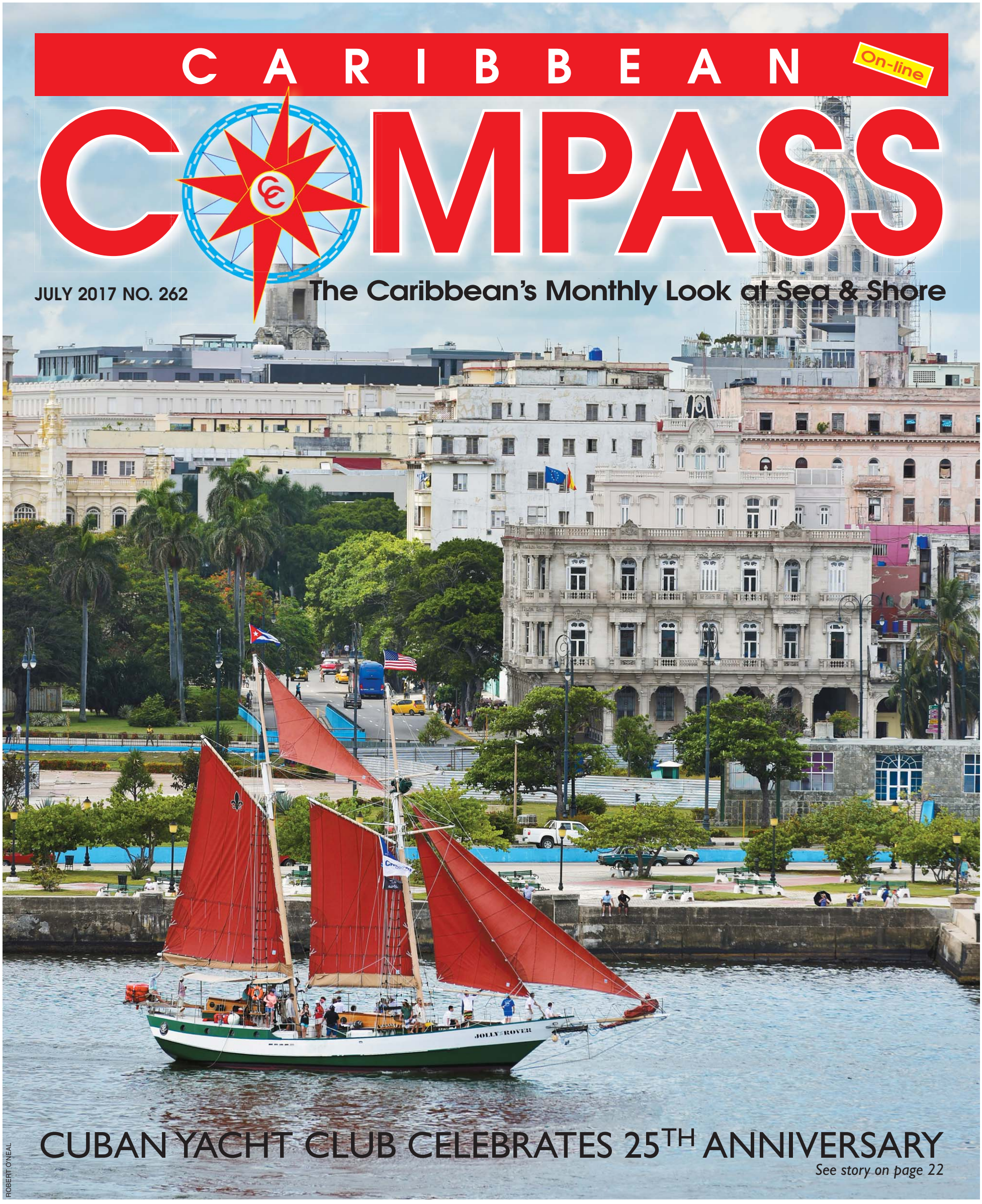
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COMPASS

JULY 2017 NO. 262

The Caribbean's Monthly Look at Sea & Shore



ROBERT O'NEAL

CUBAN YACHT CLUB CELEBRATES 25TH ANNIVERSARY

See story on page 22



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On the cover: Photographer Robert O'Neal snapped the Key West-based schooner Jolly II Rover *parading through Havana Harbor to celebrate Hemingway International Yacht Club of Cuba's 25th anniversary. Story on page 22*



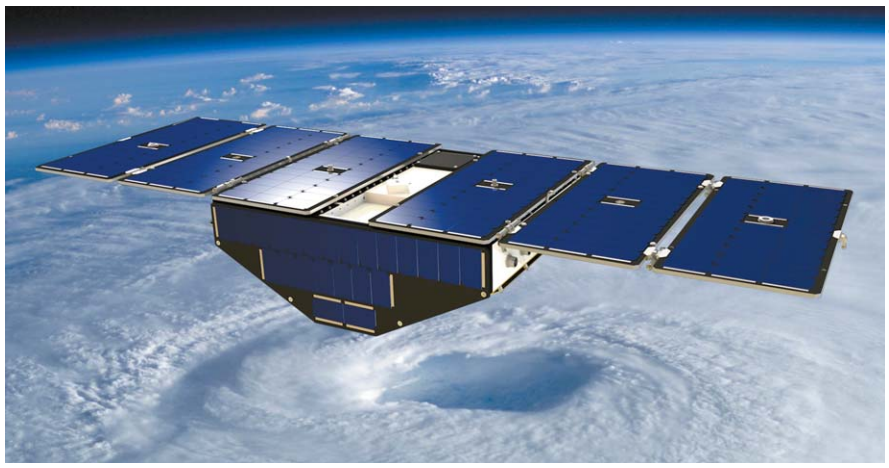
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Info & Updates

New Hurricane-Forecast Tools

Every storm that rolls in from the Atlantic this summer will be trailed by planes, punctured and scanned by dropsondes and drones, scrutinized from space by satellites, and monitored from the depths by floats such as a new instrument called ALAMO. All the data these probes collect will be pushed immediately into models that help the US National Hurricane Centre predict where storms will go and how strong they will be.

An article in the June 8th edition of *The Economist*, "How to keep tabs on Atlantic hurricanes", describes an array of sensors that stretches from space to the deep ocean.



NASA

Artist's concept of one of the eight Cyclone Global Navigation Satellite System microsatellites now deployed in space

The current Atlantic hurricane season sees the United States running a stack of instruments that reach from orbit to a kilometre beneath the ocean. Satellites keep a constant watch on storms' tracks and sizes. Gulfstream jets fly over and around storms, dropping sensors into them to measure wind speeds. Propeller-driven planes fly right into storms, measuring their properties with radar and its modern, laser-based cousin, lidar. Unmanned drones fly in even deeper. And floats, buoys and aquatic drones survey storms from below.

All of the data these machines gather are transmitted directly to computer models that are used to forecast two things, a hurricane's track and its intensity. Predicting intensity is important because rapidly intensifying storms have the greatest potential to cause damage and offer the least amount of time for preparation.

Advances in automated sensors, both those that fly and those that swim, are making it possible to gather more data. This season, for example, will be the first in which a constellation of microsatellites called CYGNSS (Cyclone Global Navigation Satellite System) watches storms as they roll in towards the US East Coast. The eight-satellite swarm, which was launched in December, listens for radio signals that come from GPS satellites directly above it in space, and for the same signals when they have been reflected from the ocean's surface beneath the hurricane being studied. Differences between the reflected signal and the original are a consequence of the state of that surface, and CYGNSS can use them to infer wind conditions there.

Satellite measurements like this are useful, but it also helps to get as close as possible to the hidden bottom kilometre of a storm. NOAA is doing this with drones called Coyotes. Coyotes are released from tubes in the bellies of NOAA's research planes, and then piloted remotely in order to gather data from the region in a storm that is just above the ocean's surface. The data the drones collect complement those from dropsondes, which are sensors that are pushed out of the same tubes and plunge down through a storm like bombs, transmitting as they go.

The research planes have also started using a device called a Doppler wind lidar to measure a hurricane's moisture content more accurately. Radar, a standard instrument on these planes, works at radio frequencies, which means it is reflected only from large drops of water. Lidar's use of light, which is also reflected by small drops, paints a more accurate picture of the way moisture is distributed within a storm.

What happens in the water beneath the storm is crucial, too. Hurricanes gain energy from warm water as they pass over it. But placing probes in front of a hurricane is a risky and expensive business. A new instrument called ALAMO (Air-Launched Autonomous Micro Observer) is intended to be launched out of the belly of an aircraft, in the way that dropsondes and Coyotes are. ALAMO parachutes into the ocean in front of a hurricane. Once there, it starts a cycle of descent and ascent, gathering a profile of the sea's top kilometre as the storm passes over it.

Read the full story at http://www.economist.com/news/science-and-technology/21723092-array-sensors-stretches-space-deep-ocean-how-keep-tabs

Carriacou Cruiser Events Coming Up

Lizzy Conijn and Harmen Brink report: Tyrell Bay in Carriacou is the place to be from late July through the beginning of August as the Carriacou Children's Education Fund (CCEF) fundraising events start with the Potluck and Raffle at Tanty Lizzy's restaurant on August 2nd. The fun starts at 5:00PM and the grill will be ready at 6:00.

—Continued on next page



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DOYLE CARIBBEAN

—Continued from previous page

On August 3rd we will have the Flea Market and Auction starting at 1:00PM in the After Ours building, also located at Tyrell Bay. Come and buy or bid on boat items, household items, gently used clothing, books and much more. As in previous years, we hope our volunteers have plenty of goods to sell!

All funds raised by these events will go to the Carriacou Children's Education Fund, an official non-profit organization with the goal of helping needy children on the island with hot lunches, school uniforms and scholarships to TA Marryshow Community College. At last year's Flea Market and Auction we collected EC$11,568.87 to help the kids.

So if for years you've been carrying that new part that is just the same as the old part that doesn't fit — donate it (and any other unneeded boat bits, housewares and nice clothing) to the CCEF fundraiser! Items can be dropped off at Budget Marine in Grenada and at Arawak Divers in the After Ours building at Tyrell Bay (white building with triple red roof).

After the fundraiser, stick around for the Carriacou Regatta Festival, August 4th through 7th, for lots of activities ashore and of course sailboat racing for traditional workboats and yachts.

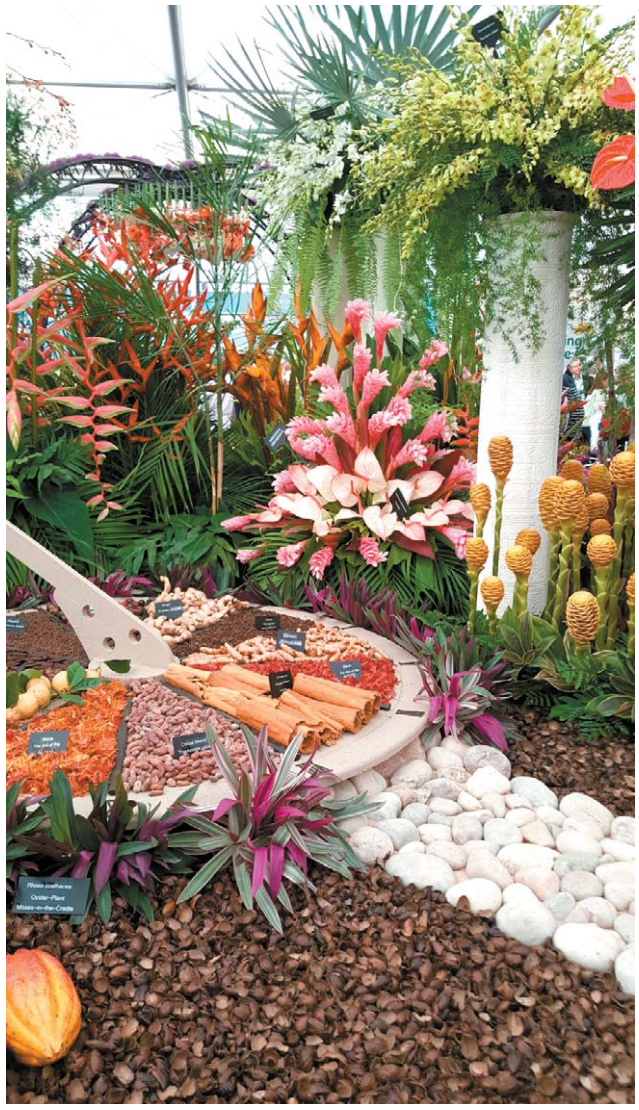
For more information look for our flyers and posters, listen to the VHF radio net on channel 68 at 7:30AM, or pass by S/V Horta.

Lost in Space

Oh, no — we forgot what month it was! The headline for Jim Ulik's night sky column last month's issue should have, of course, said "from Mid-June to Mid-July", not "from Mid-May to Mid-June". Fifty lashes with the tail of a wet comet for the editor, who was apparently lost in space… The text, or course — as always, Jim does a (dare we say) stellar job — was perfectly correct!

Y2A is on Vacation

Youth2Adult — Y2A — is a series of articles celebrating sailing's role in youth development for Caribbean children. Author Ellen Birrell is on vacation this summer, but stand by for Y2A to resume in September.



GRENADA HORTICULTURAL SOCIETY

Local cocoa, spices and nutmeg shells featured in Grenada's prizewinning display

Readers' Survey 2017 — You're Invited!

Here comes your chance to have a say about what's in the *Compass* — or what could be! — and to weigh in on key issues affecting sailors in the Caribbean.

Our six *Compass* Readers' Surveys so far (one taken every three years since 1997) have not only helped shape our popular content but readers' feedback on issues has influenced decision-making regionally.

Participate in the *Compass* Readers' Survey 2017 next month by filling out a form in your hard copy, or completing the survey online.

Grenada Wins 13th Gold Medal at Chelsea Flower Show

Grenada is famous as the Spice Island, but its flowers are another claim to fame. The Grenada exhibit at the Royal Horticultural Society's Chelsea Flower Show 2017 in the UK, entitled "Historical Botanical Gardens-Pure Grenada", has won a gold medal. This brings the number of gold medals awarded to Grenada to 13 over 19 years of exhibiting at the show, with three being awarded in as many years to Grenada-based designer Catherine John and her team of volunteers. Mrs. John, who has led the design team since 2015, organized a fragrant and exuberant representation of the island's Botanical Gardens, founded in 1886.

The foliage and spices were grown in Grenada and arranged to Mrs. John's design ahead of the show, which ran from May 22nd through 27th.

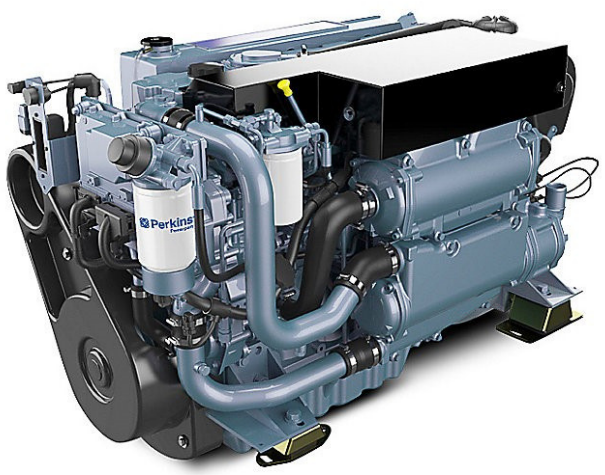
Mrs. John says, "We're delighted that the exhibit has been awarded a gold medal here in London. My personal inspiration for the design comes from my love and respect for what was achieved in the 19th century by the Botanical Gardens in Tanteen, St George's, and for the role it played in the life of my island home. In addition to providing visitors with a treat for all the senses, the Botanical Gardens was a centre for research, including into the cocoa that is now so highly prized on the island by ethical chocolate producers."

Visit www.PureGrenada.com for more information on Grenada.

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BUSINESS BRIEFS

Young St. Lucian Sailor Named CHTA Employee of the Year

The St. Lucia Hotel & Tourism Association reports: St. Lucian Obrian Forde won the Employee of the Year Award at the third annual Caribbean Hospitality Industry Exchange Forum, hosted by the Caribbean Hotel and Tourism Association (CHTA) in Miami, Florida on June 2nd.



The award, bestowed to tourism employees within the private sector, recognizes outstanding technical competence and hospitality skills. Obrian, described as a knowledgeable, proficient and highly skilled sailor, has worked for the St. Lucian sailing charter company Jus' Sail for over four years after starting off as a participant in the Jus' Sail Youth Training Program in 2012.

The Jus' Sail Youth Training Program works with unemployed, disadvantaged youth, helping them to develop skills and gain certification in sailing in preparation for entry into St. Lucia's fast-growing maritime sector. The program has been an exemplary model for sustainable tourism in St. Lucia, being recognized as a finalist in the World Travel & Tourism Council's Tourism for Tomorrow Awards in 2016 and recipient of the Caribbean Charter Company of the Year in the Luxury Travel Awards 2016. Obrian Forde, just one of the success stories from this program, was nominated not only for his technical skills, but for his passion and enthusiasm shown when working with guests. Additionally, as a mentor for young persons on subsequent Jus' Sail Youth Training Programs, he stands as a leading light for the future of young St. Lucians in sailing.

"The SLHTA is very proud of Mr. Forde's achievement, and also of the continued commitment made by Jus' Sail in building sustainable linkages with the community through the development of young persons like Mr. Forde. This award is extremely important to us as it speaks to the power of tapping into the potential of our young people and harnessing it in areas some may have not thought possible. Programs like Jus' Sail allow young persons to immerse themselves into previously inaccessible sub-sectors in tourism and give them the ability to gain marketable skills that they can continue to build upon," says SLHTA CEO Noorani Azeez.

Jus' Sail is a company dedicated to offering laid-back day sailing charters for private and small groups aboard a traditional wooden local trading sloop, *Good Expectation*. The company's ethos and the operation of Jus' Sail is underpinned by the principles of Responsible Tourism, which seek to ensure that tourism enterprises create "better places to live and better places to visit". Its Youth Training Program has been a recipient of a Tourism Enhancement Fund grant and relies on donations from private sector supporters and the public to fund their training program.

Visit www.jussail.com for more information.

Sea Hawk's Mike Taber Sails Gunboat to Victory in Antigua

Sea Hawk Paint's northeast sales rep, Mike Taber, had a great vacation sailing in the 50th Annual Antigua Sailing Week, held April 29th through May 5th, with friends on a new Gunboat 55, *Thirst*, that was wearing Sea Hawk BIOCOP TF racing-finish bottom paint. After several mechanical breakdowns early in the week the team bounced back with four second-place finishes and then a first in the final race of the regatta. Their overall finish was second in class. Congrats to the entire *Thirst* team!

For more information on Sea Hawk Paint see ad on page 7.

Bumper High Season at Port Louis Marina, Grenada

Charlotte Broadribb reports: Port Louis Marina was buzzing this past season. Camper & Nicholsons Port Louis Marina would like to thank everyone who visited us since December last year. We were delighted to see so many returning guests and to make new friends that we hope to see again in the future.



Some interesting statistics: During the six-month period from December to the end of May, 567 different boats visited the marina, of which 75 were superyachts. Together they made 765 unique visits and stayed a total of 5,816 nights.

We have received some wonderful compliments and comments, such as the following from one of our superyachts that stayed with us for ten weeks: "We had a great stay at Port Louis Marina this winter. In particular, the facilities and price combination were pretty much unbeatable. Good protection from the weather, safe area, and excellent crew facilities. We also started a charter in Grenada and that side was also very smooth. We will be coming back next winter if our schedule allows."

Thank you again from all the staff at Port Louis Marina to everyone who visited us and we look forward to welcoming you back in the not too distant future.

Don't miss out this coming season; book a berth at Port Louis Marina at http://en.cnmarinas.com/book-a-berth

For more information on Port Louis Marina see ad on page 19.

—Continued on next page

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New Addition to Budget Marine Group: St. Kitts

Nicole Corvellec reports: Budget Marine St. Kitts is now open. This newest addition to the Budget Marine Group is located in the capital, Basseterre, in CAP Southwell Industrial Park near the Basseterre Fisheries Complex on the waterfront. A dinghy dock will soon be built but in the meantime you can dinghy into the fishing port.



Kyle Ferdinand welcomes customers at Budget Marine's newest shop, in St. Kitts

Budget Marine St. Kitts offers a large selection of chandlery supplies, which will be duty free for visiting yachts. Anything they don't have can quickly be brought in from St. Maarten. Give the store a call at (869) 466-0026; if you are up in St. Kitts Marine Works or down in Christophe Harbour, they can arrange delivery to your boat. Opening hours are Monday to Friday 8:00AM to 5:00PM and Saturday from 8:30AM to 12:30PM. Be sure to check out this new location!

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

New Management, Big Plans for Curaçao Marine

Nicole van Beusekom reports: Curaçao Marine Management has officially announced that Curaçao Marine has been sold. This is exciting news because, with the investments and future plans of the new owners, the acquisition promises to bring about positive change for the marina and boatyard.

Curaçao Marine is already the most comprehensive technical yachting facility on the island and surrounding islands, but the new management is motivated to bring it to an even higher level. The dynamic new board believes that Curaçao still has an ocean of room to grow into a popular yachting destination. Curaçao, as one of the most developed and safe islands in the vicinity, has so much to offer its visitors. They also envision that Curaçao Marine has the potential to become a more prominent hub for the sailing and yachting community in the Caribbean or for those on their way to the Pacific. Curaçao Marine aims to be that "one-stop shop" and future plans greatly endorse this goal.



Marc Rooijakkers, the young new Managing Director, is ready to take on the challenge. "An extensive inventory of the situation prior-to-sale has been made, opportunities have been identified and priorities have been set. The new board has a great vision for Curaçao Marine and we started implementing a number of improvements on the yard right away. Both short-term actions and long-term plans will all greatly benefit the customer experience on the yard." Marc looks forward to welcoming new and returning sailors and yachtsmen at the dock as the new head of management.

The new Curaçao Marine Management would like to inform *Compass* readers more about the new developments, including the current improvements, the future plans and an introduction to the new management. In the next few issues you will be filled in on these three topics — but if you don't want to wait, make sure you look up Curaçao Marine online! In the coming month Curaçao Marine will be sharing more in-depth news through their online media.

Visit the website www.curacaomarine.com, follow on Facebook: curaçao.marine, or Instagram: curacaomarine or subscribe to the quarterly News Flash.

For more information on Curaçao Marine see ad on page 9.

IGY Acquires Red Frog Beach Marina, Panama

IGY Marinas has officially transitioned its existing marketing partnership with Red Frog Beach Marina to an ownership and management agreement. The company's new business venture in Panama builds on the successful branding efforts implemented over recent years, which have further elevated the marina's presence internationally.

IGY Marinas will join forces with the Red Frog Beach Marina team to begin incorporating the company's award-winning services and operations. IGY also plans to make a significant investment in marina improvements to enhance the overall guest experience. Plans to add on-site food and beverage concepts are being explored.

Red Frog Beach Marina boasts 12 megayacht berths with the ability to accommodate vessels in excess of 300 feet (90 metres) in length, as well as the electrical requirements suitable to accommodate the world's largest vessels. Marina guests can enjoy the amenities offered at Red Frog Beach Island Resort & Spa, which include the swimming pool; shuttle bus access to the beachfront restaurant, Punta Lava, and surrounding areas; and utilization of the golf carts. Marina guests also have access to IGY's Anchor Club, which is one of the world's leading large-vessel support networks offering an array of services, including provisioning, crew training, health services and maritime travel.

Visit www.IGYMarinas.com for more information.

Lulley's Fishing Supplies' New St. Vincent Location

Mark Lulley reports: Lulley's Fishing Supplies has moved to a new location on the island of St. Vincent. The new location gives us the ability to stock more products and upgrade the services we provide. We are now located in the lower floor of the building right next door to our previous location on McCoy Street, Kingstown.

—*Continued on next page*





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—Continued from previous page

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We offer duty free prices and shipping all over the Caribbean.

Come in and see us for all your needs!

For more information on Lulley's Fishing Supplies see ad in the Market Place section, pages 41 through 43.

Hurricane Season Special Offers on Perkins Parts

Parts & Power reports: With the 2017 Hurricane Season upon us, Parts & Power are pleased to announce our Perkins Parts Promotion.

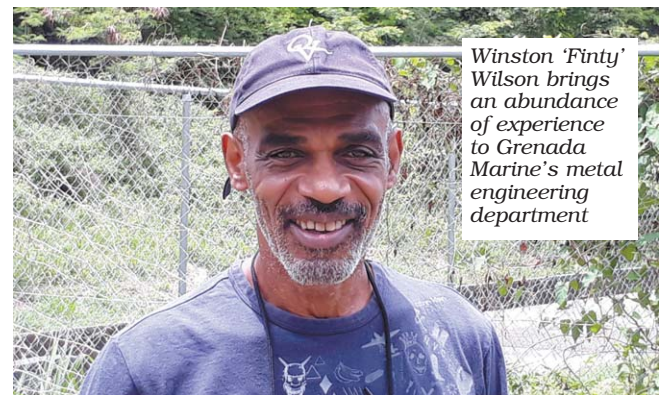
Until November 30th we're offering a 25-percent discount on the list price of selected Perkins parts in stock. Offers are available on Perkins Engine parts including oil filters, fuel filters, air filters, belts, fuel lift pumps, fresh water pumps, sea water pumps, thermostats, heat exchanger service parts, gasket kits, impellers, piston rings and bearings, solenoids, starter motors, valve cover gaskets, return line washers and injectors.

For the complete list of special offers visit http://partsandpower.com/documents/hurricane_parts_sales_2017.pdf or contact info@partsandpower.com. The special offer applies while stocks last, so place your order soon!

For more information on Parts & Power see ad on page 5.

People Power at Grenada Marine!

Tracy St. Louis reports: Grenada Marine prides itself on its people, including a staff of technicians with decades of collective experience. Our crew is up-to-date on the latest products, techniques, and standards. Our technicians are certified by the American Boat and Yacht Council (ABYC). Our team is available all year long to manage the service needs of our clients — general boat maintenance, refits and rebuilds, mechanical work, marine electrical service, boat repairs, carpentry, rigging, painting, metal work and more.



Winston 'Finty' Wilson brings an abundance of experience to Grenada Marine's metal engineering department

Grenada Marine continues to look strategically at each department and how to improve it, we are therefore pleased to announce that our metal engineering department just got an injection in the form of Grenadian Winston Wilson, better know as "Finty". Finty has 20 years experience training and working in Canada as a general machinist, crafting and engineering parts for the likes of Boeing and Pratt & Whitney. Having Finty's manpower and attention to detail will optimize production in this department. Having returned home and finished building his house Finty has fitted seamlessly into our team and has discovered that he is "falling in love with it all over again — the challenge and precision of this field".

Grenada Marine, on the island's south coast, is a full service boatyard with competence in all things repair-, refit- and maintenance-related. Be it power boats or sailboats, commercial or pleasure, Grenada Marine looks forward to each project, large or small. We specialize in the unforeseen and welcome unique requests.

Check out our specialty storage. Providing facilities for approximately 250 yachts, we have a 70-ton Marine Travelift, a 60-ton Marine Travelift stacker, and a 25-ton Hostar stacker. There are one-piece steel cradles and tie-down anchors throughout the yard. Storage areas by boat type — i.e. catamarans, monohulls and cradle boats — are sectionalized.

For client convenience we have an outpost office located on the J Dock of Camper Nicholsons Port Louis Marina in St. George's.

Contact us for all your boating needs. You are in good hands.

For more information on Grenada Marine see ad on page 27.

Hurricane Season Peace of Mind from Horizon Yacht Services at CCBM

As the hurricane season commences, a big proportion of the cruising community is heading south to Grenada for the summer season. Every day now the management team at Horizon Grenada's new office in Clarkes Court Boatyard & Marina (CCBM) meets potential clients who are looking for peace of mind by having their yacht taken care of by experienced, professional people.

Gary Haynes, Horizon's Yacht Sales & Service Manager, reports that as well as guardianage services — which can range from secure moorings and dockage to full haul out & yard supervision — clients are also requesting various maintenance projects to be taken care of while they enjoy summer elsewhere. Horizon Yachts can undertake a broad spectrum of mechanical, engineering, electrical and electronic work, plus project management for any other boatwork from fine carpentry, sails and rigging to anti-fouling. Now with the workshop able to offer dinghy and outboard storage facilities as well as servicing of outboard engines, it is a hive of activity.

Clarkes Court Boatyard & Marina celebrated two years in business on June 8th, so it is a particularly good time to meet the owners and staff and make the most of the excellent facilities available.

For more information on Horizon Yacht Services see ad in the Market Place section, pages 41 through 43.

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SUNBEAMsystem Solar Panels for OceanCleanup

A breakthrough in the development of The OceanCleanup was recently presented by its CEO and founder Boyan Slat, a Dutch inventor recognized as one of the 20 Most Promising Young Entrepreneurs Worldwide, and is the youngest-ever recipient of the UN's environmental accolade Champion of the Earth.



Artist's concept of The OceanCleanup system

Thanks to improvements in the design, The OceanCleanup system is going to be functional in 2018, two years earlier than planned. Also, the efficiency of the system has gone up significantly. Previous estimates show 42 percent of all existing plastic being cleaned from the oceans within ten years. But more recent calculations suggest that 50 percent within five years is possible.

This big leap is largely because of two fundamental changes. Previously the plan was to build one large system, permanently anchored in the seabed. Now work is being done on a modular design based on sea anchors. This means the project can start with an initial group of smaller systems, drastically lowering the startup costs. It also allows the systems to drift on the currents that also carry the plastic. This increases the overall performance since the systems can naturally gravitate towards plastic "hot spots".

Each cleanup location can feature up to 50 smaller subsystems. To track their position and collect data, each system is equipped with a GPS-tracker and multiple sensors. The batteries for these electronics will be charged by solar panels. And these solar panels have to pass high requirements owing to the demanding circumstances at sea. In their search for a supplier with experience in applying solar panels in marine environments, they found SUNBEAMsystem — now a proud supplier to OceanCleanup.

The current design features "Tough 18W Flush" panels, high-efficiency solar panels specifically designed for maritime purposes. The durable Tough surface is resistant to saltwater and strong UV radiation and the Flush cables on the backside of the panels allow for "invisible" internal connection to the regulators. The solar panels are mounted directly on the floats and will continuously be in contact with the seawater.

For The OceanCleanup it's the perfect solution for one of the many challenges in cleaning our oceans of plastic. For SUNBEAMsystem, it's an honor to participate in this project to save the oceans.

To support The OceanCleanup visit www.theoceancleanup.com/fund

Interested in the flexible and walk-able solar panels from SUNBEAMsystem? Budget Marine is the Caribbean supplier.

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

Markus Mustelin Appointed CEO of Oceanvolt

Oceanvolt, a leading supplier of hybrid electric power and propulsion systems to the boating industry, has announced the appointment of Markus Mustelin as their new CEO. He assumed responsibilities on June 3rd. Coming from outside the company, Markus has a record of leadership in growth companies and competitive B2B environments. His last role was as CEO of Edenred Finland Oy. He also has circumnavigated the globe three times in the Whitbread Round the World (now Volvo Ocean) Race.

"I would like to thank Oceanvolt for giving me this opportunity. I have always felt passionate about sailing and being on the water so this really feels like coming home to me. It is also great to be part of making boating emission free and silent, as it should be," says the new CEO.

Visit oceanvolt.com for more information.

Inspiring Grenada's Young Minds at Clarkes Court

Arlene Telesford reports: For the last two years, Clarkes Court Boatyard & Marina (CCBM) in Grenada has been a part of the Presentation Brothers College career week —"Career Exploration…one step closer to living my dreams".

This activity, planned by the school, is aimed at helping students to become aware of the variety of career options available in the marine and yachting sector and their responsibility to explore and make appropriate decisions as they seek to map their career paths. The students are given a presentation that focuses on the jobs available within the marine and yachting industry, the qualifications required and what subjects one must focus on, and the training opportunities available.



This year the students were also treated to a tour of the boatyard to see where it all happens.

We at CCBM highly appreciate being a part of this activity with the school, as we believe that it is a great responsibility to be informative and to inspire our nation's young minds to start thinking about a career path in the marine and yachting industry in Grenada.

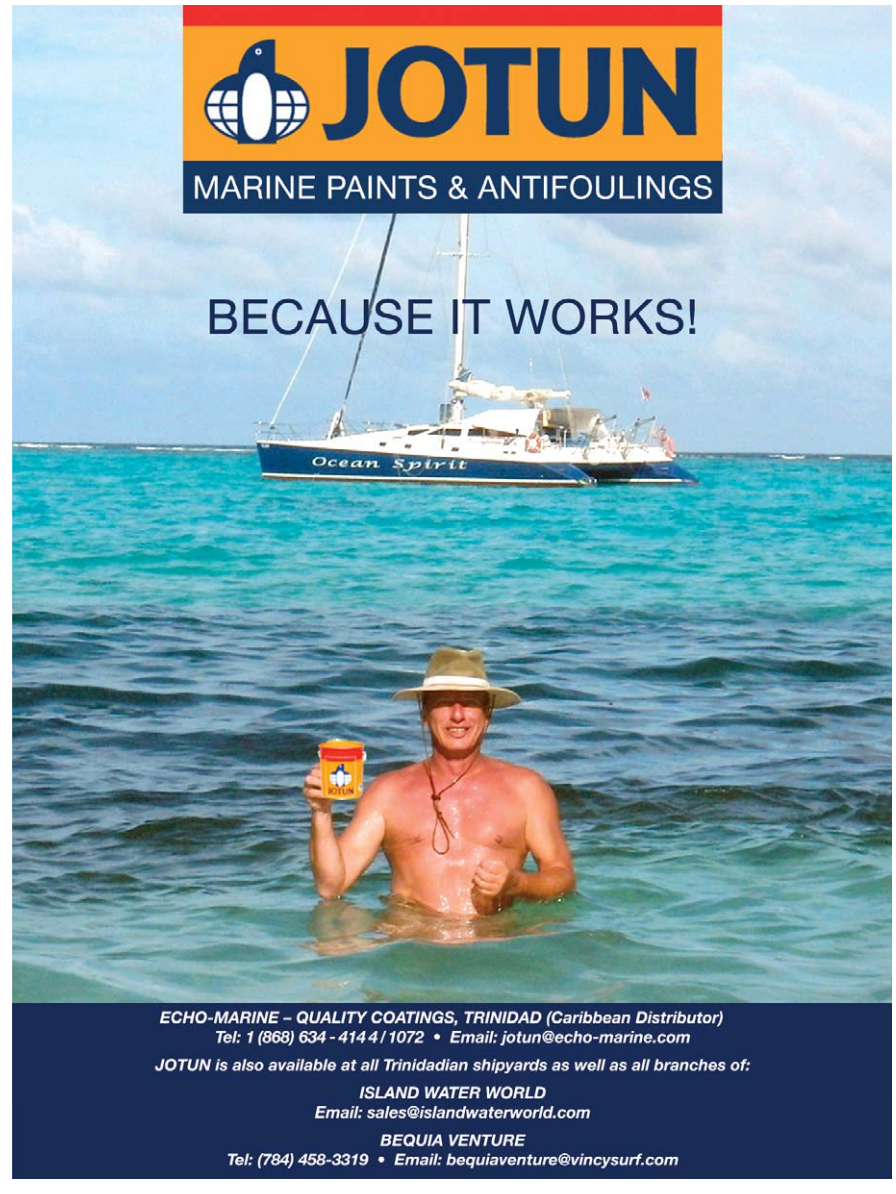
For more information on Clarkes Court Boatyard & Marina see ad on page 8.

New ASA-Accredited Sailing School in Grenada

Located at True Blue Resort & Marina, SeaHorse Sailing School is operated by Mike Dye and Lesley Hayes, both originally from the UK. Mike, the instructor, is a highly experienced RYA and ASA instructor, and has worked in the Mediterranean and the Caribbean. He has completed two transatlantic crossings and numerous yacht deliveries.

—Continued on page 34





NEW GROUP WORKS TO BOOST USVI CHARTER INDUSTRY

by Carol Bareuther

The US Virgin Islands Professional Charter Association (VIPCA) was recently formed with the goal of stabilizing the marine charter industry and its contribution to the US Virgin Islands' economy. The marine industry now represents 11 percent of businesses and 19 percent of employment in the territory, according to the August 2016-published report "Describing the Ocean Economies of the US Virgin Islands and Puerto Rico", published by the NOAA Office of Coastal Management.

The Virgin Islands Professional Charter Association is the only nonprofit charter association in the US Virgin Islands. Members include day- and term-charter vessels, crew, charter companies, and anyone else joined by mutual consent for the common purposes of promoting, protecting and furthering the capabilities of charter yachts and the marine businesses that sustain them in the US Virgin Islands. VIPCA's mission is to provide one voice for vessels, the services that support them, and the people of the marine industry, both in the present and future.

> *'We are losing talented young people to the US mainland, when there are growing opportunities in the USVI for captains and crew and in all marine businesses and services'*

"The testimony made against the 'sin tax' bill on February 15th [*see http://viconsortium.com/politics/in-face-of-massive-protest-sin-tax-bill-advances*] was the association's first task in working with our government. Senators were pleased that the marine industry had found a voice," says Oriel Blake, executive director of VIPCA.

The association's objectives include developing relationships with the US, British and Spanish Virgin Islands' governments, between the people of the Virgin Islands and the marine industry, and within the marine industry itself, according to Blake.

In addition, VIPCA looks forward to advocating a positive reputation for the USVI charter industry internationally, and also locally by promoting employment and bringing attention back to the charter industry at home.

Members will have access to a marine directory that includes vendor, marine and services discounts as well as low group rates for vessel protection and indemnity insurance. Additionally, the association and the Gowrie Group are in the final stages of completing crew medical and vessel protection and indemnity insurance programs for VIPCA's vessel and crewmembers.

The association will operate its first annual VIPCA Charter Yacht Show at Yacht Haven Grande in November. A "VI Youth Marine Development Day" at the Yacht Show will invite students territory-wide to learn about potential for employment in all facets of the marine industry.

"We are losing talented young people to the US mainland, when there are growing opportunities in the USVI for captains and crew and in all marine businesses and services. In the British Virgin Islands, the marine charter industry is recognized to be more lucrative than the hotel industry and it is actively supported by the BVI Government; sadly, the USVI Government underestimates the potential economic contribution from the marine charter industry and little is done to support it at present," Blake says.

Unlike previous attempts to unite the industry, VIPCA is run by a transparent, elected board of volunteer directors dedicated to growing the charter industry through legislative policy advocacy, compliance guidelines and training opportunities. Currently over 50 charter yachts are members.

Membership in VIPCA is available to vessels, professional crew, marine and marine-related businesses, as well as other local businesses or individuals with an interest in promoting, protecting and furthering the capability of the marine charter industry in the US Virgin Islands.

Upcoming, VIPCA and its membership look forward to running a summer program for VI youth next year, with potential for apprenticeships and work placements for students to gain sea time and scholarships for crew qualifications and training across the wide range of marine industry careers. VIPCA also looks forward to contributing to marine conservation projects with Blue Flag Global.

For more information visit www.vipca.org or contact Oriel Blake, VIPCA Executive Director, at 1 (340) 642-0656 or info@vipca.org



Boatbuilding ‘Upside Down’ in Chaguaramas

by Ralph Trout



A new boatbuilding project has taken form in Chaguaramas, Trinidad. The Joseph brothers, Clive and Darryl, who are building the vessel, have more than 40 years of experience in the fibreglass business. They have built pirogues and smaller fishing boats, but this is their biggest project so far. This vessel is being constructed for the Lanser family of Tropical Marine, John, Mark, and Michael.

Clive and John explained that this venture had been considered for over six years. Building a big commercial fishing boat has always been one of their ambitions. The Joseph brothers had worked on several of the Lansers’ long liners — no easy feat; on John Lanser’s plan they cut and extended five fishing boats by installing a 15-foot midsection in each. These “stretched” vessels proved seaworthy and gave increased capacity in the holds for ice and storage. The added deck space made working with the long-line spool easier.

The new vessel is not the usual project where first an inverted plug (upside down) is constructed and the fibreglass is laid over. The Josephs explained that the problem with using the usual method is fairing or smoothing the hull after it is released from the mould and then turning it over to construct the decks. This new build is being done in a reverse fashion, being built inside an upright wooden frame that is lined with thin plywood laced with wax release.

The form was assembled by shaping the external ribs to the contours of existing vessels that John Lanser admires. The boat may be the first of its kind being built upright. The frame has been built to be easily dismantled — unscrewed — at completion, so it may be re-used.

The entire boat is being constructed in a shed behind Dynamite Marine. My first question was, “How are you getting it out of here?” The front of the building will be removed and a sled/trailer will pull the boat far enough for the travel lift to get the slings around it. It won’t be easy, but is anticipated to be less work than flipping, smoothing the hull, and then building the top decks.

The new boat will be 67 feet long with an 18-foot beam and when fully loaded should draw six feet. It will be a multi-purpose vessel that can fish almost any species, but is presently designated for tuna and swordfish. The dimensions will permit comfortable three-week trips for a five-man crew. This Trinidad-flagged vessel will carry 18 tons of ice, 3,000 gallons of fuel and 2,000 gallons of water. Integral in the construction are four live-bait wells with natural flow. It should have a 2,000-mile range.

This boatbuilding project is expected to take 12 to 14 months to total completion. The vessel will be powered by a single-screw diesel John Deere engine. Once the boat has passed sea trials, a second is intended to be built on the same frame. The project is the culmination of years of fishing for John Lanser, who has been in the business since 1968 at the Trinidad National Fisheries docks in Sealots. John proudly opened Tropical Marine in 1997.

Left: John Lanser and Clive Joseph, building a new fishing vessel from scratch
Below: Daryl and Clive, Trinidad’s extraordinary boatbuilding brothers





Glossy Bay Marina: A First in the Grenadines



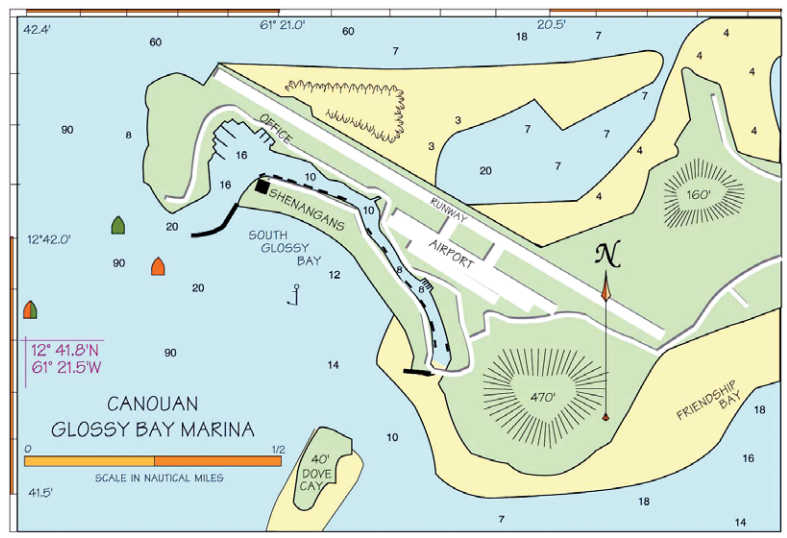
by Chris Doyle

My first impression was, 'Wow — this is like navigating into a swimming pool'

The Grenadines now have their first large, full-service marina: Glossy Bay Marina in Canouan. I am not sure I want to see too many marinas in the Grenadines, but Glossy Bay Marina is beautifully done, does not impinge on any of our existing anchorages, and seems like a big asset. Entry is very easy.

My first impression of this marina, with its long low wall, pleasantly paved walkways, flowers, and brilliant turquoise water, was, "Wow — this is like navigating into a swimming pool in a garden." They are lucky: not many marinas have a white-sand bottom that keeps the brilliant Caribbean water color right up to the dock. When we were there in May, a large yacht had underwater lights that lit up the water at night and attracted a large school of fish.

The marina layout is long, narrow and curvy, a pleasing shape that can accommodate a lot of yachts without them feeling squeezed together. There are plenty of dinghy docks, so there is no reason to walk, but if you choose to do so it is about a kilometer from the fuel dock to the restaurant, Shenanigans.



There are, in total, 105 berths with depths of 2.8 to 5.3 metres. About a quarter of them will take large yachts from 99 to 330 feet long. The Canouan airport, perfect for personal private jets, runs alongside the marina. SVG Air (flysvgair.com) also provides scheduled flights, making it convenient for picking up visitors and charter guests, or making crew changes.

The marina is open with fuel, water, electricity and high-speed WiFi. The main restaurant, Shenanigans, is running, as are some service buildings. The rest is getting finished at a crisp pace, with most building activity in the area that will have the services, apartments for rent, shops and cafés, which is right behind the largest yacht docks.

The marina is high-end and luxurious, in keeping with the development being planned around it. For owners of the fancier houses, this includes a private dock. Rates at the moment are similar to other marinas (about a dollar US a foot). The owner has a couple of electric BMWs sitting in the car park.

Glossy Bay Marina's manager, Bob Hathaway, who has previously run Marigot Bay Marina in St. Lucia, is very welcoming. The marina is open to the road and local residents are welcome to visit the bar and restaurant (which gets quite busy on a Sunday) or just come by and have a look — all of which is a refreshing change from the off-putting gated and "no anchoring" attitude of the development in the northern end of the island.

For more information on Glossy Bay Marina contact Bob Hathaway at roberthathaway@glossybay.com



There are, in total, 105 berths. The Canouan airport runs alongside the marina (note control tower at right in photo)





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The Nature Conservancy

DEFEND Paradise

CARIBBEAN ECO-NEWS

'The Caribbean Must Lead'

In a statement on the occasion of World Environment Day 2017, June 5th, Ambassador Irwin Larocque, Secretary-General of the Caribbean Community, CARICOM, said, "On the occasion of World Environment Day, the Caribbean Community would like to remind the Region that environmental stewardship is the responsibility of everyone.

"The Caribbean is blessed with an abundance of natural resources, from the pristine islands of The Bahamas to the dense jungles of Suriname, from the vibrant coral reefs of Belize to the energy-rich volcanic island of Montserrat. The resources harvested from our lands and from the Caribbean Sea have sustained our people for thousands of years. Our ancestors did so sustainably, taking only what they needed and storing for those leaner days.

"Historically, our societal and cultural practices have been intertwined with our natural patrimony, including through our culinary expression. We have used our rivers, waterfalls and beaches as places for comingling and communing with nature. Our artists have been inspired by their natural surroundings.

"However, our environmental resources continue to be adversely affected by human activity and natural disasters and this is exacerbated by the effects of climate change. Climate change is real. We are living it. Rising temperatures are threatening food production, killing our reefs and burning our forests. Rising sea levels are flooding our lowlands, contaminating our water supply and eroding our beaches. Global warming gives rise to more severe weather events of greater intensity and frequency including hurricanes, drought and excessive rainfall. These are causing more loss of life and creating more havoc than ever before. New and more infectious diseases are cropping up, challenging our ability to respond to them.

"We played an important role in ensuring that the Paris Agreement on Climate Change was concluded and addressed the needs of Small Island and low-lying coastal Developing States. It is therefore with deep disappointment that we have received the news of the withdrawal of the United States.

"It must be noted that environmental and natural resources management is an integral part of the Revised Treaty of Chaguaramas, which governs our Community. The promotion of environmental resilience is among the priorities identified in the CARICOM Strategic Plan for the period 2015-2019, with one of the stated goals being to 'ensure effective management of the natural resources across Member States'.

"The Region is responding through the development of a Caribbean Community Natural Resource Policy Framework and Action Plan. Member States are about to engage in national stakeholder consultations on the Draft Policy and Action Plan, which will see the involvement of civil society, including the indigenous fishing communities that are often on the frontlines, as well as the private sector.

"Healthy societies and economies are dependent on a healthy environment. Our citizens should be encouraged to consider ways by which they can take advantage of the extensive natural heritage with which this Region has been blessed and how they can play a part in safeguarding it for our future generations.

"The destiny of the planet is in our hands. We cannot depend on others. We must lead. Others will follow our lead."

Caribbean Receives Climate-Action Loan

In May, the European Investment Bank (EIB) and Caribbean Development Bank (CDB) signed a US$110 million financing agreement to support investment projects in the Caribbean under CDB's climate action policy. The EUR 100 million climate-action initiative is the EIB's biggest loan to the Caribbean.

Eligible investments under the Climate Action Framework Loan II include climate change mitigation, adaptation and resilience projects in renewable energy, energy efficiency, road transport, water infrastructure and community-level physical and social infrastructure that reduce greenhouse gas emissions and improve resilience to the impacts of climate change.

Caribbean Makes Strides with Marine Protected Areas

According to a June 1st report in the *Jamaica Gleaner* newspaper, the Caribbean has, in recent months, made progress on the protection of marine areas vital to the sustainability of the region's tourism product. This includes a new sister sanctuary agreement signed between the US National Oceanic and Atmospheric Administration (NOAA) and the Government of the Netherlands in May (see details in item below).

The Government of Haiti also declared two new MPAs, Jeremie-Abricot and Baraderes-Cayemites, located in the Grand'Anse Department of Haiti (Grand Sud region), bringing the total of MPAs officially declared by the government of Haiti to 11. The government of Grenada declared its own Grand Anse as a new MPA in April. This MPA is home to a coral-replanting project to help rehabilitate damaged reefs along the Grand Anse Bay.

Many of the smaller islands in the Caribbean are better placed to establish and effectively manage MPAs, following the conclusion of the Eastern Caribbean Marine Managed Areas Network project. "UN Environment continues to support these and other governments and stakeholders to manage their MPAs more effectively," the UN's Caribbean Environment Program (CEP) said. The CEP works with countries and regional partners to establish and manage marine protected areas. Approximately 32 protected areas have been designated under the SPAW Protocol, with the most recent being the Cayos San Felipe National Park in Cuba.

CEP continues to implement and execute projects such as the Biodiversity for Sustainable Development in the Caribbean through ecosystem-based management. These projects promote local community engagement and the use of ecosystem-based management approaches.

Read the full story at http://jamaica-gleaner.com/article/news/20170601/caribbean-makes-strides-marine-protected-areas

New 'Sister Sanctuary' Agreement Further Protects Whales

A new "sister sanctuary" agreement signed this spring between NOAA and the government of The Netherlands adds to a network of marine protected areas stretching from New England to the Caribbean Sea, and now provides refuge for North Atlantic humpback whales at both ends of their 3,000-mile annual migration. The agreement between NOAA's Stellwagen Bank National Marine Sanctuary, off the coast of Massachusetts, and the Yarari Marine Mammal & Shark Sanctuary of the Caribbean in the Dutch Lesser Antilles, provides for joint whale research, monitoring, education and conservation.

From April through December, humpback whales feed in Stellwagen Bank, and migrate to lower latitudes in the Caribbean Sea during the winter to mate and calve. Yarari sanctuary is a breeding and calving ground for the humpback whale population of around 1,000 whales that travels between the two nations.

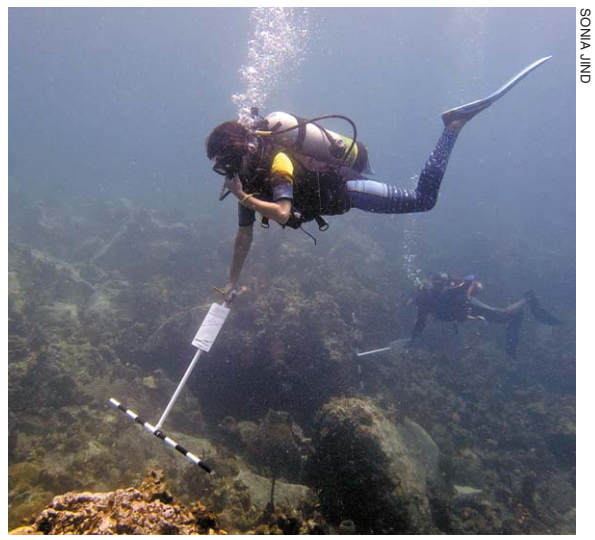
The nearly 9,000-square-mile Yarari sanctuary joins sanctuaries off the Dominican Republic, the French Antilles and Bermuda in the sister sanctuary network that now encompasses 257,000 square miles in the western North Atlantic.

The sister sanctuary concept is part of a plan for marine mammal protected areas worldwide and is partially supported by the United Nations Environment Programme.

Rapid Reef Assessment Training

In March and April, members of the Grenadines Network of Marine Protected Areas joined a region-wide workshop hosted by the Atlantic and Gulf Rapid Reef Assessment (AGRRA) Program and The Nature Conservancy to train persons in coral reef monitoring techniques.

The AGRRA method, formed in 1998 and used extensively across the Caribbean and Latin America, provides a quick overview of coral reef health that marine managers can use to share and compare to see how their MPAs are performing. Designed to monitor the health of corals, AGRRA is innovative in that it also surveys organisms that affect coral health indirectly.



SONIA JIND

The training took place in St. Kitts & Nevis, Grenada, and St. Vincent & the Grenadines, involved persons from Antigua & Barbuda, Dominica, and St. Lucia, and was led by AGRRA experts Dr. Judy Lang and Ken Marks. Graduates of the course, including St. Vincent & the Grenadines Fisheries, Akim Clement of Sandy Island/Oyster Bed MPA in Carriacou, Olando Harvey and Denzel Adams of Grenada's MPAs, and Sonia Jind of Sustainable Grenadines, will now be able to use these new skills to improve reef conservation, management, and policy.

Bonaire Beach Protection Project

With the installation of information signs at Atlantis (Kite Beach) and the restriction of vehicle access to all the vulnerable sea turtle nesting areas in the south of Bonaire, Sea Turtle Conservation Bonaire's Beach Protection Project has come to a successful end.

The Beach Protection Project aims to restrict vehicle access to sea turtle nesting beaches, give nature a chance to restore natural vegetation, and reduce pollution on the beach by improving the trash collecting facilities. The project is funded with "Natuurgelden" made available by the Dutch government and executed in collaboration with Wild Conscience and the openbaar lichaam Bonaire.

Visit www.bonaireturtles.org for more information.



REGATTA NEWS

Unique Fun at Budget Marine Challenge, Curaçao

Nicole Corvellec reports: The 13th edition of the Budget Marine Challenge, held June 4th off the coast of Curaçao, was another successful event. The Budget Marine Challenge is a one-day, two-legged race targeted at local boat owners who enjoy a good social event at the mid-point destination. The different race starts are what makes this event so unique in the Caribbean.



The first challenge for the seven-boat fleet was a downwind start at Spanish Water, with average winds of 22 knots. In the Cruising Class, which raced under the local Spanish Water Yardstick handicap (based on PHRF), Pimm Blankevoort's Defender 29, *Venus Callipyge*, was in the right position at the right time, going over the start line at full speed and gaining a head start. However, Adriaan van der Hoeve's Jeanneau, *Melody*, sailed an almost perfect course and finished first at Fuikbaai. Third was Hans Kroeze's *Ninfa d'Awa*, a Karate 32.

The Racing Class yachts, which competed under the CSA-based TCG handicap, started 15 minutes after the Cruising Class, all had a good start. Remco van Dordtmondt, a regular in the Budget Marine Challenge, sailing on a different yacht, a J/105 called *Vuja De*, was clearly the fastest. But the other three yachts in this class were J/24s, so the handicap played an important role. *Budget Marine - Merlin*, a J/24 skippered by Claus Schneider, took first place in this race, followed by another J/24, Henry Geydanus's *Chamba II*, with *Vuja De* ending up in third.

After the participants were treated to an elaborate lunch courtesy of Budget Marine, with long-sleeved shirts sponsored by SeaHawk Paints serving as good sun protection during the break, the second race began with the notorious "anchor start", in which boats start from an anchored position and crew are required to be below deck before the gun. The afternoon race saw a much heavier wind than the morning, with gusts of up to 30 knots. At the start signal, the crews are able to hoist sails, raise their anchor and set sail. Numerous boats had difficulty staying behind their anchor, however *Chamba II* proved the most efficient and was set to put the biggest distance between herself and *Budget Marine – Merlin* to make up for the time difference in the first race, as both race points would be tallied together. Their tactic was a good one, putting *Chamba II* in first place with just a 20 second difference between them and second-place winner, *Budget Marine – Merlin*. *Vuja De* came in third. In the Cruising Class, *Melody* managed to keep her lead, leaving the line-up the same as in the first race, with *Melody* first, *Venus Callipyge* second and *Ninfa d'Awa* third.

Nick Craig Wins Record Fifth OK Dinghy World Crown in Barbados

For the majority of sailors at the 2017 OK Dinghy World Championships in Barbados May 27th through 31st, it was hard to make sense of the unusually fickle winds, but one person showed an uncanny ability to be in the right place every time, and sail his boat faster than anyone else.

Discarding a third place in the 79-boat fleet, UK sailor Nick Craig dominated the series for perhaps his most convincing win ever. This was his fifth OK Dinghy world crown and perhaps the sweetest yet, as he became the first person in the 60-year history of the class to win five world titles.

The defending champion, Jim Hunt, sailed an impressive series as well, never below fifth, and put together a scoreline that in most years would have easily won him the title. Third place Luke O'Connell, from New Zealand, led a strong Kiwi challenge with five boats inside the top ten.

2017.OKWORLDS.ORG



Visit 2017.okworlds.org for full results and more information.

Former Champ Snatches Finn World Masters in Barbados

In more international dinghy-sailing excitement in Barbados, after trailing the leaders all week, the 2015 Finn World Masters champion, Vladimir Krutskikh, from Russia, turned the tables on the fleet to win the medal race and the title as the 2017 Finn

CLAIRE ADB



World Masters drew to a close. French sailor Laurent Hay ended up second, but also took the Grand Masters title, while the leader for much of the week and definitely the best sailor here after winning five of his six races, Rafael Trujillo from Spain, ended up third.

Teams from 21 countries raced 140 of the single-person dinghies from June 2nd through 9th. It was an extraordinary week of first-class Finn sailing in Barbados, and the sentiment as everyone departed was that the class wants to come back sometime in the future. Next year the Finn World Masters meets in El Balis, in Spain, for what is expected to be a bumper edition.

Visit www.finnworldmasters.com/events/barbados-2017/item/631-results for full results.

—Continued on next page



—Continued from previous page

ON THE HORIZON

Carriacou Regatta Festival Next Month

Jerry Stewart reports: Goin' south for the summer? Imagine clouds of billowing sail as the Carriacou sloops and open boats race during the Carriacou Regatta Festival



DAVON BAKER

2017, August 4th through 7th. Rumour has it that the Antigua-based sloops will attend, which should provide an especially magnificent spectacle of Carriacou workmanship and skill.

The Regatta Committee is expecting over 55 entries, ranging from Optimists to decked sloops. Races start with the sloop trials at Windward on Friday the 4th, which day also offers the Annual Two-Handed Round Carriacou cruisers' race, starting and finishing in Tyrell Bay. There will be fully crewed races for yachts on the Saturday and Monday, on short, normally idyllic courses.

Carriacou Regatta Festival — don't miss it!

Nereid's Rally, T&T to the Guyanas

The Nereid's Rally starts September 5th in Trinidad & Tobago, sailing to Guyana, Suriname and French Guiana.



For more information see ad on page 45.

Fifth Day Added to Les Voiles de St. Barth 2018

After two consecutive years marked by less than ideal weather conditions, dominated by light wind, the organizers of Les Voiles de St. Barth, François Tolède and Luc Poupon, have decided to add a fifth day to the regatta, for the first time in its history.

The ninth edition will begin on April 8th, 2018, with an opening ceremony on the Sunday evening, and the first race scheduled for Monday afternoon. There will be three days of racing from Monday through Wednesday, with the traditional day off on Thursday so the crews can rest and take advantage of the beauty of St. Barthélemy, plus two additional days of racing on Friday and Saturday.

"Our goal is above all to listen to the participants," explains Luc Poupon. "In extending the length of the regatta, we are adding to their sense of competitiveness."

Visit www.lesvoilesdesaintbarth.com/us for more information.

OCC Announces Azores Pursuit Rally in 2018

In 2018, the famous Peter Café Sport in the Azores will celebrate its centenary, and to mark this occasion the Ocean Cruising Club (OCC) is proposing to hold a Pursuit Rally to Horta. Since 1977 the Club has held frequent rallies and Pursuit Races to the Azores and the 2018 event will be similar in nature to those of the 1980s and 1990s, except that this one will be a rally and not a race.

From the founding of the Club in 1954, OCC members crossing the North Atlantic have been calling at Horta in the Azores. In the very early days, Humphrey Barton and other founder members formed a close relationship with "Peter" Azevedo, son of the original owner and the proprietor of Peter Café Sport on the waterfront. Peter Café Sport became the Club's unofficial clubhouse in the mid-Atlantic, as well as "the place to call" for all transatlantic sailors. Peter Azevedo became OCC Port Officer in Horta and on his death was succeeded by his son José Henrique Azevedo.

Participants may start from anywhere, a minimum of 500 miles away, at any time, but the aim is to cross the finishing line as close as possible to 12 noon on June 18th, 2018.

This will be a light-hearted and fun event, but a major one in the 2018 OCC calendar with many land-based activities scheduled for the following six days, culminating in a formal dinner and prizegiving. A small rally fee will be charged.

The Ocean Cruising Club exists to encourage long-distance sailing in small boats. A Full Member of the OCC must have completed a qualifying voyage of a non-stop port-to-port ocean passage, where the distance between the two ports is not less than 1,000 nautical miles as measured by the shortest practical Great Circle route, as skipper or member of the crew in a vessel of not more than 70 feet (21.36 metres) LOA; associate members are committed to the achievement of that goal. Our awards seek to bring to light the accomplishments of ordinary people doing extraordinary things on the world's oceans.

Provision has been made for limited participation by members of other cruising clubs in the 2018 Pursuit Rally to Horta. Owing to limited availability of space in the Horta marina, registration will be closed as soon as the maximum number of participants is reached.

Visit AzoresRally2018@oceancruisingclub.org and www.oceancruisingclub.org for more information.

YOUTH SAILING NEWS

2017 BVI Dinghy Champions Crowned

The 2017 BVI Dinghy Champions were crowned the weekend of May 20th, with 53



ROYAL BVI YACHT CLUB / CLAIR BURKE

For some of these Green Fleet sailors it was their first-ever regatta

boats racing across four fleets. Hosted at Nanny Cay, visitors were welcomed from Antigua, St Croix, St. Thomas and Puerto Rico and treated to two days of sailing.

—Continued on next page



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—*Continued from previous page*

OPTIMIST CHAMPIONSHIP FLEET

The 29 boats in the Championship Fleet sailed 12 races out in the Sir Francis Drake Channel. Rayne Duff took the overall win. Not once did Duff finish a race outside the top four and he finished the regatta with 17 points, a whopping 14 points ahead of second-place finisher Mia Nicolosi.

After receiving a Black Flag penalty in Race Two, Nicolosi took three straight bullets but could not find the consistency of Duff over the weekend. In a reversal of fortunes from 2016, Duff was delighted to take the title, as this will be his last Dinghy Championships racing in the Optimist class.

In third place was Caroline Sibilly, from St. Thomas Yacht Club. This also gave her the win in the Blue Fleet, in which Nathan Haycraft took second and Winn Majette third, finishing sixth and seventh respectively.

In the White Fleet, Tanner Krygsveld from St. Thomas was the winner, finishing an impressive 12th place overall. Robert Richards, also from St. Thomas, was second and the BVI's Kael Chalwell third.

The 12 Green Fleet sailors completed a total of 16 races. For some of these sailors it was their first-ever regatta and they all did an outstanding job, returning to the beach with lots of smiles and asking for more racing! Sebastian Medina from Puerto Rico was first overall with fellow Puerto Rican Gian Marco Piovanetti taking second and Ben Thill from St. Thomas third.

LASER RADIAL FLEET

Six competitors raced in the Laser Radial fleet and it was an intense duel for first and second place throughout the weekend. Daniel Smit from Antigua and Mateo di Blasi from St. Thomas exchanged first and second place in every race but eventually Smit prevailed and took the overall win by just one point. Stephon Ganga finished in third overall to take the BVI title.

Next year's BVI Dinghy Championships will take place May 18th through 20th.

Visit www.regattanetwork.com/event/13589#_newsroom for full results.

St. Thomas's Antilles School Wins US Youth Team Championship

Andy Morrell reports: The Antilles School Hurricanes Sailing Team from St. Thomas, USVI captured the 2017 Baker Trophy — the US high school national team-racing championship. Twelve schools from six regions that comprise the Interscholastic Sailing Association qualified for the event, which was held May 27th and 28th in Flying Junior dinghies in Norfolk, Virginia, USA.

Team racing pits sailors in a three-on-three format with the team with the lowest finishing combination advancing. Team racing is very tactical and puts emphasis on good communication and "plays" that allow blocking and passing.



Conditions on Day 1 of the event were very light. Sailors put up with multiple postponements while the wind oscillated up and down. The Antilles team sailed well, suffering only one loss leaving them in third place.

On Day Two, the top four teams were grouped into a final. In better breezes that topped out at about ten knots, the Antilles team sailed decisively, suffering no losses, and easily won the round robin Gold Fleet final.

"Winning the Baker Trophy was awesome," said Hurricanes team co-captain Sam Morrell. "This is the best of the best in terms of high school team racers. We trained hard for this, and put in a peak performance when it counted." His teammates included co-captain Caroline Teare, Teddy Nicolosi, Ryan Hunter, Christopher Sharpless and Robert Hunter.

The Antilles team also competed in the Mallory Trophy in Boston for high school fleet racing championships, and finished sixth overall.

24 Race in St. Lucia Open Dinghy Championships

Lily Bergasse reports: The St. Lucia Yacht Club hosted the St. Lucia Open Dinghy Sailing Championships 2017 on June 3rd and 4th, with 24 sailors sailing in Optimist and Laser dinghies. The St. Lucian youth sailors were challenged by sailors from Martinique and Grenada racing nine races over the two days.

The Laser Class was broken into 4.7 and Radial. St. Lucia's Olympian, Stephanie Devaux-Lovell, competing in the Radial Class, had tough competition from Martinique's Malo Desriviere. After exchanging leads over the nine races, Malo came out on top as the overall Radial Champion, with Stephanie placing second among the six Radial competitors. Stephanie received the Chris Renwick St. Lucia National Radial Champion Trophy.



St. Lucia's Alejandro Vargas finished first overall in the 12-years-and-younger class to win the Ted Bull Benjamin Optimist Champion Trophy for 2017

The 4.7 class was very competitive, with St. Lucia's Danny Dillon, Guillaume Chevrier and Adonai Modeste taking second, third and fourth place overall respectively behind the 4.7 Champion, Clement Martin of Martinique. Danny Dillon was awarded the IGY St. Lucia National 4.7 Champion Trophy.

The two Optimist classes were differentiated by age. The Benjamin Class, with eight competitors 12 years and younger, for many of whom this was their first regatta, saw St. Lucia's Alejandro Vargas finishing first overall and receiving the Ted Bull Benjamin Optimist Champion Trophy. The youngest competitor in the regatta, Sebastian Ambler of Marigot Bay, received special recognition, as did Grenada's Asher Holmes for completing eight or nine races in strong winds in what was his first regatta. St. Lucia's youngest female sailors, Ariane Fraites and Lucie Nelson, also received special recognition.

The Optimist fleet (over 12 years) was consistently led by St. Lucia's Jakob Harrison, who won the Jonathan Everett Optimist Champion Trophy as the overall class winner and St. Lucia National Optimist Champion. Also a SLYC sailor, Jake Johnson finished second in this class, followed very closely by Grenada's Reshawn Babb and Jamille Charles.

The St. Lucia Yacht Club is grateful for the continued support and commitment to sailing that has been given by sponsors Johnsons Marine Hardware, Island Water World, IGY Marinas, CATS (1995) Ltd, Blue Waters, DSL-Yachting, Cariquisine, Chateau Mygo Restaurant, Massy Foods, Cream 'n Bean (Ferrands Dairy), Peppers Toy Store, Island Boat Services and Caribbean Yacht Services.

The St. Lucia Yacht Club hosts two regional regattas each year — the Open Dinghy Championships and the Mango Bowl Regatta, which will be held this year from November 24th through 26th.

For more information visit stluciayachtclub.com and see St. Lucia Yacht Club's Facebook page.

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up to 40	$1.12	$1.01	$0.53	$0.50
up to 50	$1.22	$1.10	$0.58	$0.55
up to 60	$1.33	$1.19	$0.64	$0.61
up to 65	$1.48	$1.33	$0.71	$0.68
up to 75	$1.53	$1.38	$0.72	$0.69
up to 80	$1.68	$1.51	$0.88	$0.85
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Under-Four-Day RECORD SET in Inaugural Event

THE Antigua Bermuda Race, organized by the Royal Bermuda Yacht Club in association with Antigua Sailing Week and supported by Bermuda Tourism and Gosling's Rum, is a new fixture in the offshore sailing calendar. The inaugural race started from Antigua at noon on May 12th, just after the gala 50th anniversary Antigua Sailing Week. The fleet — ranging from the 162-foot (49.5 metre) schooner *Eleonora* to the 41-foot Pogo 12.50s — set off into the Atlantic with ample time to arrive in Bermuda to experience the 35th America's Cup races. The fleet included ocean racers new and old, as well as bluewater cruisers raced by passionate Corinthians. The distance from Antigua to Bermuda is 935 nautical miles, but most teams covered 1,000 miles.

Sailors from nine different countries attended the pre-race Crew Party held at the historic Copper & Lumber Store Hotel in Nelson's Dockyard, Antigua, a UNESCO World Heritage site. Antigua Bermuda Race Chairman, Les Crane, who was competing in his Farr 56, *Monterey*, commented, "The variety of the fleet shows the wide appeal of the race and bodes well for the Antigua Bermuda Race to grow in future editions. The America's Cup in Bermuda has ignited interest in the race this year, however [the course] is a well-known route for yachts leaving the Caribbean bound for the Eastern Seaboard of the United States as well as destinations in Europe. Our intention is that the Antigua Bermuda Race will be an annual event, popular with a wide variety of yachts."

TED MARTIN



Above: The crew of Warrior, *ready to battle for a historic win*

Below: Racers bid farewell to Antigua at the pre-race Crew Party at Nelson's Dockyard

TED MARTIN



The entire 21-boat fleet started together, and the Antigua Bermuda Race was born. A southerly breeze of ten knots provided perfect conditions for the start. About 200 miles north, two low-pressure systems offered good breezes into Bermuda. However, to reach the rich pickings to the north, the fleet needed to cross an area of little wind. Several yachts elected to use their engines, retiring from IRC but still racing under CSA with a time penalty to come.

Three of the fastest yachts in the race continued to impress on the third day; leading on the water was Stephen Murray Jr.'s American Volvo 70, *Warrior*, ahead of the British Swan 82, *Stay Calm*, skippered by Lloyd Kyte. Don Macpherson's American Swan 90, *Freya*, put in a spectacular 24-hour run. The three powerful yachts were the farthest west of the entire fleet, hoping to get the fresh breeze, but only one yacht managed to hook into the low pressure system, leaving the rest of the fleet in their wake.

Warrior finished the 2017 Antigua Bermuda Race on May 16th, just after 0830 hours ADT, taking Monohull Line Honours and setting the record for the Antigua Bermuda Race of 3 days 20 hours 32 minutes and 41 seconds.

Warrior is operated by the non-profit US Merchant Marine Academy Foundation for the benefit of the Warrior Sailing Program, which helps wounded veterans to maximize their potential through the sport of sailing. After time correction, *Warrior* was also the winner of both IRC and CSA.

"It was a great ride," smiled skipper Stephen Murray Jr. "Will (Oxley) did a great job of hooking us into the pressure between the two highs and the weather scenario now looks hard for the other guys. This has been an unbelievable experience. I have been waiting to get offshore with this boat since we got her and we want to do a lot more. I knew she was fast, but I had no idea how fast. We are staying in Bermuda for the week and hope to see some of the America's Cup boats while we are here."

It was over 12 hours before another yacht crossed the finish line. The 78-foot Nigel Irens-designed catamaran *Allegra*, crewed by members of the St. Moritz Yacht Club of Switzerland, set a multihull record for the race of 4 days 9 hours 43 minutes and 59 seconds.

TOM CLARKE



Above: The modified Volvo 70 Warrior, *crossing the finish line in Bermuda to set an event record of 3 days 20 hours 32 minutes and 41 seconds*

Below: The Herreshoff schooner Eleonora *(in the foreground) and the race's flagship,* Spirit of Bermuda, *setting out from Antigua. At the finish, the 162-foot* Eleonora *took Line Honours in the Classic Class*

TED MARTIN



Jeremi Jablonski, in his American Hanse 43, *Avanti*, was delighted to take second place for the race in CSA and IRC. "Fantastic!" exclaimed Jablonski. "It is a surprise because we have never raced in such a diverse fleet, so it is difficult to set your expectations when you are racing against Volvo 70s, schooners and family cruising boats. The weather had a tremendous impact on the performance of the fleet. We are one of the smallest and slowest boats and if it had been heavy weather it would have suited the bigger, faster boats."

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Meanwhile a drama was unfolding 200 miles offshore. The Antigua Bermuda Race Committee were informed by RCC Bermuda Radio on May 17th that *Monterey* had been abandoned after taking on water.



TOM CLARKE

The crew were all safe, having transferred onto the Volvo 60 *Esprit De Corps IV* from Québec, which was close by and also competing in the race. The schooner *Spirit of Bermuda* and the Whitbread 60 *Challenger* from Nova Scotia were also monitoring the situation. *Esprit de Corps IV*, skippered by Gilles Barbot, finished the Antigua Bermuda Race on May 18th after seven days at sea. For the last day and a half of the race, the French Canadian Volvo 60 had six extra passengers. (*Read the full story at https://antiguabermuda.com/news/136-rescued-crew-safe-in-bermuda*)

Four classic yachts competed in the inaugural Antigua Bermuda Race. The schooner *Eleonora* — an exact replica of the 1910 Herreshoff-designed *Westward* — took Line Honours for the Classic Class.

The Ballyhoo schooner *Spirit of Bermuda* — the flagship of the Antigua Bermuda Race — finished on May 18th around midday. *Spirit of Bermuda* is owned by the Bermuda Sloop Foundation and since her launch in 2006, 4,000 Bermudian teenagers have sailed on her free of charge.

Carlo Falcone's Alfred Mylne-designed 1938 ketch, *Mariella*, was a welcome sight in the race. Carlo is one of Antigua's most famous sailors and was overall winner of the 2017 Antigua Classic Yacht Regatta. For the race to Bermuda, Carlo had a small crew of old friends and family from Italy.

Tim Wilson's classic 68-foot Australian ketch, *El Oro*, was one of the last yachts to finish the race but did so without using their engine. Subsequently *El Oro* won the Classic Class after time correction. *Spirit of Bermuda* was second with *Mariella* third.

At around midnight on the eve of the prizegiving, Jason and Judy Payne-James's British Dufour 45, *Heartbeat IV*, which has competed in every well-known offshore race in the Northern Hemisphere, crossed the finish line in Bermuda, the final team to finish the race under sail-power alone. Andrew and Sabrina Eddy's Oyster 485, *Gaia*, was the final yacht to finish the race.

The prizegiving ceremony was held at the Royal Bermuda Yacht Club with honoured guests including Kenneth Bascome, Member of Parliament, standing in for The Hon. Michael M. Fahy, Minister of Tourism, Transport & Municipalities; The Hon. Nandi Outerbridge, JP, MP of Social Development & Sport; Pat Philip Fairn, Chief Product and Experiences Development Officer at the Bermuda Tourism Authority; and Malcolm Gosling Sr., President & CEO of Gosling's Rums; and Malcolm and Sarah Gosling Jnr.

The next Antigua Bermuda Race will take place in the week following Antigua Sailing Week, which runs from April 28th through May 4th, 2018.

Thanks to Trish Jenkins, Press Officer for the 2017 Antigua Bermuda race, for information in this report. Read the full story at www.antiguabermuda.com/news/139-a-thousand-miles-of-emotions

Eleonora's *owner said, 'This is a unique and challenging offshore race.... For a sailor, this is simply the best way to get from Antigua to Bermuda to join the America's Cup events'*

2017 Antigua Bermuda Race Winners

CSA - Monohull (17 boats)
1) *Warrior*, Volvo 70 modified, Stephen Murray, Jr., USA
2) *Avanti*, Hanse 43, Jeremi Jablonski, USA
3) *Freya*, Swan 90, Don Macpherson, USA
CSA - Classic (4 boats)
1) *El Oro*, 68-foot Auzeppy-Brennuer, Tim Wilson, Australia
2) *Spirit of Bermuda*, 87-foot ballyhoo schooner, Michael Moreland, Bermuda
3) *Mariella*, 79.5-foot yawl, Carlo Falcone, Antigua & Barbuda
CSA - Multihull (1 boat)
1) *Allegra*, 78-foot Nigel Irens catamaran, FastCat Ltd., Cayman Islands
IRC (15 boats)
1) *Warrior*, Volvo 70 modified, Stephen Murray, Jr., USA
2) *Avanti*, Hanse 43, Jeremi Jablonski, USA
3) *Freya*, Swan 90, Don Macpherson, USA

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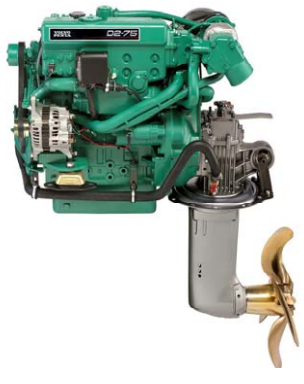
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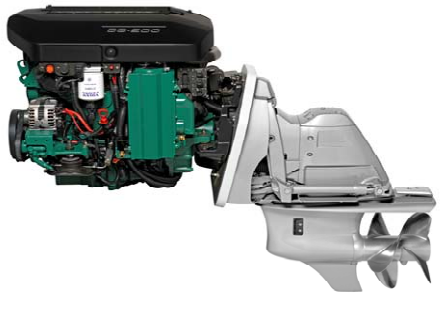
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A MOVING TRIBUTE

by Sally Erdle

Ernest Hemingway's novel The Old Man and the Sea *famously tells a story of one Cuban man's perseverance. In May 1953, the novel received the Pulitzer Prize and was cited when, the following year, Hemingway was awarded the Nobel Prize in Literature, which he dedicated to the Cuban people.*

JOHN PARK / INSET: ROBERT O'NEAL



Visiting sailors cruised past Havana's famous skyline sights, including the Hotel Nacional, at left in the photo above, and the Museum of the Revolution and the Capitolio, below.
Inset left: Hobie Cat sailors from the US and Cuba vied for the Copa de Amistad
Inset right: One of the new trophies in memory of Marysel Abeledo

It was the largest one-day recreational boating fleet ever assembled in Cuba, thanks to the perseverance of the commodore, staff and members of the yacht club named for the prize-winning writer.

On May 19th, an estimated 200 craft, ranging from kitesurfers to a 73-foot topsail schooner and from Optimist dinghies to sportfishing boats, took to the waters between Marina Hemingway — also named for the author — and Havana Harbour in an unprecedented display of nautical activity. The day's unique program of dinghy regattas, a keelboat parade and a kitesurfing demonstration launched the 25th anniversary celebrations of Cuba's foremost boating organization, Club Náutico Internacional Hemingway (CNIH).

The festivities climaxed on May 21st with a gala celebration at the club's headquarters at Marina Hemingway, where CNIH's Commodore, José Miguel Díaz Escrich, was honored for his quarter century of unstinting effort in promoting recreational boating in Cuba and developing friendly ties with sailors around the world.

SALLY ERDLE



At the skippers' briefing, Commodore Escrich expressed his hope that the May 19th boat parade could set the course for similar international events in the future

CNIH (a.k.a. Hemingway International Yacht Club) is a non-profit group founded on May 21st, 1992 to foster recreational sailing and nautical tourism through the organization of regattas and other events, as well as promote friendship and collaboration with other yacht clubs, associations and individuals in the international boating community. A truly international club, CNIH now has over 3,000 members from 73 different countries. In recent years it has welcomed increasing numbers of races and rallies starting in the US.

Slotting into the club's 25th anniversary events were the May 15th arrival of the Waterway Guide Rally and the May 17th arrival of the third annual Havana Cat Challenge's Gulfstream 100 Hobie Cat race, both from Key West. Unfortunately for this year's Gulfstream 100 competitors, no one completed the approximately 100-mile course owing to adverse weather. But undaunted, the Havana Cat Challenge program continued in Cuba with the Copa de Amistad (Friendship Cup) competition between the US Hobie sailors and their Cuban and international counterparts, held



in parallel with the other dinghy class races on the 19th.

The Havana Cat Challenge was the first legally licensed US-to-Cuba regatta after regulations were eased in 2014 under the Obama administration. George Bellenger, originator of the Havana Cat Challenge, tells *Compass*, "We're practicing Hobie Cat diplomacy; when we arrive here from Key West on beach cats, it puts smiles on Cubans' faces — they know the sea and its challenges. Key West (*Cayo Hueso*) has a historic seafaring connection with Cuba, having traditionally relied on Havana for trade by sea. Our motto is 'Bridging cultures through traditional maritime heritage.' The Havana Cat Challenge participants do it for fun and for a sense of community — establishing respect, friendships and connections with Cuban people. We decided to call the Hobie race in Cuba the Copa de Amistad because it's more about building friendship than sports."

Other classes scheduled to race on the 19th included Optimists, Lasers, Snipes, Cadets, RS:X and Bic Techno windsurfers, and kitesurfers. Sailing school students from provinces all around Cuba were joined by young sailors from the US, Argentina and Holland. All events took place in the nearshore waters, offering excellent views of the races for spectators, local TV crews and other media.

In the invitation to the Club's three-day anniversary celebrations, Commodore Escrich had mentioned "the obstacles and difficulties" CHIH encountered in reaching this milestone, and they weren't over yet. At the skippers' briefing on the evening of May 18th, it was announced that government permission to stage the long-planned boat parade into Havana Harbor on the Saturday was inexplicably denied. So while the dinghy classes raced as scheduled, the yachts that had planned a fun race on the Friday paraded on that day instead.

When a skipper at the briefing asked if it was too late to register for the parade, Commode Escrich quipped, "Nothing is too late here — we are motivated by friendship!"

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When the yacht parade got underway, vessels from as far afield as Ireland, Russia and Argentina joined boats from the US and Cuba to file along the famous Malecón seawall and through the narrow entrance to Havana Harbor, providing spectators with a sight unparalleled in Cuba. The yacht crews, both sail and power, enjoyed the scrolling panorama of coastline and cityscapes, exchanged waves with spectators, and fired a three-gun cannon salute from the lead schooner, *Jolly II Rover*, at the iconic Castillo de los Tres Reyes del Morro fort at the harbor entrance.



JOHN PARK



ROBERT O'NEAL / INSET: JOHN PARK

Above, left to right: Nadia Martinez of the US National Marine Manufacturers Association, George Pennington of the St. Petersburg–Havana Regatta, Patrick Hemingway, Commodore Escrich and Rob Kramer, President of the International Game Fish Association

Right: At the awards ceremony, the Marysel Abeledo Memorial Cups were presented to Jane Rohrschneider, Commodore of the Key West Community Sailing Center, and to Carla and George Bellenger, founders of the Havana Cat Challenge

One parade participant was Jeffrey Cardenas on the US-flagged Island Packet 460 *Flying Fish*. Jeffrey had sailed singlehanded from Florida on the Tuesday before the event in 25- to 30-knot easterly winds against a three-to four-knot Gulfstream — "Exciting but good!" Unlike many recent arrivals, Jeffrey has a lot of experience on the island: "My grandfather was born here, and I sailed here 20 years ago with my dad. I escorted the Frenchman who made the first crossing from the US to Cuba on a windsurfer, and chugged here once on a houseboat with my daughter. As a photographer, I've worked on several projects here and my work has been exhibited in the National Museum. Cuba is an important part of my life."

The prizegiving ceremony at the yacht club that evening was a splendid soiree, with "formal" dress ranging from blue blazers and glamorous dresses to best Tevas and clean T-shirts. Awards were presented to the winners in all dinghy, windsurf and kitesurf classes, including the Copa de Amistad for Hobie racers. Competitors in the Gulfstream 100 won prizes in spur-of the-moment fun categories, and vessels in the Boat Parade were awarded for participation. The *Jolly II Rover,* docked just feet behind the prize-laden tables, provided a stunning backdrop.

An emotional highlight of the evening was the unveiling of two magnificent silver trophies, given to the club by the family of the recently deceased Marysel Abeledo, who, as the wife of Commodore Escrich, was a stalwart of CNIH throughout its existence. The Marysel Abeledo Memorial Cups will be awarded annually to outstanding participants from non-profit organizations in dinghy and keelboat events organized or sponsored by CNIH. Many were moved to tears as they recalled Marysel's support and friendship, but soon the tears were dried as everyone began to move to the music of a rocking band.

After the unexpected lay day given by the changed schedule, which visiting sailors took as an opportunity for sightseeing trips to Old Havana, Pinar del Rio and Ernest Hemingway's former home, came the grand anniversary party, held at the club on the evening of May 21st.

In addition to the local and visiting youth sailors and yacht crews were guests including the Director of the United States Section of the Cuban Ministry of Foreign Affairs, the Director of Associations of the Cuban Ministry of Justice, the General Director of Geocuba Marine Studies, and a representative of the Cuban marina firm Marlin SA.

In a large delegation from the US were the Coast Guard liaison of the US Embassy in Cuba plus representatives of the US National Marine Manufacturers Association; the city council of Tampa and the St. Petersburg-Havana Regatta, Florida; and Carlson Maritime Travel, as well as members of numerous yacht clubs such as the Mariposa Hunters Point Yacht Club of California, the Biloxi Yacht Club of Mississippi and the Dallas Yacht Club of Texas. Florida yacht clubs represented included the St. Petersburg Yacht Club, the Lauderdale Yacht Club, the Clearwater Yacht Club, the Marathon Yacht Club, the Key West Yacht Club and Key West Community Sailing Center.

Attendees from other countries around the world included Guiseppe Fasolino, Member of Government of the Isle of Sardinia and Mayor of the Gulf of Aranci, Italy; Gabriel Rodríguez, President of the Cadet Class of Argentina and member of the executive committee of the International Cadet Class; Rob Kramer, President of the International Game Fish Association; Addison Chan, Commodore of Seven Seas Cruising Association; Don Juan Echeverrito Zerbari, Commodore of Punta del Este Yacht Club, Uruguay; and Amaury Covo of the Club de Pesca de Cartagena, Colombia.

Commodore Escrich has proudly acknowledged that, "Despite the obstacles and difficulties encountered in its development to reach its first quarter of a century, Club Náutico Internacional Hemingway has become a bastion in the defense of Cuba's nautical history and traditions and a sanctuary of friendship for members of the international nautical community and all who love recreational boating and the sea," and abundant tribute in both words and mementoes was paid to the Commodore for his tireless work.

Commodore Escrich in turn recognized members of his staff who have persevered to attain the club's goals, including Leandro R. Chavez Rodriguez, who, along with Marysel Abelado, was Commodore Escrich's "right hand" ever since the club's beginning. Plaques were also presented from the club to Cuban institutions that have offered significant support and recognition during the past 25 years, and to key individuals and CNIH members who continue to keep the club moving forward.

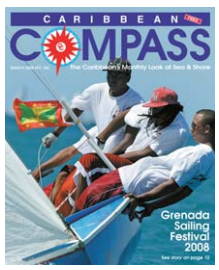
Patrick Hemingway, grandson of Ernest Hemingway, for whom the Marina and the Club were named, was present, representing the Hemingway family. He declared, "I have much respect for the commodore, his team and their work — it's a great yacht club. And I can say from the bottom of my heart that my grandfather would have been very proud of it."

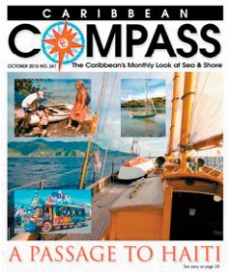
Luís Miguel Díaz Sánchez, Vice-Minister of the Cuban Ministry of Tourism, said, "We must congratulate Commodore Escrich for contributing to the promotion and development of Cuba's nautical tourism. The club has enabled communication, relationships and exchanges with other clubs internationally, and he has become an ambassador from Cuba to the people of the world."

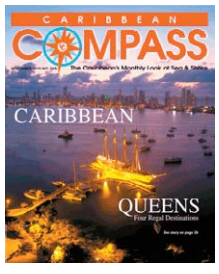
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CUBA: FUN ON A BUDGET NEAR MARINA HEMINGWAY

by Ralph Trout



WHETHER you've gone through all the bureaucratic hassles to gain official permission to take your US-registered boat to Cuba or arrived more simply on a differently flagged boat, you've finally successfully tied up at Marina Hemingway. It is time to take a breather and get ready to have fun.

The marina hotel has a beautiful pool, and more bars than I can remember. The best is Tres Reyes, where you can watch cigars being hand rolled while having a jolt of Cuban coffee or excellent rum. A must-see are the sculptures at the defunct Old Man and the Sea (seaward) hotel. The marina has several good, reasonably priced restaurants — even a good Chinese — and a disco that opens late. But don't stay in the marina when Cuban culture, music, and art abound everywhere. There's plenty to do close to the marina that doesn't cost much.



If you are ready, able, and willing, go for a walk out the main gate and turn left. The streets of Cuba feel safe and we had no problems with any hustlers, as often encountered on other islands. Across the main highway — Fifth Avenue — on the first street to the right at a green wall there is a small alley that takes you to a nice, inexpensive place for breakfast. Cruisers should understand the vague directions. Just ask, "Donde está del desayuno?" If you miss it, a bit farther along on the same side of the street is a great bakery.

If you aren't feeling energetic, hop aboard the shuttle bus at the Hotel Acuario in the marina (ask for a ticket in the lobby) and get dropped at any destination you choose. Just tell the driver, or his assistant who collects the fares, where you want to stop. The bus travels toward Havana along Fifth Avenue as far as a spot called Cecilia. You'll recognize the Cecilia drop-off by the circus tents across the road.

Club Havana

Above: The 1930s-vintage Club Havana provides a glimpse of a bygone era — and great mojitos (at left)

Bottom: The main building of Club Havana is a two-story mansion with lavish décor

started in 1933. In the pre-revolution years, the Biltmore was the playground of the rich and famous, with horseback riding, golf, baseball, and swimming pools. The present government dock adjacent to the west was the original yacht club. An odd note: pre-revolution president Batista was an honorary member, yet couldn't enter since he was the wrong color. A free history of the hotel can be found in the main offices.

Club Havana is an architectural beauty. Unless there is a specific function, anyone can wander the grounds. As you enter the grounds, on the left is a series of shops where you can get quality souvenirs. One of the very best cigar bars in all of Havana is in this complex. (The first day of the Cuban International Cigar Festival was held at Club Havana this year. For only one day of the four-day convention at Club Havana, the sponsors spent an immense sum to promote Cuba's main export, cigars. A ticket — if you could get one — was $700.) The actual clubhouse is a sprawling two-story mansion with lavish décor. The porches are great places to enjoy a cocktail, snooze, or catch up on reading. The beach has clear water, enough shade from small, thatched *palapas*, and an international clientele. We met tourists from Eritrea, Africa, the Maldives, and almost everywhere in Europe and the US. With the beach bar looking out on endless blue, surrounded by jet setters, all you need are the adjacent swimming pools to wash off the salt.

On a raised deck are three beautifully maintained pools with just enough shade. Follow the deck to the east and find an excellent, very reasonably priced restaurant. Lunch on the veranda is luscious. The pizza is a bargain and the toppings, such as lobster, are exotic. If you have the stamina, stay the evening and hit the disco. Appropriate attire is required.

Bolstered by the relaxing day, walk back to the marina along shaded Fifth Avenue. We encountered many friendly Cubans who wanted to practice their English. It wasn't taught in the schools until recently. With the burst of tourism from the US, English is now an economic requirement.

Fusterlandia



Club Havana is a good any-day destination. It is a posh private members' club. A weekday pass is ten CUCs and the weekend is 15. Bring a copy of your passport to leave at the main gate. You are issued a card that must be returned when you leave. It is well worth the money and can be a day well spent pampering yourself after your arduous passage. You'll never know who might be hanging out at the several bars. Fidel's son often relaxes there.

Club Havana is the reincarnation of the Havana Biltmore Yacht & Country Club,

Closer to the marina, in the village of Jaimanitas, is a unique display of mosaic art. Keep your eyes open because art is everywhere in Havana, but these works are different. If you don't notice this particular bus stop on Fifth you need a seeing-eye dog. José Fuster created stunning wall mosaics throughout the streets of the area now known as Fusterlandia. Although he is internationally renowned, you may see his smile passing on a scooter.

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Venture off Fifth Avenue into a free maze of open-air mosaic galleries. Artist Fuster has covered almost everything for several blocks around his studio with mosaics. Most of his neighbors have permitted Fuster to use their walls and roofs in his work. Take your time; there's a lot to see. Some are works in progress. One of the best is Fuster's depiction of *Granma*, the boat that returned Fidel to Cuba from Mexico.



Above: At Santy's Seafood Restaurant enjoy sushi, ceviche and cold beers

Below: For excellent and affordable Cuban dishes, try El Laurel Bar & Restaurant. El Laurel, Santy's and Club Havana are all within walking distance of the marina

Santy's Seafood

Closer to the marina, the next stop should be Santy's Seafood Restaurant. If you look north from the bridge, Santy's is the brown, two-story building on the water. Take the street before the bridge and keep looking for another small alley. Ask, because everyone but you knows where it is. Santy's has the only intercom door we encountered in Cuba. It also had the best seafood. Plates of sushi and ceviche are ten CUCs. Everything is fresh, beers are cold, and dinners are reasonable.

Immediately before the bridge, at the locals' marina, you might be able to purchase fresh fish. The prices are as nice as the fishermen. If you have any spare hooks, these guys could use them.

Miramar

For another excursion, take the bus to Cecilia and walk eastward along Fifth Avenue. This area is Miramar. This jaunt will take you past a *supermercado* where you can see the monthly ration for the locals. It isn't much. In contrast is the nearby *ferreteria* (hardware store) where posh bathroom fittings can be purchased. There is also Palco, the Cuban version of Costco, where you *might* find something you want, but roving the aisles might make Americans homesick.

Fifth Avenue in Miramar is closer to Havana Centro, but it is quiet and relaxed. Miramar is where the rich and notorious lived before the revolution. You will see lovely gardens with more sculptures. Beautiful homes — supposedly of the mafia — were converted into embassies and consulates. (The oddest building is the Russian Embassy; the tall, centered tower looks like a rocket.) I'm surprised no one does a mafia tour of Havana. The beautiful houses and classic cars are reminders of the profits of organized crime.

Everything can be found along the main street into Havana, including countless restaurants and great music. There are two magnificent cathedrals and a few old churches along the same route. For art, just keep your eyes open. All you have to do is get off the boat and seek it out.

El Laurel Bar & Restaurant

On another short stroll, exit the marina, turn to the right and walk along the avenue to locate El Laurel Bar & Restaurant. (There might be a short cut through the marina, but ask anyone as there are no signs on the main street.) It is situated on the far side of the marina entrance almost directly across from the Immigration building. It is a lovely local place with excellent and affordable Cuban dishes. El Laurel has the best local ambiance of any of the places near to the marina.



Trout's Top Tips

• First, as it always is, money is necessary. Find the *cambio* across the bridge on Fifth Avenue in the village of Jaimanitas (Hi-man–*ee*-tas). Ask anyone for directions. It is within close walking distance, safe, and legal. Get small denominations to make change easier. Bring Canadian dollars, as they have the best exchange rate. You will lose 13 percent on US. US credit or debit cards do not work in Cuba.

• Internet can be frustrating, but did you really make this trip to check Faceboook? In the marina, bring your tablet or laptop to the Hotel Acuario's main desk and buy a prepaid card for a dollar and a half. The hotel lobby has the best WiFi within the marina.

• Always use the marina bathroom before you leave. It's best to carry some bottled drinking water in addition to your required toilet tissue.

• A great free app to learn simple Spanish is Duolingo. It only takes minutes a day to acquire a functional level, and the price is right.

• The guidebook we used the most was Frommer's. It has basic information. Cuba, and Havana in particular, are quickly evolving their tourism, so addresses, e-mails and phone numbers are constantly changing. But the architecture, museums, art galleries, and friendly people are constants.

• Finally, be sure to meet Cubans. Traveling around Havana we were pleased to discover that everyone we met seemed to have a positive attitude. Cubans are almost universally friendly and helpful and will make every effort to communicate.





The Caicos Islands:

More Turk-uoise than Anything You've Seen!

by Lena Padukova

DESTINATIONS

Main photo: Along the northern beaches of Providenciales, the sea exemplifies the word 'turquoise'. Insets: Kayaks and cats are fine ways to explore Caicos waters

Having a go northeast from Jamaica's Port Antonio would have been shaky business at most times of the year, but we were in luck. In late February this year, a front had been pushing eastwards across the Caribbean, and while the Bahamas were soaked in rain and gale-force westerly winds, we were enjoying comfortable and steady aft breezes that took us right past Cuba, Haiti and the Inaguas to our next point of call: the Turks & Caicos.

For me, who had visited most of the Caribbean islands on my previous travels, this was still *terra incognita*. Too far off for day-cruising from the Virgin Islands, and too far into the wind for regular Bahamas-hopping, this island group is tucked away from the regularly trodden path of the Caribbean cruisers. The long-distance sailors on a tight budget should not be scared away by the cruising permit costs; they are comparable to the ones in Bahamas and are well worth it.

For me, the decision to go to the Caicos Islands was formed by the plans of the 50-foot cat I was crewing on. I was in the Caribbean waters once again, ready for tropical deliveries after a couple of years of solely sailing Arctic and sub-Arctic waters. I needed a physical reminder of the fact that you don't need to be freezing half to death while sailing, so I planned some island hopping with almost no schedule.

The Caicos are the western part of the Turks & Caicos Islands (TCI), consisting of five or six large islands and a multitude of islets around the large Caicos Bank. The shallow waters of the bank are home to crowds of coral heads; the colour difference is stunning as you leave the dark-blue depths of the Caribbean Sea and arrive in the bright aquamarine waters that are the islands' trademark.

Most yachts that are visiting from the Bahamas would be entering through "The Funnel", leaving West Caicos to their starboard. If your last port of call was Haiti or Jamaica, you will be approaching the bank from the south, and will be following through one of the charted canals. Approach in daytime is recommended. Even then, it can be a tricky business; an untrained eye will make you go chasing around cloud shadows instead of the similarly coloured coral patches.

We arrived just at dusk. Drawing less than four feet, we entered the Caicos Bank from the south, hoping to safely hit the charted channel towards the Customs dock. It turned out that we could have gone to Southside Marina directly instead, as the authorities do come right to their docks (the formalities seem to be quite laid back).

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The marina is one of several on the island of Providenciales (Provo, as the locals call it). The Leeward Marina is the hangout for shiny superyachts, crew and charter guests walking unhurriedly around the sunlit docks. Turtle Cove Marina is located on the north side of the island, complete with condos and restaurants. However, our boat needed to be lifted, and Southside Marina had a crane to suit our needs. We navigated the narrow channel marked by (mostly missing) navigational aids, and got ourselves a spot in between other cats and power boats (the maximum draft here is six feet at high tide).



Bob's Bar on Provo draws sailor crowds, especially on the weekly potluck barbecue night

Bob Pratt, harbourmaster and owner of the marina, is a bit of a local celebrity, his voice known to many from the local sailors' radio broadcast at 0730 hours. Having started the marina project in the 1990s, he's still making history, and goes miles out of his way to help sailors. The latest addition is Bob's Bar, which operates daily and draws sailor crowds — this is the place to be, especially on Wednesdays, when there is a potluck barbecue party. Live music and ice cream can be great treats after a day's maintenance work on the boat!

I recommend taking a morning run to the north side of the isle, going right into the Bight Park beach and taking a morning dip. You will be all alone on the beach in its striking beauty. If you are into watersports, you will be tempted to paddleboard, kitesurf or ocean kayak on these coasts. Whatever you choose, you will agree: the water here is unbelievable. Clean, warm, calm, and bright turquoise in colour. Upon seeing this hue on my approach, I actually wondered whether the word "turquoise" actually comes from "Turk" as in Turks Islands! (It does not, but it could easily have been so.) The sand on the seashores is fine, soft, and buff in colour — to say that it's an aesthetic combination with the turquoise is to say nothing at all. Travellers' guides around the earth prize these beaches as some of the world's most beautiful. I would agree.

Running from the opposite side of the island back to the marina takes a quarter of an hour or 20 minutes, depending on how much you wish to sweat. The marina is located in a secluded place, however Bob gladly drives visitors to the nearest chandlery, bank, liquor store and supermarket. And what a supermarket it is! Seriously, I have seldom seen such high quality and produce diversity in the Caribbean; Miami would be the closest thing. The extent of it is a bit silly — but frankly, so are the prices.

The Turks and Caicos were discovered by a few millionaires in the '70s, and shortly after that the island group began to change. The resorts built here were fit to house the richest and most famous. The visually and sensually stunning beaches were earmarked for those lucky few who could afford the top-notch. You do not see any backpackers here.

Compared to the rest of the Caribbean, this place is very clean, quiet, and full of low-key luxury. It's in the air at the iconic Grace Bay beach, in the smells of superlative French and Italian cuisines at the plazas in the evening. You don't see any lobster-red or Barbie-pink charter tourists here. No, the shoulders, backs and legs here show off all shades of hazelnut, gingerbread and copper. Here, sun vacationing is an art.

Curious about this place, I set out to explore the islands. Providenciales is the busiest of the Caicos; that I could figure out — with the international airport and all. But what about the rest? The West, North, Middle and South Caicos turned out to hardly have any inhabitants. It's all island nature, sometimes lush, sometimes bone-dry; untouched beaches and luxurious private resorts. North and Middle Caicos are accessible by TCI ferry from Walkin Marina, or with your own cruising boat. You might want to rent a bike or a car to come close to the fascinating caves on Middle Caicos. If you do rent a car, watch out for all the Americans trying to drive on the left side of the road and negotiate roundabouts, especially poorly as the smell of local Bambarra rum is sometimes still fresh on their breaths. South Caicos also has ferry service, but not daily. Taxis are readily available at set prices (see TCI official website at wherewhenhow.com), and it's possible to fly with local airlines across the Turks and Caicos or from/to other nearby Caribbean islands.

There is excellent diving and snorkelling, especially on the offshore reefs and on West Caicos. West Caicos has an unfinished marina that has not been fully constructed and will seemingly never be; it still gives excellent protection for those wishing to anchor there. There are multiple anchoring spots charted on the maps; check tidal levels and watch out for uncharted coral heads around. For fishing, you will need to have a permit. All spearfishing is forbidden.

To find out more, check out wherewhenhow.com — the islands' official site. For approach, see updated charts or contact the marinas; Bob at Southside Marina provides a list of waypoints and bearings. I am confident you will enjoy the islands as much as I did — but do watch those coral heads upon arrival!

Lena Padukova is a professional adventurer, who arrived in the Caribbean for the first time in 2010 while sailing around the world. She sails, climbs, and takes on gigs as crew and guide — check out her site www.adrenalena.se



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SPINNAKER RUNNING THROUGH THE BVI

by Suzanne Wentley

Sometimes, the winds are just perfect.

During a week's cruise through the British Virgin Islands, we enjoyed not one, not two, but three spinnaker runs. As one of the few boats we saw hoisting a billowing asymmetrical headsail, *S/V Sunshine* — a 47-foot Leopard catamaran — pulled us through the crystal waters around Tortola, to Jost Van Dyke, Anegada, Virgin Gorda and a few of the other 50 or so islands that comprise this British archipelago.

The dreamy run started when my friend Ken, who owns *Sunshine*, asked me to join him for a week to get the sea service time I needed for my captain's license and see some places I hadn't been yet. For about six months, I had been living in St. Thomas, after sailing from the Dominican Republic, Bahamas and Florida, but I hadn't seen the BVI, which are known for picturesque beaches and excellent sailing. My gear was packed, and I was ready.

From Red Hook in St. Thomas, lugging a week's worth of groceries, I took a ferry to West End and arrived about 40 minutes later at Soper's Hole on Tortola. Clearing Customs and Immigration took just minutes, as the friendly ferry workers delivered my backpack to me before unloading the rest of the boxes shipped over. A five-dollar importation fee for the groceries later, I met Ken at the dinghy dock right next to the ferry terminal.

Usually, he likes to sail from Soper's Hole to Norman Island for the first night with guests, but the normal easterly tradewinds were clocking around slowly. So, he suggested we begin our week adventure on Jost Van Dyke. We unfurled the jib and hoisted the main, and were off.

Jost Van Dyke

The two main harbours on this three-square-mile island are Great Harbour and White Bay, and we spent the first night anchored in the more easterly Great Harbour. We motored ashore to the dinghy dock at Foxy's Tamarind Bar and immediately settled in for a drink.

I hear Foxy's gets pretty crazy late at night, so we paid homage to the Sex Pistols by ordering a "Friggin' in de Riggin'", a frozen cocktail made with Mount Gay rum, mango and banana and topped with Gosling's dark rum, before heading down the beach. There's a sweet little sandy road lined with shacks and hammocks, where one could easily spend an entire day. But it was dinnertime, so we kept walking a little farther to Corsairs Beach Bar & Restaurant, which had walls covered in posters, stickers, toys and signs.

Bellying up to the bar, I couldn't help but notice an extra-large glass bottle covered with stickers. The bartender explained that it was a mixture of many different kinds of rum, and it is very strong. So I had some with a slice of vegetable pizza and considered my first night in the BVI a success.

In the morning, we sailed less than an hour around Dog Hole Point to White Bay. It was smart to arrive early — within 30 minutes of dropping the hook, the parade of powerboats, tourist boats and chartered catamarans entered through the cut in the reef. The fact that the green channel marker was half-submerged suggests there are a lot of accidents in the bay. Over coffee, Ken and I watched boats struggling to squeeze in between mega-yachts to set anchor safely.

There is a line of great restaurants and bars here, making White Bay an extremely popular place. With the last vestige of phone service I had, I invited my friends to "join me for coffee" by logging on to the Soggy Dollar Bar web cam, which was pointed straight at our boat.

We weren't the only ones enjoying the cellophane-clear waters. Gannets, with their white bellies reflecting the blues of the sea, dove all around *Sunshine* in search of a meal. After our late breakfast, we dove right in, too, and swam the 25 metres to shore.

We passed by Hendo's Hideaway and headed to Soggy Dollar, where we again beat the crowd and ordered a Painkiller. This famous drink is a delicious combination of pineapple and orange juices, cream of coconut and, of course, rum. Under the shade of the bar's porch, we put our feet up and relaxed as a line formed at the bar.

Next up was Gertrude's, another beach bar that has a famous cocktail. And it's true: I've had my fair share of strong frozen Bushwhackers (a virgin one is a cup of ice), but theirs was simply the best. We passed a table covered with psilocybin mushrooms (yes, 'shrooms are legal here) for sale and, perhaps not coincidentally, a brown, decorated Christmas tree in the sand, before finding a few chairs by the gentle surf. Eventually, we swam back and cooked on board before passing out early — an inevitable and frankly wonderful consequence of day-drinking on the beach.

Anegada

As predicted, the winds had shifted out of the west, making it an excellent downwind run to Anegada. This 11-mile-long island is about 20 miles from White Bay, which makes it far enough away to dissuade many of the chartered boats with inexperienced captains. That was fine by me, and Ken unpacked the spinnaker from the lazarette and connected it to the halyard. Within minutes it was filled with winds and pulling us to the next island.

A low-lying, coral-rimmed island, Anegada isn't visible until just a few miles out. So we spent the four hours on the tramps, making way with the help of the autopilot and barely having to touch a sheet. We approached from the southwest into a well-marked channel and dropped anchor on the outskirts of the shallow mooring field as the sun set.

In the morning, we took the dinghy ashore to Potter's By the Sea and rented a motorbike to cruise the island. The first stop was Cow Wreck Beach, which offered miles of white sand and gentle emerald seas. A great beach bar played reggae music and served Painkillers to be enjoyed on brightly colored Adirondack chairs facing the water. The bartender explained that the beach was named after the result of a wreck dating back to the 1800s, of a ship carrying cow bones used for fertilizer. The sign from the road leading to the beach is, in fact, topped by a skull.

We got back on our bike and drove past that sign down to a bunch of other bars: the Anegada Beach Club (which features yurt-style huts overlooking the sea as some of the cheapest accommodations on the island), Daddy's Love Shack on the deserted and charming Flash of Beauty Beach, and Big Bamboo on Loblolly Beach, which has great snorkeling.

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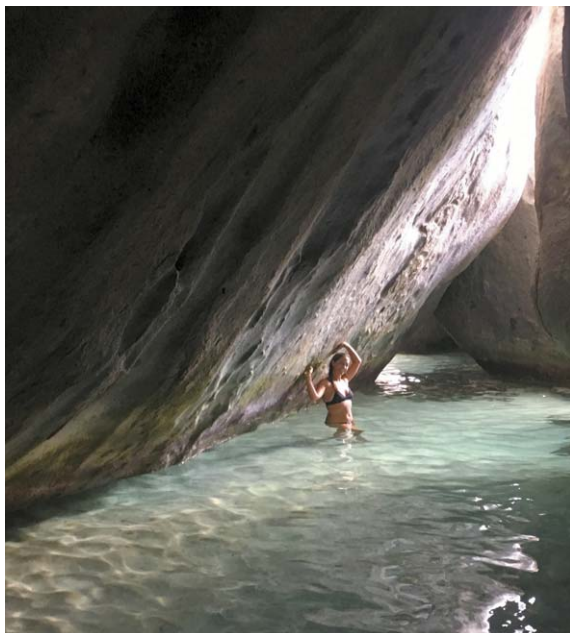
Above: Cow Wreck Beach on Anegada, with miles of white sand and gentle emerald seas, was named for the 19th century wreck of a ship carrying cow bones used for fertilizer



Left: Anegada abounds in memorable place names. Flash of Beauty Beach is home to a bar called Daddy's Love Shack

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It's smart to rent a vehicle for freedom, but it's also possible to call a taxi. One of these open-air trucks passed us as we pulled off to an observation deck overlooking a large salt pond in the middle of the island. In the distance, we could see a few flamingos. Evidently,



sometimes there are hundreds, but it was a hot day. I don't blame them for finding a cool place, which is what we did as the afternoon passed. If we had called the Anegada Reef Club on VHF Channel 16 before 4:00PM, we could have reserved a table for a lobster dinner. But instead, we headed back to the boat for food and rest.

Virgin Gorda

In the morning, we were delighted to discover the winds were continuing to shift and were now blowing out of the northeast. Another spinnaker run! We hoisted the blue, pink and white beauty and enjoyed another easy sail to Virgin Gorda, the other main island of the BVI.

While there are good hiking, beaches and the exclusive Bitter End Yacht Club on the northern section of this 8.5-square-mile island, the real highlight is The Baths. Massive outcroppings of boulders lean into one another to create a maze that can be crawled and swum through via a handy path of ladders and ropes. Again, Ken planned our arrival at a great time: the crowds from the cruise ships left and a mooring ball opened up.

Keeping the dinghy on the davits, we used Ken's double kayak to head to shore, and we were some of the few enjoying the last bit of sun there.

After exploring The Baths, we walked a short trail up to the Top of the Baths, a lovely restaurant serving sushi and amazing views of the setting sun.

The next day, we took a quick sail around the corner to Fallen Jerusalem, a small, uninhabited island that had similarly huge boulders but absolutely no one else. We scrambled around like monkeys for an hour or two before getting out the spinnaker one more time.



Above: The BVI's infamous floating bar, the Willie T

Left and right: The author and Ken at The Baths on Virgin Gorda

Norman Island

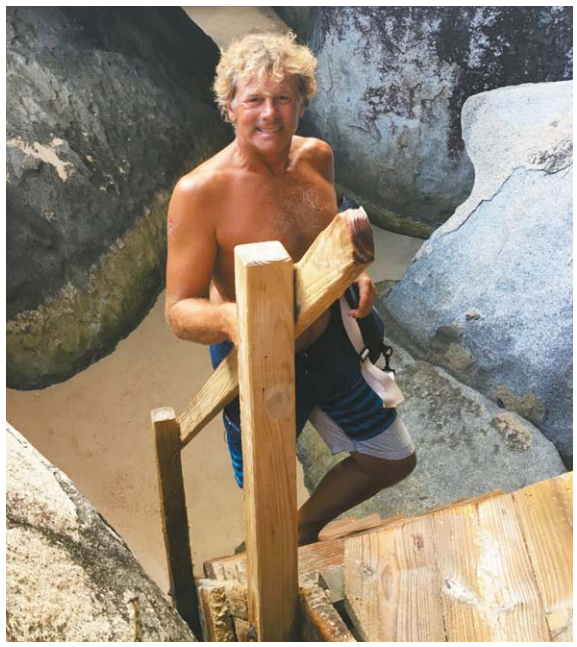
Could the winds really be so perfect? Again, they veered and were now blowing again from the east — the makings of another epic spinnaker run past Tortola to Norman Island, another popular BVI destination.

This time, we couldn't rely on the autopilot because we ended up sailing through the BVI Spring Regatta! Gunboats sped past each other in the distance as we tried our best to avoid being a wind shadow for any of the racers.

We dropped the sail just in time to grab the last mooring ball at The Indians, a small spot with excellent snorkeling. We dove in and swam around the little island, which included an underwater hole that's fun to swim through. We worked up an appetite and a thirst and got back in the boat.

The final destination of our BVI adventure was the infamous *Willy T*. This floating bar off Norman Island is known for debauchery, including naked jumps from the upper deck into the sea and ordering a "shotski", which is a row of shots lined up on a snow ski and downed ceremoniously among friends.

We bypassed much of the craziness and instead enjoyed a beer during the day, after we hiked up to the



top of the island, with the trail originating near a more family friendly beach bar and restaurant. But I still ended the week with a fresh (and temporary) *Willy T* pirate tattoo, wind-swept hair and a feeling of lightness that comes from a week of ideal spinnaker sailing.

SAILING SCHEDULE

Upcoming sailings 2017

FLORIDA – MEDITERRANEAN

Ft. Lauderdale	Sept. 2017	Palma de Mallorca	Oct. 2017
Ft. Lauderdale	Sept. 2017	Genoa	Oct. 2017
Ft. Lauderdale	Oct. 2017	Genoa	Nov. 2017
Ft. Lauderdale	Nov. 2017	Palma de Mallorca	Nov. 2017

CARIBBEAN – MEDITERRANEAN

St. Thomas	Nov. 2017	Palma de Mallorca	Nov. 2017

CARIBBEAN – FLORIDA

Martinique	Nov. 2017	Ft. Lauderdale	Dec. 2017
Martinique	Dec. 2017	Ft. Lauderdale	Dec. 2017

MEDITERRANEAN – FLORIDA

Genoa	Aug. 2017	Ft. Lauderdale	Sept. 2017
Taranto	Aug. 2017	Ft. Lauderdale	Sept. 2017
Tuzla, Turkey	Sept. 2017	Ft. Lauderdale	Sept. 2017
Palma de Mallorca	Sept. 2017	Ft. Lauderdale	Sept. 2017
Genoa	Oct. 2017	Ft. Lauderdale	Oct. 2017
Palma de Mallorca	Oct. 2017	Ft. Lauderdale	Nov. 2017
Genoa	Nov. 2017	Ft. Lauderdale	Dec. 2017

MEDITERRANEAN – CARIBBEAN

Palma de Mallorca	Oct. 2017	St Thomas	Nov. 2017
Palma de Mallorca	Nov. 2017	Martinique	Dec. 2017
Genoa	Nov. 2017	Martinique	Nov. 2017

FLORIDA – CARIBBEAN

Ft. Lauderdale	Nov. 2017	St. Thomas	Nov. 2017

FLORIDA - SOUTH PACIFIC

Florida	Dec. 2017	Central America	Dec. 2017
Florida	Dec. 2017	Golfito	Dec. 2017
Florida	Dec. 2017	Papeete	Dec. 2017
Florida	Dec. 2017	Auckland	Jan. 2018
Florida	Dec. 2017	Brisbane	Jan. 2018

Note: For exact dates check with our booking agencies.

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Seeking Shelter in Panama from Hurricane Otto:

A WISE MOVE... AND FUN!

DESTINATIONS

by Bill and JoAnne Harris

While awaiting the arrival of our new house bank batteries to arrive in Colón, Panama last November, we anchored for a month in Portobelo, just a few miles down the way. While there, we worked on boat projects, hiked around the many forts and visited friends in the quaint village. JoAnne even took free guitar lessons at the outstanding Ritmo Music School, and since the school would not accept payment of any kind, we made chocolate cupcakes for the school and donated our printer to them.



Clockwise from above: Hurricane Otto on November 22nd, 2016; we were excited to see Trilogy III *pull into a slip just behind us in the marina, having been inspired by the original* Trilogy*; while boats at the aptly named Shelter Bay stayed safe from Otto's feeder bands, many in Portobelo Bay weren't so lucky*

We finally received the news that the batteries would be ready in a few days. Excellent! We were so very ready, as our current battery bank was on its last legs. We were waking every morning to 12.1 Volts with the refrigerator off, the freezer on a higher setting than usual and two small 12-Volt fans that ran all night.

We had heard there was an unusually late tropical low brewing out there and had seen the e-mail reports from our weather-guru friend, Chris Parker. As luck would have it, our batteries were to be ready on a Friday and stormy weather was to hit Monday. We knew the exposed bay of Portobelo was not a safe place for our cruising trimaran, *Ultra*, but we also knew that to be in a marina was not in our budget after shelling out for six L16 batteries.



We departed Portobelo at dawn and sailed to beautiful Shelter Bay Marina in Colón at the old Fort Sherman military base. To save money, we made a reservation for just one night. The plan was to rendezvous with our new batteries, delivered by Arturo of Marine Warehouse, that afternoon, hook them up and then be on our way the next morning.

All went well. We received our new batteries — old ones out, new ones in. Bill hooked them up and over some ice-cold beers our fun French friend, the electronics guru Pierric, inspected Bill's work and gave a thumbs up. Okay, so we were good to go and ready to depart the next day for a safe anchorage.

However, the weather had turned for the worse. We soon received a message from Chris Parker and news from other yacht crews that the tropical low was now forming into a tropical storm. Although we had been at anchor in San Blas with winds peaking at over 50 mph and our 40-kilo Rocna anchor on all chain had held tight, we were blessed to be in the marina at this time. The next news we heard was that the storm was now a hurricane named Otto. Hmm, we said to each other, we're from Texas where we have experienced lots of hurricanes. Here in Panama there are not supposed to be any, hence the great cruising grounds! Well, Mother Nature had other ideas when Hurricane Otto developed.

Megayachts began to arrive in the marina. M/Y *A2* (not to be confused with the M/Y *A* that anchored next to us in St. Kitts a few years ago that belongs to a Russian billionaire) docked next to us. We were getting a poor internet connection and the yacht crews near us with their high-tech communications systems came over to tell us that the weather conditions were going to deteriorate rapidly. More yachts were pouring into the marina for relief from the dangerous winds and high seas that were brewing out there. We were happy to receive their play-by-play reports.

A gigantic and elegant catamaran arrived the day we received our new batteries. Its name — *Trilogy III* — was very familiar. This was the charter business that was one of the inspirations for Bill to build and charter *Ultra*. Bill had seen how successful the Coon family was with the original *Trilogy* in Hawaii and wanted to be a charter boat owner, too. Back then was their first *Trilogy*, a trimaran, and now their third boat pulled into the slip next to us, the brand-new *Trilogy III* that was being delivered from St. Croix, where it was built by Gold Coast Yachts, to Lahaina. They had a brilliant delivery captain, but even better was that the crew onboard also included Coon family members. We had a great visit with the crew. We gave *Trilogy III* an *Ultra* conch-shell horn we made from one we had made conch fritters with recently. Bill blew the horn for their send-off, we wished them a safe voyage through the Panama Canal and on to Lahaina, and gave them the horn.



Also, a brilliant black sailing schooner arrived beside us. To our amazement and joy, it was none other than the *America*. It arrived just before the driving rain and severe winds hit. We met *America's* captain and owner, Troy, and some of his crew including Bo, Philip, and Fathom. They informed us that additional crew would be arriving in a few days along with much-needed boat parts.

After a Friday night potluck, the Saturday morning brought us horrendous weather with high winds and torrential rain. We put out five-gallon buckets that filled in minutes and soon gigantic waves were crashing up and over the significant height of the marina entrance breakwater. *Ultra's* rigging was whistling — a telltale sign that we were getting at least 25mph winds, but these winds were gusting *waaaaaay* past that.

Eventually Otto passed by on his way to Nicaragua, making history as the latest Atlantic hurricane to make landfall (on November 24th). The feeder bands that had lashed us subsided and things returned to normal. The day before American Thanksgiving, we said our goodbyes and wished *America* and her crew a safe voyage as they departed Shelter Bay Marina.

—Continued on next page



—*Continued from previous page*

We spent Thanksgiving in the marina with cruiser friends and the following day we sailed back to Portobelo. Oh, my God. The bay was a dreadful mess. It was a heart-breaking sight to witness — some boats were sunk, some were hard aground, and some were even lying up against the fort at the back of the bay. Many cruisers had chosen to ride out the storm aboard, and shared tales of relentless ten-foot swells, driving rain, and sustained winds of 75 to 110mph for hours. We assisted several friends who had endured the storm with their boats and even had the opportunity to fill in as bartenders at Casa Vela Restaurant while friends, Birgit and Ray, worked on their grounded boat.

We feel truly blessed for having had these amazing experiences of making friends with inspiring people, seeing the historical sailing beauty *America* and her sleek multihull sailing sister *Trilogy III* and to have avoided a close call with Hurricane Otto.

At the time this article is being written, the legendary America's Cup is under way in Bermuda, so we are toasting with our Dark & Stormy cocktails mixed up with our homemade *Ultra* ginger beer and last bottle of Gosling's Rum. Cheers to everyone! We have a lot to be thankful for.

How happy was JoAnne to see the schooner yacht America*? Her outfit says it all!*



JoAnne and Bill Harris are from Clear Lake, Texas and both hold 100-ton USCG Master licenses. You can check out their Yacht Ultra *videos on our YouTube channel YACHTULTRA1. There you will see almost 100 videos that they have posted of our adventures. Their blog is www.jandbyachtultraadventure.blogspot.com*



Eel Attacks Cruiser

by Susan Tiefenbach

As I lay on the hospital gurney trembling from fear, anxiety and the loss of blood, I remembered my husband's last words to me as I left in our dinghy earlier that day: "Don't go swimming alone". "Sure honey," I replied. But I knew if I didn't find anyone to go snorkeling with, I'd go alone. Thank goodness that Dana, a fellow cruiser and friend, was thrilled to come with me. Or at least she had been when I asked her.



French Harbor, in Roatan by Little French Cay, is an ideal place to take underwater pictures. It's shallow, protected from waves, and has a nice white sandy bottom with loads of sea life. Dana shares my love of underwater photography. Together, we found some beautiful reef fish and coral. Dana saw an octopus and tickled one of its tentacles. The octopus wasn't happy as it inked her. That made me laugh; I'd never seen that before.

On that January day in 2017, the snorkeling was nearly perfect — or so I thought. I found fish I'd only seen before in books. There were no clouds and no waves, making it the perfect environment for taking pictures. Life was great.

My snorkeling buddy and I sometimes were far apart, but never too far. I was always curious as to what we'd find next. We trusted each other's abilities: we are both excellent swimmers, I have my Advanced Diver's certification and Dana is a Master Diver. Never did we think we'd have to take action on a rescue.

Eels don't see well. So what? Do my fingers look like a squid? Apparently so.

Let's get something straight right from the beginning. I did NOT feed the eel. I wasn't befriending it or annoying it. I never saw it before the strike!

Like a lightning flash, the eel came out of a hole in the coral some five feet away from me in four feet of water. I felt something on my left hand, and I instinctively jerked my hand away. Then I saw the large face and head of a green moray eel. I immediately stood up and looked over at Dana. "Dana," I said, "I've been bit by a green moray eel." She remained calm, took one look at my hand and immediately took my right elbow in her left hand. She began swimming forward as I was kicking on my back, holding my left hand up over my head, trying to stop the bleeding.

The pain was excruciating. I moaned and cried, taking deep breaths to help me stay calm. My dinghy was far away. This was a mistake I'll never forget. It was a long swim and because I was going backwards, it was making it more difficult for Dana. We had to stop several times to rest. There was not a single person in sight. I was afraid the eel or some other large animal would come after us because of all the blood. We kept going and going and going.

Finally, I saw a tourist boat and screamed as loud as I could. The captain saw we were in need of help. He jumped into the water and helped me onto his boat full of tourists. Sitting there moaning in pain, blood gushing out of my hand, I could hear their cameras — click click click. None of the tourists came to assist or comfort me. At least they could have let me know where they posted my agony, on YouTube? Twitter? Perhaps on Facebook ?

I was trembling uncontrollably, crying and extremely scared when we arrived at the dive shop. And then, so many people there were helping me. Everyone was busy doing something: calling my husband, Tim; taking care of my snorkeling gear, camera and dinghy; applying first aid. Chris, the dive master, drove me to the newly built hospital in French Cay.

Clockwise from above: The author still has a sense of humor about morays, but wonders if expecting to be fed might cause them to snap at hands; a flamingo tongue sea snail, one of the critters she usually enjoys seeing while snorkeling; 'the cuts on both sides of my hand were deep'



At the emergency room, they didn't even ask me before cutting off my favorite rash-guard shirt and new bathing suit top. They gave me an anti-anxiety drip.

The emergency room doctor thought I might need surgery, so she called the surgeon from the other hospital, in Coxen Hole. The cuts on both sides of my hand were deep and the surgeon suspected tendon damage. But for now, all he could do was to sew 25 stitches.

Four months have now passed and I'm sad to report that I've lost 50 percent of the feeling in my index finger, and it's crooked. The rest of my finger is in "pins and needles". Two of my fingers and knuckles are still swollen. Because of the loss of feeling, I'm dropping my cocktail drinks! And sorry, Mom, I highly doubt I'll ever be able to play on my piano Chopin's "Fantasie-Impromptu" #4 In C Sharp Minor, Op. 66, CT 46.

There were good sides to being injured. While recovering I did not cook, nor did I do any dishwashing or cleaning, and my husband showered me and gave me his side of our pullman berth. Then I started feeling useless and bored. My biggest outing was visiting the emergency room nine days straight for daily scrubbing and re-bandaging.



I later found out some interesting facts about moray eels. Moray eels have two sets of sharp teeth: one in the jaw and the other at the back of the throat. In addition to the pain, wounds from moray bites often bleed unusually heavily. It was suggested that bleeding and pain are related to several toxic substances. One of these substances is *hemagglutinin*. This is a glycoprotein that causes red blood cells to clump. Another toxin found in the mucous coat of moray eels was shown to be *haemolytic*, meaning the toxin destroys red blood cells. Isn't that just lovely!

I was the talk of Roatan. Everywhere I went, because of my large bandages, they would say, "Oh, you're that girl." News of the eel attack was posted on the Roatan Crime Watchers' Facebook page, but ultimately had been taken down because it wasn't a crime. On the Roatan Marine Park Facebook page, they reminded everyone to NOT feed the fish. People suspected some guides were feeding the eels in the area where I was bitten. I went on a mission to protect snorkelers and divers. As Jacques Cousteau once said, "No sooner does man discover intelligence than he tries to involve it in his own stupidity." Therefore, to everyone I met, I'd say, "Ask the tour operators if they feed the fish. If they say yes, tell them you'll tip them if they DO NOT feed the fish."



Susan Tiefenbach and her husband, Tim, started their circumnavigation of the Eastern and Western Caribbean in 2013 aboard Alpenglow, *an Island Packet 38. You can follow their travels at www.alpenglow38@blogspot.com*

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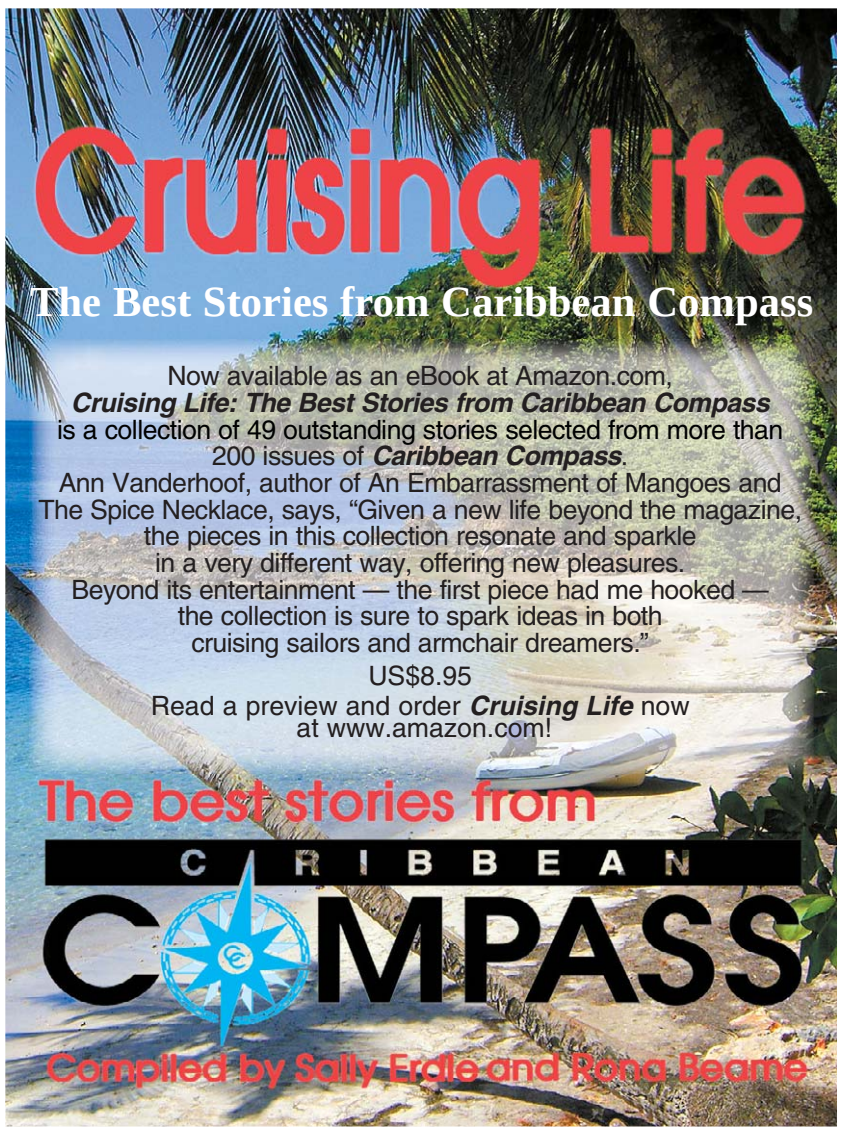
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—Continued from page 9 ...Business Briefs

Lesley has worked in the charter industry in Greece and Grenada, and joined Mike on his last transatlantic crossing.

They offer year round 101, 103, 104, 105, 106 and 114 ASA courses on a by-the-cabin basis, as well as private group courses. They are working in partnership with Horizon Yacht Charters, Grenada and St. Vincent, so their courses are run on well-maintained yachts. They also offer own-boat tuition to yacht owners.

Visit www.seahorsesailingschool.com for more information.

New Yacht Services & Management in Bequia

Katie Bingham reports: Located at our new base in Bequia, Sail Grenadines Yacht Charter are now offering a full range of yacht services for visiting cruising and charter yachts, in addition to their Bareboat, Skippered and Crewed holidays and RYA-recognized sail-training school. Come and meet the company's yacht services manager to discuss any mechanical and electrical, fiberglass, rigging, or maintenance services you may require.

Sail Grenadines also offer yacht partnership and management schemes. Contact John at *john@sailgrenadines.com to find out what tailored scheme they can offer you.*

Visit www.sailgrenadines.com for more information.

Second Annual Grenada Charter Yacht Show this Month

Charlotte Broadribb reports: Select Yachts and Camper & Nicholsons Port Louis Marina are hosting the second annual Grenada Charter Yacht Show from July 23rd through 26th. The show is designed for charter brokers, clearing houses, yacht managers, captains and crews, where they can spend a week enjoying all that the island of Grenada has to offer.



Sponsored sightseeing tours and familiarization trips will be organized for delegates to get a first-hand experience of exclusive resorts and the luxury facilities on the island, including high-end spas and hotels. Captains, brokers, agents and managers will see the boatyards nearby and the facilities at Port Louis Marina and enjoy the culinary experience of local chefs competing for their taste buds with high-quality food and fine wines.

One broker commented after the 2016 show, "I can't tell you enough how much I enjoyed the boat show. I am so much better prepared to discuss itineraries, geographic attractions, resorts and the yachts that 'know best' the Grenadines and Grenada. What a great show and education!"

The attending charter professionals will get an intimate view of the area's charter yachts and make valuable contacts in the Grenadian marine industry. Delegates will experience a truly authentic Caribbean island — destined to be the next superyacht hotspot due to its safe location and immaculate local cruising grounds, the Grenadines.

Port Louis Marina are offering free dockage for all participating yachts for seven days before / during / after the show.

For more information or to register, contact reservations@cnportlouismarina.com or call (473) 435-7432.

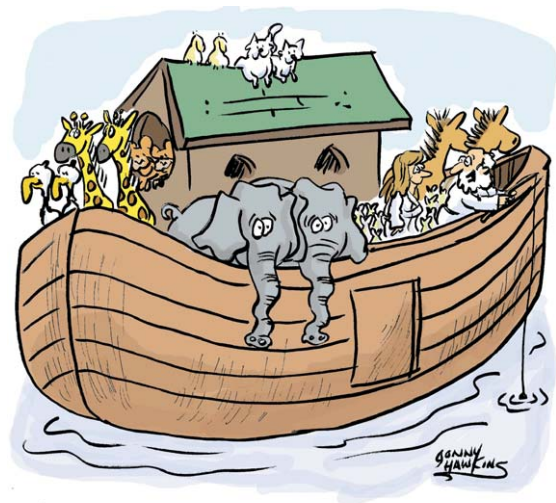
Register Now: Antigua Charter Yacht Show 2017

Registration for the 56th Annual Antigua Charter Yacht Show is now open at www.antiguayachtshow.com/register3.php — and yachts that register and pay their registration fee by July 31st will receive a ten-percent discount.

Visit www.antiguayachtshow.com for more information.



COMPASS CARTOONS

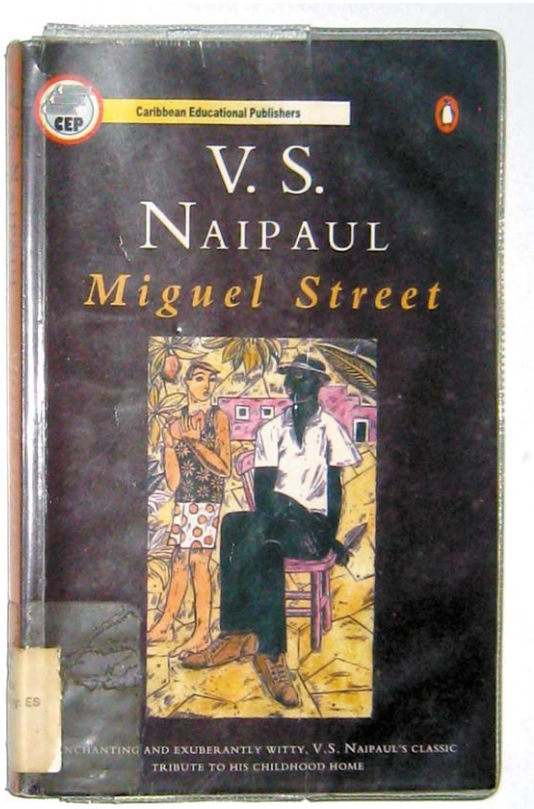


"So far, I've caught two of everything."

BOOK REVIEW BY J WYNNER

LIFE ON THE STREET

***Miguel Street**, by VS Naipaul. Penguin Books, first Penguin edition ©1971. 172 pages. ISBN 13: 9780140033021*



Miguel Street, by Trinidadian author VS Naipaul, was written in London in 1959. In this, one of his early works with a Trinidadian locale, written long before he started to explore the world, readers begin to see the quality of writing which led to his Nobel Prize for Literature in 2001.

But as witty and as outstanding as the writing is, *Miguel Street* is not a female-friendly read. True, one or two men "get some good licks" in the book, and one even serves jail time, but it is the women who get the brunt of the physical blows, and some are portrayed negatively, as promiscuous, gold diggers, or unfaithful partners. At the time the book was written it was considered a laughing matter when men beat their spouses.

But you can't fault Naipaul as a writer. Naipaul shows his amazing skill working the stories from the point of view of a young Indian boy whom his mother had fetched from Chaguanas after the death of his father and brought to live with her on Miguel Street. He is the quiet observer, a narrator who gives an insightful look at the happenings on Miguel Street, a fictional name for Luis Street in Woodbrook, where he and the book's colourful residents lived.

The stories are related in a conversational tone, and the readers hear these stories as if listening to the author relating them verbally. Each of the 17 tales can be taken as a separate story, with some of the characters reappearing in more than one.

Among the stories, first up is 'Bogart', so called after the hard-boiled actor. Bogart knew a thing or two about disappearing. "The third time he went away and came back he gave a great party in his room for all the children, or kids, as he called them. He bought cases of Solo and Coca-Cola and Pepsi-Cola and about a bushel of cakes" — until the party was interrupted by Sergeant Charles. "The charge was bigamy."

In 'The Thing Without a Name', the main character is Popo, "who called himself a carpenter," yet whenever he was asked what he was building, always replied, "I making the thing without a name."

'George and The Pink House' relates that "George never became one of the gang in Miguel Street. He didn't seem to mind. He had his wife and his daughter and his son. He beat them all. And when the boy Elias grew too big, George beat his daughter and his wife more than ever. The blows didn't appear to do the mother any good. She just grew thinner and thinner; but the daughter, Dolly, thrived on it. She grew fatter and fatter, and giggled more and more every year."

The story of George and his son Elias continues in 'His Chosen Calling'. Although still at the mercy of his father's floggings, Elias does not hold that against him, and grows more serious and studious, always writing exams and failing until he realizes his true calling. "He was driving the scavenging carts. 'No theory here,' Elias used to say. 'This is the practical. I really like the work.' "

'The Pyrotechnicist' is Morgan, a man who made fireworks and who also liked to think of himself as a comedian. "He was the sort of man who, having once created a laugh by sticking the match in his mouth and trying to light it with his cigarette, having once done that, does it over and over again." When Morgan's house burned down thanks to his fireworks experiments, it was the prettiest fire in Port of Spain since the Treasury fire in 1933.

'The Maternal Instinct' is all about Laura and her eight children by seven different fathers. Laura gave our narrator his first lesson in biology.

'Love, Love, Love Alone' deals with Mrs. Christiani, alias Mrs. Hereira, and Toni. Boyee thought he saw Mrs. Hereira in one of the nice houses in Mucurapo when he used to deliver milk. She was too well-dressed, pretty and refined for Miguel Street. But when Toni began his beatings she would run out of the house screaming and after a while she returned to her husband, Mr. Christiani, and the nice house in Mucurapo.

Mr. Bhakcu, 'The Mechanical Genius', was obsessed with tinkering with cars, even one straight out of the showroom. "Bhakcu was also an artist. He interfered with motor-cars for the joy of the thing."

In 'Caution', Bolo the barber is always playing games of chance and won't believe it when told that he had won almost 300 dollars in the sweepstake. He tears up the ticket.

The American soldiers are in town in 'Until the Soldiers Came', and Edward turns American, even marrying "a tall and thin white-skinned woman," who eventually leaves him.

Eventually, Hat, who has been fond of injecting his views in other people stories, gets one of his own. 'Hat' is a poignant story. Our narrator is now 18, and everything changes.

And in the last tale, 'How I left Miguel Street', our narrator is no longer a boy. He's a man now, and working at the Customs office. The story opens with his mother telling him, "You getting too wild in this place. I think is high time you leave." And the story and the book culminate with him at the airport, about to embark on his way to England to continue his studies.

And there ends the collection of short stories — or novel, take your pick — giving diverse insights into the lives of everyday Trinidadians who lived on Miguel Street.

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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 2017		22	1110	12	0328
1	1835	23	1210	13	0417
2	1919	24	1309	14	0508
3	2003	25	1408	15	0601
4	2047	26	1455	16	0657
5	2132	27	1543	17	0755
6	2219	28	1629	18	0855
7	2307	29	1714	19	0955
8	2355	30	1706	20	1053
9	0000 (full moon)			21	1119
10	0044	**August 2017**		22	1242
11	0132	1	1928	23	1332
12	0220	2	2015	24	1420
13	0308	3	2102	25	1507
14	0355	4	2150	26	1532
15	0442	5	2239	27	1657
16	0530	6	2328	28	1723
17	0620	7	0000 (full moon)	29	1809
18	0717	8	0017	30	1856
19	0808	9	0108	31	1943
20	0907	10	0153		
21	1008	11	0240		

The Sky from Mid-July to Mid-August

by Jim Ulik

It's 1878. Thomas Edison begins serious research into developing a practical incandescent lamp and patents the gramophone (phonograph). He also develops the micro-tasimeter (infra-red detector). It is an instrument developed to measure pressure variations during changes in temperature. Used originally to analyze his telephone, the instrument also has the potential to improve thermometers and barometers. Then thoughts turn to using it to measure the heat of the stars and "weigh" the light of the Sun.

The search for planet Vulcan also continued into 1878. Mercury's orbit was irregular and scientists thought that another planet's gravity was the cause. This unknown planet was thought to be orbiting inside the orbit of Mercury close to the Sun. Detecting this object was of course very difficult because of the intensity of the Sun. Maybe this will be the year to find that elusive planet nine.

What do these events have in common? The total solar eclipse of July 29th, 1878. Thomas Edison accompanied two scientists to Wyoming to view the total solar eclipse and perform some measurements of the Sun's corona with his micro-tasimeter. Astronomers also realized that a total solar eclipse could be an ideal situation to find planet Vulcan because there wouldn't be any sunlight interfering with their observations. The path of the total eclipse arced from Siberia through Canada, the US, Cuba and into Puerto Rico. The western US segment had the longest totality phase. Astronomers positioned there had to search fast because the Sun would only be completely hidden by the Moon for three minutes.

As scientists are involved in their study of a total eclipse we can just sit back and enjoy the spectacular sight. Even if you are not able to be near the central track you will still see the Sun dim as the Moon passes in front of the Sun on August 21st. Have you ordered your pair of certified eclipse glasses or solar viewers yet? I am mentioning this early so you can plan ahead.

Sunday, July 16th

The Moon has reached last quarter and won't rise until after midnight. That makes it a good time to find the Summer Triangle. The bright stars that make up the triangle can be found in the northeast sky after 2000 hours. Vega, Deneb, and Altair form this asterism but actually belong to other constellations. Vega belongs to Lyra, Deneb to Cygnus, and Altair is part of Aquila. The first reference to this triangle dates back to 1839 in the *Atlas of the Starry Heavens*.

Monday, July 17th

The First Quarter Moon has just peaked over the horizon at 0017 hours. With a pair of binoculars you will find Uranus fully illuminated and slightly north and west of the Moon. Continue to look farther north and west to find the Andromeda galaxy rocketing towards us at 250,000 mph (402,000 km/h).

Thursday, July 20th

Look east in the predawn sky to find the Moon and Venus rising together in Taurus. Just above the twosome is the orange giant star Aldebaran. Just above the eastern horizon Orion is coming into view.

Friday, July 21st

The Alpha Cygnid meteor shower will reach its maximum rate of activity. Shooting stars associated with the shower are expected to be visible each night from July to August. The maximum rate of meteors expected to be visible is around five per hour.

Tuesday, July 25th

Low in the western sky after sunset, the constellation Leo is keeping company with a sliver Moon and a relatively bright Mercury. The heart of Leo, Regulus, is right next to and slightly dimmer than Mercury. Jupiter is the object shining bright in Virgo.

Wednesday, July 26th

The Alpha Capricornids are active from July 11th through August 10th and peaking July 26th into July 27th. There may not be a large quantity of meteors, but the shower can produce some very bright fireballs.

—Continued on next page

ÉTIENNE LÉOPOLD TROUVELOT

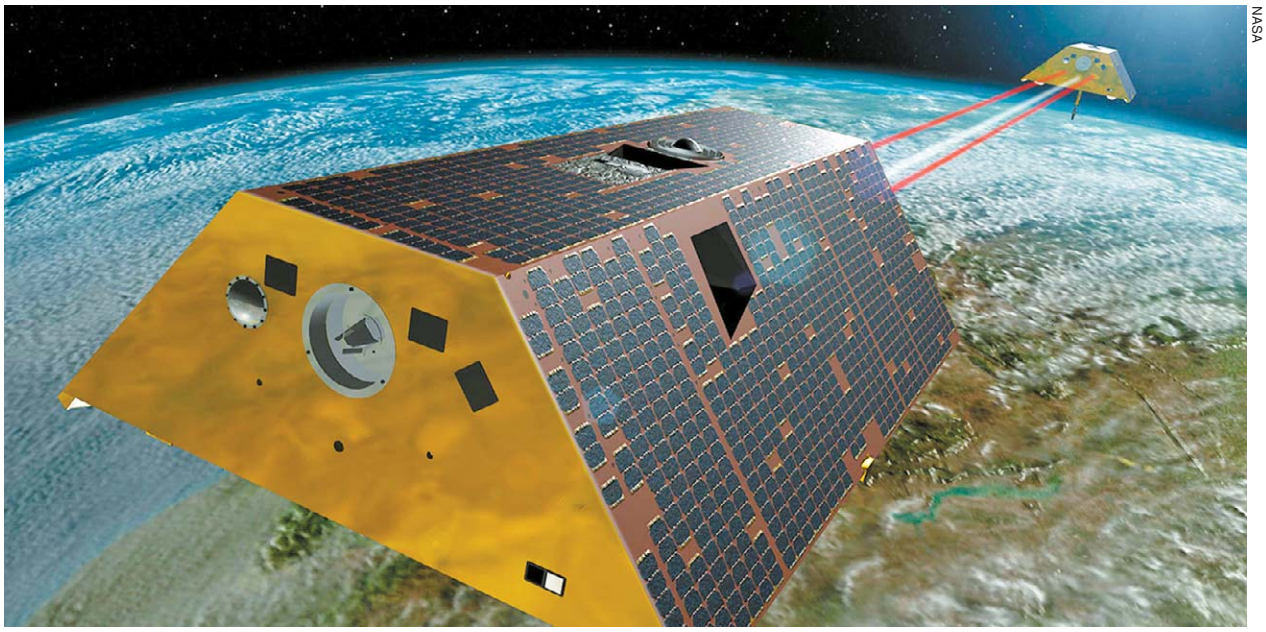


Total eclipse of the sun, July 29th, 1878, at Creston, Wyoming Territory. (Plate III from The Trouvelot Astronomical Drawings 1881-1882*)*

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—Continued from previous page


NASA

In the News

So far the funding for the Gravity Recovery and Climate Experiment Follow-on (GRACE-FO) spacecraft is continuing. The mission is a partnership between NASA and the German Research Centre for Geosciences (GFZ). The purpose of the mission is to track water movement across the planet Earth by monitoring changes in ice sheets and glaciers, underground water storage (ground water table), the amount of water in large lakes and rivers, and changes in sea level. Currently the instruments are being tested. GRACE-FO should launch in late 2017 or early 2018.

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

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

Left: Artist's concept of GRACE-FO, tracking the movement of Earth's water

Below: Projected path of the solar eclipse through the Caribbean. How much of it will you see?

Friday, July 28th

The Moon and Jupiter will make a close approach tonight in Virgo. There will be less than three degrees separating the pair, with Spica positioned south. Mercury can still be found just above the western horizon after sunset.

The Piscis Austrinids meteor shower occurs between July 15th and August 10th, with the peak occurring on July 28th. The number of meteors you might see from this shower is five per hour.

Saturday, July 29th

Today marks the 139th anniversary of the total solar eclipse of July 29th, 1878. A few amateur astronomers claimed to have seen Vulcan, but sightings of the planet could not be duplicated. So far, the only planet Vulcan in existence is written into the Star Trek series.

Sunday, July 30th

The Delta Aquariid meteors are expected to peak tonight. The shower is active from July 12th to August 23rd. The Delta Aquariids are expected to produce a maximum rate of 25 meteors per hour. Meteors will radiate from the constellation Aquarius.

The alpha Pisces Australids meteor shower also peaks tonight and may produce about five meteors per hour.

Wednesday, August 2nd

Saturn gradually closes in on the Moon as the night progresses. The celestial bodies will be closest shortly after they drop below the horizon.

Sunday, August 6th

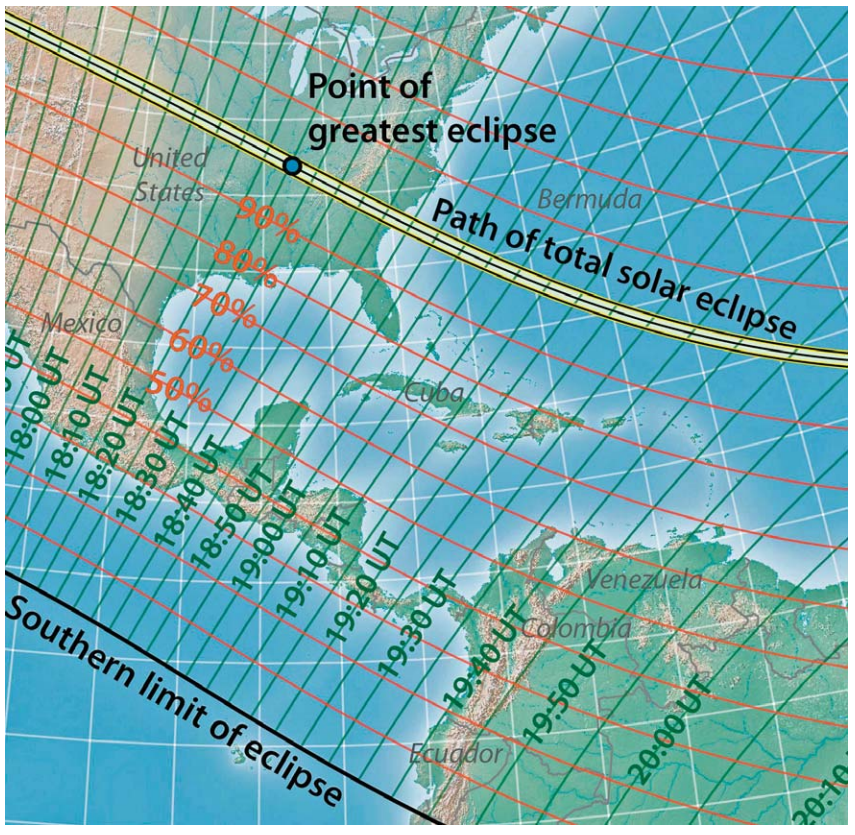
The Tau Aquarids meteor shower will reach its maximum rate of activity. Shooting stars associated with the shower are expected to be visible each night from July to August. The rate of meteors could reach eight per hour.

Monday, August 7th

The Full Moon is riding across the sky this evening on Capricornus, the goat-fish, a creature with the head and body of a goat and the tail of a fish. Tomorrow the Moon moves into Aquarius. There will be a conjunction between the Moon and Neptune on August 9th.

Saturday, August 12th

The Perseids meteor shower is active from July 17th to August 24th. The peak number of shooting stars should be tonight. Unfortunately the Moon is just passing the full phase so it will be difficult to see the expected rate of 150 to 200 meteors per hour. Moonrise is at 2216 and it will not set until 1051 on August 13th. A slightly better opportunity to see some meteors is after the Moon reaches third quarter phase on August 14th.



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Tide's Table

BY ROSS MAVIS

Chicken: EASY AND DELICIOUS

No matter what kind of day you may have experienced, it's always refreshing to stop for an easy lunch or supper. Underway or at anchor, ease of preparation is important when you are hungry and don't want to spend a lot of time in the galley.

Chicken is available nearly everywhere in the Caribbean, and surprisingly it's often more readily available than fish. A basic boneless chicken breast can be made into a delicious entrée with little preparation. With the addition of a coating of breadcrumbs, fresh or dried herbs, some spices and dried or grated cheese, you'll end up with a dish I guarantee you will love. Serve with a simple salad and *voila*!

Here's the lowdown on how to make a quick and easy lunch or supper extra special.

Lovers' Chicken

BREADING
- 2 Cups breadcrumbs
- 3 Tablespoons fresh parsley, chopped
- 1/2 Cup Parmesan cheese, grated
- 1/4 Cup Mozzarella cheese, grated
- 1 Tablespoon garlic powder
- 2 teaspoons paprika
- 1/4 teaspoon salt

CHICKEN
- 4 boneless chicken breasts
- 1/4 Cup flour
- 1 egg beaten with 1 teaspoon water
- 1 Tablespoon vegetable oil
- 1 Tablespoon fresh lemon juice
- 1 Tablespoon butter

Fresh parsley sprigs and lemon slices for garnishing

Mix together all ingredients for breading mixture in a small pan or dish and set aside.

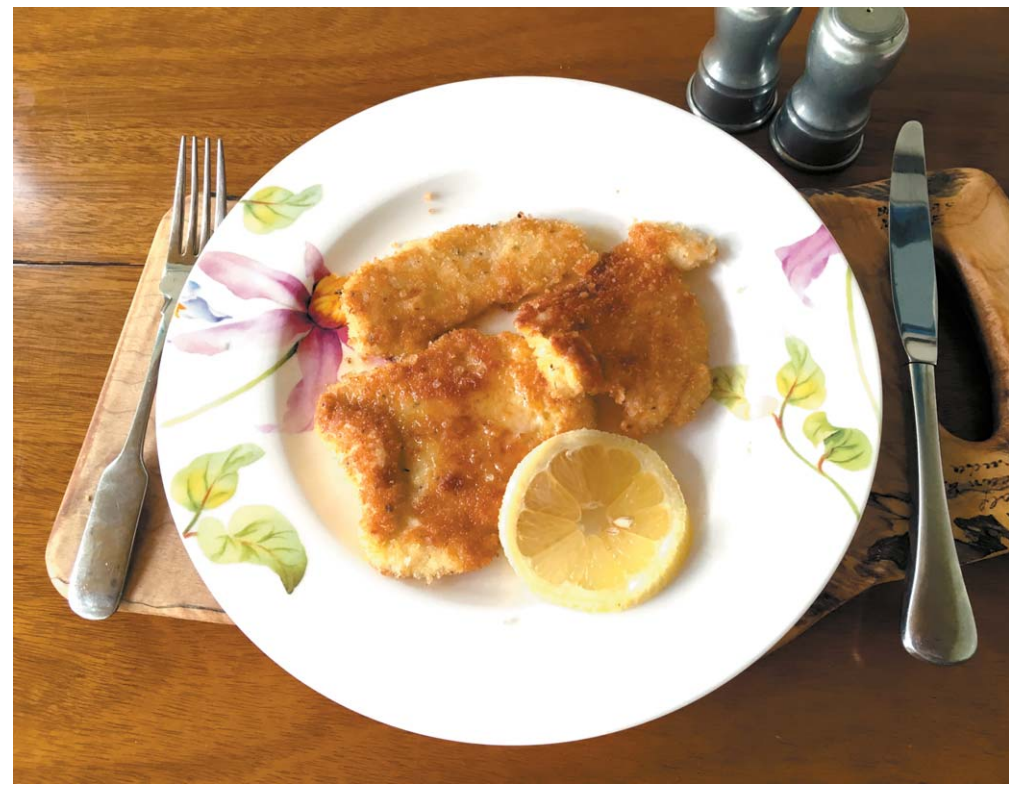
Flatten chicken breasts to about 1/4 inch thick by placing them between sheets of waxed paper and pounding firmly with rolling pin or empty wine bottle. Peel each flattened breast from paper and dredge in flour then dip both sides of breast in beaten egg. When well coated, place breast into breadcrumb mixture, covering thoroughly and pressing down firmly to coat chicken. Reserve for cooking. Repeat process with remaining chicken.

Spray a large non-stick frying pan with vegetable spray, add oil and place over medium heat. Sauté chicken breasts for two minutes on each side until golden brown. Check for doneness. Keep warm.

Add butter to hot frying pan and squeeze in lemon juice. Deglaze pan by stirring quickly with a wooden spatula. Pour bubbling lemon-butter sauce over chicken cutlets and garnish with parsley and lemon slices before serving. You'll be a lover of this go-to chicken recipe, guaranteed!

PS Ross's wife, Willa, tells us why this dish is named Lovers' Chicken: "This was the first dinner Ross cooked for me when we began dating. He called it Lovers' Chicken, and it worked. Years later my son cooked it for his first date with his soon-to-be wife. It worked again, and they've been married 17 years! It's definitely a winner."

Ross Mavis is a chef, food writer, cookbook author, and TV cooking show producer and host.





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WHAT KIND OF MESSAGE DOES THIS SEND?

Dear *Caribbean Compass*,

As victims of a vicious night-time attack and robbery on our yacht while anchored in the Tobago Cays in May 2016, we welcomed the news that concerned stakeholders met recently to address the issue, as reported in the April edition of *Caribbean Compass* (see www.caribbeancompass.com/online/april17compass_online.pdf, page 4).

At the time of our incident (see details below), the SVG Coastguard were the first on the scene but we were immediately taken to meet the Police on Mayreau, where evidence proved that the assailants had fled there. Within hours, three men had been arrested and charged.



CHRIS DOYLE

The Tobago Cays Marine Park Rangers and the Mayreau Security Patrol do their best to keep yachts in the park safe, and incidents such as the Mennems' experience are few, but lack of prosecution in crimes against yachts remains a real concern

A week later, once my husband's injuries had improved, we attended Court in St. Vincent in order to present our statements in front of a Magistrate. The case was then adjourned until the end of September. Since October, we have been trying in vain to get an update on the situation.

Six months later, and only through the intervention of the British High Commission in Barbados, was an update provided. The Public Prosecutor declared that there was not enough evidence to proceed. This was down to the fact that the Police made absolutely no effort to obtain any evidence; they did not attend the scene of the crime and therefore did not take any photos (we did that ourselves), no fingerprints were taken of the assault weapon and incriminating evidence that we found on the boat was dismissed. They were only interested in taking a statement from us.

Until the SVG Police Force and other Caribbean Police Forces are committed to taking crime and its investigation seriously, then the efforts of others who are dedicated to improving safety will be wasted.

It speaks volumes that no representative of the Police Force was present at the recent meeting to address such a serious issue and that a letter we wrote to the SVG Prime Minister has gone unanswered, despite his apparent concern when he contacted us the day after the incident.

What kind of message does this send out to the criminals?

Yours sincerely,
Chris and Sandra Mennem

Editor's note: At 2300 on May 25th, 2016, a British-flagged yacht was boarded by two masked men, one armed with a gun, the other a knife. The couple aboard was awakened by the noise of a speedboat's engine and, shortly after, by the noise of forced entry via their companionway, which had been closed and bolted on the interior.

After robbing the couple and injuring the man (he suffered head and face injuries, two fractured ribs and bruising; his wife was unhurt.), the intruders left the yacht after about 12 minutes on board. A third man, waiting in a speedboat alongside, sped them away.

The SVG Coastguard, contacted by a neighboring yacht, arrived quickly.

Three suspects were arrested and charged with multiple offenses and placed in police custody in Kingstown, St. Vincent.

Compass *has asked St. Vincent & the Grenadines' Minister of Tourism, the Honourable Cecil McKie, for a response to the Mennem's letter above. Minister McKie's response follows.*

WE CONTINUE TO PUT MEASURES IN PLACE

Dear *Caribbean Compass*,

The Government is cognizant of the importance of the yachting sector to our tourism industry and continues to put measures in place to address crimes in this sector.

These measures include:

- Dedicated patrol boats in Mayreau, Bequia, Wallilabou and Canouan by the St. Vincent and the Grenadines Coast Guard.
- Ongoing training for Waterfront Service Providers who interact with yacht visitors.
- Gazetted officers who are highly trained in investigating criminal activity.
- Conducting refresher courses for officers in crime prevention techniques so as to be proactive before crimes happen.
- The admission of video statements in court, which allows the expedition of court matters.
- The investment in modern and sophisticated equipment to conduct investigations, so as to aid in the thorough investigation of crimes.

The broad-based yachting sector stakeholder committee that has been recently established was represented at the highest level by the Hon Minister of Tourism, the Permanent Secretary in the Ministry of National Security and the high command of the St. Vincent and the Grenadines Coast Guard.

As you are aware, the Honourable Prime Minister is a known advocate locally, regionally and internationally for a more peaceful and secure world.

He has consistently appealed to locals, and in particular the minority among us, to be law-abiding citizens and for all Vincentians to be protectors of the good name and image of St. Vincent & the Grenadines.

Yachting being an important niche to our tourism product, the Government and the Ministry is totally committed to making St. Vincent & the Grenadines even more attractive, safe and comparable to the best destinations anywhere in the world.

Sincerely,
Honourable Minister Cecil McKie
Minister of Tourism, Sports and Culture
St. Vincent & the Grenadines

WE WANT TO HEAR FROM YOU!

***Dear* Compass *Readers*,**

We want to hear from YOU!

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

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

Send your letters to sally@caribbeancompass.com



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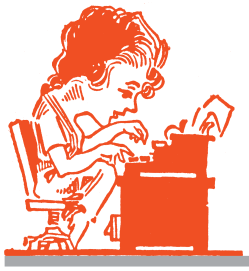
Read in Next Month's *Compass*:

Tricks for Solo Sailing

Some Salty Summer Reading

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... and much, much more!



Letter of the Month

NEIL LEWIS, A RESOURCEFUL MAN

Dear Compass Readers,

Neil Lewis, at age 83, has crossed the harbour bar for the last time and is off sailing in sailors' Valhalla, where the winds are fair, the seas calm and the anchorages uncrowded — or perhaps he is cruising the Canal du Midi in France enjoying the wonderful French ingredients enabling him to cook up his wonderful *cordon bleu* lunches washed down with excellent French wines, and entertaining people by singing folk songs in various languages.

Neil was a tough survivor. Each time disaster struck, he picked himself up and got on with life with no complaints. His life had some downs, a disaster, and many ups, some of which were most humorous. He was a real "old West Indies hand" — one of those who arrived in the Eastern Caribbean in the 1950s or early 1960s and spent the rest of his life in the islands.

He arrived in St. Thomas, USVI in the early '60s from Washington, DC where he had been supporting himself by plucking a guitar and singing folk songs in small coffee houses and night clubs. He was living on a houseboat in DC's Anacostia River when he decided to investigate St. Thomas.

He wandered into Yacht Haven, where he found an interesting group of sailors. Some were struggling with little money, trying to make it in the charter business. Others, with either private income or pensions, were just living on their boats and cruising the Virgin Islands.



TIM WRIGHT / INSET KATHERINE LEWIS

Neil Lewis was perhaps best known as the master of the Nevis-built charter schooner Alexander Hamilton

Accommodations ashore were hard to find and expensive. Neil spotted a run-down 38-foot V-bottom sloop, *Chiquita*, built in Puerto Rico and owned by Sparky of Sparky's Liquors. He enquired: she was for sale, the price was right, Neil bought the boat. I did not think much of it, but my good friend Jim Scott thought the boat absolutely beautiful. I asked "Why? She is a poorly built, non-descript V-bottom sloop." But Scotty pointed out, "Neil loves her, and any time I feel like earning a little money I drop by at about 1700. Neil invites me on board for drinks. I point out something that needs repair or replacement. He then asks me to do it — and a little more money in the cruising kitty! That boat is my meal ticket."

Neil started chartering *Chiquita*, not too successfully. He then bought *Selchie*, a double-ender of about 36 feet. Business began to look up. He then ran *Arawak*, an island sloop built by Ralph Harris of Nevis that came on the market after she had sunk and been raised; she had tanbark sails — picturesque, but the maintenance was considerable.

In 1964, *Iolaire* and my family and I moved to Grenada, so over the next few years I only saw Neil intermittently. In the late 1970s I visited St. Thomas. All my friends in the charter business there said the previous winter had not been good, and the bookings for the coming season were very slow. Then I ran into Neil and asked him how his business was doing. He said fantastic! He had had an excellent winter season that continued on moderately well during the summer. The fall and winter bookings were flooding in. I asked him how he was doing so well when other charter boats were not.

He replied, "They are all advertising in the wrong magazines: *Yachting, Rudder*, and the travel magazines." I asked him where he was advertising. He had sent just one press release to the *New York Times* travel section, in 1974, and that got the word out. "The hell with *bareboat* charters; I offer *bare bottom* charters. It has worked out fine, except I have had to put sunscreen on parts of me that have never seen the sun before."

Neil then sold *Arawak* and bought a Tortola sloop called *Sandy Cay* from Caneel Bay resort after the management decided they needed something fancier for their rich guests. In 1972, brothel operator Xaviera Hollander wrote a racy best-seller called *The Happy Hooker*. Neil painted *Sandy Cay* red, based her at Red Hook, and renamed her *Red Hooker*. He did his bare-bottom charters for a number of years before times changed and he resumed doing normal charters.

When we were sailing together on *Li'l Iolaire* in 2000 Neil told me that the interesting thing was that his bare-bottom charters were in the late '60s and early '70s, a period when group sex and all sorts of outlandish goings-on were taking place. Boats were having contests as to which boat could set the record sailing with the greatest number of naked sailors on board. The finalists were the 77-foot cutter *Sirocco*, owned for many years by Errol Flynn, and the 90-foot schooner *Antares*, which won, as being bigger she could simply squeeze more nudes on board. It was the era when the late Bert Kilbride, the famous diver of Saba Rock in the BVI, reportedly had two mistresses, Jackie 1 and Jackie 2, who knew each other very well. They would alternate a few months on, a few months off, taking care of and diving with Bert. But Neil said that, in contrast to the sexual freedom of the times, his nudist charter guests were extremely conservative: no sex on the boat, and in fact, they did not even talk about it!

In 1976 Neil decided he wanted a bigger boat, but a traditional West Indian boat, a schooner about 50 feet on deck that would carry about 20 passengers. He went to Nevis and talked to boatbuilder Ralph Harris, who had built *Arawak*. They discussed hull shapes, particularly bow shapes, using sketches in the sand. An agreement was made: a handshake, and the deal was done. The keel was laid in 1978. Construction was slow, well recorded by Neil and Jim Long's articles in Jim's *Caribbean Boating*, one of the first free sailing newspapers in the world.

Since the boat was being built in Nevis, it was logical to name her after Alexander Hamilton, who had been born on Nevis, raised in St. Croix and became the founder of the US Coast Guard and one of the most important people in the early history of the United States. *Alexander Hamilton,* which still races in area events such as the West Indies Regatta in St. Barts and the Antigua Classic Yacht Regatta, was the result. She was sketched in the sand and built entirely by eye — no half-hull model or construction drawing. The only plans were sketches of what Neil had to fit inside the hull that Ralph Harris built.

Neil talked about his project so much to US Coast Guard officers in St. Thomas that some of them visited Nevis and inspected *Alexander Hamilton* while under construction. Once the *Hamilton* arrived in St. Thomas, in December 1984, there was a long period of round and round with the USCG to get her licensed. But the local officers were very helpful, as they had seen the boat being built. They thought it would be unique to have a traditional West Indian schooner carrying passengers in the USVI. Instead of the standard "six pack" license, the *Hamilton* was licensed to carry 34 passengers.

Hamilton quickly became a popular charter boat, a picturesque local schooner that actually sailed, featured gourmet lunches, and went to nice anchorages with good swimming.

All went well, until one day in 1986. Off Little Tobago, while showing his charter party King Rock, now locally known as Lewis Rock, Neil managed to hit it. The *Hamilton* opened up and started to sink fast. A "mayday" went out, Neil headed to Little Tobago, and all the passengers were made safe — but *Hamilton* sank in five fathoms. Boats, divers with lift bags and pumps descended on the wreck. Luckily there was no ground swell. *Hamilton* was filled with air bags, pumps were going, she floated, and was towed back to St. Thomas and lifted out on the Antilles Yachting Services travel lift. The time from sinking to in-the-lift was only 24 hours. In a few weeks *Hamilton* was back in operation.

In 1988 Neil lost his wife Genevieve. She was taking their dog for a morning walk when she and a young man on his way to work were killed by a nut case with a machete. This would have destroyed most men completely, but Neil showed great courage in managing the tragedy with dignity and his characteristically philosophical attitude towards life, and soldiered on running his charter boat, specializing in taking people from Red Hook, St. Thomas to his own private mooring between Congo and Lovango Cays. It was an easy four-mile very close reach, or hard on the wind but with little or no tacking, to the mooring, and a glorious broad reach home. The permanent mooring saved him the hassle of dropping and picking up the anchor. Neil specialized in entertaining his guests with great stories and witty repartee, teaching folks to snorkel and allowing them to relax while preparing a fabulous luncheon. (He was an excellent free-diver. When sailing with me once on *Li'l Iolaire* we had anchored off Bitter End and fouled our anchor on something so big that even with the sheet winch we could not budge it. So Neil donned face mask, snorkel tube and fins. On the second dive all was clear. I checked the fathometer: he free-dived 60 feet at age 63.)

In the late 1980s Neil met a woman named Katherine. She started occasionally sailing on *Hamilton*, eventually became regular crew, then Neil's partner and ultimately his wife.

In 1995, they were planning a long cruise aboard *Alexander Hamilton,* southward, out of the hurricane zone. However they had only reached St. Croix when WAH, the St. Thomas radio station on Crown Mountain that had excellent range, informed them that Katherine's father had passed away. They headed back to St. Thomas as Hurricane Luis was approaching. With the help of local friends, particularly Chris Nye of Custom Canvas, Neil got *Hamilton* into the Lagoon, and well anchored. She survived Luis.

Unfortunately, shortly after Luis, Hurricane Marilyn sprang up and headed for St. Thomas, Neil squeezed *Hamilton* into the little mangrove-lined cove in Mandahl Bay (see *Street's Guide to Puerto Rico, the US and BVI*, page 112) and secured her for the hurricane with her bow into the mangroves and four stern anchors out. Unfortunately *Hamilton* broke adrift when a "bareboat bomb" dragged down on her anchor lines. Then *Hamilton* swung into another boat. Both boats were damaged. The owner of the boat onto which *Hamilton* dragged claimed that *Hamilton* was poorly moored and thus liable for the damage sustained. The Lloyds underwriter (organized through Iolaire Enterprises) who insured *Hamilton*, rather than getting involved in a long legal case in the USVI courts, paid out for the damage to both boats! Neil refloated *Hamilton*, got her engine going, brought her back to Red Hook, cleaned her up and repaired her. The *Hamilton* was put up for bid and sold by the insurance company. She is now based in English Harbour, Antigua. Neil did another year of chartering in the Virgin islands on a leased vessel, the *Jolly Rover*.

Neil and Katherine flew down island to be married by Pere Andre Ozon, his late wife Genevieve's cousin, on December 1st, 1995, at the Catholic church of Notre Dame du Sacre Coeur on Martinique.

Neil wanted to see other parts of the world, so he bought a motorized Dutch canal barge, *Peniche Berendina*, built in 1923. From 1998 to 2004, he and Katherine ran very successful cruises on the Canal du Midi in France. The cruises featured his *cordon bleu* cooking, folk singing and guitar playing.

Through the years, Neil built two small apartments on the lower level of his house, which formed a good pension plan for him and Katherine in his old age. In 2014 he was diagnosed with cancer. He fought it valiantly. He thought he had won the battle, but then in 2016 was diagnosed with an inoperable brain tumor. He lived at home until his death on April 29th, 2017. As per his wishes, he was cremated and his ashes were spread on the waters off St. Thomas, where he had lived and sailed for 55 years.

Next time you are having a really fine meal on board a boat, hoist a glass of good wine to Neil Lewis, sailor, diver, excellent cook, entertainer with song and guitar, a resourceful man who did many different things to make money, enjoy himself and entertain people. He lived a full life right up to his departure on his voyage to sailors' Valhalla.

Don Street
Glandore, Ireland

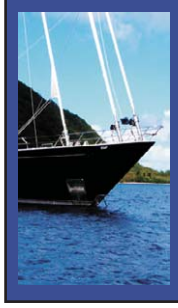
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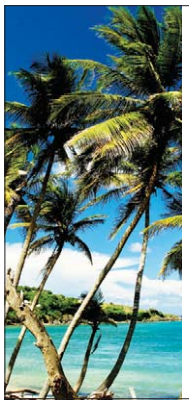
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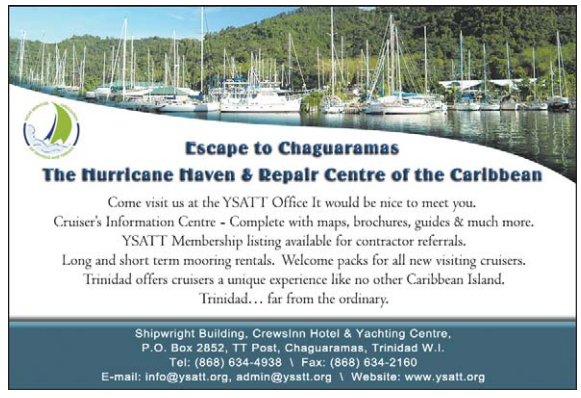


Trinidad





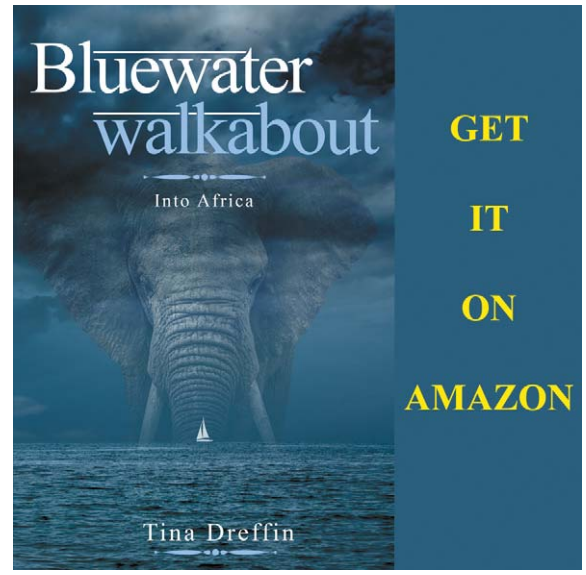




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2011 Lagoon 500
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2010 Knysna 480
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2007 FP Salina 48
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2004 St. Francis 44
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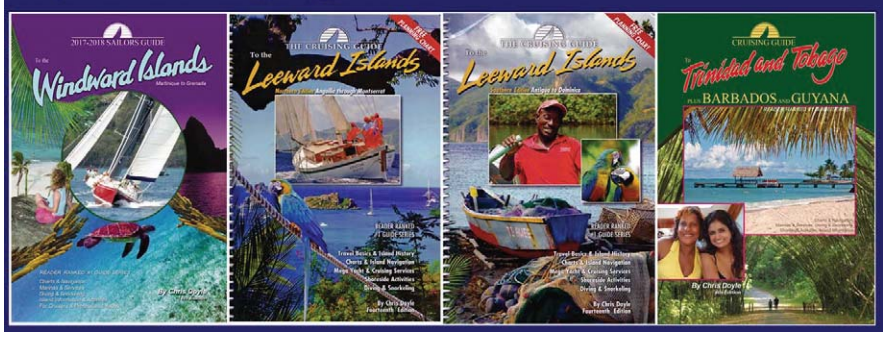


2008 Lagoon 420
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CALENDAR

JULY

1	Firecracker 500 race, BVI. West End Yacht Club, martin@sailsistership.com
1	Public holiday in Suriname (Emancipation Day)
2	Public holiday in Curaçao (Flag Day)
3	Public holiday in Cayman Islands (Constitution Day)
4	Public holiday in Puerto Rico and USVI (Independence Day). St. John, USVI Carnival
4 - 10	Aruba Hi-Winds Kitesurf event, www.hiwindsaruba.com
5	Public holiday in Venezuela (Independence Day)
9	FULL MOON
9	Barbados Cruising Club Regatta, www.barbadoscruisingclub.org
10	Public holiday in the Bahamas (Independence Day)
10 – 11	St. Vincent Carnival, www.carnivalsvg.com
13 – 1 Aug	Tobago Heritage Festival, http://tobagoheritagefestival.com
14	Public holiday in French islands (Bastille Day); yole races in Martinique, http://yoles-rondes.net
14 – 18	St. Lucia Carnival, www.luciancarnival.com
21 – 23	Culebra Cup Regatta, Puerto Rico. BRISA, smileandwavesailing@gmail.com
21 – 23	Sea & Salsa celebration, Virgin Gorda. Bitter End YC, http://beyc.com
23 – 26	Select Yachts Grenada Charter Show, www.selectyachts.com/grenada-charter-yacht-show-2017
24	Public holiday in Venezuela (Simón Bolívar's Birthday)
25	Public holiday in Puerto Rico (Constitution of Puerto Rico Day)
25 – 27	Public holiday in Cuba (National Revolutionary Festival)
30 – 6 Aug	Around Martinique Yoles Rondes race, http://yoles-rondes.net

SUZANNE WENTLEY



AUGUST

1	Public holiday in many places (Emancipation Day)
2	Carriacou Regatta Cruisers' Potluck Barbecue & Raffle, Carriacou, www.carriacouchildrenseducationfund.org
3	Annual Carriacou Children's Education Fund Flea Market & Auction, www.carriacouchildrenseducationfund.org
4 - 7	Carriacou Regatta Festival, grenadagrenadines.com/plan/events
7	FULL MOON
7	Public holiday in Barbados (Grand Kadooment parade), Grenada (Emanicpation Day observed) and Jamaica (Independence Day observed)
7 – 8	Carnival in Antigua & Barbuda. and in Nevis
7 - 9	Public holiday in BVI (Emancipation Festival)
7 - 10	Fiesta del Mar, Santa Marta, Colombia
10	Public holiday in Suriname (Indigenous People's Day)
11	Public holiday in Anguilla (Constitution Day observed)
14 – 15	Grenada Carnival, www.grenadagrenadines.com
15	Public holiday in Haiti (Assumption Day)
16	Public holiday in Dominican Republic (Restoration Day)
18 – 20	Aruba International Regatta, http://aruba-regatta.com
18 - 21	Round Grenada Regatta. Petite Calivigny Yacht Club, www.pcycgrenada.com
19	Carib Great Race (powerboats) from Trinidad to Tobago
20	Windward Cup Mini-Regatta, Carriacou
24 – 27	Food & Rum Festival, St. Lucia, www.evensi.com/food-amp-rum-festival-st-lucia
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

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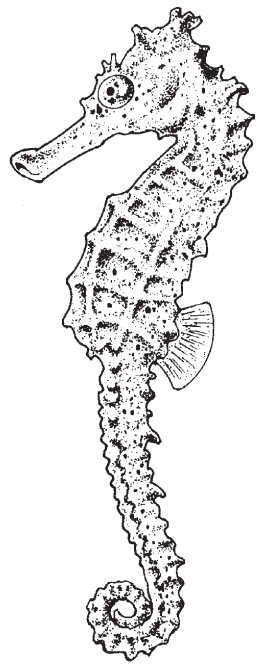
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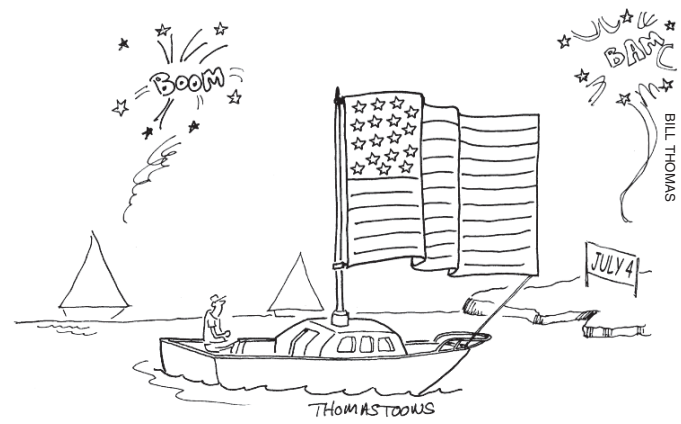
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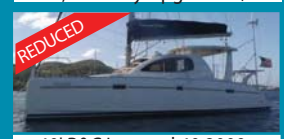
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