Mayreau makes it a perennial cruisers' favorite



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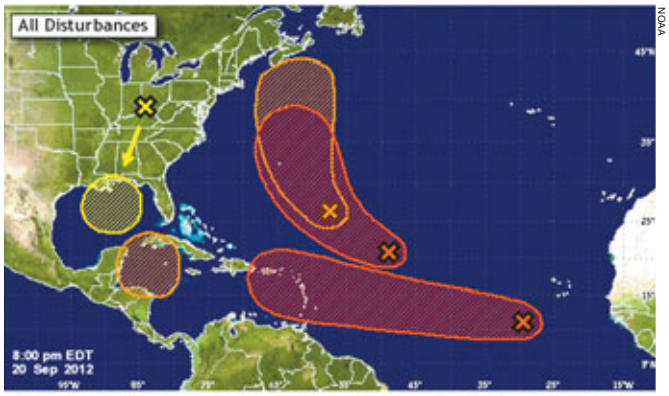
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Info & Updates

National Hurricane Center Changes for 2014

The US National Hurricane Center (NHC) will implement some changes to its text and graphical products for the 2014 hurricane season.

• During the 2013 hurricane season, NHC extended the time period covered in the Tropical Weather Outlook text product (TWO) to five days on an experimental basis.



Tropical Cyclone Formation Potential for the Five-Day Period Ending at 8:00 pm EDT 25 Sep 2012
Chance of Cyclone Formation in 5 Days: Low < 30% Medium 30-50% High > 50%
X indicates current disturbance location; shading indicates potential formation area.

This year, the experimental five-day TWO forecasts become operational, and the form of the TWO will change slightly. In addition, NHC will introduce an experimental corresponding five-day Graphical Tropical Weather Outlook (GTWO) to accompany the text product.

The new five-day GTWO, available for the Atlantic Basin beginning July 1st, will indicate the formation potential of individual disturbances during the next five days. The current location of existing disturbances will be denoted by an "X", and shaded areas will represent the potential tropical cyclone formation area for each disturbance during the subsequent five-day period. The areas will be color-coded by development likelihood, with yellow representing a low (<30%) chance, orange denoting a medium (30% to 50%) chance, and red corresponding to a high (>50%) chance of tropical cyclone formation during the next five days. A mouse-over feature will allow users to see the accompanying Outlook text for each disturbance. Clicking on a disturbance will display a graphic showing only that disturbance, which should improve clarity when the forecast genesis areas overlap.

Because the new five-day GTWO will tend to be busier than the current 48-hour GTWO (which will continue to be produced), the five-day graphic will not display the locations of existing tropical cyclones. In addition, some aspects of the 48-hour GTWO will change. Previously, the 48-hour graphic denoted disturbances with circles or ovals; beginning in 2014, disturbances will be denoted by Xs, just as they are depicted in the five-day graphic. Active tropical cyclones will continue to be depicted on the 48-hour graphic.

• The Intensity Probability Table will be eliminated. The Wind Speed Probability text product included a table showing the likelihood that a tropical cyclone would be at any of several different intensity categories (e.g., depression, storm, Category 1 hurricane, etcetera) at fixed points in time (e.g., 12 hours, 24 hours, etcetera). This table was originally intended to help users assess the risk of different storm intensities at particular times. However, NHC has learned that many users consult this table to estimate the chances that a tropical cyclone will make landfall at one or more of the various intensity categories. Unfortunately, the current methodology provides a highly misleading estimate of landfall intensity. Because of the likelihood of misuse for land-threatening storms, NHC is discontinuing this table until a better procedure to estimate intensity risk can be developed.

• Beginning with the 2014 Atlantic hurricane season, NHC will issue the Potential Storm Surge Flooding Map for those areas along the Gulf and Atlantic coasts of the United States at risk of storm surge from a tropical cyclone. We don't know yet if Puerto Rico and the US Virgin Islands will be included, but we hope so.

There are other changes, too. For more information visit www.nhc.noaa.gov/news.

Grenada's Grenville Harbour Re-Buoyed

Grenada's Grenville Harbour has recently been re-buoyed. See story on page 20.

Cuba Updates from Cheryl Barr

Cruising guide author Cheryl Barr (*Yacht Pilot's Cruising Guide to Cuba*) reports that while visiting Cuba this past winter, "Not only did we enjoy the company of more cruisers, better food, and access to day-to-day items that we couldn't buy in other years, but we also completed research for Volume 2 of the *Cruising Guide to Cuba* series.

—*Continued on next page*

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"What stood out the most was the number of tourists that we encountered. There were buses loaded with visitors in colonial towns and villages, and even cruise ships in remote ports that, until now, rarely saw foreigners. An upside to all this appears to be more restoration of Cuba's beautiful historic buildings in places you wouldn't expect…

"The farther east we traveled, the better the food became. Now that farmers are allowed to retain more cash received from the sale of their produce there is a huge incentive to grow more produce and more varieties. This year was the first time in our many visits to Cuba that we ate lamb (*ovejo*). It was mouth-watering when cooked in *yerba buena* (mint) sauce.… The price for a good restaurant meal in a *paladar* was cheaper this year than in other years…

"Dockage rates remain unbeatable with an average price of $0.40/foot/day for a boat less than 45 feet. The Customs fee to enter a boat into Cuba increased in early January 2014 to US$55 (up from $20). This, however, includes the exit fee and the cruising permit, which were formerly sold separately — still a bargain compared to the Bahamas and many other Caribbean islands. And compared to Mexico, the check-in procedure is a breeze."

For more information visit http://cruisingincuba.com.

Classic Steam Launch Built in Grenadines

The first steamboat ever built on the island of Mustique was launched on April 30th. The *Lulu Bell* was built by House Manager Norbert Fuchs at the Mandalay House



workshop over the past year. The original "Edwardian 26" design, by Nathanael Herreshoff, is from the late 19th century and is a type known for its sea-keeping qualities when used as tenders for America's Cup yachts in the early 20th century. The launch's 12-horsepower steam engine is fired with wood, mostly offcuts from the Mandalay House workshop.

Brig *Unicorn* Lost at Sea

John Rowland reports: On the evening of May 16th my wife, Nancy, and I sat with our friends Heather and Don of *S/V Asseance* on the deck of the brig *Unicorn,* enjoying evening drinks and the ambiance of the 138-foot square rigger. The ship was tied up at the dock at the IGY Shipyard in Rodney Bay, St. Lucia, serving as the



floating bar for a new restaurant where, on Friday nights, Chef Robby offers up gourmet Creole cooking. Retired from daily coastal tours, the brig *Unicorn* was quickly becoming the place to be and be seen on Friday nights in Rodney Bay.

The *Unicorn* was built in 1948 (as *Lyra*) in Finland, as a working cargo ship. (See more on *Unicorn's* colorful history at www.caribbeancompass.com/online/september10compass_online.pdf, page 27.)

Since 1980, she has been a tourist attraction in St. Lucia, taking visitors on cruises in local waters, and had been a featured player in some major movies, including the *Roots* series and the *Pirates of the Caribbean* films. During the evening we were told the *Unicorn* was due to go to dry dock in St. Vincent soon to have the copper sheathing on her hull replaced.

On May 23rd at 0200 hours, *Unicorn* embarked on her voyage to St. Vincent. She never made it. As reported by the *St. Lucia Times,* at about 0930 hours, near the north end of St. Vincent, the crew felt the ship shudder as if it had struck something in the water. The ship began to take on water at an alarming rate. Pumps, including the two-inch-diameter diesel unit, were engaged but ineffective against the inrushing seawater. The captain and nine crewmembers successfully abandoned the vessel and were picked up by the St. Vincent & the Grenadines Coast Guard.

Lt. Ralph Ragguette of the SVGCG was quoted in the *St. Lucia Times* as stating the *Unicorn* is in water of a depth to make salvage very unlikely.

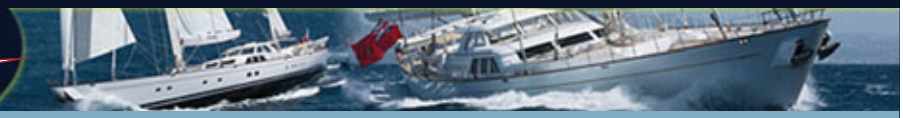
The owners have issued no public statement as yet.

The *Unicorn* has written her final page in nautical history and will be missed by many here in St. Lucia.

—Continued on next page

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Eight Bells

YVONNE KATCHOR

Australian long-time cruiser Yvonne Katchor died on May 17th, at age 70. After establishing one of Australia's first bareboat charter companies, Yvonne and her husband, Bernie, cruised for more than two decades. They sailed the Caribbean extensively — throughout the Antilles and to Cuba, Isla Providencia and mainland Colombia — aboard their 1978-vintage Endeavour 43 ketch, *Australia 31*. Yvonne was an avid hiker and birdwatcher, and the couple took the boat on adventurous forays into uncharted waterways in Venezuela and Guyana to see her beloved birds. These unusual travels are documented in the book *Around the Next Bend* (www.berniekatchor.com). Yvonne was diagnosed with pancreatic cancer in 2006, yet continued to sail and travel. Her husband, Bernie, says, "Yvonne did not waste one minute of these bonus years".



Bernie writes, "I found Yvonne's last demands in her 'Statement of Choices' under the subtitle 'Following Death': she wrote 'a jazz band with a celebration of life/non-religious service'." Accordingly, parties were held in her memory.



CAPTAIN DON STEWART

Legendary scuba pioneer and early environmentalist Captain Don Stewart passed away on May 28th in the hospital of Bonaire, at age 89.

The self-described "founder of under-sea tourism", Captain Don arrived in Bonaire in 1962 and soon developed what has become one of the world's foremost diving destinations. His internationally famous hotel, Captain Don's Habitat, set a tourism industry precedent by providing a true on-land and under-sea vacation option. Most importantly, he was instrumental in encouraging the government of Bonaire to protect the islands' reefs ("Without them, Bonaire has nothing"), resulting in the establishment of the Bonaire National Marine Park. He received the DEMA Reaching Out Award in 1998 and was elected to the Scuba Hall of Fame in 2005. In April of 2008, Captain Don was awarded the title of Knight of the order of Orange Nassau, the Netherlands' highest military and civilian decoration, to recognize his pioneering environmental leadership.

A farewell was held May 30th.

Read Captain Don's incredible autobiography at www.infobonaire.com/captdon/profile.html.

Tortola Police Seek Yacht Robbers

The Royal Virgin Islands Police Force has reportedly allocated a team of detectives specifically to investigate recent robberies on Tortola. Two masked men have been described as the perpetrators of a number of robberies and burglaries over the last two months, including an aggravated burglary of a yacht at Hodges Creek Marina early on May 27th, and a home robbery at Hannah's Estate on May 4th. According to the police, in the Hodges Creek Marina incident, the men, one armed with a gun, climbed onboard the boat just after 1:00AM and demanded money and cellular phones from the occupants. In both of those incidents, one man was described as around 6 feet 3 inches and slim, and the other around 5 feet 8 inches and stocky. On February 8th, masked gunmen attempted to break into a yacht in Penn's Land Marina. In that incident, the yacht owner narrowly escaped injuries after one of three men brandished a gun and fired at him when he raised an alarm.

These incidents are bad news for the BVI, which generally has a good reputation for safety and security, and depends heavily on yachting tourism.

Anyone with information related to the incidents can call the detectives directly at (284) 468-5682 or the Intelligence Unit at (284) 468-9339.

Cruisers' Site-ings

Further to last month's listing of online weather forecasts, former yacht skipper Bob Berlinghof (see story on page 28), who lives ashore on Bequia now and still keeps an eye on the weather, says, "For hurricane and tropical wave watching, nothing beats this, in my opinion:

www.intellicast.com/Storm/Hurricane/AtlanticSatellite.aspx?animate=true.

"For local Windward Islands showers, I like ***www.meteo.fr/temps/domtom/antilles/pack-public/animation/animMOSAIC2.html*** — hit 'animation' to put it in motion."

2014 Carriacou Regatta and CCEF Events

Judy Evans reports: Carriacou's Annual Regatta Festival is August 1st through 4th this year. The Carriacou Children's Education Fund (CCEF) has fund-raising activities planned during Regatta Festival week. All proceeds will fund CCEF projects, including school uniforms and supplies, Meals from Keels (lunch for needy students), and scholarships to the TA Marryshow Community College.

The CCEF Potluck Barbecue is Wednesday, July 30th at Tanty Lizzy's Seaside Fountain restaurant. Bring a dish to share and whatever you want to grill. Bring musical instruments for an informal jam session after dining. CCEF's Annual Auction is Friday afternoon, August 1st, following the around the island double-handed yacht race. Tables will be set up to sell a variety of small items and larger items, ranging from anchors to a haulout, will be up for bidding.

Last year's fund-raising allowed CCEF to grant six two-year scholarships to graduating Carriacou secondary school students. Let's set this year's goal to provide eight scholarships!

Please join us during Regatta Week and help us repeat last year's success.

For more information visit www.carriacouchildrenseducationfund.org or contact ccefinfo@gmail.com.

Welcome Aboard!

In this issue of *Caribbean Compass*, we welcome new advertiser Ollive Cottage Trading Company of Bequia, on page 44. Good to have you with us!

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BUSINESS BRIEFS

Curaçao Marine is Going Social!

Not only is Curaçao Marine active on social media such as Facebook, Twitter, YouTube and Google+, but at the moment they are also constructing a "social area" for the sailors at the marina. The palapa will have free WiFi, a communal barbecue and a bar. The management looks forward to hosting the next Last-Friday-of-the-Month-Barbecue at the new social hut. Visitors of the marina and crew are welcome to join the fun.



The social area was finished just in time for the World Soccer Cup! Speaking of which, did you know that in Curaçao ALL World Cup games can be watched? Near Curaçao Marine are several cafés and sports bars where everyone comes to watch the games.

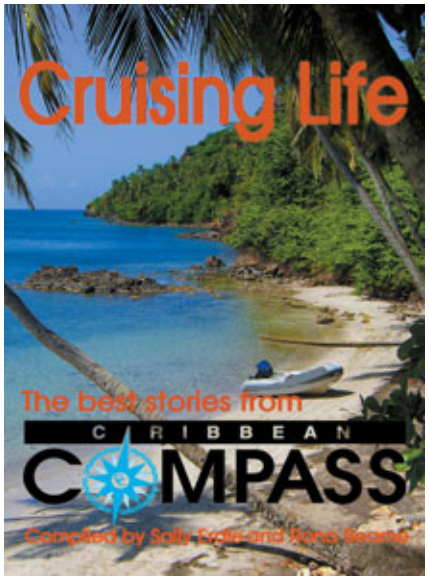
On August 29th and 30th is the fifth edition of the Curaçao North Sea Jazz Festival — a world class festival with big names such as Rod Stewart, Bruno Mars and many more. Check out www.curacaonorthseajazz.com for full details. In case you would like to sail over for this event, contact Curaçao Marine as soon as possible to discuss the options, because the marina is filling up for the summer season.

Through social media the management would like to keep you informed about the developments at Curaçao Marine and also what's hip and happening around the island. Be among the first to know when Curaçao Marine ticks off the next thing on the 2014 Improvements List; according to a questionnaire answered by sailors at the yard, the next improvement will make many sailors pretty content! Feel free to follow Curaçao Marine and say hello on the abovementioned social media platforms or sign up for their newsletter at www.curacaomarine.com or www.facebook.com/curacao.marine.

For more information see ad on page 21.

Compass Anthology's First Anniversary

This month marks one year since the publication of the e-book *Cruising Life: The Best Stories from Caribbean Compass.* This lively collection of 49 standout articles selected from among more than 200 issues of *Compass* has met with great success. Aside from strong international sales, this collection won both acclaim and popularity. One of the selections, a story by Ruth Chesman about falling overboard, was featured on the Women and Cruising website (www.womenandcruising.com), and became one of their five most-often-read posts of 2013. *Zing,* the in-flight magazine of the Caribbean airline LIAT, noted that *Cruising Life* provides "glimpses of seldom-visited anchorages as well as unique perspectives on the places `everybody knows'".



Cruising guide author Chris Doyle says, "Cruising Life is a fabulous collection of classic *Caribbean Compass* articles… a book that is lively, fun and describes not only cruising life, but life on the waterfront that has become home for many of us. The book is in sections and the Adventure part should put paid to the notion that Caribbean cruising has become ho-hum. The editors have done a wonderful job of providing vignettes that create a colorful and representative picture of the Caribbean we all know and love. Buy it to peruse and enjoy, or to send to your friends in faraway places, so they, too, can see what holds you here."

For more information see ad on page 32.

—Continued on next page





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Power Up for Hurricane Season with Parts & Power

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Perhaps you already have a generator and you want to ensure it will perform when needed? No problem! Parts & Power stock service parts for all brands of generators and their team of skilled service engineers will ensure you have power when you need it. Parts & Power can also protect your home or office from lightning strikes with our range of surge protection devices — all in stock.

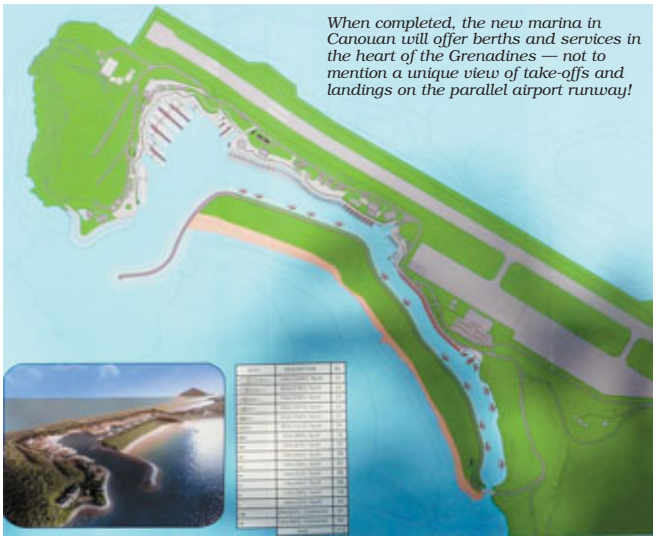
Parts & Power can also help boat owners reduce start-up problems when you relaunch your boat with their nine-point "summarization" program. If you are storing your boat or yacht during the summer in the British Virgin Islands, Parts & Power are offering this package to provide peace-of-mind for when you return. To arrange your inspection, call (284) 494-2830 or e-mail kelly@partsandpower.com or dan@partsandpower.com.

For more information visit www.partsandpower.com. Bargain hunting? Don't forget to check for overstock specials at www.partsandpower.com/products_store_specials_overstock.php.

Work Suspended at New Canouan Marina

As this issue of *Compass* goes to press, work has been temporarily halted on construction of a new marina located at the western end of the Grenadine island of Canouan, only five miles from the famous Tobago Cays Marine Park. The stoppage was a result of "operational differences" between the project's two major investment partners. The Government of St. Vincent & the Grenadines owns a 17-percent share in the project, and SVG's Prime Minister, the Hon. Dr. Ralph Gonsalves, has reportedly met with the investors to smooth the way for work to recommence soon.





When completed, the new marina in Canouan will offer berths and services in the heart of the Grenadines — not to mention a unique view of take-offs and landings on the parallel airport runway!

Being built on reclaimed land south of and immediately adjacent to the island's airport, the new marina is expected to be of "international quality" and accommodate more than a hundred boats of various sizes.

Early-Bird Discount for Antigua Charter Show

Registration for Antigua Charter Yacht Show 2014 in now open, and a ten-percent early registration discount will be given to yachts that register and pay their registration fee by July 31st.

You can go online and register or reactivate your registration from last year through an easy online application process at https://www.antiguayachtshow.com/register3.php.

CARIBBEAN ECO-NEWS

New Protected Area in Guatemala

The Guatemalan Government has formally established a new 47,000-acre (19,013 hectare) protected area that will safeguard some of the country's most endangered wildlife. Located in the eastern corner of Guatemala near the Caribbean Sea and just south of the Rio Dulce, the newly protected area is named the Sierra Caral Water and Forest Reserve. Sierra Caral is the single most bio-diverse forest remnant in Caribbean Guatemala. The reserve is home to three species of threatened birds, a host of migratory birds, a dozen globally threatened frogs and salamanders, and the rare Merendon palm-pitviper (*Bothriechis thalassinus*), a tree-dwelling, blue-toned venomous snake.

The Core Zone of this new protected area, the 6,000-acre Sierra Caral Amphibian Conservation Reserve, was established in 2012 by Fundación para el Ecodesarrollo y la Conservación (FUNDAECO) with assistance from American Bird Conservancy (ABC), Global Wildlife Conservation, Southern Wings, World Land Trust, and others. The conservation value of the area is reflected in its previous designation as a global Alliance for Zero Extinction site, owing to its status as the last place on earth providing habitat for Wake's Hidden Salamander.

The National Congress of Guatemala established the National Protected Area on May 13th by an overwhelming pro-conservation vote of 106 in favor out of a total of 125 Congressmen present in the session. It is the first new protected area designated by congress in Guatemala in nine years.

"We have been working to obtain the legal declaration of this new protected area for more than seven years," said Marco Cerezo of FUNDAECO. "Finally, the biological importance of Sierra Caral has been recognized by our National Congress. This new protected area brings us a step closer toward our dream, which is the conservation of key stop-over and wintering habitats for migratory birds along their flyway across Caribbean Guatemala."

BVI Waters Declared Shark Sanctuary

On May 22nd, the British Virgin Islands declared its territorial waters a permanent sanctuary for all shark species to help protect the marine predators whose global numbers have been dramatically dwindling. The Cabinet of the BVI banned commercial fishing of all shark species in the 30,933 square miles (80,117 square kilometers) of its exclusive economic zone.



JIM ABERNETHY

Kedrick Pickering, deputy premier and minister for natural resources, said the loss of sharks disrupts the predator-prey balance, compromising the health of oceans and reefs and the survival of other marine creatures. "The best way to manage their populations is to let them fulfill their ecological role as apex predators," Pickering says.

Commercial shark fishing has grown rapidly in recent decades, driven by rising demand, mainly in China, for shark fin soup. Because of their long life spans and low fertility rates, sharks are highly vulnerable to overfishing. Experts say roughly 100 million sharks are killed each year in commercial fisheries around the globe.

The territory of about 25,000 people said it is also protecting rays, whose numbers have sharply decreased over the years. Researchers with the International Union for the Conservation of Nature have said roughly one-quarter of the world's sharks and rays are threatened with extinction.

The sanctuary announcement was applauded by the territory's most famous resident, Richard Branson, CEO and founder of the Virgin Group of companies, who has been pushing Caribbean governments to better protect marine environments, making special mention of sharks and rays. At a conference Branson hosted on his private island last year, several regional governments committed to establishing shark protections by May 2015.

The territory joins Honduras and the Bahamas as the first governments in the Americas to declare shark sanctuaries, according to Pew Charitable Trusts, which has pushed shark conservation efforts around the world. The BVI is "showing that small islands can have a big impact on global biodiversity," Pew's Angelo Villagomez said.

More Cooperation for Marine Conservation

As reported in the *Jamaica Observer*, the Secretariat to the Convention for the Protection and Development of the Marine Environment of the Wider Caribbean Region (Cartagena Convention) and the Mesoamerican Reef Fund (MAR Fund) recently signed a Memorandum of Cooperation to enhance the conservation and sustainable management of coastal and marine resources within the Wider Caribbean Region. This collaboration will enable joint training support and improved exchange of information among the countries of the region.

The first joint activity undertaken within the framework of the memorandum was a workshop on the control of lionfish in the MAR, which took place May 22nd and 23rd in Guatemala. Over the two days, national and regional experts from the MAR and the insular Caribbean learned about the strategy for lionfish in the Caribbean, which has been aimed at education and awareness, building capacity on the capture of lionfish and techniques to handle the species, as well as incentives and marketing to promote its consumption.

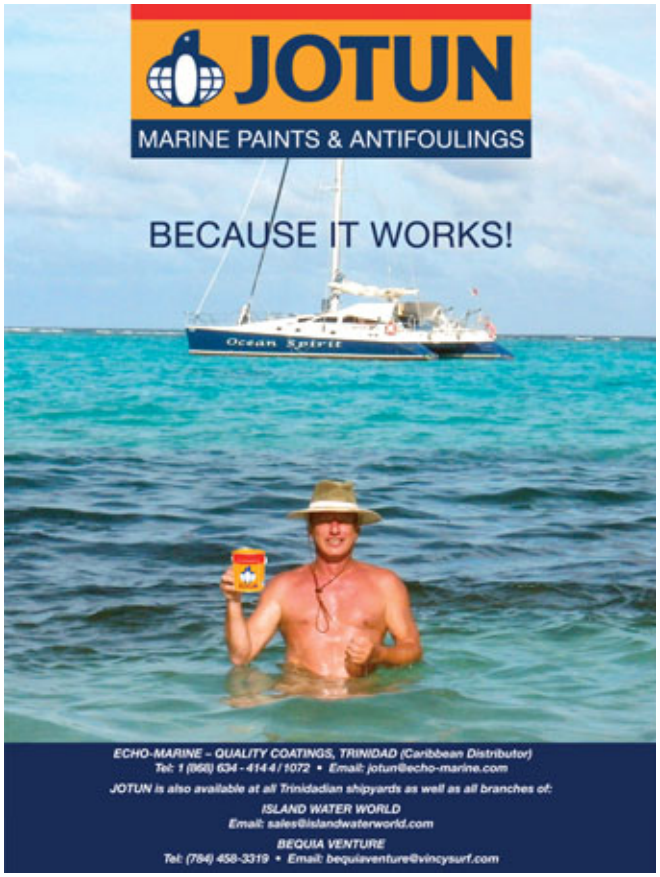
The Cartagena Convention is the only legally binding agreement for the conservation and sustainable use of the coastal and marine resources of the Caribbean Sea. The Convention is supported by three technical protocols dealing with oil spills, specially protected areas and wildlife (SPAW), and pollution from land-based sources and activities. These legal instruments assist countries to ensure that environmental issues are considered in national development activities that may impact the Caribbean Sea.

The MAR Fund is a four-country alliance with the primary purpose being to support the conservation and sustainable use of natural resources in the Mesoamerican Reef eco-region. It operates as a privately managed fund that raises and allocates funding, while relying on the pre-existing technical, administrative and financial capabilities, and know-how of its founding members — Protected Areas Conservation Trust in Belize, Fundación para la Conservación de los Recursos Naturales y Ambiente in Guatemala, Fundación Biosfera in Honduras, and Fondo Mexicano para la Conservación de la Naturaleza in Mexico — to operate on the ground.

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Jamaican Nature Reserve Threatened by Port Project

According to a report by Suzanne Goldenberg in *The Guardian* (UK), a development will destroy Jamaica's biggest nature reserve and fragile coastal areas. The Jamaican government is pursuing a $1.5 billion Chinese port development inside the island's biggest nature reserve, the Portland Bight Protected Area, threatening the famous Jamaican Iguana and putting fragile coastal areas at risk, environmental groups say.

Government officials have championed the project, which reportedly includes a port, industrial park and causeway, as a boon for the country's economy. But the United Nations, the International Union for the Conservation of Nature and local environmental groups say the China Harbour Engineering Company development risks destroying mangroves and rare forests in the reserve. The IUCN said the port would endanger 50 species of plant found only in Jamaica, including 17 that are endangered. Conservationists warn that the Jamaican Iguana, *Cyclura collei*, is a critically endangered species in the Portland Bight Protected Area.

"What is at stake are Jamaica's most protected areas of land and sea," said Diana McCaulay, who heads the Jamaica Environment Trust. The Portland Bight Protected Area extends over 200 miles of land and 524 miles of sea, containing the Goat Islands, 30,000 acres of mangroves, and four dry limestone forests. The area was set aside as a nature reserve in 1999, and the Goat Islands, which are uninhabited, were being prepared as a sanctuary for the Jamaican Iguana. The port project would involve flattening the Goat Islands and extensive dredging, local and international opponents said. Jamaican officials have said the port project would also involve an industrial park to manufacture cranes for export across the Caribbean, and the Jamaican government is calling for a coal power plant at the site.

The local UN representative, Arun Kashyap, warned the port could wipe out local fishing communities, damage beaches, and expose the coastline to greater risk of hurricanes and other storms. He said saving the reserve promised economic benefits. "With the entire Caribbean region vying for the same tourists, such a unique niche will advance Jamaica's tourism potential."

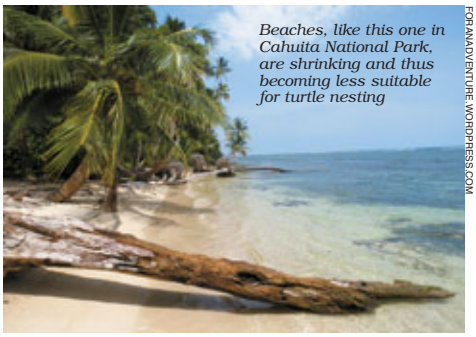
Anti-corruption groups noted that the port development's parent company, the China Communications Construction Company, was sanctioned for corruption by the World Bank in 2009.

Conservationists said the port would reverse more than 20 years of international efforts to bring back the Jamaican Iguana. "It is one of the best-known conservation success stories of modern times," said Rick Hudson, a conservation biologist at the Fort Worth Zoo, and a founder of the International Iguana Foundation. "A species that was given a second change for survival has been on the road for recovery for the past 20 years. We are on the verge of success."

Officially, construction will not get under way until the project undergoes a series of reviews, including an Environmental Impact Assessment. But opponents said they feared the project is moving ahead speedily. Jamaica's prime minister, Portia Simpson Miller, and other officials met visiting Chinese company executives for talks about how to go forward on the port, according to Jamaican press reports. The country's transport minister, Omar Davies, told parliament the government was firmly behind the port.

Sea Turtles Nesting Affected by Climate Change

According to a report by Diego Arguedas Ortiz of Inter Press Service (IPS) news agency, critically endangered sea turtles have few sanctuaries left in the world, and Cahuita National Park in Costa Rica is one of them. Cahuita National Park is a 2,711-acre (1,097-hectare) national park in the La Amistad Conservation Area of Costa Rica located on the Caribbean coast. It protects beaches and lowlands and attracts visitors who scuba dive and snorkel in the protected marine area, which contains the Coralline Reefs as well as being a nesting ground for sea turtles. But in 2012 only 53 nests were counted on the beaches of this park. And there is an enemy that conservation efforts can't fight — the beaches themselves are shrinking. For centuries, the over eight kilometres of beaches in Cahuita have provided a nesting ground for four species of sea turtle: the leatherback sea turtle (*Dermochelys coriacea*), the green sea turtle (*Chelonia mydas*), the loggerhead (*Caretta caretta*), and the hawksbill (*Eretmochelys imbricata*).


Beaches, like this one in Cahuita National Park, are shrinking and thus becoming less suitable for turtle nesting

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But the erosion of the sand and the rising sea level have reduced the size of their breeding grounds and the number of turtles who come to lay their eggs in this national park after migrating across the Caribbean Sea.

"Many turtles now go to the beaches outside the park, in places we have no control over, which makes them more vulnerable," the park administrator Mario Cerdas told IPS. In the three years he has run the park, Cerdas has seen a drop in the numbers of turtles coming to nest.

The turtles' change of destination, to beaches outside the park, is not the only concern. In sea turtles, gender is determined by the temperature of the sand on the nesting beaches, with cool beaches producing more males and warm beaches more females.

As a result of climate change, heat is increasing in Central America, which means that more females than males are born.

"This could be acceptable for the population up to a certain point, but if the gender ratio gap becomes too big, there could be problems," said Borja Heredia, a scientist with the secretariat of the Convention on the Conservation of Migratory Species of Wild Animals (CMS).

In March, the Intergovernmental Panel on Climate Change confirmed the fragility of the world's ecosystems to global warming, in the second volume of its Fifth Assessment Report on Climate Change, which focuses on impacts, adaptation and vulnerability.

In coastal zones, the rising sea level is endangering habitats like coral reefs, wetlands and nesting beaches. In Cahuita, for example, up to one-quarter of the beaches have been lost in 15 years, according to Cerdas.

"Migratory animals face many of the same challenges that humans do: having to choose when to travel, what route to take, where to eat and rest, and how long to stay before returning home," CMS Executive Secretary Bradnee Chambers wrote in a column published by IPS.

"Unfortunately, these choices that are seemingly so trivial for humans are life-or-death decisions for migratory animals," he added.

REGATTA NEWS

Barbados May Regatta 2014

Renata Goodridge reports: The Barbados May Regatta, held May 15th through 18th saw 16 boats compete in races held up and down the south and west coasts of the island. Visiting racers from Trinidad and Grenada joined local sailors to compete for prizes in four classes. This year, the guru of the race management website regattaguru.com, Paul Miller, came and taught the results team how to use the regattaguru online scoring system, which ties in to the CSA database. What a treat that was!



Paul Johnson's Beneteau First Class Ten, *Bruggadung 2*, dominated CSA Class 1 with all bullets, while Ralph Johnson's Beneteau, *Rapajam*, and Norman de Costa's Soverel 43, *C-Mos*, traded seconds and thirds. In CSA 2, David Spieler's Beneteau Oceanis 473, *Leonora*, fresh from a Bequia Easter Regatta win, was invincible.

Robbie Yearwood's *Die Hard* arrived from Grenada to take first overall in a hard-fought J/24 Class, with *Hawk Eye, Glory Daze* and *Impulse* all winning at least one of this class's six races.

The winds were good, and the sailors played well out in the playground, allowing for the fun to continue on land. The venue was the Barbados Yacht Club, a continuing main sponsor for the regatta, along with Mount Gay Rum and Banks Beer. Satellite sponsors were crucial this year, allowing the organizers to bring in the band Mootown for the Friday night party. Good music and drinks, and a great camaraderie kept the parties well attended.

For final results visit www.sailbarbados.com or www.regattaguru.com.

Excellent Turnout for BVI Dinghy Championships

The BVI Dinghy Championships took place the weekend of May 17th and 18th at Nanny Cay, Tortola. The conditions were excellent with winds of six to 12 knots, calm seas and stunning clear visibility.

There was an excellent turnout, with visiting sailors from St John, St Thomas, St. Maarten, St. Croix and Antigua: a total of 50 boats on the water, which included 33 Optimists and seven IC24s. The BVI Dinghy Championships is for both young and old sailors alike.

This regatta is the flagship event for the Youth Sailing Development Programme and the chief fundraiser for the year. The money raised in this event goes entirely to the Youth Sailing Development Programme in support of instructor wages and equipment maintenance and acquisition.

The Optimist Championship fleet had 27 boats racing; for awards it was split into three age categories.

In the White Fleet (ten years and under), first place went to Mia Nicolosi from St. Thomas, second to Nathan Haycraft from the BVI, and third to Maria Eldridge from Antigua.

In the Blue Fleet (11 and 13 years old), first place went to Rayne Duff from the BVI, second to Mateo Di Blasi from St. Thomas, and third to Thad Lettsome from the BVI.

In the Red Fleet (13 to 15 years old), first place went to Teddy Nicolosi from St. Thomas, second to Rocco Falcone from Antigua, and third to Robert Hunter from St. Thomas.



Thirty-three Optimists took to Tortola's waters in beautiful conditions for the 2014 BVI Dinghy Championships

The overall Optimist winners were Teddy Nicolosi from St. Thomas in first place, Rayne Duff from the BVI in second, and Rocco Falcone from Antigua in third. Mia Nicolosi was the highest-placed girl.

The Optmist Green Fleet is for children of all ages who are just learning to race. There were six sailors in this class, from St. John, St. Croix and St. Thomas. They had a great weekend completing 17 races over the two days.

Lasers raced in three categories. The winner in the Laser Full Class (Olympic Class Race Boats for heavy sailors and Men's Olympics) was Andrew Barlas from St. Thomas. The winner in the Laser 4.7 Class (for smaller sailors and juniors) was Abby Maddox of the BVI. The winner in the Laser Radial Class (for lighter sailors and Women's Olympics) was Rhone Findlay from St. Maarten

In the IC24 Class, Colin Rathbun and crew on *Tortola Express* took the top spot, followed by Andrew Waters and crew on *Foxy Lady* and Chris Haycraft and crew on *Latitude 18*.

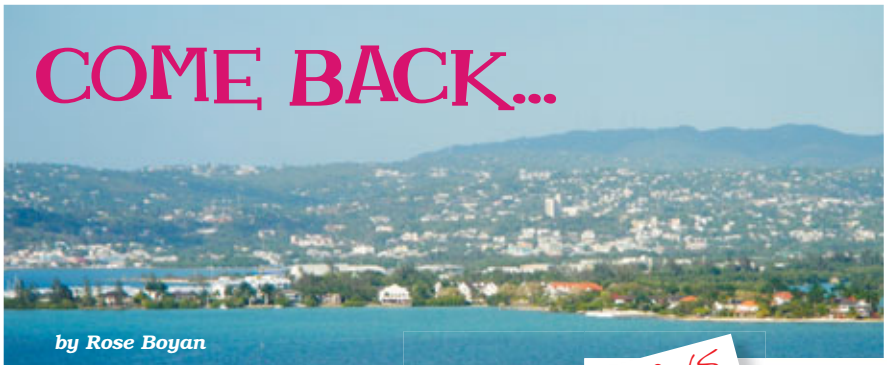
The BVI Dinghy Championships is also the third leg in the VI Triple Crown Series. The first event was the Cruzan Open in St. Croix followed by the VIODA Championship Regatta in St Thomas. Competitors must sail two of the three events to be scored. All of the winners of the VI Triple Crown are from St. Thomas: first, Teddy Nicolosi; second, Mateo Di Blasi; and third, Christopher Sharpless. Highest-placed girl was Mia Nicolosi; she was also fifth overall.

Nanny Cay, a great sponsor of the Royal BVI Yacht Club youth sailing program, very generously allowed the club to create a "Dinghy Champs Lounge" on their deck. With very comfortable furniture lent by The Moorings, it made the perfect venue for spectators to watch the racing and for the participants to enjoy after racing.

For more information on the Royal BVI Yacht Club youth sailing program visit www.royalbviyc.org.



COME BACK...



by Rose Boyan

DESTINATIONS

...TO JAMAICA!



Above: With more than 100,000 people, Montego Bay's population is greater than that of some of the islands that Exit Strategy *visited in the Eastern Caribbean. But in contrast, Rose and Dan found many Jamaican anchorages virtually empty and were never charged an entry, cruising permit or exit fee*

Right: Exit Strategy *cruised Jamaica's north coast, east to west, from Port Antonio to Lucea, then around the island's northwest tip to Bloody Bay*



THE title of this piece echoes a travel ad campaign for Jamaica that ran in the Chicago area eons ago. Our first response to it was in the mid-Eighties and we eagerly returned to Jamaica on three more weeklong vacations afterward. That was BC (Before Cruising). This year, after sailing the Eastern Caribbean for three seasons, my husband, Dan, and I happily put the island on our float plan. We felt like we'd seen much of Jamaica's natural beauty and had experienced quite a bit of the activities the island had to offer during our previous trips. However, this April, when we took our fourth trip to the island — our first journey there on board our Bavaria 46 Cruiser, *Exit Strategy* — we had the luxury of cruising the northern coast of Jamaica from east to west at a leisurely pace, discovering that NOTHING compares with seeing this gem of an island from the sea.

Port Antonio

After a short but busy rest stop in Ile-à-Vache, Haiti, we headed west to Jamaica. Our first port of call was Port Antonio. Upon seeing our approach into the sheltered waters of West Harbor, the staff of the Errol Flynn Marina radioed us to come alongside their dock for the convenience of the Customs and Immigration agents. We happened to arrive before noon on a Saturday and the officials had to be summoned since they were off duty. Generally, they charge an appropriate overtime fee if you need to clear in/out beyond their office hours of Monday through Friday 9:00AM to 4:30PM. The Customs and DEA agents were clearing in another vessel across the marina dock, so they arrived afterward. The paperwork and their questions were direct and no search of the vessel was done. They departed without collecting any fee. However, the Immigration official could not get there until 6:30PM. When he finally arrived, he apologized sincerely, saying that he wouldn't charge us overtime since he was so delayed. (That was a very NICE welcome to Jamaica!)

Paul, the dockmaster of Errol Flynn Marina, greeted us warmly and gave us a full orientation of the marina and the nearby town of Portland. I was concerned about getting a new SIM card before the store closed that day and Paul graciously offered to accompany me into town to get one while my captain stayed on the boat to wait for the Immigration agent. I was in a hurry because I thought there was only one hour left before closing. He jokingly scolded me with, "You must remember — this not Chicago; this Jamaica, mon. Walk slow." It was then that I learned we had crossed into another time zone (CST) to gain an hour.

Ample room exists for vessels to anchor easily in the West Harbor of Port Antonio in 20 to 30 feet with good holding, or there is often a slip available at the marina for a reasonable rate. If you choose to anchor out, you can use the marina facilities for US$15/day. This fee includes do-it-yourself laundry (buy tokens in marina office for US$3.50 each for wash/dry), trash disposal, showers, pool, bar, and free WiFi at dock/anchor. The staff is very helpful and can arrange for tour guides/taxis. The marina was exceptionally clean and beautifully landscaped and gave the feel of being at a posh resort. A fancy restaurant is housed in the main building. Paul also recommended an ice cream shop just west of the marina gate; we indulged, of course! There is a beach with a grill and bar offering tasty local dishes. We enjoyed wahoo and snapper platter dinners with drinks there for about US$24 per couple.

George is the manager for Errol Flynn's marine service office, which is located across the bay just beyond the fuel dock. He, like Paul, was very personable and happy to arrange any boat repair services. He coordinated a small welding job to be done on our stern rail without delay. The weld was good, although my captain was not pleased with the cosmetic result.

The marina staff can suggest or help you arrange an assortment of interesting island activities from Portland, such as touring The Blue Hole, Somerset or Reach Falls, or Fort George. We teamed with another cruising couple and rafted down the Rio Grande River. Our taxi driver, Phillip, was a fount of information as he drove (US$50 for four people round trip; raft for two was US$72). The raft trip was about eight miles long and took us three and a half hours. It was a splendidly peaceful ride that was politely interrupted every so often by vendors who waded out to sell us drinks/doobies/coconuts/bamboo flutes (US$5) or Barbie-sized replica rafts (US$10), flowers, or lunch (US$5/chicken or fish platter). We tipped our poler, Howie, who said that apprentice polers would pole the rafts back UP the river in the morning. (Unbelievable!)

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The town of Portland is a five-minute walk from the marina and a number of restaurants and cafés recommended by Paul can be found there. Portland is currently upgrading its water/sewage/electric utilities, so the main streets were somewhat torn up, but you'll be able to find most of what you want if you need to provision. Three banks/ATMs are close by and Scotia gives the choice of withdrawing US or Jamaican dollars. (Jamaican $109 = US$1 in April 2014.) Digicel and Lime stores were also nearby and Digicel offered a generous USA call package of 1,000 minutes for US$12.75.

Portland has a good-sized market area with countless choices of fresh fruits, vegetables, clothing, spices, and tourist items. In retrospect, I would avoid buying anything there from someone who befriends you and urges you to purchase from a specific vendor, as more often than not that vendor will have the HIGHEST prices and no change. Portland has a few bakery shops and small grocery stores, as well as a larger store about a mile on the road east of town. Not all stores will accept credit cards and those that do may experience problems with their credit card processing machines. Ask before you load your cart and again while shopping, or carry plenty of cash.

When you're ready to cruise out of Port Antonio or any other Jamaican port where you cleared in, you must meet with Immigration again to get a coastwise cruising Transire/permit and you will have 24 hours to leave. We asked for a cruising permit to Montego Bay, since that would cover most of the northern coast. Cruisers do not have to check in with authorities in between, even if they stop in a port that has Customs and Immigration.

Port Maria

We planned our cruise to move along Jamaica's northern coast easily. Our second anchorage was in Port Maria, where there appears to be no port, although it was a lovely place to stop. We had the entire bay to ourselves.

We went ashore near the Police Station and Brandon helped us pull the dinghy up onto the beach. There was no place to secure it, but he assured us that it would be totally safe there with the Police Station nearby. We took him at his word and left to walk around the town that has grocery stores, a bakery (where we had our first taste of many Jamaican coco breads), market, and restaurants.

Just past the town along the coast to the west, we hiked to Fort Haldane, ascending a gentle, shady incline amid ackee and breadfruit trees dripping with their bounty. From the fort we spied what appeared to be an interesting reef to snorkel just off the coast by St. Mary's Church below. One could tour Noel Coward's home, Firefly, in Port Maria or take the local bus to Kingston to visit the attractions there. (Jamaica has reliable, affordable public transportation choices if one uses the buses or route taxis.) The Marine Police boat stopped by while we were anchored in Port Maria to review our papers; the officers wished us a good trip through Jamaican waters.

Oracabessa

As we approached the entrance of the bay, a buoy posted a "NO FISHING" sign; funny — there were fishing markers floating all around it! Oracabessa is a small, picturesque anchorage that someone put a lot of thought and money into. It is woefully underutilized. Beautifully constructed stone walls line the outer bay while huge boulders form an outer breakwater, yet the slips stand empty. Many small fishing boats line the beach and three seemingly deserted boats were at anchor. *Exit Strategy* was the only occupied boat there. We arrived on a Sunday expecting loud music and general weekend craziness. Surprisingly, the volume of the music was at a pleasant level and the beaches were empty by sundown. A resort property is around the eastern point from Oracabessa.

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Left: Exit Strategy's *arrival port was Port Antonio. Dan admires the Errol Flynn Marina from an irresistible ice cream shop*
Below: The fishing fleet in an underutilized gem of a bay: tranquil Oracabessa



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This anchorage is located well off the main road and the perfect place for tranquil walks. A word of warning if you stop at Oracabessa — stay away from huge underwater rocks on the right side of the entrance! They were wonderful to snorkel, but you really don't want to use them to scrape the barnacles off your hull.

Ocho Rios

Being anchored between a reef and the bow of a cruise ship was not as annoying as one would imagine because only one ship came in the whole time we were in port. When the ship left, *Exit Strategy* stood alone in the anchorage. The water was perfectly clear and lovely to snorkel in right off the stern. There is a small marina that caters to daytrip boats with 24-hour security by the cruise ship dock, where we left our dinghy unlocked after being warmly welcomed by the guard, Ingrid. She also recommended good restaurants nearby. From there it was a short walk to the main road where many cruise ship malls, ATMs, street vendors, and grocers are located — and THE Bob Marley Market. Ocho Rios is a larger port, so you will find better prices on goods including tourist trinkets, but that may not hold true if you need boat services.

There are a number of attractions in the area, such as the ever-popular Dunn's River Falls, Coyoba and Shaw Gardens, or parasailing. But cruisers may be more interested in a trip to the Blue Hole Falls that is not on the cruise ship itinerary. We recommend Martin (876-349-0225 or www.buentoursjamaica.com) for touring in the Ocho Rios/Discovery Bay vicinity, as he was pleasant, knowledgeable, and patient.

A word about Jamaican tours and guides: Tourism is big business in the island and attractions and guides are plentiful. When you book with a guide, he/she will tell you that they can take you touring anywhere on the island. That is possible, of course, but it may mean that if the guide lives near Ocho Rios and you want to tour from Montego Bay, the guide will be driving for two hours before reaching you to begin the tour, and then your desire for an early morning tour will be out of the question. The best plan appears to be to hire a guide who lives near the anchorage from which you will depart. Visitors can also rent a car or take the bus to some attractions.

Discovery Bay

Upon entering this sizable bay, a bauxite-mining operation could be seen on the right. We're grateful that it did not deter us from visiting this laid-back spot. *Exit Strategy* tucked in to the eastern side of Discovery Bay and let the outer reef deflect an annoying swell. Anchoring there, where locals frequent a smattering of beachside bars and grills, was one of the best choices we made while in Jamaica. We joined three sailboats anchored there, yet we were often the only visitors ashore and the locals seemed genuinely impressed at our willingness to "rub elbows" with them. At times, we found ourselves in a cloud of the local smoke; nevertheless, it was enlightening to discuss local issues with them. Aachibold (his spelling), who raked the beach clean daily, was interested in talking philosophy, perhaps to keep us on the beach longer. Our favorite place was Crisnic's Seafood stall where on three occasions we ate authentic island meals: conch stew, ackee and saltfish, and stewed snapper and breadfruit. The platter prices at Crisnic's are reasonable, but ask the price when you order to avoid surprises.



Above: A pleasant walk from the anchorage takes you to the tide pools on the point at Discovery Bay

Below: The Washing Machine at Mayfield Falls near Lucea



It was easy and safe to secure the dinghy to a tree on the beach near Crisnic's. Someone may insist on watching it for you to earn a tip, but it really isn't necessary. Discovery Bay is a nice place to wander around, so walk off the beach to the road and turn left for a nice quiet stroll through the exclusive beach-house neighborhood that lines the coast. The road ends at the coast, where you can further explore some great tide pools. If you leave the beach and go right instead, the road leads to the main road. Make another right there and you'll find hardware stores, grocers, a do-it-yourself laundry, veggie/fruit stands, a taxi stand, and a gas station. If you go left on the main road, you'll find smaller grocers and restaurants. Seco Beach is one beach down and is typically filled with locals and music on the weekends. We were in awe of the large attractive kites being skillfully flown off the beach. Sometimes speedboats from the beach houses pulled waterskiers or tubers around the bay. Trash can be left in the barrels just outside the beach bar area along the road.

The reefs at the entrance of Discovery Bay beg to be explored. Other activities you may consider include taking a walk to Columbus Park, which is along the main road to the west before the bauxite plant, or contacting Martin, our previously mentioned guide, who described an interesting Green Cave tour nearby.

Falmouth Harbor

The cruise ship dock is done, but no ships were in during our short visit. We anchored there merely to break up our trip and were alone once more. The water was murky and shallow with a sprinkling of fish markers, although the holding was good. We took the dinghy to the town of Falmouth and secured it at the daytrip boat dock because it was the only one we could find. With no ship in, the dock was deserted, so we made our way through the cruise ship complex and explained our plight to the security people at the gate. They welcomed us without hesitation and explained that the next time we want to use the dock we must contact Mr. Boen of the Port Authority to get permission. A coast guard vessel came to make a quick check of our cruising permit while in Falmouth Harbor and departed bidding us fair winds.

In the absence of a cruise ship, Falmouth seemed somewhat sleepy. We traipsed around the main streets and found plenty of small grocers, bakeries, ATMs, restaurants, and streetside veggie vendors. Falmouth has a self-guided walking tour called the Heritage Walk that provides an account of its colonial history. We also noticed an impressive, educational display of Jamaican history posted along the walkway in the cruise ship complex on our way back to the dinghy.

Other activity alternatives in Falmouth Harbor lie much farther into the shallowest part of the bay in the mangroves. Glistening Waters, a place to experience the bioluminescence phenomena, is located here, as well as its popular restaurant. Rafting trips down the Martha Rae River can also be accessed from this point.

Montego Bay

Montego Bay was one of the largest bays we've seen, and yet the area suitable for anchoring was extremely limited. To make matters worse, it is adjacent to the cruise and container ship terminal. Runoff from the river leaves the water a bit cloudy and construction was being done on shore from dawn to dusk.

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What took the sting out of this location was that the anchorage is next to the Montego Bay Yacht Club, which has a dinghy dock. In fact, the MBYC has the only dinghy dock on that end of the bay and is the only marina in Montego Bay! That said, we dropped the hook and paid US$6 per person, per day for the convenience of using the MBYC facilities: posh restrooms and showers, a secure dinghy dock, fuel, water, tennis courts, book exchange, free WiFi at dock or anchor, game room, pool, taxis or tour arrangements. (Drop-off-only laundry service was available for US$12 per ten-pound load.) The MBYC Seahorse Restaurant had attentive service and delicious nightly dinner specials at surprisingly reasonable rates.

The MBYC staff called the Customs and Immigration officials for us and we met at the marina to do the paperwork. Since we planned to continue cruising onward to Negril on Jamaica's western shore, we were required to meet with them again 24 hours before leaving Montego Bay to get a new cruising permit. No fees were ever charged during our time in Jamaica.



Once outside the MBYC gate, a five-minute walk to the left got us onto a beautiful stretch of sand at Seawind Beach Club where one can relax, lunch, snorkel, or swim for about US$6 per adult. One evening, we took a 15-minute stroll to eat a delightful dinner at the House Boat Restaurant and hired a cab to return after dark. A 25-minute easy trek from the MBYC got us to the Mega Mart to provision. Then we found a route taxi driver in the parking lot to take us back. Peter, our route taxi driver, was quite a conversationalist and upon learning that we liked ackee, the national fruit of Jamaica, he gifted us with a heavy bag of cleaned, ripe ackee! (Reach Peter at 876-409-6540; US$5 fare to MBYC from Mega Mart.) Mega Mart is located in a mall-type area with other shops and ATMs.

The Pier I Restaurant on the coast in downtown Montego Bay has a dinghy dock, but is about a mile-long dinghy ride across the windy chop from the anchorage at the MBYC. We learned that yacht captains can also arrange to meet Customs and Immigration officials there. The Pier I Restaurant has ATMs nearby and is close to the market, where one can spend days shopping for fresh provisions or souvenirs. There are some amazing sights to see in and around downtown Montego Bay, with or without a guide, such as the Sam Sharp Square, the "Hip Strip" (beaches and bars just east of downtown), and the Rose Hall Great House Museum.

Lucea ("Lucy")

Lucea, called "Lucy" by Jamaicans, was uniquely quaint. It is situated in an expansive, protected bay and, once again, *Exit Strategy* was the lone vessel there. After a short downpour, the water was cloudy from river run-off, but the holding was excellent. We scanned the coast for a dock and saw none, so we ventured toward a clump of banana and ackee trees along the shore to determine if we could tie up there. As we exited the dinghy, a friendly looking lady indicated that we could indeed tie up there safely next to her house. Then we walked up the road going west of the town to find Fort Charlotte. Currently, part of the fort ruins house a portion of a school, but one can still walk to see the cannons along the great cut-stone walls. On the way back, it began to shower again, so we took refuge in a small roadside stand, namely Pet's Snackbar. We chatted with Pet as we waited for the rain to subside. My favorite topic is island foods and I saw that Pet had a variety of fruits growing in her yard. By the time the rain had stopped, she had her teenaged son gather some breadfruit and naseberries for us to take gratis.

In Lucy, one can find a fresh goods market, grocers, food vendors, bakeries, ATMs, and small tourist shops. Ask for Captain Percy in town if you'd like local fishing information. Be sure to make note of Lucy's clock tower: it was inadvertently intercepted in a shipment bound for the island of St. Lucia. Other activity options around Lucy include walking to the Hanover Museum just west of the fort or touring Mayfield Falls, which is a series of 21 refreshing waterfalls and pools of various sizes. Another place to secure your dinghy in Lucy is on the eastern shore by the construction site with David (a.k.a. "Baby"). For a fee, he will lock the engine in a garage and watch the dinghy on the shore.

Bloody Bay

The winds increased considerably as we rounded the northwestern tip of the island and we blazed into the anchorage at Bloody Bay. First, we dropped the hook at the south end of the bay, but it became too rolly, so we moved to anchor in the northern section, as recommended in Virgintino's *Free Cruising Guide*. Sea stars were easily spotted here because the water was sparkling clear. The bottom was sandy with patches of grass, making for good holding. Many day-trip boats anchor in the bay, but only one other cruiser joined us during our stay. High-end all-inclusive resorts line the southern half of Bloody Bay, while family type all-inclusives occupy the north end; neither welcome outsiders on their property. In the middle, there are beach vendors galore! Parasailing trips can be arranged ashore. Public restrooms are located on the beach near the Nature Office, which is at the south end of the vendors. Walking the beach in Bloody Bay was a real workout, thanks to its length and the effort used to fend off sales pitches along the vendors' corridor, but it is still a beach to which we would return!

Booby Cay was a short ride away and had dinghy moorings to use while you snorkeled. The coral reef displayed a vibrant, diverse fish population and the current was gentle enough for a four and six year old to manage. Booby Cay is small and has a few paths to wander and some rustic swings. Daily seafood beach barbecues happen there at midday and cold beverages are also available.

The main road can be accessed by walking beyond the Nature Office. One can take a taxi or route taxi from there to explore. A recommended route taxi driver and tour guide is Seymour (876-577-5833). Seymour (love the appropriate name) will customize tours from Bloody Bay or Negril. Jamaica's west coast is known for its cliffy shore and we were intent on experiencing those cliffs. We read that could be accomplished at the Push Cart Restaurant without a fee, so off we went. Seymour drove five of us to the Push Cart Restaurant in West End for US$30 round trip after other taxi drivers quoted us US$50. However, when we arrived at the restaurant we were informed that the new owners didn't allow jumping anymore. We were sorely disappointed, but then they showed us to the area where the jumping used to be allowed and said we could still swim. There are number of caves there (it was previously called Pirates Caves) and one reportedly reaches underground to the other side of the road! Needless to say, we thoroughly enjoyed the caves and, after showering, showed our appreciation to the restaurant by chowing down on some local cuisine featuring Rasta Pasta (with ackee), curried goat, and red snapper.

Left: Vendors afloat offer refreshments on the Rio Grande rafting trip

Below: The calm waters of Lucy are a perfect playground!



Just down the street from there, we happened upon a few good souvenir shops; one sold original crocheted bikinis for only US$25. Afterward, we learned that you can also cliff jump at Jimmy Buffet's Margaritaville at no cost if you purchase food or drinks.

We spent a month cruising Jamaica and have only explored half of the possible anchorages. What we treasured most about this lush island was the warmth of the people, its natural abundance, and the solitude!

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Guatever!

DESTINATIONS

BIENVENIDOS A GUATEMALA

by Bill and JoAnne Harris

As we write this article, the sun is setting on the Rio Dulce, and we are surrounded by the sounds of the jungle. Large flocks of parrots are performing a squawking fly-by, along with a concert of hollering howler monkeys in the rainforest, singing frogs, and the lightning bugs that glow in the darkness every night.

We began our journey to the Rio Dulce by departing from Roatan, Honduras. We had not had our trimaran, *Ultra*, in fresh water since our USA Dismal Swamp adventure from Elizabeth City, North Carolina to Norfolk, Virginia. We made a reservation at Mario's Marina in the Rio for the hurricane season. Since it was the rainy season in the Rio, we stayed in Roatan until the last minute to indulge ourselves in a little more sunshine, excellent diving and exploring before heading out.

We had a fantastic overnight downwind sail and caught a spectacular black fin tuna on the way. Sushi-rama! We did not see any other vessels until we reached Tres Puntas. There we encountered an enormous cargo ship that was bound for our hometown, Houston, Texas. We received a friendly call from the Port Authority on VHF16, to caution us that we would encounter more ship traffic as we approached Puerto Barrios. We said, "Buenos dias. ¡No problema and gracias!"

About 30 minutes outside of Livingston, the town at the start of the Rio and a port of entry for Guatemala, we hailed Agent Raul on the VHF16/68. His nephew, Girson, answered and said that he would see us in a half hour. We dropped our hook just off the fuel station and Customs House. He arrived on time in a *lancha* with five officials (Customs, Agriculture, Immigration, Navy and Port Authority). They all welcomed us to their country, complete with kisses on the cheek. They asked for our boat documentation, passports, crew list, and *zarpe* (exit paper) from our last port. With Girson's service, we never had to leave the boat. Our boat and crew check in cost was US$169, and it was not a problem to pay in US dollars. (The exchange rate at the time of this publication was 7.70 quetzals to US$1.) Girson was extremely professional and took our passports to the Immigration office to get stamped and we received our cruising permit.

Reminder: The initial entrance is good for exactly 90 days, not three months. We heard from another cruiser that he was fined US$500 for being one day over on his entrance.

After a one-hour check-in process, we were on our way for a three-and-a-half-hour cruise up the river. The dramatic riverbanks are magnificent canyons made of volcanic rock. It is breathtaking here: with the tremendous rainfall, everything is a brilliant green. The banks are dotted with exotic thatched-roof "huts"; however, some of these huts are extremely large — it is more like Guatemala's "Lifestyles of the Rich and Famous". They include high-tech boat docks and boat hangers with giant Sea Rays in them. Amongst all of the tropical vegetation, several marinas are spread out along the Rio's banks.

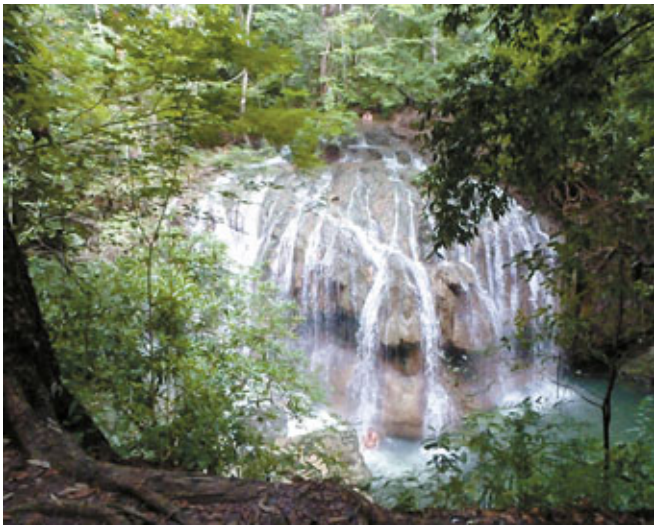
The only option of travel along the Rio is by *lancha* or dinghy. On our way to do errands, we took joy in donating care packages of clothes, food, toys, etcetera on an almost daily basis to a Mayan family living on one of the side creeks. They live in a small thatched hut with reed walls set on pilings, owing to flooding and sand flies. The wonderful children always come running out of the house, smiling ear to ear, when they hear our dinghy motor from up the creek.

The town of Fronteras provided us with a wealth of shopping opportunities including tremendous open-air produce markets, grocery stores, wonderful bakeries, fuel, water, boat parts, hardware stores, and an abundance of very inexpensive restaurants and great street food. The produce will amaze you: they sell papayas that are longer than a five-gallon bucket!

—Continued on next page







Clockwise from top:
The authors on the suspension bridge at the Hacienda Tijax Jungle Reserve
Abundance is a hallmark of Guatemala's produce markets
A traditionally built dwelling on the banks of the Rio Dulce
Soaking in Finca Paraiso's hot spring waterfalls

—Continued from previous page

Our adventures ashore in the Rio were many and various. At the Hacienda Tijax Jungle Lodge and Marina we had an energetic and very informative guide, Lucy, who took us on a beautiful hike through the lush Jungle Reserve complete with an invigorating 100-metre-high suspension bridge, refreshing waterfall pools, and



Bill observes market activity in the Spanish colonial town of Antigua

exotic flora and fauna. Along the way, we saw rubber and teak plantations. We took a local 14-passenger van for US$1 to the spectacular Finca Paraiso waterfalls and hot springs. The van ride was an adventure in itself: during the 45-minute ride to the falls, we had more than 32 people in and on the van. Yes, as in farmers riding on the Toyota minivan's rooftop luggage rack, speeding down the curvy and hilly farm roads of Guatemala with the conductor hanging out of the side door. The driver had told us about this earlier, but we thought it was a joke. We were definitely blessed to be riding entirely inside of the vehicle!

We spent a week exploring the town of Antigua and then went on to Lake Atitlan. In Antigua (nestled between the Agua and Fuega volcanoes), we stayed at a lovely hacienda for three nights and paid US$22 per night. Highlights included delightful cobblestone streets lined with picturesque architecture; the Museo de Cocoa; climbing to the highest point possible on Pacaya Volcano (which has erupted since then); taking the Hotel Casa Santa Domingo & Restaurant tour (it's an old monastery and museum); an unusual visit to a Mayan shaman cave with decor of numerous rum bottles, hundreds of burning candles, a glass coffin with a Christ statue inside, and a wooden statue draped in layers of bright-colored cloth with only the face exposed and a western-style cowboy hat, with two Mayan men sitting on either side drinking excessive amounts of rum; doing the Obstacle Course Zipline at Canopy Circo Del Aire at the Santo Domingo Del Cerro — complete with a 150-plus-foot ladder to climb and a cable length run of almost a mile for the amazing Superman run; and a divine dinner at Panza Verde Restaurant (Green Stomach). In Panajachel, Lake Atitlan, we stayed at the Hotel Utz Jay for three nights at US$38 per night, which included a spectacular Guatemalan breakfast. We toured the lake via lancha and explored the towns of Santa Cruz, San Marcos, San Juan, and Santiago, enjoying the friendly Mayan people and their beautiful handicrafts, and witnessing spectacular sunsets.



'Our adventures ashore were many and various' — including a hike to the active Pacaya Volcano

We had made arrangements to leave *Ultra* in the Rio, since we were invited by some friends we met in Grenada to sail with them in the Med. Marco and Myrna, the marina managers, told us "no problem" and took care of our boat and Sailor Kitty while we were gone on a two-month adventure to Greece, Turkey, England and the USA.

Based on our fantastic experience, if you are planning on traveling and need a place to leave your boat in good hands, then Mario's Marina in the Rio is the place! We took a US$8 per person, six-hour Litegua bus ride to Guatemala City and, from there, an international flight. There are numerous international airlines that operate from the airport.

If you are interested in inland travel around Guatemala and other areas of Central and South America, and need a safe place for your boat during hurricane season, then the Rio Dulce is a great place to be.

We know you will love going to Guatemala!

Captains JoAnne and Bill Harris both hold 100-ton USCG Master Licenses and sail aboard their trimaran, S/V Ultra. *They are currently exploring Panama. They enjoy writing cruising articles for a variety of publications. To follow their sailing adventures visit www.jandbyachtultraadventure.blogspot.com.*

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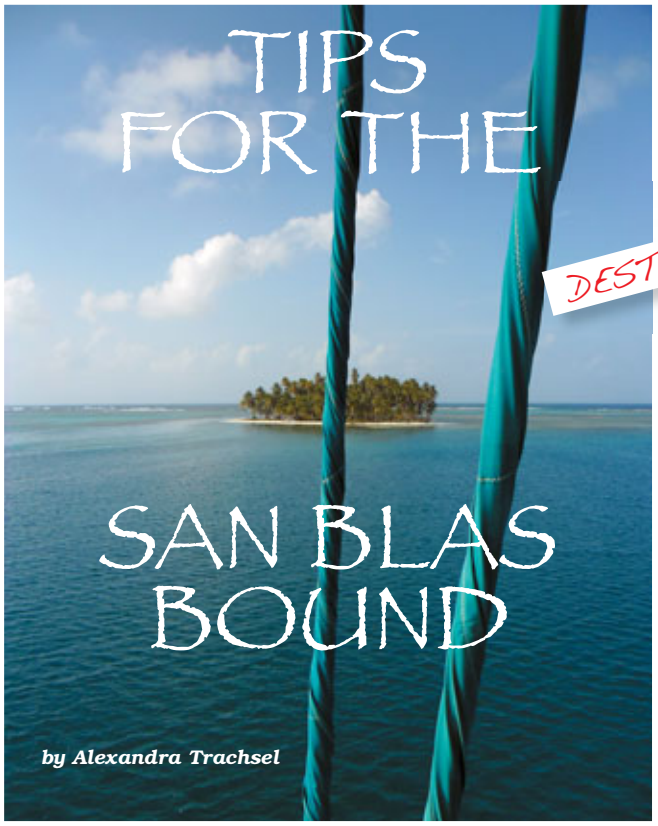
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DESTINATIONS

THE SAN BLAS ISLANDS OF PANAMA

San Blas islands of Panama are part of the district called Guna Yala, meaning Kuna Land, and home to the indigenous Kuna (Guna) people. The Guna Yala territory starts at the Colombian border on the Caribbean side of Panama, and runs all the way to Punta San Blas, about 60 nautical miles east of the northern entrance of the Panama Canal. However, the main cruising grounds are concentrated in the west, where you will find more islands, and thus more shelter.


LIESBET COLLAERT

Above: '...here there are no exclusive watch shops, no casinos...'

Left: Blue Wind *at anchor off Jansaladup*

These low-lying, coconut-palm-covered islands are all surrounded by very shallow reefs, which makes the purchase of the *Panama Cruising Guide* a must before departure. Almost every island here manages to show a trophy in the form of a hull on its side, sadly rotting in the sun. If you manage to put your boat on the reef after acquiring Eric Bauhaus's very well made chart book, a new pair of glasses is seriously advised! As always with coastal navigation, a reliable depth sounder, a good pair of polarized sunglasses and a wide berth given on a windward side will keep you out of trouble.

—Continued on next page



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Plan to make your landfall in daylight, but if that is not possible, don't panic! We dropped anchor in the southwest corner of Holland Cays in absolute darkness without any trouble. Keep a light ready on deck to scan the horizon for the occasional cruiser who forgets to turn his anchor light on. When arriving by night in West Holland Cay, the approach must be made from the northwest. Arriving anywhere else by night is not advisable.

If one is looking for the usual stuff that makes the Leeward and Windward Islands of the Eastern Caribbean what they are, know that disappointment will most likely happen in Kuna Yala paradise: here there are no exclusive watch shops, no casinos,



no Harley Davidsons or any four wheelers or show-off floating equivalents, no boom-boom nightclubs, no fancy restaurants — this is plain backpacker territory with the bare minimum. You will find on Banedup and Elefante a bar that will sell you wine, beer, cigarettes, a few veggies, gasoline and simple food, fish and rice style, which is the basic local meal. Nature is what you will mostly enjoy in Kuna Yala. While holding his coffee mug early one morning, one cruiser watched a crocodile pass by his boat; another one found a boa sleeping on deck; a third one saw an eagle ray jump right into his dinghy. Kuna Yala forbids foreigners from spearfishing, fishing and scuba diving. Nobody really knows on either side what the status is about kitesurfing, but the snorkeling and stargazing are endless. Take note that the wind pattern is opposite of what is characteristic of Grenada or St Martin: it increases at night, and decreases in the morning.

If you need a bit of civilization, anchor your boat in the Lemmon Cays, use a water taxi to the mainland, then grab a pickup truck to Panama City (US$55 per person, one way) The jungle ride on four wheels is like sailing the South African Wild Coast on a 40-knot run: fun, except for the people prone to seasickness! The price of the mandatory sleepover depends on your taste but the Cruisers Casa will host you (provided you have a reservation: http://panamacityconnection.org/beds/cruisers-casa) in the penthouse of a very tall downtown building for a decent price.

If the bright lights of the big city are a repellent, the local boys on the veggie boats will sell you the following items on a more or less regular schedule: good local chicken, Chateau Cardboard wine, canned beer, Abuelo rum, hotdog sausages, boxed milk, and fruit and veggies of all sorts. The Kunas will sell you fish, lobsters and crabs, as well as *molas*: finely hand-appliquéd and colorful textiles.

Left: Arrive in Guna Yala well provisioned for your stay; you can top up with fish, chicken and vegetables there. Blue Wind *was well stocked up for the duration*

Right: The signature souvenir of the San Blas islands is a mola*: a rectangle of intricate, colorful reverse-appliqué work in traditional motifs*



ELIZABETH BROUSE

Propane refills will be done in Elefante. Fresh water from the rivers can be purchased at the dock in Rio Azucar, or at anchor in Nargana. You can also use the wells found on the islands, but kindly ask for permission if the island is inhabited by the Kunas. Do not take the coconuts; they are Kunas' property! Do not give them your garbage either: toss leftover food overboard, give away beer cans for recycling, sink glass in deep water and burn the rest.

Nargana is one of the main villages of Kuna Yala, where you can enjoy fried chicken at the local restaurant, and buy bulk beer, Digicel recharge cards for phone or Internet, and plenty more supplies. You will find there a pharmacy and a doctor, and a fast ride to Panama City on a little plane if you have an itch or an emergency.

Customs and Immigration are in Porvenir, which also links to Panama City with small planes. Check-in will see you spend US$100 per passport plus US$193 per boat, all valid for one year, plus US$30 dollars to the Kuna Congreso (a local fee) — but Kuna Yala does not have one ATM, so come here loaded!

In my personal experience, the Porvenir officials were kind and courteous, and that is the least you can say of the local traditional fishing Indians, the Kunas, who will try their best to accommodate you. I have yet to see some of the crappy official (or not) attitude I have long left in my wake before reaching Bonaire.

To all, respectively as sailors and skydivers say, fair winds, blue skies!

The 200 Tons Yacht Captain and Divemaster Alexandra Trachsel is the skipper of S/V Blue Wind



New Buoyage Makes Grenada's Second City an Attractive Destination

by Don Street

The harbor of Grenada's second city, Grenville, is now marked by buoys and posts, and I have verified that there is ten feet of water through Luffing Channel at high tide and 12 feet inside the harbor. The new navigation aids make it much easier to visit Grenville Harbour, a reef-protected anchorage on the island's windward side. Grenville Harbour is a perfect place to spend a couple of summer days and explore the northeast corner of Grenada.

The months of July and August can provide some excellent cruising weather with a nice 12 to 15 knots, day after day. If you are based for hurricane season in Grenada, enjoy these sailing conditions and do some exploring, putting Grenville on your itinerary. Needless to say, while cruising during hurricane season you must listen to the weather report every day, remembering that hurricanes approaching the Eastern Caribbean rarely if ever alter course more than five degrees in 24 hours.

It is a five- or six-mile beat from Grenada's popular south-coast anchorages to Lascar Cove, Petit Trou or Requin (see pages 160 to 162 of my *Martinique to Trinidad* guide). Start early, before the wind really starts to blow, and you are anchored in one of these deserted coves by 1100 hours. The scale of the Imray Iolaire chart, and all other charts of this area is such that no real decisions can be made as to the viability of anchorages in these bays, hence the blow-up on the next page.

From Requin north to Grenville is only six miles. Organize your arrival into Grenville by 1400 or before so the sun is behind you or overhead. The entrance to the harbor is through the reef.

Although maintenance of navigational marks has sometimes been poor, for well over 100 years the church on the hill, bearing 304 degrees magnetic, has led vessels through the outer channel. The only part of the outer channel that is narrow is the entrance. A good eyeball navigator standing on TOP of the bow pulpit could easily spot the two shoals if the outer buoys were missing. Use eyeball piloting until you pick up the posts marking Luffing Channel. An error crept into the chart: the range/transit for Luffing Channel is correct, but the numbers are wrong. They should read 004-184 magnetic (rather than 012-192 magnetic). This is noted in corrections at www.imray.com.

If the new buoys and posts ever do go missing, the break in the reef is obvious. It is a sharp turn to starboard, course 004 magnetic, hence the name Luffing Channel, as sail trimming on the old cargo schooners was slow to say the least! Head midway between the reefs.

Note: Despite a number of e-mails to the Grenada Port Authority asking when — what month, and at springs or neaps? — High Water was established, I have had no reply. This is a problem, since the Caribbean Sea is 12 to 18 inches lower in late May, June and July than it is in winter. The difference between High Water Springs in winter and Low Water Springs in summer is about three feet, and occasionally four. If you draw over six feet, try to enter at high tide.

Once inside, round up and anchor in roughly 12 feet of water, in a sand bottom with good holding. You are in a wonderful windswept (bug-free) anchorage, but the water is calm because of the barrier reef to windward. It is a perfect place to learn windsurfing or SUP, as the windward half of the harbor is only three feet deep — if you fall down you can just stand up and climb back on your board.

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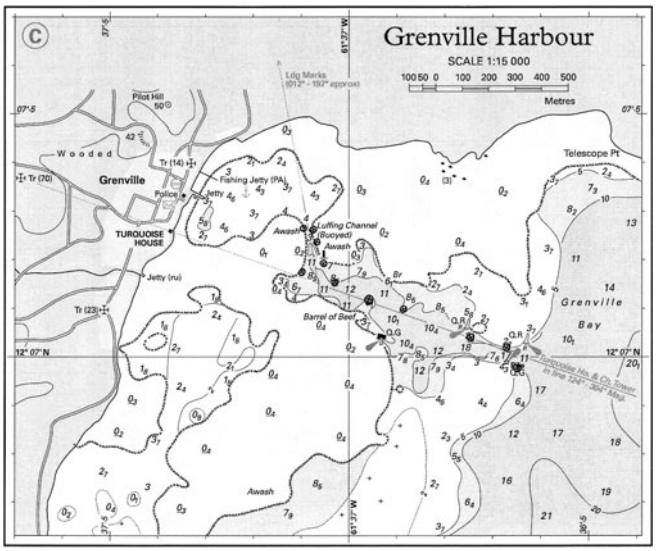


Summer is the best time to visit. As the Grenada Ports Authority warns: 'Breaking seas across the entrance to Grenville Bay will be experienced during strong northeast winds'



—*Continued from previous page*

Named for an 18th century British prime minister, Grenville, also known as Rainbow City, is home to more than 2,000 inhabitants. As the commercial center for the eastern part of the island, it has the essential amenities of shops, bars, market, etcetera, that you would expect.



From Grenville, a number of unique attractions are just a short bus, taxi or rental-car ride away. Enjoy visiting the nutmeg processing station; Belmont Plantation, a 400-acre plantation run by the same family for three generations; the River Antoine rum distillery, claimed to be the oldest continuously operating rum distillery in the Caribbean; and Petite Anse hotel and beach — highly recommended by Grenadians. Sauteurs is a village worth exploring; here there is a small shop run by a 98-year-old woman who rides to work every day on a donkey.

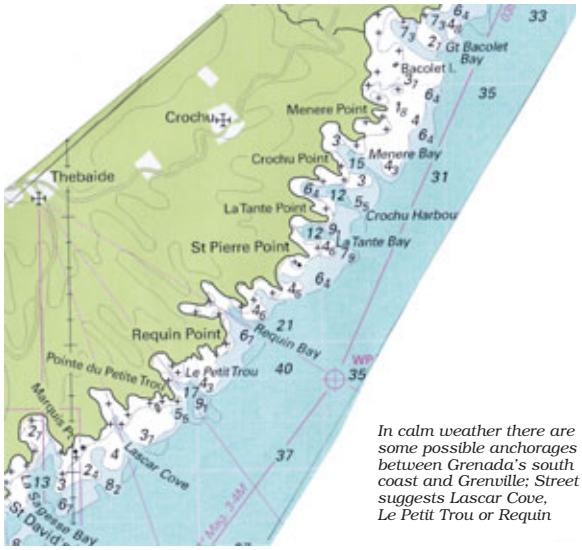
The day you leave Grenville Harbour, have an early morning swim, a long leisurely breakfast and do not depart until 1100 when the sun is high.

Leaving the harbor, pick up the range/transit marks on the north side of the harbor to make sure you are in the center of Luffing Channel. Once clear of Luffing Channel, head east on a course of 124 degrees magnetic. Look at the chart carefully. There is plenty of water between the shoals, except for the outer entrance marked by two buoys. If the buoys are missing the two shoals are easy to spot as the water humps up over them.

If you have a red-hot crew, a boat that sails to windward well and tacks reliably, and a good eyeball rock pilot on the bow, you can sail out. If you do not have all the above go out under power. I have sailed my boats *Iolaire* and *Li'l Iolaire*, both engineless, in and out of Grenville.

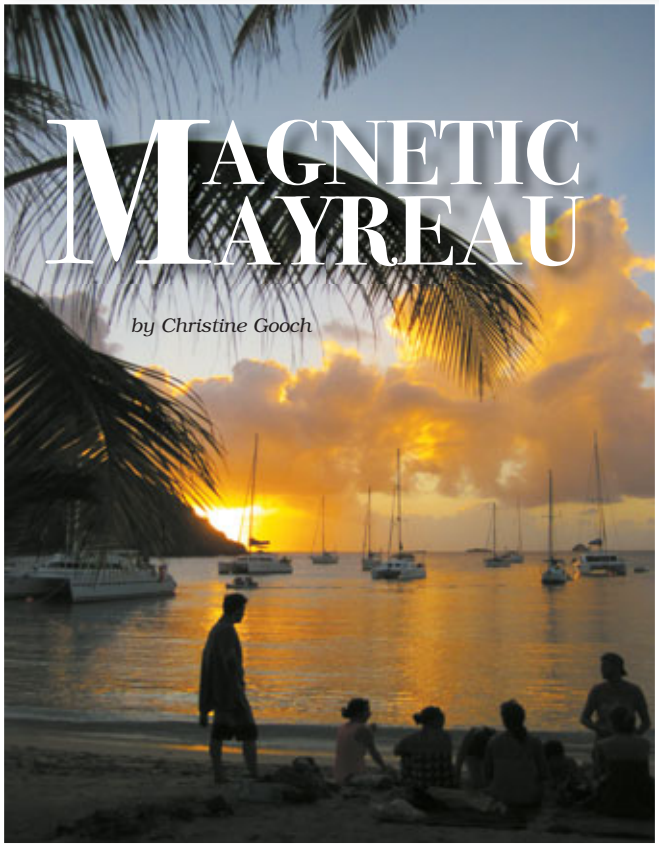
From here, you can head on up to Carriacou or back down to the south coast, where that game of dominoes is no doubt still going on…

Left: Circles with an X in the middle mark the buoys that lead into the Grenville Channel. IMPORTANT NOTE: The correct transits for Luffing Channel are 004/184 degrees magnetic



In calm weather there are some possible anchorages between Grenada's south coast and Grenville; Street suggests Lascar Cove, Le Petit Trou or Requin





MAGNETIC MAYREAU

by Christine Gooch

The view from the top of the hill behind the little Catholic Church on Mayreau is breathtaking. Shading my eyes from the glare of the sun I gaze out over shimmering water in every shade of blue from palest aquamarine to deep cobalt. The five uninhabited islands that make up the Tobago Cays are a couple of miles offshore, a forest of yacht masts testament to the fact that this is one of the most popular anchorages in the Caribbean with many charter boats coming from as far afield as Martinique. The hilltop is also a good vantage point for studying the unmarked reefs that pepper the waters around the Cays, before you make your first trip out to the islands.

Tiny Mayreau has a total area of one and a half square miles and fewer than 300 inhabitants, all of whom live in the one village straggling its way up the hill. As recently as 2002 there was no mains electricity and Dennis Forde owned the only car on the island. Goats and kids nibble the grass at the side of the concrete road through the village, occasionally skipping across in front of us as we toil up the exceptionally steep hill in the heat. A big part of the charm of the island is that people always have time to stop to say hello and talk to you. Every time my husband, Kevin, and I visit we always go and chat to Rosie, a large, jolly local lady selling T-shirts and sarongs on the beach at Saline Bay. Another local stall holder nearby has a novel (but effective!) sales ploy in the shape of her extremely cute and friendly little girl who lures customers over for a cuddle or a game with her ball, allowing mum to showcase her wares. Sandy Feet beach bar, tended by Mirabella, an elderly local lady, is a cheerful wooden building on the sand, painted white and yellow and with a frieze of silhouettes of whales, dolphins and starfish cut out under the eaves. A wooden picnic table and bench seats under a shady tree provide a cool place from which to enjoy a beer while admiring the long curved white sand beach shaded by palm trees and your yacht at anchor.

By the time you have walked up the extremely steep hill to the village you're ready for another beer. There are plenty of bars to choose from, some also serving home-cooked local food and with free WiFi for customers. Halfway up the hill is Dennis' Hideaway Guest House; at one time Dennis's was the only place to stay and the only bar on the island. One of our friends still talks about how — many years ago — after a few beers he gave away my unsuspecting husband's sailing oilskins to a local fisherman they met in the bar. Nestling in a tropical garden filled with bright flowers and birdsong, surrounded by a hibiscus hedge where hummingbirds can occasionally be spotted darting amongst the foliage, Dennis's has a small bar area decorated with faded and tattered flags donated by visiting yachtsmen.

Also popular with cruisers, one of the most eclectic bars on Mayreau belongs to Robert Righteous. Robert Righteous and De Youths bar is painted green, yellow and red; adorned with flags, shells, photographs and with almost every available inch of the walls covered with messages written by previous customers; the floor has several steps and changes of level ready to trip up anyone whose concentration might be impaired by one too many rum-and-cokes. Robert is very laid back and loves to sit and talk to his customers to the accompaniment of Bob Marley on the bar's sound system. Apparently the establishment used to be "Righteous & De Youths Snack Bar and Tea Room", which sounds very formal and sedate; the atmosphere has certainly changed since then!

Various trails lead over the island, including to the saltpans and the windward coast. Having come up the hill from Saline Bay, the road descends just as steeply to Saltwhistle Bay in the north of the island. Swimming off the beach, I floated on my back in clear aquamarine water, looking over my toes at a long white sand beach and palm trees waving in the breeze against a cloudless blue sky — bliss! There's even the archetypal palm tree leaning at a drunken angle at the water's edge. A narrow sand spit separates the protected waters of the bay from the rougher windward side of the island where jumping and twisting kitesurfers skim over the water. On the beach, brightly coloured T-shirts and sarongs pegged on lines strung between the trees dance in the warm breeze. There are several local beach bars (not being night owls, we have found their music can sometimes be noisy until quite late at night). Hidden among the trees is the recently renovated Saltwhistle Bay Club. Rooms are dotted among the trees, and there is a beach bar with quaint thatched gazebos; the circular stone seats and tables decorated with conch shells filled with bougainvillea flowers are a great place from which to watch the sunset. Dusk on Mayreau turns the sky a gorgeous shade of soft peach, gradually deepening to vivid orange and red. Bring your camera, because your photos of your yacht framed by silhouetted palm trees will capture the relaxed atmosphere perfectly. But make sure you bring a torch if you have to walk back to Saline Bay; once night has fallen it is very dark, although if the sky is clear it will be full of thousands of stars.





Clockwise from left:
A mellow Mayreau sunset manifests the magnetism that draws sailors back again and again
Vendors sell T-shirts and pareos under the coconut palms lining Saltwhistle Bay
On the left-hand side of the hilltop Roman Catholic Church on Mayreau is a sign directing visitors to a glorious view of the Tobago Cays

Even though Saltwhistle Bay is one of our favourite places we usually anchor in Saline Bay, as Saltwhistle Bay is now crowded with mooring buoys and we prefer to rely on our own gear, but this means you end up having to anchor at the back of the anchorage which is very rolly, even on a catamaran. The disadvantage of anchoring in Saline Bay is that there can be a nasty smell (Rosie told us it comes from the drying saltpans) but we still find it to be the better anchorage. Make sure you leave room for the ferry to turn as it approaches the jetty.

There is also an anchorage on the windward side of the island, although we have never used it ourselves; you have to eyeball your way in through the reef and it is only suitable in calm, settled conditions, but I am told you can get ashore and walk up a trail to the village.

When we were last in Saline Bay (in March this year) a dinghy security patrol, consisting of volunteers organized by local policeman Owen Isaacs, was operating in Saltwhistle and Saline Bays. They were on the jetty at Saline Bay from 6:00PM until the last dinghy went home, and although they didn't have a boat as yet they were trying to keep an eye on yachts at anchor from the shore. I understand that, at present, they will only be operating outside of the hurricane season, as there are enough boats around then to make it viable.

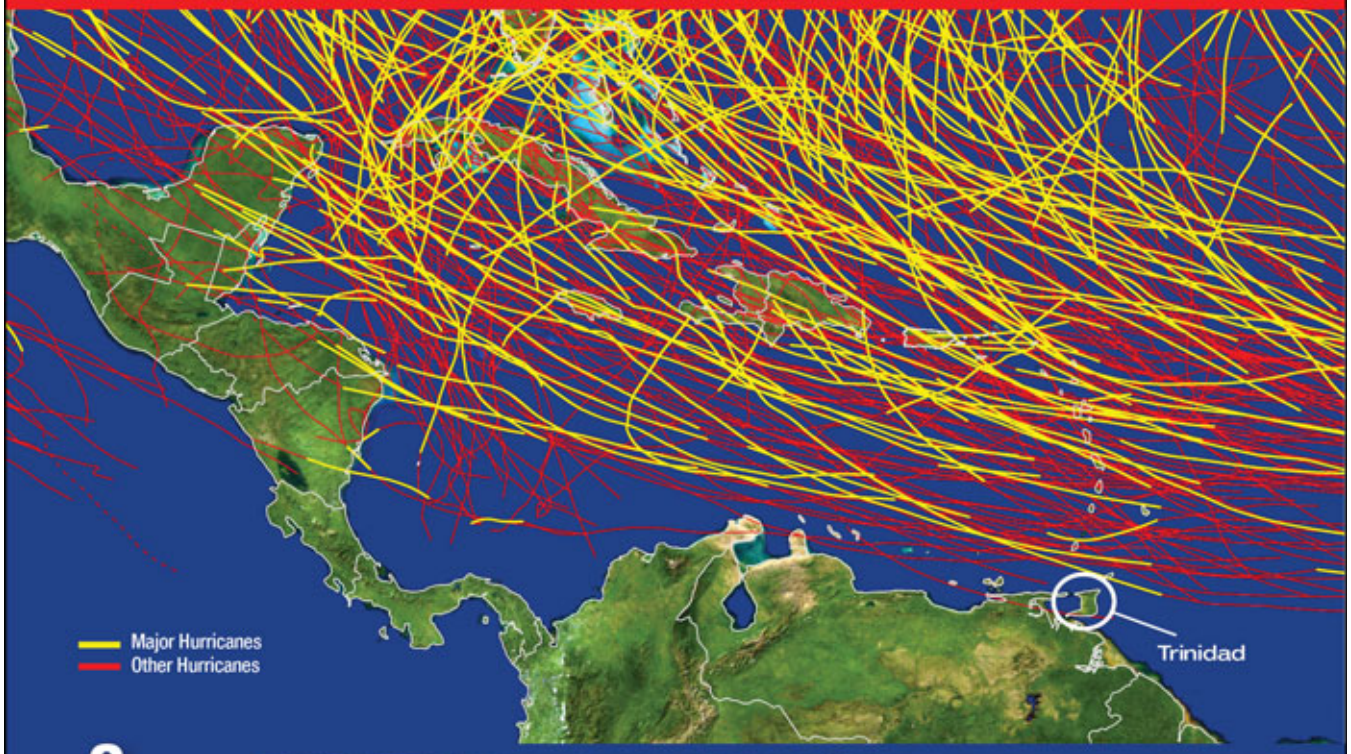
One of my best memories of Mayreau is seeing our friend Lynette dancing her way in the sunshine down the hill towards Robert's bar to the sound of reggae coming from the open window of a nearby house. It sums up the happy, laid-back feel of the island perfectly for me.



It's a steep but worthwhile walk up the hill from Saline Bay

Christine and Kevin Gooch are cruising the Caribbean aboard S/Y Sweet Sensation.

Hurricane History 1851 to 2012 - Source: NOAA



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ALL ASHORE...

A DAY IN CARTAGENA DE INDIAS



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A grand entrance. Built in 1601, the principal and last remaining original gate to the old walled city is topped by a clock tower that was added in the 19th century
Below: Colonial cathedral towers are a feature of Cartagena's skyline

Cartagena, Colombia — the most storied city on the Spanish Main — has a unique energy. Its strategic location has given it a tumultuous maritime history, a place today as the third-largest container port in the Caribbean and status of the old walled city as a World Heritage Site. It is also considered a "must see" on many cruisers' Caribbean bucket lists, especially if they haven't had the opportunity to visit the historic quarters of Havana, Cuba or San Juan, Puerto Rico for a glimpse of the glory that was the Spanish colonial empire.

Cartagena's History

Before Spanish colonization, the area was inhabited by indigenous peoples related to the Arawaks and Caribs who settled the Antilles. The nearby city of Santa Marta, founded in 1525, was the first Spanish settlement in what is now Colombia, but soon the more easily defensible harbor at Cartagena was preferred as a location for Spain's treasure fleet. It was named "Carthage of Indies" after Cartagena in Spain.

Cartagena quickly became a major trading port. Gold and silver plundered from the native inhabitants were loaded onto galleons bound for Spain via Havana. Later, Cartagena also became a slave port; Cartagena and Veracruz, Mexico, were the only Spanish New World cities authorized to trade African slaves.

The wealthy young city was an irresistible target for pirates, and in 1544 French corsairs attacked Cartagena. The Spanish then began strengthening their defenses with a series of walls.

Despite these defenses, Sir Francis Drake arrived with a powerful British fleet and captured the city in 1586. The Spanish paid a huge ransom to redeem it. After this, Francisco de Murga, a Spanish soldier and engineer, was appointed governor to oversee the further strengthening of the city's fortifications. According to Wikipedia: "In 1631 he used prisoners from the Anglo-French colonies of St. Kitts and Nevis to fortify the bridge connecting the city with the Getsemaní suburb, building a 'half moon' gatehouse with a concave crescent wall, making it possible to instantly cut off the city from any approach from the mainland. Based on his work on the fortifications, which included surrounding the city with heavy curtain walls, Murga has been called the master builder of the walled city of Cartagena."

Although entry to the city was hampered by the recently finished first stage of walls and forts, a French raid on Cartagena in 1697 saw pirates again plundering and damaging the city. At the start of the 18th century, the walls were rebuilt and the forts restored.

In March 1741, the city was attacked by British and American colonial troops led by Admiral Edward Vernon, who arrived at Cartagena with a fleet of 186 ships and 23,600 men, against six Spanish ships and fewer than 3,000 men. The siege was halted by the start of the rainy season, after weeks of intense fighting in which the British landing party was successfully repelled by the Spanish and native forces. This victory prolonged Spain's control of the Caribbean waters.

When Cartagena's defenses were finished in 1756, the city was considered impregnable. But in 1811, Cartagena declared its independence from Spain and four years later a large Spanish fleet arrived and once again the city was under siege. After five months, it fell. Patriots retook the city in 1821 after another five-month siege. With independence from Spain came an era of relative peace.

Altogether, construction of Cartagena's defenses continued for more then two centuries, resulting in the many miles of walls surrounding the old city that can be seen today. The port, the fortresses and monuments of Cartagena were selected in 1984 by the United Nations Educational, Scientific and Cultural Organization as significant to the heritage of the world, having the most extensive fortifications in South America, and designated a UNESCO World Heritage Site.

Cartagena Today

Since the opening of the new marina at Santa Marta, many cruisers now prefer to leave their boats there and visit Cartagena by road (staying overnight), rather than anchoring or trying to find a slip in busy Cartagena harbor where a boat's bottom will be quickly fouled.

After studying up on Cartagena's history, read a novel or two by Colombian Nobel prize winner Gabriel García Márquez (e.g. *Love in the Time of Cholera*), many of which are set here, to catch the atmosphere of "magical realism" that infuses the city today.



Check the local weather at http://www.cioh.org.co/meteorologia/vientos.php. Now put on your walking shoes and a hat, and grab a water bottle; at 10.4 degrees north, Cartagena's hot.



A metal sculpture of chess players in San Pedro Claver Square mimics the real players in Plaza Bolivar

A walk through the historic quarter of Cartagena takes you inside the massive old walls, passing through the impressive Clock Gate into a spacious plaza, once the site of the slave market, now lined with colonial and modern buildings. You'll find banks, shops and flower-sellers here, and — don't turn up your nose — a surprisingly good lunch at the Hard Rock Café.

—Continued on next page

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Restaurants with an abundant variety of menus and prices are dotted through the city. Adjacent to Plaza de Coches is San Pedro Claver Square, with the church where the body of this Jesuit saint ("Slave of the African slaves") is kept in a casket, as well as the Museum of Modern Art with iconic metal sculptures outside. Just around the corner near the art museum is a handy tourist information booth.

Between the Church of San Pedro Claver and the bastion of San Francisco Javier is the Naval Museum, which sailors will find worth a visit.

In leafy Plaza Bolivar, along with outdoor cafés and chess players, is the Palace of the Inquisition, now a weirdly fascinating museum. The Spanish Inquisition was essentially a Catholic court for the detection of heretics, famous for using torture to obtain confessions. In 1610, the Spanish monarchs established the Inquisition Holy Office Court in Cartagena. The Palace of the Inquisition, finished in 1770, preserves its original features of colonial times. An English-speaking museum guide is worth the extra fee, although the gory-minded can imagine what most of the implements of torture on display were for.

Across from the Palace of the Inquisition is the Cathedral of Cartagena, which dates back to the 16th century.

Another religious building of significance is the restored Santo Domingo Church at Plaza Santo Domingo. In the square is the sculpture "Reclining Woman", a gift from the renowned Colombian artist Fernando Botero, which you can admire from one of the plaza's open-air cafés. Don't be put off by the pushy vendors who will approach you selling knock-offs of everything from handbags to sunglasses. A firm "No, gracias" will eventually send them on their way.

At some point, have a mojito. In 1586, after his successful raid at Cartagena de Indias, Sir Francis Drake and his crew set sail for Havana but there was an outbreak of dysentery and scurvy on board. Of course the "limeys" already knew about lime-juice as an anti-scorbutic, but what to do about the traveler's trots? According to "How The El Draque Cocktail May Have Helped Britannia Rule The Waves" by David Maratos, "It was known that the South American Indians had remedies for various tropical illnesses.... A small boarding party went ashore and came back with ingredients for a medicine that was effective, and so became known as El Draque. It was made up of the following local tropical ingredients: *aguardiente de caña* (a crude form of rum), lime, sugarcane juice and mint. In South America, mint is known as hierba buena, literally, good herb."

Wandering further through Old Cartagena's narrow streets, you'll find an intriguing mélange of high-end hotels and derelict buildings, bustling shoe stores and emerald shops, historic buildings and ordinary people living their lives.

Finally, when the sun is lower, explore the city walls and soak up the city and sea views from the battlements. There are many access points with ramps or stairs. Strolling the ramparts at sunset, you can almost imagine that these walls could talk.

Thanks to Wikipedia for much of the information on Cartagena's colonial history.



Fuerte San Fernando, circa 1753, was built to guard the harbor entrance at Boca Chica

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Indigenous people come to town to sell handicrafts such as these colorful woven bags



Balconies with tall open doors and louvers provide old school AC in Cartagena's steamy climate

The Day the World Went BACKWARDS

by Pedro el Reperador

According to Wikipedia, a diesel engine is an internal combustion engine which operates using the diesel cycle (named after Dr. Rudolph Diesel).

My great uncle Hans had a 1930 model Z Wichman single-cylinder semi-diesel internal combustion engine in his 27-foot dory fishing boat. According to him, this ingenious contraption was the second best miracle in modern engineering since the invention of the wheel. Even in the year of 1956, he still looked upon the Wichman as modern! He would talk to it as if it were a human being, like some people talk to plants. But plants are, after all, living organisms.

I was soon to understand why he had this relationship with this unusual piece of machinery.

He had named his dearly loved engine Big Bertha, after his third wife.

Big Bertha (the engine) stood five feet tall and weighed as much as the dory itself. His wife wasn't far off in comparison. Just like Bertha Anderson, Big Bertha's behaviour was unpredictable. If she wasn't treated with the utmost passion and zeal, she would sometimes fly into a wild runaway mode, causing havoc and destruction to her surroundings.

My first encounter with Big Bertha took place the day Uncle Hans invited me out on one of his numerous fishing trips. Being a passionate and patient fisherman, he would make great hauls, and, in spite of using identical equipment, I couldn't catch anything but seaweed and the occasional jellyfish. Uncle Hans, who had retired after 40 years of dentistry, was free to ply the waters in the *Molar II* and drop a line where the fighting cod lay in wait. "Open wide," he would always say. "This may hurt a little bit. Okay. Now bite down. Thank you." He had a way with it. He also had a way with Big Bertha.

The engine room on the *Molar II* was inconveniently located beneath the wheelhouse and took up nearly half the volume of the hull. There was no companionway down through the narrow opening in the wheelhouse floor.

You had to step down into that uncertain interior on an assortment of oily pipes, levers and wheels.

It was dark down there, very dark. I could hear my uncle's angry cussing.

He was ranting away about something I didn't quite understand, something about his mother's private parts.

I could see a thin line of blue smoke emerging through the opening. The wheelhouse was filled with the sweet, nauseating smell of diesel oil mixed with a whiff of burnt gunpowder.

"Come on down, boy!" shouted my uncle. "Enter the gateway to hell."

Hesitating a bit, I entered down into the black hole with a quick glance up towards the horizon.

"Good thing you came, we really need to be two persons down here to get old Bertha going."

A tiny, oil-smeared light bulb gave off just enough light to unveil a monstrous mechanical contraption unlike anything I had ever seen before. With the exception of the enormous flywheel, it had the notable resemblance to my grandfather's clandestine vodka distillery. A tall Heath Robinson array of pipe, levers, wheels — all covered with rust, oil and occasional streaks of crusted salt.

"Let's put some life into Big Bertha, boy. She needs some exercise and the cod can't wait to leap into the pan!"

Thus followed my first tutorial on how to give life to a 1930-model Wichman single-cylinder diesel engine.

"First we turn the flywheel to air out the cylinder on this miracle of modern engineering. We don't want any fuel in there, or she will go off on a rampage, ripping herself off her mounts and crashing down through the hull making a big hole where the sea will pour through like Niagara Falls and that will be the end of it!"

I looked nervously up towards the opening to the wheelhouse, wondering how I might be able to scramble up a jumping, wild running piece of machinery with a freezing ocean filling up the engine room behind me.

"Turning" the huge 200-pound flywheel was a misnomer. Even a single cylinder with a piston having the diameter of a large bucket has compression. It was more a matter of rocking it back and forth.

On each movement, Bertha gave a big, deep wheezy sigh. As if saying, "Oh no, not again. Let me rest. Let me rest."

This was the moment I first started to feel a personal connection with Big Bertha.

"First of all we give her some electric battery juice."

Sparks crackled and rained down on us as Uncle Hans connected a nearby hanging copper wire to something that looked like an ordinary sparkplug.

A faint sizzling sound came from somewhere within Bertha's head. The scene reminded me of a movie I'd seen where a prisoner on Death Row got fried after the wardens connect a high voltage wire to a plug on his skull-cap.

"Now, while her head is heating up, we give her a taste of modern technology through this hole," he said while screwing out a polished brass fitting next to the heater plug. Apart from a highly polished brass lever, the fitting was the only shiny part on the entire rusty piece of his "miracle of modern engineering".

"Get the matches, boy," my uncle requested as he stuck something looking like a stick of dynamite onto the brass fitting. "Now. Light the firework, quick!"

The blinding blue and white flaming stick was quickly screwed into the head, leaving behind darkness and a cloud of rancid blue smoke.

"Now comes the moment of truth," he exclaimed through a smoke-filled engine room. As our eyes adjusted to the darkness, he found the spring-loaded handle on the side of the flywheel, pulled it out and started rocking the heavy wheel back and forth. "When I say *now*, pull down that lever," he nodded towards the brass lever.

At that moment, for some strange reason, I wondered how Mr. Oppenheimer felt just before he pressed the button on that first nuclear device.

'I could see a thin line of blue smoke emerging through the opening. The wheelhouse was filled with the sweet, nauseating smell of diesel oil mixed with a whiff of burnt gunpowder. "Come on down, boy!" shouted my uncle. "Enter the gateway to hell."

"*Now!*" It was when the flywheel was on its third rocking movement, exactly at the point when it was as far as it would go to starboard, that I pulled hard down on the fuel pump lever.

This action caused a single shot of diesel fuel to be squirted into the cylinder. Uncle Hans let go of the flywheel handle as if it was a red-hot poker and the heavy wheel shot back with considerable force. Reaching as far as the compression would let it go on its return journey, he shouted *now again!* A loud and heavy thump came from within Bertha's bowels, causing the *Molar II* to shudder violently. My heart was racing and I felt terror creeping up my spine. The flywheel flew back again with gathered speed, fast enough for it to barely turn over into a full revolution.

As if for some magical and advanced technical reason, the brass fuel pump handle now moved up and down by itself each time the piston reached its summit.

Big Bertha was running again, happy to be alive and slowly laboring away at a steady 60 revolutions a minute. Thump. Thump. Thump……

"Not more than two pumps on the handle, boy. If you give her more, she'll run wild," he shouted with a smile as wide as the Cheshire Cat's. "If you're too late or too early on the fuel pump, she'll run backwards. Running backwards is bad news, really bad news."

The smile left his face and he gave me a serious look.

"The bad news is that the oil-pump will not work as it should and Bertha will seize up and that will be the end of everything."

It was as if he was describing the end of the universe.

My feeling of terror left me as I sat in wonder staring at the automatic brass pump handle moving up and down on its own, my heart's rhythm slowly adapting to Big Bertha's steady, hollow thumping.

Uncle Hans made his usual big catch that day. I hooked nothing else but seaweed. It didn't matter. I was quite content to lie on top of the wheelhouse watching Big Bertha blow perfect white rings of smoke out of her towering pipe funnel and enjoying her slow rhythmic metallic thumping.

All this happened a long time ago, and since then — every time I turned the ignition switch on a modern diesel engine — I would recall my first encounter with Big Bertha.

On the other hand; I had completely forgotten about the issue of Bertha having the ability to go backwards. Right up to the day that the whole world seemed to run in reverse.

It was the day I received a frantic call from one of the island's many dive-shops. Their electrically driven compressor for filling dive tanks was not functioning as it should. Being the island's sole mechanic, I was used to all sorts of requests for help, on everything from engines to toasters.

There was no oil pressure to lubricate all of the compressor's moving parts. The machine was not operational and eager customers were lining up outside the dive shop to go scuba diving.

The desperate owner and I had the compressor taken totally apart. The oil pressure pump had been disassembled and reassembled a dozen times without us finding anything wrong. After a whole day of troubleshooting, we were just about to give up when the owner of the dive shop next door called in to borrow some tanks from his competitor.

There was a problem with his compressor.

No oil pressure!

What a coincidence! Our first thought was; what did these two pieces of similar equipment have in common?

Air and electricity.

The air was the same for both, and there couldn't be anything wrong with the air. It *had* to be something to do with electricity.

A quick call to the local "electric-city" headquarters confirmed that their workers had been doing repairs on the three-phase power line. They had been distracted and got the wiring mixed up due to the West Indies winning a cricket match.

It was the day most of the island's three-phase electrical appliances ran backwards due to the World Series in cricket. I cursed myself for forgetting the fact that when Big Bertha ran the wrong way, the oil pump would blow air *into* the reservoir instead of sucking it *up* to lubricate the works.

By another strange coincidence, only a week after the compressor incident, I got a call for help from the owner of a Danish yacht. His little single-cylinder Bukh diesel had no oil pressure.

I took a quick look at the tiny red wonder and asked the owner which way the engine turned.

"Clockwise when looking aft, clockwise towards Denmark," he answered, thinking I was having him on.

"Start her up," I said with an air of confidence.

Lo and behold! She ran backwards, anticlockwise towards Venezuela!

It was all due to a faulty adjustment on the timing regulator, performed by a French mechanic somewhere up island who had replaced a broken timing wheel after having too many petit punches.

The owner was baffled and very impressed with my amazing skills and engineering knowledge.

It took only a few minutes to adjust the engine's timing.

I left him with the impression that I was somewhat of a genius; I didn't mention my revolutionary training on contrary mechanics with my Uncle Hans.



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NIGHT OF THE LIVING DREAD

Part One: In Which My Boat is Stolen

by Robert Berlinghof

I had been living aboard *Apogee*, my 41-foot sloop, for over five years the night she was stolen. Though based in St. Vincent, I'd visited Grenada often, made friends ashore, and I knew all the regulars around the boatyard at Prickly Bay. The manager of Spice Island Charters, Alan Hooper, had introduced me to my Vincentian wife; his wife Shirley was Grenadian, and the four of us had spent many hours on their veranda, laughing, talking, drinking, and rediscovering that life in the West Indies, while languid, was punctuated by the unpredictable.

I had been staying in Alan and Shirley's house, adjoining the Spice Island boatyard, for over two weeks, where I was working on a long magazine article contrasting the regime of former Prime Minister Sir Eric Gairy with Maurice Bishop's People's Revolutionary Government. It was October of 1982, a year before the US invasion, and there was an undercurrent of unrest in the country. The article equated Grenada's fate with the future of socialism in the Third World. Bishop had introduced many progressive reforms, I wrote, but he was being pushed into an anti-American posture by left-wing elements within his own party and an intransigent US policy. Near the end I criticized Bishop's record on human rights, especially his harsh restrictions on the press. It was a heady time, and I worked in fear of revolutionary justice — the midnight knock, confiscation of my manuscript, or worse. There were journalists in prison, held without charge. Habeas corpus had been suspended for enemies of the state.

In stark contrast, my life was a succession of beery days wasted at the yard's snack bar, playing chess, monitoring the tropical weather forecasts, or misspent at the typewriter (I never sold the article). My wife and the Hoopers were coincidentally visiting relatives in England, and I had volunteered to look after Hooper's son and daughter, aged 11 and nine, making sure they got to school in the morning and ate their meals. In return, I had a space to work, a refrigerator full of Carib beer, a maid to cook lunch and dinner, a breezy bedroom overlooking the harbor, and five weeks of nightly solitude with a color TV and VCR in case my muse faltered. I felt I had it made. In another month my charter season would start, and the deposits from my first bookings made me feel like a rich man.

For those first two weeks I had also had a good friend, Vinny, to tilt beers with when the words weren't flowing. Vincent Cleary was an old sea dog, having logged thousands of delivery miles. A man of irrepressible humor and easy-going wisdom, he was currently losing a long-term lover and selling his boat. When I drove him to Pearls Airport in Hooper's red Lancer he was philosophical; I was the one who was depressed at the prospect of three weeks on my own. I'd agreed to watch his boat for him until Hooper returned. With two kids, a house, and two boats to look after, I worried that I might be stretching myself thin. What if a late season hurricane hit? I told myself I'd muddle through.

My young charges were visiting their grandparents that weekend. Abandoned by wife, friends, and children, I was alone and deliciously free of responsibilities. Saturday night in the off-season in Grenada was about as exciting as watching a haircut. I didn't care; I had important work to do. The future of the Third World lay in the balance under my fingers at the typewriter. I was wired, driven to finish before a midnight knock. It was the only night of my five weeks ashore that I worked late, and I looked forward to sleeping in. I typed past one, and then took a break, lay in bed, and read from a stack of Hooper's old *Sail* and *Cruising World* magazines. At 1:45AM Sunday, October 10th, the last thing I expected was a single loud rap coming from the harbor.

The report startled me and I sat up, straining to hear, but there was nothing more. Were *Apogee's* locks being broken? My imagination was working overtime, I reassured myself. Grenada was the safest island in the West Indies; burglaries had dropped under the military regime. Despite the often-sensational press reports of Caribbean drugs, theft, and piracy, my boat had never been boarded or disturbed in five years. It was highly unlikely for anyone to be on board. I went back to my reading.

Apogee was moored 70 yards from my second story balcony. With the house perched on a 20-foot cliff, I could have lobbed a football onto her decks in my halcyon days. Hooper and I had beefed up the boat's mooring and I was confident she wasn't going anywhere, barring a hurricane.

A second sharp rap got me out of bed. I wasn't hearing things. My heartbeat hammered at my throat and caused a constriction in my chest as I slid back the screen door and stepped onto the balcony. The night air was dense, and a thick screen of clouds shut off all but a hint of breeze. There was no moonlight, no starlight, not even a glint of reflection from *Apogee's* white decks or hull. I almost went back to bed, but I couldn't keep my pulse from nagging me — something was amiss. I had seen a reflection on other nights. Why not tonight? What was going on? Was that a dim flashlight I just saw on deck? It was off in a second, never to return. It could have been a reflection, I surmised, not wanting to believe a stranger was on board. Something else was wrong, though — a reflection wouldn't flicker, would it? Perhaps the boat was just swinging oddly. That happened sometimes when the wind died on a rising tide.

I stared into the blackness and saw and heard nothing, so I slipped back into the bedroom to switch off the light. I waited for some time before I saw what looked like a mainsail being raised — no, it was up — about 20 yards downwind of *Apogee's* mooring. I watched her sail for 20 or 30 seconds, not comprehending, but resisted the impulse to shout. It just did not compute. As dark as it was, I wasn't absolutely sure it was *Apogee*, I told myself. Then I concluded I was 90-percent sure, and I dithered, distraught and bewildered, confusion turning to despair.

At first I stoically accepted that I had lost my boat. After all, what could I do? I was alone and knew better than to hope the local police could help — it didn't even occur to me to call them. I sat and thought for two agonizing minutes, rebelled at my resignation, and went to look for help. I woke Pearl, in her separate maid's quarters, to give her the house key. Then I ran like hell to the boatyard, a mere 90 yards, but it felt like a quarter mile.

Apogee was not in sight. I'd expected to see her pass, but the old girl must have picked up some wind. I stared into the darkness under the cliff to my right. There was no sign of my boat at her mooring, but it was so dark I feared I'd dreamt the whole sweaty nightmare. I unlocked the dinghy and started the outboard after a dozen frantic pulls. Then I drove for 60 yards until all hope was extinguished. *Apogee* had indeed been stolen.

I veered the dinghy south and headed for the boat of a fiftyish live-aboard Yugoslav couple. They were anchored nearest the harbor, and I knew they would help me due to the unwritten camaraderie among seamen in an emergency. I knocked on their hull and called their names.

"Hello? It's Bob. My boat's been stolen!"

Zdravko Habl came on deck in pajamas. "What you say?"

I repeated myself, then asked if he had a searchlight.



In the 1980s, the author was a happy-go-lucky young Caribbean charter skipper — until one night his 41-foot sloop, Apogee, *disappeared*

We scanned the horizon of the U-shaped bay but saw nothing. Temporarily at a loss, I asked Mr. Habl to please call the Grenada Coast Guard on VHF channel 16. No reply. We later found out that the lone Grenada Coast Guard boat was in Carriacou that weekend, 40 miles north.

My mind came up with the following scenarios. If not caught, they'd probably abandon the boat near the north coast of Trinidad. Trinidad was not covered on my insurance policy. The company could shrug their shoulders, leaving me with no home, no job, nothing. I had to catch them tonight. What I needed was a powerboat and a few light arms.

—Continued on next page

—*Continued from previous page*

Apogee was going nowhere in a hurry. The thieves didn't know that her bottom was a coral reef growing baby lobsters, her shaft coupling had been disconnected from the gearbox, rendering the engine useless, and the large Number Two genoa jib, essential for light wind, was safely stored in Vinny's yard locker. *Apogee* would have to limp along under main and working jib.



CHRIS DOYLE

I thanked the couple and returned ashore. I would telephone someone from the Prickly Bay Customs office. There was usually a friendly night watchman sleeping there. I scaled the steps to the Customs shack and pounded on the door. No answer.

Next on my list was Betsy Vickery, assistant manager to Hooper, who lived on the Spice Island compound with her local husband, Floyd. We were pals, she knew everyone on the island, and she'd know what to do, I told myself. Before I could bang on the fence outside her door her dog went berserk, snarling and sticking its snouty head through the wooden slats. I stood in darkness at the end of an alley of lockers and yelled my head off.

"Betsy, Betsy, wake up, Betsy! *Apogee* is gone! Betsy, wake up!! This is Bob, *Apogee's* been stolen!" This went on for at least five minutes. Betsy was a either a very heavy sleeper, or… well, she did like a drink or three.

"Floyd!" I tried a different tack, "Come nah, mahn! Need some help here!"

Nothing. The dog and I were both worn out. At last a light went on inside and a woman's voice said, "Yeah?" She restrained the growling dog.

"It's Bob. My boat's been stolen… *Apogee's* gone!" I felt like weeping.

"Come on in," she said. "You look like you could use a drink!" I had a glass of water while she poured herself a long rum and water.

"Who shall we call?" she said, settling in a chair.

"We could use a powerboat."

"I know," she said brightly, "Mike Forshaw." Forshaw was a surveyor of boats and friend of Hooper, but he didn't own a boat himself. He suggested we call a man living a quarter mile above the yard who owned the only powerboat in Prickly Bay. The man was annoyed at having been woken at 2:00AM and told Betsy his boat was not available. Strike two.

We sat for a moment and I drank a second glass of water — sweat pouring off my neck had saturated my T-shirt.

"We could try the police," I said, thinking they were probably all asleep but no harm in trying. The response from the local station was astonishing.

"They said they'd be down in five minutes! Four convicts escaped from Richmond Prison last night," I told Betsy. This latest news troubled me somewhat. What if these were four cattle-prodded political prisoners on the run? What if they had risked their lives on a chance of freedom? I didn't care; I still wanted my boat back.

"You can use one of our boats, if you can find one with fuel," said Betsy. "I'll go ask Floyd." It was hard times for Spice Island Charters, who would soon go out of business. She returned. "Floyd's gone to get one ready."

I was sure I'd fallen down a rabbit hole when six men armed with AK 47s and an assortment of handguns arrived four minutes later. These weren't normal police; they were militia. Normal police would have taken hours.

They were wearing camouflage battle fatigues, except for the overweight leader in street clothes, who introduced himself as Mr. Evans. Behind Evans was his 15-year-old son, who looked 12. Dressed as a cadet, he brandished a handgun like some badass bandolero in a B western.

They'd been looking for these guys all night. Four men, all late teens, early 20s. Broke out of prison, had stolen a car to get to Prickly Bay. Broken into a med student's house and three of them had raped an American woman. Stolen knives, cash, and a ghetto blaster.

This disturbing news brought me relief from any moral qualms I may have had about putting them back in Richmond Prison. As Floyd checked over the only boat in the Spice Island fleet that was ready to sail, I enlisted some more help from a friend whose yacht, *Cheechako*, was tied to the dock.

"Liz, Wake up!" She was on deck in seconds.

Above: Prickly Bay a decade later, with lots more boats and way less drama

Below: Back in the day, the old Spice Island Boatyard featured a small marine railway just outside the Customs office, and a low-key snack bar where Prickly Bay Marina stands today





"What's going on? Are those police?"

"*Apogee's* been stolen. We're going out to look for her."

"You want to use *Cheechako*?"

"No, we've got a boat. Want to come?"

"Hell, yes! I would've been pissed if you hadn't called me." Liz was a former tennis pro, solidly built, with a mass of snaky, sun-bleached curls on her head. Her skin had suffered from tropical sun, yet she was not unattractive. She had a ripe sense of humor, an easy laugh, and she could swap yarns and off-color jokes with any sailor, anywhere.

"They've got about an hour's head start."

"Where do you think they're headed?"

"South. Trinidad or maybe Venezuela. There's one other thing. The four guys who did this escaped from prison and raped a woman tonight."

"Let's nail the bastards!"

We came to the stern of *Argus*, a Spice Island 40-foot sloop. Floyd was bent over the engine, administering oil. Betsy said, "She's all yours," and stepped onto the dock. Evans and his son cast off the stern lines. I put her in gear and motored around the cast-off bow mooring. It was 2:45AM.

As we motored into the wind, Liz and Floyd raised the main and Liz then unfurled the jib as we fell off, heading south by southwest. We picked up speed and were soon into open water beyond the harbor. With the engine at 2500 rpms, we were doing seven knots. Away from the dock, the utter blackness of the night fell over us like a cloak. When the first ocean swells rocked us, I asked Evans to make sure his men all had their safeties on their weapons. He barked an order and seized his son's 9mm automatic; in the hands of a kid playing Clint Eastwood it looked like a .45. Evans checked the handgun and to my horror returned it to his son!

The thieves had a four or five mile head start, but we would close that gap by dawn since they wouldn't be able to motor and the wind was light, about ten knots. Our course zigzagged between 210 and 240 degrees magnetic, between landfalls at Trinidad and Los Testigos, Venezuela.

"I t'ink dey gone north to Carriacou," said Evans. "One ah dem fellows that broke jail come from dey. He de only one know how to sail."

I told him about the lack of sail and engine power, the dirty bottom, but he wasn't convinced. "I still think they gone north."

"Not to windward, they won't make it, and they wouldn't risk going past St. George's." St. George's was the capital where the Coast Guard boat was kept. I was adamant, and hoping he wouldn't order me to turn the boat around. The wind had dropped to between five and ten knots. Visibility was poor but at least there were no squalls, and the seas were under two metres.

First Floyd saw a light flicker ahead to port, but after I swung the helm over it disappeared. Then I thought I saw it, but no one else did. For the next half hour we all saw the faintest of flickering lights, but no one was absolutely sure it wasn't phosphorescence from breaking wavetops.

To be continued in next month's Compass.



JULY 2014

♈ **ARIES (21 Mar - 20 Apr)**
Attitudes on the home front will be downright piratical, with misunderstandings, arguments and perhaps even use of the cat o' nine tails. Your treasure chest could slide overboard if you can't maintain a firm hand on the helm.

♉ **TAURUS (21 Apr - 21 May)**
Boat business is in irons and all attempts to make some way in that area will stall. Just hang on the hook and wait it out for now. Life will become interesting in August and will distract you from financial worries.

♊ **GEMINI (22 May - 21 Jun)**
The gales of passion are blowing themselves out and will be just zephyrs by the third week. Time spent alone will help re-power your enthusiasm and positive attitude.

CANCER ♋ (22 Jun - 23 Jul)
Fair winds fill the sails of creativity, communications and business and there's even some romance off your stern after the 19th. Make the most of this time and it will pay off handsomely over the horizon.

♌ **LEO (24 Jul - 23 Aug)**
There are freshening breezes coming your way and they will bring fun and laughter with friends. Clear the decks to be prepared for good things to sail into port.

♍ **VIRGO (24 Aug - 23 Sep)**
Your romantic course will be one of endless gybing to hunt for some breeze to push it along. If you have not made any headway by the 19th, drop the hook and take a break to recover.

♎ **LIBRA (24 Sep - 23 Oct)**
Enjoy romantic temptations for the first three weeks to distract you from cloudy weather in creativity and communications. This will change after the 26th, when the romance subsides.

♏ **SCORPIO (24 Oct - 22 Nov)**
Creativity and communications on board will be of great assistance with your business or financial aspirations. A female will enter your sphere after the 19th and be very helpful.

♐ **SAGITTARIUS (23 Nov - 21 Dec)**
It will be a month of constant course changes in your love life. There may be a couple of days' reprieve around the 24th, but they will not be enough to change the tide.

♑ **CAPRICORN (22 Dec - 20 Jan)**
This may be a good time to go on a single-handed sail and avoid people altogether. Love, creativity, your sense of humor and communications are all in opposition to your sign and anything you attempt to do with others will come to naught. Sometimes it's best to go solo!

♒ **AQUARIUS (21 Jan - 19 Feb)**
Romance is picking up a new breeze abaft the beam, however temporarily, so enjoy this stimulation while it lasts. Next month could bring more upwind work, so enjoy the good time now.

♓ **PISCES (20 Feb - 20 Mar)**
Your love life will drive through some choppy seas during the first two weeks but after that you'll be broad reaching through paradise with barometer pegged on Fair. Verbal skills are on a good course, and along with ingenuity should keep you sailing along smoothly.

Island Poets

OARLOCKS UNSHIPPED

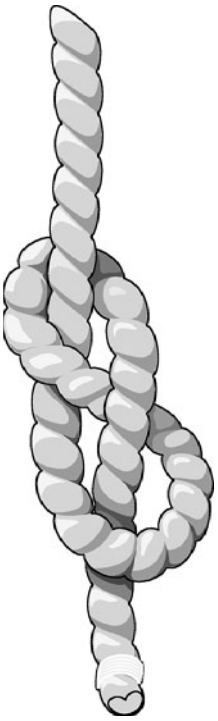
At high tide, with the new moon
rising, he left the skiff pulled
up on the beach, its painter tied
to a palm tree, and walked inland,
stooped, shouldering the oars

that had no spring left in their looms.
No one saw the old salt go
or followed him, his footsteps slow
and heavy up the hillside,
his shadow ghosting ravines.

But a boy, escaped from his house
in the vale, came upon the skiff
and saw the oarlocks unshipped,
and after puzzling over them

gleaming faintly in the night air,
a bronze pair better than thole pins,
he put them in his pocket,
and remembering a tree in the bush

whose limbs once cutlassed
and planed and sanded
would make boss oars,
he went to bed to get up early,
before the heat of day.



— *Richard Dey*

Seaweed



BOOK REVIEW BY J. WYNNER

Scenes from a Grenadian Girlhood

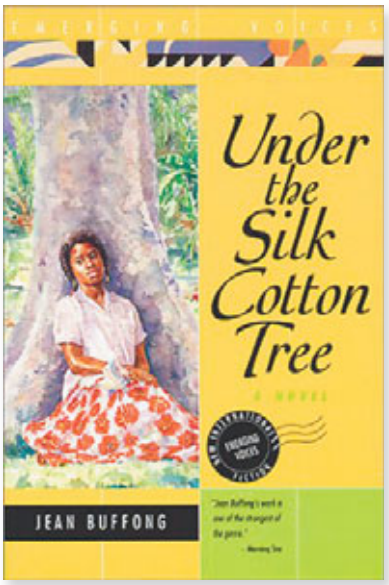
***Under the Silk Cotton Tree**, by Jean Buffong. Interlink Books, First Emerging Voices edition, ©1993. Paperback, 138 pages. ISBN 1-56656-122-1*

Under the Silk Cotton Tree is Grenada-born writer Jean Buffong's first full-length novel, written in Grenadian Creole from a young girl's perspective. In it, she has combined the simplicity of village life in Grenada with the peculiarities of the villagers.

There is no plot or story line to follow. Rather, events are related as one long monologue. Nevertheless, Buffong's interesting style works and provides pleasurable reading.

Buffong goes full circle with her story, beginning with a church wedding ceremony and ending with the wedding reception. She has some beautiful lines running through the delightful, rather slim book (just 138 pages), which are replete with anecdotes of family and friends, neighbours, and strange goings-on.

During the wedding ceremony of two young teachers from the school that Flora, the book's young narrator, attends, there was an outburst from the bride's grandmother just as the priest says, "I now pronounce you man and..." He didn't finish. "O Gawd, Lawd have mercy" broke out in the church. "Lawd have mercy Am way bacay oye me belly me belly O Gawd."



With this event Flora begins her reminiscing, one thought leading to another, and another, giving readers an inside view of what village life is like in Grenada.

The grandmother's eruption in church "was the funniest thing I heard since Aunt Sar died and Tanty Mildred hollowed out when she realized that her sister dead". Funerals and the nine-day prayers that follow after a death play an important part of Caribbean life, even more so for villagers. All Saints Night, the night when people honour the memory of their relatives who have passed on by placing flowers, lighting candles and praying at their gravesites is also as important and meaningful to West Indians of every background and ethnicity. Buffong relates one such night giving the telling a humorous twist:

Cousin Ann, me, Cynthia and Devon were at cousin Lisa's grave. While we lighted candles, cousin Ann was praying and we answering as we went on. After a while we heard a scary noise, like whiish, shuishy, ghostly coming from the middle of the cemetery... We used to think was old time story, but when we heard that ghostly ghosty noise... all of a sudden Cynthia bawled out, "Ah you oye look, look down dey. Look look." Our eyes were glued to this thing in the middle of the cemetery. This big ball of fire was hopping from grave to grave and dancing. One minute it was on one grave, the next it sort of rolled in the air on to another. All the while making that strange, ghosty noise as if calling and not calling. Cousin Ann was pretending she brave, but after a few minutes she was really mixing up the "Our Father" and "The Lord is my Shepherd." Me, I was peeing myself.

Plaiting her way through village life, Flora tells about her friendship with Sheila, her best friend; school days; teacher Bennett and teacher Marion's courtship. We learn of strange neighbours and stranger happenings, of the mermaid on the rock; all those who running their mouths in other people's business; all who doing nastiness — obeah; stories of *lougarou* and jumbies in the tamarind tree; Miss O'Brien who liked to speak to God: "She was wearing a long black dress and a nylon black headtie. She had her arms over her head, her eyes staring straight up to the sky as if she talking to God, or perhaps asking Him to put curse on somebody."

Not to be excluded are the happenings in Flora's family life. "Since I had about 2 and my brother Christopher 3 1/2 my father went to St. Croix. Mammy said at the time he said he only gone for three years to raise a few dollars to come back and look after his family...

"Years I haven't heard anything about my father. Years since Mammy went to that place for a little while. A few months after she came back she had Janice. Since then Janice died," a death which Flora recalls in detail, one that's painful for her to come to terms with.

As Flora's thoughts meander through the past and present, Buffong immerses the reader in a Grenadian girlhood before returning to the wedding reception with which she concludes the book: "[it] was fête for so."

This book is available at amazon.com.

YOUR USED SAILS WANTED!

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

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

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

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

MERIDIAN PASSAGE OF THE MOON

JULY - AUGUST 2014

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!

July 2014	
DATE	TIME
1	1512
2	1555
3	1638
4	1721
5	1805
6	1852
7	1942
8	2035
9	2132
10	2232
11	2334
12	0000 (full moon)
13	0035
14	0134
15	0231
16	0325
17	0417
18	0508
19	0559
20	0649
21	0738
22	0828
23	0918
24	1007
25	1055
26	1142
27	1227
28	1311
29	1354
30	1436
31	1519

August 2014	
1	1607
2	1647
3	1734
4	1825
5	1918
6	2015
7	2114
8	2215
9	2315
10	0000 (full moon)
11	0014
12	0111
13	0206
14	0259
15	0352
16	0443
17	0534
18	0625
19	0715
20	0804
21	0852
22	0937
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28	1401
29	1446
30	1532
31	1621

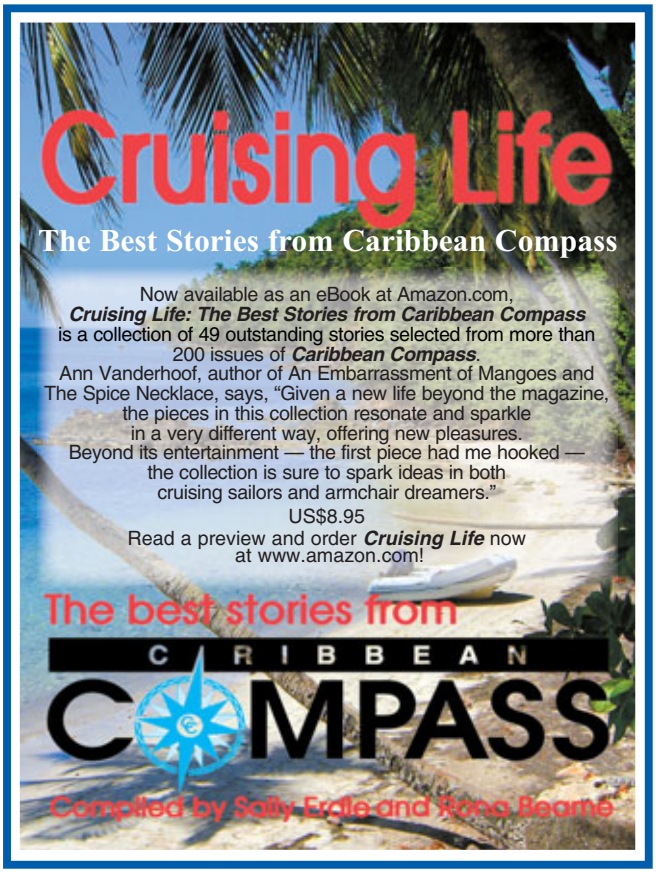
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BOOK REVIEW

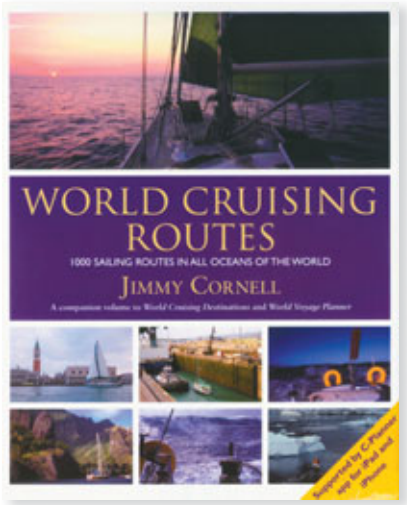
GETTING THERE

World Cruising Routes: 1000 Sailing Routes in All Oceans of the World, *by Jimmy Cornell, 7th Edition. ©2014, Cornell Sailing. Flex Cover, 616 pages, ISBN-13: 9780957262645. US$53.95*

Destinations are important, sure, but what's between them — the journey — is what cruising is all about. Author Jimmy Cornell aims to help you make your sea journeys safe and successful.

Since its publication in 1987, *World Cruising Routes* has become one of the best-selling nautical publications in the world. It provides basic essential information on winds, currents, weather, and much more for planning a voyage almost anywhere on the planet.

When a book reaches its seventh edition, you know it's of value. But since 1987, offshore navigation has undergone a number of major changes, and this new edition has been thoroughly revised to meet the requirements and expectations of the current generation of offshore sailors.



Some of the most important changes have been dictated by the effects of climate change on global weather and the availability of data gathered over the last two decades by meteorological satellites. This data resulted in the publication of *Cornell's Ocean Atlas*, which was produced jointly with Ivan Cornell and contains monthly pilot charts for all oceans of the world. Examination of this data highlighted some essential changes that have occurred in the global weather systems over the years. Information contained in the latest pilot charts required a rethinking of some old established route-planning tactics, many of which are no longer valid. For example, the author says, "The new edition takes into account such consequences as the tropical storm seasons being less clearly defined than in the past. As a result, it is now advisable to avoid arriving in a critical area too soon in the season, or leaving too late."

Yet another important change made in this edition, owing to the increased use of electronic charts in navigation, is the addition of detailed waypoints on some of the well-traveled routes, as well as the inclusion of alternative routes leading to popular cruising destinations. Compared to previous editions, where the waypoints were listed mainly for planning purposes, in this new edition every waypoint along each route is listed, enabling the navigator to plot a course for any passage from start to finish. In direct response to current navigational methods, most routes have been redesigned to provide essential passage planning details.

Another new feature added to this edition is that of windgrams — a synthesis of the individual wind roses for that month extracted from the relevant pilot chart — depicting a summary of wind conditions for the month when passages are undertaken along some of the most commonly sailed routes.

Moreover, as the author writes in the Foreword, "Route planning has come a long way since this book first saw the light of day, and I hope that this edition will serve those who are planning a future voyage, both as inspiration and as practical help towards achieving their aim. To ease that task, a route planning application (C-Planner) will be launched to coincide with the publication of this edition."

The print edition has a flexible, water-resistant cover. To make it easier to navigate its more than 600 pages, each section is color-coded with stripes along the top and bottom of the page. Within each section, essential facts about each route — the best time to be there, lists of charts, cruising guides and waypoints, etcetera — are set apart in sidebars highlighted in yellow. The accompanying text describes the relevant passage in general and the factors affecting it. Each group of routes is illustrated by a map of that particular region of the world, showing the relevant routes.

If you are planning virtually any blue-water voyage, there is something in this book for you. There are some 60 pages devoted to routing to, from and within the Caribbean. And if long-range cruising is your goal, *World Cruising Routes* will be an invaluable aid in planning many successful journeys from beginning to end.

Jimmy Cornell is the founder of the ARC transatlantic rally, World Cruising Club and noonsite.com. Since 1986 he has organized 20 transatlantic rallies, five round-the-world rallies and one round-the-world race, with over 3,000 yachts and 15,000 sailors having participated in his sailing events. His latest project is the Blue Planet Odyssey, a global event aimed at raising awareness of the effects of climate change, in which he will sail on his new yacht, *Aventura IV*. An accomplished sailor, event organizer and successful author, Jimmy Cornell has sailed 200,000 miles in all oceans of the world including three circumnavigations.

This book is available in print or electronic form from www.cornellsailing.com or www.paracay.com. The foreign editions (French and German) will be available at the end of 2014.

MOVIE REVIEW BY BOB BERLINGHOF

Bequia Whaling Documentary



Men say they know many things
But Lo! They have taken wings.
The arts and sciences
And a thousand appliances.
The wind that blows
Is all that anybody knows.
— Henry David Thoreau 1845

***The Wind That Blows**, a 58-minute documentary film, 25 years in the making, by Tom Weston, ©2012, Grenadines Motion Picture Co., on DVD.*

As the film opens to the gorgeous scenery of Bequia, this film poses the question "As our global society advances, how do we protect a community's identity?" The modern Bequia whalers live on, using the same tools and 27- to 28-foot open, double-ended boats as described by Melville in *Moby-Dick*. The courage of these men is undeniable, though nowadays many question the ethics and wisdom of killing humpbacks in an age of tourism.

Whaling on Bequia commenced in 1875 after William T. Wallace, who had crewed on a New England whaler in the 1860s, brought two whaleboats to the island and taught the local fishermen to hunt the behemoths as the Yankee whalers did. Over the years, the community depended on whale meat to supplement their meager existence of farming and fishing, and the whalers themselves became a breed of supermen, role models for all males, heroes for the entire island, a source of pride and dignity. This point is driven home in this beautifully shot documentary, through interviews conducted over 25 years with the whalers themselves, local residents, and a handful of knowledgeable expats.

It is wonderful to see so many great island personages speak from beyond the grave. Chief whaler/harpooner Athneil Ollivierre, Moonhole developer Tom Johnston, whalerman Bertram Wallace, Father Ron Armstrong, yachtsman Norman Bradshaw, and builder/restaurateur Mac Simmons are featured articulating various aspects of the whaling life and the dilemma of an outdated way of life in a modern society. Joining them in this task are the very much alive former Prime Minister Sir James Mitchell, painter Sam McDowell, builder/historian Nolly Simmons, and teacher/environmentalist Herman Belmar of the Bequia Heritage Foundation. But the film is far more than talking heads.

We see Father Ron Armstrong (Anglican) in his annual blessing of the whaleboats before a small group of respectful locals, and Father Pat McDonough (Catholic) praying in church for the whalers to have a good catch. We also see a whaler's typical day: sailing to Mustique, cooking and eating a barracuda *boileen* (fish and vegetable soup with dumplings), napping while listening to a cricket match on a transistor radio, waiting for a sighting, and returning home empty-handed. The average whalers' catch has been approximately one a year over the last 30 years, so many days in the 100-day whaling season are spent waiting for a sighting. A drought of four years with no whale caught was ended in 1992, and the shots of Athneil Ollivierre jumping out of the whaleboat onto a whale's back to deliver the killing lance are as breathtaking as those of the ritualistic and gory *flensing* (cutting up of the carcass) are brutal.

The film also explores the various ways whale meat and blubber were cooked. Before refrigeration it would be *doved*, or marinated in the oil rendered from blubber, for up to a year. It can also be corned, i.e. salted and sun-dried for three days. Nothing was wasted. The whale oil can also be consumed, like cod liver oil, for medicinal purposes. Other traditional food sources, now largely nonexistent, are also shown: we see young men smoking a wild beehive to extract the honeycomb, and the making of *farine* from cassava root.

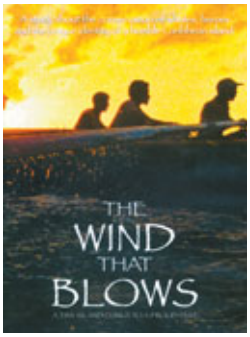
Humble harpooner Athneil Ollivierre explains his killing implements designed over a century ago — harpoon, hand lance, and darting gun ("bomb gun") — all obtained from the United States, and he describes how he becomes "a lion" during the hunt.

The cultural impact of the whalers on other Bequians is explained by Nolly Simmons, "The heroes came out of the whaling boats. When we were kids, we used to nickname ourselves 'Joey' and 'Claree' and 'Massa' — just the names of the harpooners — and we used to cut sticks, and make a bank and fire the sticks to see how close we could come to the point of the whale, and I think we were only about eight years old then."

In contrast are shots of today's world. We see cruise-ship tenders landing dozens of camera-toting pale northerners, the model whaleboats being made for them, a plane landing under the (now defunct) lights of Bequia's JF Mitchell airport, a water taxi with two tourists aboard nearly sinking a small seineboat with its wake, and the filmmaker himself, Tom Weston, with his wife Jan, being served piña coladas garnished with hibiscus. We are told that the whaler's life is endangered, perhaps more than his prey, because its financial rewards are not keeping up with those of other activities. But modern life is also corrupting traditional island values in its all-out pursuit of the almighty dollar.

The late calypsonian Stanley Kydd describes how modern life is affecting the community, singing poignantly as his voice cracks, "Somebody help me to restore the morality/ Somebody help me bring back the morality/ The morality that was once in our country… for the children's sake/ The morality that was once in our country." In the background we see sheep grazing a hillside in front of a local chattel house, and kids rolling hoops with a stick, playing cricket on the beach, frolicking in the water, and sailing coconut boats and gumboats.

The excellent background music is provided by locals Eustace and Stanley Kydd, J Gool and de Real Ting String Band, Eldon Hazell, Colin Peters, and Mystik Vibration, as well as some original blues guitar and keyboard music which blends harmoniously with the stunning, sumptuous local beauty. There is also a fabulous if scratchy rendition of "My Bonnie" rendered on violin by the late Bertram Wallace, at age 84, which accompanies unforgettable sailing scenes.



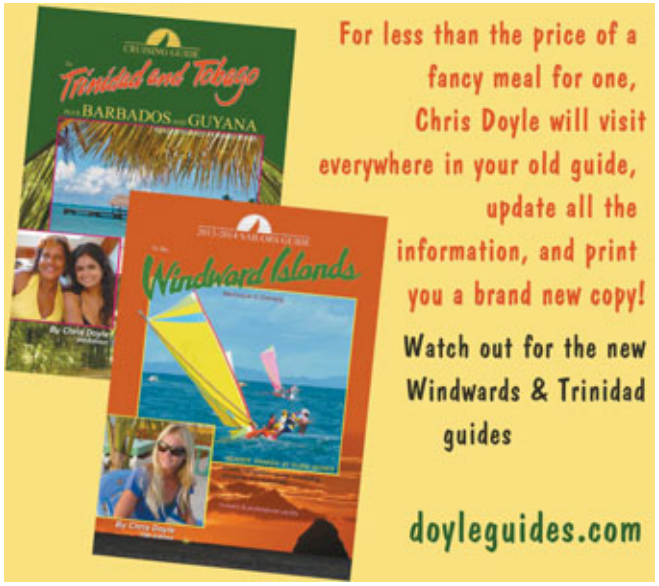
Before the fadeout to credits we see a telephoto shot of a green flash and are treated to a whaler's simple and humble philosophy: "Well, the most important thing is to… just live up with life as it come. I not rushing anything, I just stay cool. Whatever come, come, and what didn't come, it ain't come. I quite satisfied that way."*

Nolly Simmons sums up the whalers' dilemma: "It's like we are trapped today, carrying on this tradition too long. But who decides when you stop? It should only be who decided when you started."

The double-ender *Perseverance* is shown pulled up a concrete ramp on wooden rollers. Kudos to Tom Weston for his perseverance over the two and a half decades it took him to produce this fine film, a window into the past and an eloquent statement of Bequia culture, pride, and identity.

* *The late Michael Adams, a.k.a. Bedee.*

This DVD is available at outlets on Bequia, as well as from www.thewindthatblows.com/#!watch/c1c5h and vimeo.com/ondemand (search: The Wind That Blows).



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CARIBBEAN DON STREET Street CRUISING GUIDES

The Sky from Mid-July to Mid-August

by Jim Ulik

It seems like summer has just started, but we are already approaching the mid-point between the summer solstice and the fall equinox. Take in the summer constellations now because in six months they will be positioned in the daytime sky and concealed by the light of the Sun.

Among the rising constellations in the night are Pegasus, Aquarius and Capricornus. Look for Virgo and Libra to be setting in the western sky. The inner planets are on the move through some constellations during this period. Compared to Mercury's orbital speed of 107,700 miles per hour (173,326 km/h) through space, the outer planets are mostly staying in their current constellations as they creep along at orbital speeds from 12,194 (19,624 km/h) to 53,734 mph (86,476 km/h) around the Sun. That is 2,000 to 19,000 times the hull speed of my sailboat!

- Mercury journeys from Gemini through Cancer to Leo (early morning to day sky).
- Venus passes from Taurus through Gemini then into Cancer (early morning to day sky).
- Mars is stationed in Virgo (evening sky).
- Jupiter is moving from Gemini to Cancer (day sky).
- Saturn is in Libra (evening sky).
- Uranus is lounging in Pisces (up all night).
- Neptune floats in Aquarius (night sky).
- Pluto sits in Sagittarius (night sky).

The celestial scoreboard for this period shows that there will be 11 meteor showers and 30 close approaches by asteroids. Do not worry — none of the asteroids have your name on it this time around. However, the meteors will dump 3,000 tons of debris on Earth over the next 30 days.

Sunday, July 20th

A minor meteor shower will peak tonight. If you happen to be looking up after 2000 hours you may catch a glimpse of a meteor from the alpha–Cygnids. Just remember to look at any dark patch of sky. The Moon will rise at 0040 and not be a factor in the ability to view any shooting stars.

It was in 1955 at the Apollo Theater in Harlem that insightful tap dancer Bill Bailey became the first man to do the moonwalk. Sorry, Michael Jackson. NASA's Apollo mission came 14 years later when Neil Armstrong became the first of 12 men to walk on the Moon. Today is the 45th anniversary of that historic walk. *Viking 1* landed on Mars on this date in 1976. What is next for space exploration? Mining asteroids is on the table. People are also waiting in line for a chance to be on the first manned mission to Mars and to participate in a future Martian settlement. I am waiting for the probe to be sent to Europa to find signs of life under its ocean.

Tuesday, July 22nd

Whether you are just getting up or just getting home around 0500 hours, have a look eastward. Look below the Seven Sisters (Pleiades) for Taurus. Aldebaran, the eye of Taurus, is watching your every move. There you will find the crescent Moon located one degree from Aldebaran. Three days later, the waning crescent Moon will be just south of Mercury at dawn.

In Figure 1 you can see the location of the asteroid Apophis. This asteroid is estimated to be 880 feet (270 meters) across and traveling 13,020 to 28,230 mph (20,950 to 45,430 km/h).

—Continued on next page

FIGURE 1



Above: The Moon and Aldebaran in the morning sky above a rising Venus and Mercury

Below: The proximity of Jupiter, Jupiter's moons and the Sun in the western sky just before sunset

FIGURE 2



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—Continued from previous page

Arecibo Observatory in Puerto Rico is one of the facilities collecting data on Apophis. This asteroid is predicted to have a close approach to Earth on Friday, April 13th of 2029. It will pass inside the orbit of geostationary satellites over the mid-Atlantic Ocean. The approach should not be closer than 18,300 miles (29,470 km) from Earth's surface. The next close approach for Apophis will be on an Easter Sunday April 13th, 2036. Just imagine the amount of doomsday posts leading up to a Friday the 13th and then again for an Easter Sunday!

Thursday, July 24th

Jupiter has taken its summer position in the daytime sky. From our vantage point today, it is almost directly behind the Sun. The Sun's brightness is hiding Jupiter so don't look for it. You will fry your retina. This disclaimer has been included on the recommendation of the legal counsel for the Ophthalmologists United Commission on Health (OUCH). They don't really exist but don't say you weren't warned!

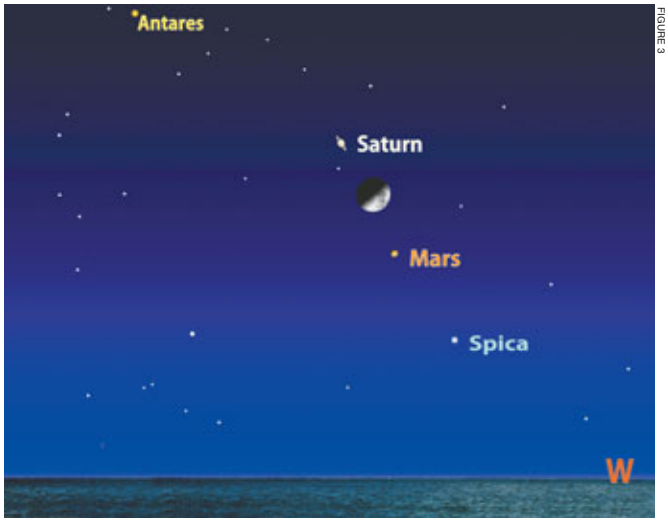


FIGURE 3

Monday and Tuesday, July 28th and 29th

The New Moon occurred on July 26th. Tonight there will only be three percent of the Moon showing and it will set at 1943 hours. This makes for a good opportunity to view the Capricornid meteor shower. What is notable about this shower is the number of bright fireballs produced during its activity period. One reason for the bright fireballs is the relatively slow 15-miles-per-second velocity of these meteors. They will radiate from the constellation Capricornus, the goat fish.

Sunday, August 3rd

From August 1st to August 4th the Moon follows the alignment of bright night sky objects. On August 3rd the conjunction is between Saturn, Mars and the Moon as seen in Figure 3. Saturn is in the constellation Libra. The Moon and Mars are positioned between Libra and Virgo. This is also a good opportunity to identify Antares and Spica.

Sunday, August 10th

The Full Moon this August will be the largest of 2014. The closest approach (perigee) of the Moon occurs at 1744 UT. The Moon will be 221,765 miles (356,896 km) from Earth. Because the Moon is closer and in line with the Sun the gravitational pull on the oceans will be greater. This is called a Perigean Spring Tide with a Full Moon. Expect a large range in ocean tides (exceptionally low to exceptionally high) for the next few days. *The moon will not be this close to Earth again until the full moon of September 28th, 2015.*

Wednesday, August 13th

The Perseid Meteor Shower peak event will be hard to view this year. Typically there are about 80 meteors an hour. The best time to find any meteors will be before moonrise at 2059 hours. After that time the moonlight will block all but the very brightest meteors from showing. However, the shooting stars from the Perseids can be seen between July 23rd and August 20th. The main radiant is situated near the star Eta Persei which marks the head of Perseus.

In The News

Our Sun has a brother star. The gas and dust cloud that provided the material that formed our Sun also formed our brother star. Both Suns have the same chemical composition. The brother star is about 15 percent more massive than our Sun. The star is not visible to the unaided eye, but can be seen easily with low-power binoculars, not far from the bright star Vega. Other similarities could extend to the formations of planets. Maybe one planet orbiting that star is in what is referred to as the "Goldilocks Zone" (not too hot, not too cold or not too big, not too small). That planet may have the conditions to support life.

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

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

Left: The alignment of Saturn, the Moon, Mars and Spica at dusk

Below: The location of a sun that was made from the same star stuff as our Sun

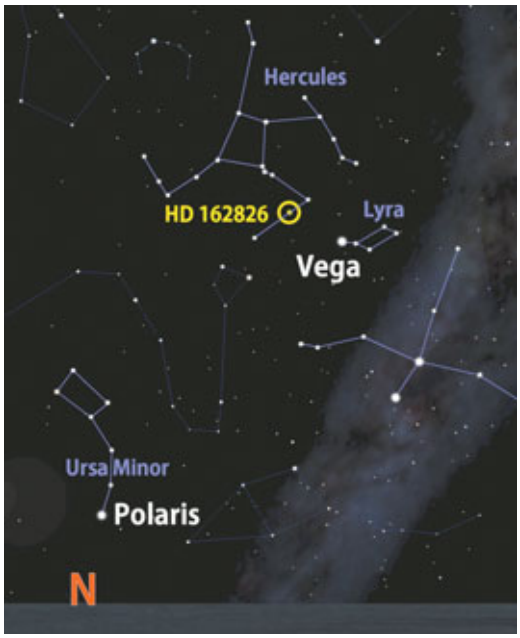


FIGURE 4



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Caribbean Cruising — Gastronomically

Part Two: NATIONAL DISHES TELL A STORY

by Frank Virgintino

Last month we reviewed the way foods have developed in the Caribbean in relation to their ethnic roots. If you want to add a flavorful dimension to your cruising, taste the different local foods at the various stops that you make and see if you can trace the components back to their origin. One way cruisers can explore the food culture of the various countries and islands is to try the "national dish". Most often the national dish is an example of the layering or combining of different and often diverse cuisines that achieves something new.

You will find as you travel that Cubans, Dominicans (from the Dominican Republic), Puerto Ricans, Venezuelans and Colombians eat chicken with rice-and-beans often, and *pernil* (pork loin) is highly prized for the holidays. Meanwhile, those on the French- and the English-speaking islands love fish, everything from fresh fish to smoked and salted fish. Salt fish (baccalao) and smoked herring are high on the list of favorites. They add flavor to any dish but are also eaten as a main course. Dried, salted and smoked fish is eaten throughout the Caribbean because it is relatively inexpensive and can be kept without refrigeration. Beef in the islands is generally tough and often stewed as a result, but prime cuts of beef on the Spanish Main are excellent.

The following is a list of some of the more popular dishes in the Caribbean. It is not meant to be all-inclusive; its purpose is to create a frame of reference that can help you enjoy the food as well as better understand the many cultures within the Caribbean.

Jamaica's Ackee & Salt Fish

Ackee and Salt Fish is the national dish. Native to West Africa and brought to the islands aboard slave ships, the ackee tree bears a pear-shaped fruit containing arils which, when properly ripened and prepared, resemble scrambled eggs. (The unripe fruit is toxic.) The bland ackee is mixed with salt fish that has been soaked to reduce its salt content and seasoned. This dish is served mainly as a breakfast meal. Salt fish, i.e. salted cod from Canada, is another Caribbean staple that was originally imported to feed slaves.



WIKIPEDIA

Ackee and Salt Fish is sometimes served with fried bammy (cassava bread) and fried plantains. This dish has English, African and Taino roots. Whether you like salt fish or not, the dish works well and you will quickly understand why it is a national favorite. Ya, Mon!

St. Maarten/St. Maarten's Conch or Callaloo

This island has two national dishes. On the Dutch side, the most famous dish is Conch and Dumplings. The conch — the meat of a large marine gastropod — is pounded and then boiled or pressure-cooked with seasonings.

On the French side, you'll find some of the best cuisine in the Caribbean at Grand Case, just north of the capital of Marigot. Many agree that their national dish is callaloo soup. Originating in West Africa, the soup's main ingredient can be either dasheen leaf or amaranth, both vegetables similar to spinach. If you have never tasted it, do not be put off by its color. Callaloo is also popular in many other islands of the Lesser Antilles, and varies from one island to another, which allows the cruiser to "taste his way south."

Antigua's Pepperpot

The national dish of Antigua is fungi and pepperpot. Pepperpot is a thick meat-and-vegetable stew made with yam, okra, eggplant, dasheen leaves (callaloo) and plantains, as well as other ingredients depending on the particular recipe. It is normally served with fungi, a cornmeal mush containing okra. This dish has deep West African roots.

Dominica's Mountain Chicken

The national dish of this island is Mountain Chicken or Crapaud, which is pronounced "crappo". In fact, Mountain Chicken is frogs' legs, which are stewed, boiled or fried and served with rice and peas. When I first thought of trying a dish called "crappo" I was put off, but the truth is, blindfolded, you would never know it is not chicken.

It is hard to say what the cultural basis of this dish is, but Dominica is a mountainous island and there are many frogs. You can take it from there and come to your own conclusion!

Martinique's Sauce au Chien

One of this island's signature dishes is Grilled Snapper with Sauce au Chien. Although Sauce au Chien means "dog sauce", it isn't made of, by or for dogs. It's named after a brand of knife commonly used to chop the ingredients; the *couteau chien's* trademark is a dog.

Although there are innumerable recipes, Sauce au Chien is usually made with olive oil, lime juice, green onions, garlic, parsley, hot peppers and other spices — a sort of Creole vinaigrette. It is also served with grilled chicken and other meats and seafood. I have had Grilled Snapper with Sauce au Chien more than once and have always loved it. This dish gives local seafood a very continental flair with a strong French imprint. Don't miss it!

St Vincent & the Grenadines' Breadfruit & Jacks

Roasted Breadfruit and Fried Jackfish is generally agreed to be the national dish of St. Vincent & the Grenadines. This dish is often served with golden apple juice, the national drink. Golden apple, or pomme cythere, is a tropical fruit with a spiny fibrous pit that makes it difficult to eat out of hand, but the juice is delectable. Native to the South Pacific, it was introduced to Jamaica in 1782 and spread throughout the islands.

Trace the roots of Roasted Breadfruit and Fried Jackfish to Captain Bligh of mutiny fame, who was charged with bringing breadfruit to the Caribbean from the Pacific to create a cheap "filler meal" for the slaves. A Breadfruit Festival is held in St. Vincent every August.

Grenada's Oil Down

Oil Down is the national dish and a great source of pride when people get together in Grenada. Essential to the dish is coconut milk, which is "cooked down" with the other ingredients in a big pot until very little is left. The recipe varies, and can include salted pigtail, pig's feet (trotters), salt beef and chicken, breadfruit, green bananas, yam, potatoes and dumplings made from flour. Callaloo leaves are sometimes used to retain the steam and give extra flavor.

There are many variations on the pronunciation but most locals say it as if they are saying, "I'll dun." The dish is time consuming and is considered a big feast as well as an art. Drinking and socializing are integral parts of the recipe! The roots of this dish also trace directly back to West Africa.

Ackee and Saltfish (left) is served as a traditional breakfast, while Oil Down is a social event as well as a hearty meal



BETTY KARL

Trinidad & Tobago's Crab & Callaloo

Visit Tobago for the scrumptious Crab and Callaloo served at beachside establishments. As with most callaloo, this contains dasheen leaves, okra, hot pepper and coconut milk, but the addition of locally caught crab makes it special.

Trinidad has a significant East Indian population with extensive culinary offerings. Everywhere you go, you will find roti available. Roti is an Indian flatbread, stuffed with curried vegetables, meat or fish. While roti and its cousin "doubles" (flatbread with curried chick peas) are common street foods, gourmet East Indian cuisine can be sampled at fine restaurants throughout Trinidad.

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



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Even If You Don't Go Fishing!

by Shirley Hall

You would never believe how many cruisers I meet who do not fish! What! Drag a line with a lead-headed feather and you might get a nice tuna. I've heard that some just couldn't take the mess on the decks. Well, the following recipes are for you.

For many people, buying fresh fish is an extravagance, too expensive for a weekly meal. Here in Trinidad, a freshly caught fish with head, tail and bones (all of which can be used to make a good broth) usually costs TT$20 (more than US$3) or more a pound. You can't blame the fishermen for the price, as they must make a living and operation costs keep rising.

But if you don't like to fish, and fresh fish is out of your budget, don't despair — and don't turn your nose up at the tinned version!

Fish, even from a can, provides exceptionally good nutrition. Fatty fish contains a type of fatty acid — omega-3 — not found in most other foods. Eaten once or twice a week, these fatty acids protect the heart, and are also said to be beneficial for type two diabetes and inflammatory conditions such as rheumatoid arthritis. Omega-3s are crucial for fetal and infant brain development. The human body cannot produce omega-3 fatty acids. Seafood, particularly pink and red Alaska salmon, is the richest source. Eating canned salmon and other fish is a convenient and effective way to boost your intake of omega-3s all year round.

Nutritionally good fats provide the body with a concentrated source of energy, and are needed to produce some hormones. Eating healthy, even on a budget, you should have no more than 70 grams of fat a day on a basic 2,000-calorie daily diet. Choose foods that contain the right sort of fat and are also packed with nutrients. Oily fishes such as salmon, mackerel and sardines are not only good for you, but the economical canned versions are readily available in supermarkets throughout the Caribbean, easy to stow onboard, and ready to use at a moment's notice. Oh, and no scaly, bloody mess on deck, either!

Try these easy and galley-friendly recipes to put more fish in your diet.

Salmon Potato Cakes
one 14.75-ounce can salmon, drained and flaked
2 eggs, beaten
1/4 Cup garlic and herb seasoned dry breadcrumbs (if unseasoned crumbs are used add a half teaspoon each of garlic powder, dried basil, and oregano)
1/4 Cup dry mashed-potato flakes
1 medium onion, chopped small
1 garlic clove, minced
2 stalks celery, chopped small
salt, ground black pepper and herbs (e.g. dill or basil) to taste
2 Tablespoons oil for frying

In a bowl, mix all ingredients except oil. Form mixture into two-inch balls, and flatten into patties about half an inch thick. Heat oil in a frying pan over medium heat. Fry four to six patties at a time, depending on the size of the frying pan. Fry patties about five minutes on each side, until lightly browned. Served with a green salad these make a delicious lunch or light supper.

Tuna-Tomato Pasta
Two 5-ounce cans tuna in oil, flaked
2 Tablespoons olive oil
1 large onion, chopped small
2 garlic cloves, crushed
1 sweet bell pepper, seeded and chopped small
2 seasoning peppers, seeded and minced
1 hot pepper, seeded and minced (optional)
2 stalks celery, chopped small
4 very ripe large fresh tomatoes, chopped small (or canned peeled plum tomatoes)
1 pound pasta (elbows or fusilli work fine)
salt, ground black pepper and herbs (e.g. basil and oregano) to taste
1/2 Cup grated cheese (Parmesan, cheddar or combination)

Drain the oil from the tuna into a large frying pan, and set tuna aside. Add the olive oil to the tuna oil and gently fry the onion, garlic, peppers and celery until softened. Add tomatoes and simmer until sauce begins to thicken.

In large pot cook pasta according to the instructions on the packet. While pasta is boiling, stir the tuna, salt, pepper and herbs into the tomato sauce and heat through. Taste and adjust seasonings. Drain pasta and serve the tuna-tomato sauce spooned over the hot pasta. Sprinkle with grated cheese.

Quick and Easy Tuna Casserole
1/2 pound uncooked macaroni
1 can condensed cream of mushroom soup
3/4 Cup milk
1 medium onion, chopped small
dash of hot sauce
two 5-ounce cans tuna in water, flaked
salt, pepper and spices as basil and oregano to taste
cooked or canned vegetables (e.g. peas, carrots, mushrooms, broccoli, corn kernels)
grated cheddar cheese

Boil the macaroni in a large pot of water until just slightly soft. Drain and set aside. In another two-quart pot heat the soup with the milk, onion and a dash of hot pepper sauce. Stir the macaroni into the soup mixture. Drain tuna and mix in. Stir in vegetables if available. Pour into a greased casserole dish. Sprinkle top with grated cheese. Bake at 350°F for half an hour uncovered. This is real comfort food!


PLOSSOF

Curried Sardines
1 can sardines in oil
2 Tablespoons sesame or peanut oil
2 garlic cloves, minced
1 Tablespoon curry powder
1 medium onion, sliced thin and chopped
1 small sweet pepper, seeded and chopped
2 seasoning peppers (seeds and all), chopped
1/2 hot pepper, seeded and minced (optional)
2 leaves chadon bene, chopped small
1 medium-size ripe tomato, chopped small
1 Cup water
juice of half a lemon or lime

Drain the oil from sardines into a hot frying pan. Add sesame or peanut oil, and heat until the liquid sizzles. Add minced garlic and cook until it begins to turn brown (about 15 seconds). Stir in curry powder. Then add onion, peppers, chadon bene and tomato. Stir-fry for two minutes, then add water. Cover and simmer over low heat for five minutes. Break up sardines roughly and mix into sauce. Simmer until sauce is thick, about three to five more minutes. Remove the pan from the heat and stir in the lemon or lime juice. Serve over rice or pasta.

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



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PICK UP!

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



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LEARN TO SAIL OUT THE ANCHOR
Dear *Compass*,

Regarding Captain Pugwash's letter to the Readers' Forum in the May issue of *Compass*, in which he issued a rebuttal to the writer who complained about other cruisers sailing out their anchors, this well-preserved old fart who has been in the insurance business for 50 years and spent a half a century sailing the Eastern Caribbean says RIGHT ON!

Pugwash wrote: "Firstly, I have never been hit by a boat under sail in umpteen years of sailing and cruising, but have sustained serious damage from a boat under power. Secondly, I know some sailboats use their engines constantly and [their operators] see the sails as very secondary propulsion. No problem with that. What I would respectfully suggest, though, is that being able to set and weigh anchor under sail is an essential skill, as is sailing in and out of an anchorage. A sailor who does not have these skills represents a hazard to his or her fellow yachties, for there may come a time when there is no choice in the matter."

For every engineless boat that got in trouble or was lost, I will show you a dozen boats that got in trouble or were lost because their engine failed and the crew were not good enough sailors to sail themselves out of trouble.

Learn to sail out the anchor, and to anchor under sail.
Don Street
Glandore, Ireland

HAPPY 60TH BIRTHDAY TO THE FLYING FISH!
Dear *Compass*,

On April 17th we were delighted to meet — and put faces to boat names and VHF voices — more than 20



Roving Rear Commodores Christine and John Lytle receive a commemorative plaque from OCC Port Officer for Trinidad, Jesse James

Ocean Cruising Club (OCC) members at The Lure restaurant in Chaguaramas, Trinidad for the celebration of the Club's 60th Anniversary (1954–2014: http://www.oceancruisingclub.org). We were joined by OCC Port Officer for Trinidad, Jesse James, and his wife Sharon Rose and daughter Julia Rose. Jesse presented John and Christine Lytle (Roving Rear Commodores, Eastern Caribbean) with a commemorative plaque to mark the occasion, and we all sang "Happy Birthday" to the OCC and its flagship publication, the *Flying Fish*. Jesse had organized a raffle with some great prizes donated by various local businesses AND a birthday cake (no, we didn't attempt to light 60 candles owing to the fire risk!).
Sarah, David, Bethany and Bryn Smith
S/Y Cape

SPORTFISHING RANT
Dear *Compass*,

Looks like sportfishing season in the Caribbean has rolled around again. Time to burn lots of fossil fuel in pursuit of the denizens of the deep. But no, they aren't even catching them for food; they just go out and torture some billfish for a few hours, and then come back and get prizes for that.

It's all about "fighting" a fish just for fun. Probably not so much fun for the fish. As my friend Captain John Smith once asked, "What kind of a day does a fish have after spending some time on the hook?" Come to think of it, how does a person feel after tormenting an animal for his or her own amusement? Okay, I don't get sportfishing, I admit. To me, it's like bear-baiting or dog fighting — a cruel, archaic and pointless activity whose time is past.

Don't these islands have laws against cruelty to animals?
Please sign me,
I'd Rather Eat Them

Dear I.R.E.T.,

Well, I never thought of it quite that way, but you bring up an interesting point: catch-and-release sportsfishing might actually be illegal in some places. Under the laws of St. Vincent & the Grenadines, for example, hunting and fishing for food is allowed, but the Protection of Animals Act provides for fines or imprisonment for those who commit "offenses of cruelty", including anyone who "ill-treats, tortures, infuriates or terrifies any animal" or "causes any unnecessary suffering". This law protects not only domestic animals, but also any wild animal "of whatsoever kind or species" (specifically including fish) "which is subjected to any appliance or contrivance for the purpose of hindering or preventing its escape...."

Yikes.
Sally

'AFTER THE ATLANTIC'
Dear *Compass* Readers,

After crossing the Atlantic on the ARC 2013 we arrived in St. Lucia. We spent two years getting ready and planning and had fantastic support from World Cruising Club, the management team of the ARC.

However, once the adrenalin had gone we found ourselves in a new world, with new problems and new cultures.

We were neither the first nor the last, so I would like you to join the Facebook group "After The Atlantic" and share it with all your sailing friends so that all of our experiences can benefit others who will be following in our footsteps in the months and years ahead.

This site is there to support and help all yachtsmen and women who plan to cross the Atlantic and live the dream. We all plan for the great challenge of crossing the pond to the Caribbean — but what happens when we get there?

This site is designed so that any yacht arriving in the Caribbean can have access to others' experience, be it the best electrician in St. Lucia or where to get your tender fixed in Grenada. The information is out there and I hope that you will all feel that your experiences will help others while cruising the Caribbean.

Please join up as a member and share this site with fellow adventurers. I hope this site will become a very useful and informative group for everyone.
Happy sailing, fair winds and have fun.
Ian McLaren-Morris
Silver Slipper

WE WANT TO HEAR FROM YOU!
Dear* Compass *Readers,

We want to hear from YOU!

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

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

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CALENDAR

JULY

1	Public holiday in Antigua & Barbuda (Vere Cornwall Bird Sr. Day)
1	Aruba Hi-Winds Kitesurf event. www.hiwindsaruba.com
2	Public holiday in Curaçao (Flag Day) and Cayman Islands (Constitution Day)
5	Public holiday in Venezuela (Independence Day)
5 – 7	22nd Annual Firecracker 500 & Chili Cook-off, Tortola. West End Yacht Club, martin@sailsistership.com
6	July Open Kid's Tournament, St. Thomas. Virgin Islands Game Fishing Club (VIGFC), usvigfc@gmail.com
7	Public holiday in CARICOM countries (CARICOM Day)
9 – 11	July Open Billfish Tournament, St. Thomas. Virgin Islands Game Fishing Club (VIGFC), www.vigfc.com
10	Public holiday in the Bahamas (Independence Day)
12	Bequia Fishermen's Day Competition. www.bequiatourism.com
12	FULL MOON Parties at Trellis Bay and West End, Tortola, and at Pinney's Beach, Nevis
13	Barbados Cruising Club Regatta. Barbados Cruising Club, www.barbadoscruisingclub.org
13 – 15	BVI Open Billfish Tournament. Atlantic Blue Marlin Tournament (ABMT), www.abmt.vi
13 – 19	Reggae Sumfest, Montego Bay, Jamaica. www.reggaesumfest.com
14	Bastille Day. Celebrations on French islands; yole races in Martinique. http://yoles-rondes.net
14 - 15	Chief Minister's Cup International Youth Regatta, Tortola. www.katsbvi.com
14 - 21	Calabash Festival, Montserrat. www.visitmontserrat.com
16 – 1 Aug	Tobago Heritage Festival. http://tobagoheritagefestival.com
20	Public holiday in Colombia (Declaration of Independence Day)
24	31st Annual "Christmas Eve in July" Waterfront & Marina Celebration, Virgin Gorda. Bitter End Yacht Club, www.beyc.com
24	Public holiday in Venezuela (Simón Bolívar's Birthday)
26	Guy Eldridge Memorial Trophy Race. Royal British Virgin Islands Yacht Club, www.royalbviyc.org
26 – 5 Aug	Antigua Carnival. http://antiguacarnival.com
27 – 3 Aug	30th Tour des Yoles Rondes, Martinique. http://yoles-rondes.net
28	Public holiday in Trinidad & Tobago (Eid al Fitr)
30	Carriacou Children's Education Fund Annual Welcome Potluck Barbecue. ccefinfo@gmail.com

AUGUST

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

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

PRODUCT POSTINGS

A Look on the Light Side

Boat lighting has come a long way since the days of kerosene lamps. Here are three new LED products that look like battery-friendly fun.

Solar Lanterns from Water Bottles

Davis Instruments' LightCap 200 and LightCap 300 provide illumination from practically any water bottle. The LightCap 200 turns any bottle with a 51mm mouth opening into a solar lantern, while the 300 is a BPA-free plastic water bottle complete with solar cell and internal storage battery built right into the 76mm cap.





Four white LEDs provide light for up to 15 hours on a full charge. They are housed in a reflective lens system that enhances their brightness and dispersion. They also both feature a light sensor, which switches the light off during daylight hours while the battery charges. A waterproof switch manually turns the light on or off. All electronics, including the lightweight NiMH battery, are fully sealed inside the cap. The custom, quick-charging solar panel is molded directly into the cap.

In addition to four white LEDs, the LightCap 300 also features a single red LED. Holding almost 1 litre (of rum punch for the next beach barbecue, perhaps?), this bottle offers an ergonomic grip with two flat sides to prevent rolling. Measuring 24cm tall and weighing just 298 grams, the LightCap 300 can act as a waterproof storage container for small, personal items. It also comes with a built-in retaining ring that allows users to suspend the bottle using the included lanyard, making it into the perfect hanging lantern. The cap can also be used as a small, stand-alone, solar-powered flashlight.

For more information check your local chandlery or visit www.davisnet.com.

Clamp-On Rail Lights

These aren't anchor lights, but could have plenty of other uses. The SolLight RailLight from Davis Instruments delivers illumination to cockpits without having to drill holes, run wires or worry about draining batteries. The RailLight is a stainless steel, solar-powered LED light that clamps onto any railing from 22mm to 32mm diameter with a tough nylon clamp that adjusts the light to any angle. It provides light up to eight hours on a full charge of sunlight. A built-in circuit protects the replaceable Ni-Cad batteries from overcharging. If the light is dropped in the water, it will float.

—Continued on page 45

DO YOU HAVE A...

by Angelika Grüner

I remember being at a barbecue and talking about boat speed. My husband, Richard, and I mentioned being content with doing five knots. The person we talked with declared that it's no wonder that we don't sail faster because of our heavy boat. "I don't have so many things aboard," he bragged. "And I have only a 30-gallon water tank and a watermaker, to keep the boat light and fast." The list of what he did not have on board was long. Okay, we said. Everybody has the freedom to cruise as he or she wants. Some boats sail faster; others are more sedate.

Fast forward to summer. I am on the hard, working on *Angelos*, balancing on scaffolding. Another cruiser comes along and asks me if I have a sewing machine. I am astonished because he never even greeted me before, always passing by as if I were air. "First, good morning!" I say. Then, "Yes, I have." "Can I have it? I need to do some sewing." "Well, I am sorry; the sewing machine stays on the boat, and for the moment I have no time to do any sewing for you." He turns away disappointed.

Two days later the same chap comes again, asking if he can borrow a drill. I'm up the scaffolding again, in the middle of a paint job. I explain that I am very busy with mixed paint, and the drill is packed away. I don't think he believes me.

I couldn't believe it. Minutes later one of the workmen of the boatyard asks me, with a huge Christmas smile, if he can again borrow my G-clamps. He had already borrowed them yesterday and the day before! Well, at least I have them on hand.

Another guy comes and wants my 220-Volt cable, "Because you are painting and don't need the cable... oh, and can I use your fridge?" All on the same day.

In the end, it turned out that the particular greeting-less chap asked to borrow a belt sander, a power saw, a hand saw, a drill and clamps, not to forget the sewing machine — all things you need quite frequently on a boat. To make everything perfect, one evening the workman asked me for charcoal because he wanted to make a barbecue for the greeting-less cruiser. Of course there was to be no replacement.

> *'Don't get me wrong.*
> *I really like to help out,*
> *and you can't have all the tools;*
> *sometimes you depend on others'*

Do you have...? Can I borrow...? This seems to be quite common among today's cruisers. They spend a lot for a boat but don't have the money for basic tools. Or else they don't want to carry that equipment because their boats get too heavy. But do they think I am a rental service? Of course I don't need a drill, a belt sander, an angle grinder, a saw and so on, every day. But if I need it the first time, it will definitely not be the last time, so I buy that common tool.

Don't get me wrong. I really like to help out, and you can't have all the tools; sometimes you depend on others. If someone basically well equipped is in need of a tool that I happen to have, I would be the last person not to help out. But I have mostly stopped lending out my tools. Saws and chisels inevitably came back dull; a hammer was returned with a cracked handle. Sometimes tools were not returned and we had to run after our property. Sometimes equipment came back broken with, "Sorry, it doesn't work any more, but it was old anyway!" Now I'll usually offer to bring the requested tool and do the work myself — without any charge, of course. If I break my own tool, then it is my problem. But I don't want to support cruisers sailing around while living on the expenses of others. They have to know that cruising needs a certain amount of money, basic equipment and skills. And if cruisers don't want to carry tools, then they have to go to a workshop, ask a workman to do the job, and pay for not having the minimum of equipment.

Then there is another fact to consider: Does the other person even know how to use the tool; has he or she ever had a power drill, belt sander, or angle grinder in their hand? You never know.

My husband and I came up with the following: "You want to borrow my tools? No problem — while you have them, I'll borrow your spouse, and the same way you treat my tools, I'll treat them! You still need it?"







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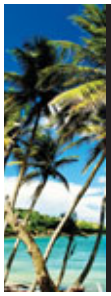
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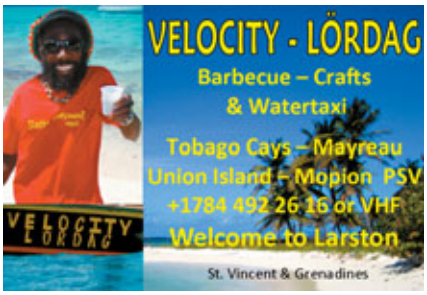
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—Continued from page 40

Attaching in seconds, the RailLight Premium provides enough light for dining or even reading. A built-in sensor automatically turns the light off during daylight, while a protected switch enables users to turn off the light manually or switch to low power to conserve energy. Its sealed epoxy and coated stainless housing sheds water, while all four LEDs are rated for over 10,000 hours. The super-bright white LEDs are housed in a double Fresnel lens system so that the light can be seen over 400 metres away.



Two models are available, the RailLight Premium and RailLight Mini. The Premium version has four LEDs with a high/low/off switch function, while the Mini has two LEDs with an on/off switch function. RailLight Premium comes with a complete QuickMount system allowing it to be installed three different ways. The QuickMount system can be purchased separately for RailLight Mini.

For more information check your local chandlery or visit www.davisnet.com.

Multi-Use Strip Lamps

Here's an idea for illuminating dark steps, compartments and storage areas, or just for jazzing up your boat's décor: the new 0881 series of LED strip lamps from Hella marine. The low profile of these surface-mounted slimline lamps, with a depth of just over 9.5mm, means they can be installed almost anywhere.

The 0881 series features advanced lens optics for even light distribution, thus reducing glare that causes eyestrain. Premium twin core marine cable is pre-wired and sealed inside for dependable electrical connections, whether used on the interior or exterior of a vessel.

Hella offers a choice of two different intensities of strip lamps. With an intensity range of less than 2W, the LED courtesy lamps give off a soft, uniform light pattern, ideal for brightening a storage locker. Courtesy lamps come in white, warm white, blue and red. Both 12V DC and 24V DC versions are available.

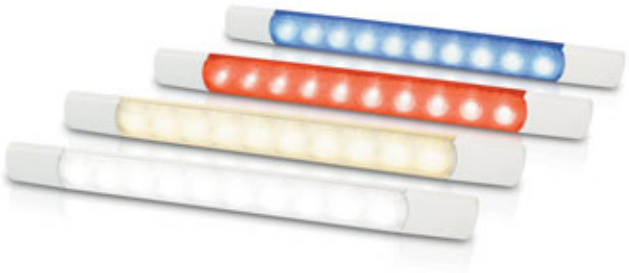
The 0881 series of interior LED lamps have an intensity range of under 3W for powerful illumination in 5000K white or 3500K warm white, and in either 12V DC or 24V DC. These lights provide a useful alternative to 7W fluorescent or 10W incandescent lamps.

With completely sealed, IP 67-rated housings, these precision-manufactured units are impervious to UV rays, moisture and dust. Snap-on end caps cover the fastenings on either side of the lamp body, giving the strips a clean, modern look. Constructed from advanced polymers, Hella lenses will not yellow or deteriorate.

All 0881 series strip lamps can be controlled with a Hella marine dimmer. Each light measures 28.5 cm L x 2.54 cm W x 1 cm D and weighs less than 113 grams. Hella offers a five-year warranty on all its LED products.

For more information check your local chandlery or visit www.hellamarine.com.

Caption



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