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COMPASS
MARCH 2016 NO. 246
The Caribbean's Monthly Look at Sea & Shore

GRENADA SAILING WEEK 2016

See story on page 20



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MARCH 2016 • NUMBER 246



CENTER FOR COASTAL STUDIES

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COMPASS CARTOON



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I'm saved — it's a GPS!

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Cover Photo: It was Caribbean racing at its best for boats ranging from J/24s to Farr 65s, from Racers to Cruisers and from Fun Class to Classics — all at Grenada Sailing Week 2016! See story on page 20



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

After moving to Trinidad many years ago and refurbishing a Sparkman & Stephens 34 called *Morning Tide* so that I could participate in Caribbean sailing events, I soon became familiar with *Caribbean Compass* magazine because it contains excellent and detailed regatta reports. Some years later I sold *Morning Tide* and purchased a Frers 43 now called *Jaguar*, a yacht that had successfully competed in the Sydney Hobart Race. Now we race *Jaguar* at regattas in Grenada, Bequia, Guadeloupe and Antigua almost every year. My crew and I review *Caribbean Compass* every month to get local sailing news.
— Peter Morris

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

Info & Updates



Tax Now Applied to Yacht Services in T&T

As of February 1st, by order of the government of Trinidad & Tobago, Valued Added Tax (VAT) at 12.5 percent must be applied on all goods and services related to yacht storage, haulout, docking and so forth provided in Trinidad & Tobago.

Between 1989 and now, goods and services supplied to visiting yachts were duty- and VAT-free, because the goods and services are considered exports since the yacht would be leaving the country.

Since learning of the VAT order, which was reportedly made without stakeholder consultation, people in the T&T yacht services sector have spent a huge amount of time objecting to it through the various government ministries, but as this issue of *Compass* goes to press it has not yet been reversed. Meanwhile, even with the addition of VAT, rates for yacht services in T&T are still competitive.

Anchoring Bans in Canouan Permanent?

On February 2nd, a Notice to Mariners was issued by the St. Vincent & the Grenadines Department of Maritime Administration banning anchoring in two bays on the island of Canouan, and also banning kite surfing in one of them.

—Continued on next page

SAILORS GUIDE TO THE WINDWARD ISLANDS





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AMD
Chaguramas

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Wilsons' Cruzan Canvas
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DOYLE CARIBBEAN

—Continued from previous page

Notice to Mariners SVG 001/16 prohibits anchoring in L'Anse Guyac, better known to sailors as Corbay, and on the east coast of Canouan between 12°41.6'N and 12°43.2'N and 61°18.65'W and 61°19.5'W. Kite surfing is also prohibited on the east coast. L'Anse Guyac remains accessible to local fishing vessels, and to snorkelers and scuba divers.

Cruising guide author Chris Doyle points out that, "I consider L'Anse Guyac/Corbay to be the most secure anchorage in Canouan and I have ridden out much bad weather here. Forbidding its use presents a safety issue for yachtspeople visiting the island when weather conditions make the other anchorages untenable."

In light of the fact that Corbay is virtually the only safe anchorage on the western side of the island when violent downdrafts or northerly swells make Charlestown Bay unpleasant or even untenable, *Compass* asked Maritime Administration Director David Robin, a former Coast Guard Commander, whether yachts need to be advised to bypass Canouan entirely in those weather conditions. Commander Robin tells *Compass*, "The situation of seeking safe harbor is wholly recognized by the principle of *force majeure*: yachts can use the anchorage if it is a question of safety. The Shipping Act is clear that the SOLAS (Safety Of Life At Sea) principle applies." He added that the test of *force majeure* (the customary international right of ships to seek refuge in ports) would be in respect of each vessel on a case-by-case basis, as conditions or situations that are safe for one vessel might not be safe for another.

Since safe yacht anchorages and great kite-boarding spots are natural resources that marine-tourism economies can ill afford to lock away forever from those who would properly use them, *Compass* also asked Commander Robin whether the anchoring and kite-boarding ban would be permanent or not. He replied, "All Notices to Mariners have a life span. Some Notices apply only for a day or two, others longer. This Notice to Mariners should have included the words 'until further notice'."

See related article on page 36.

Yacht Boarded, Skipper Shot off St. Croix

Michelle Abbate reports: Departing on January 1st from the Bahamas, my companion, Guy Briffa, was sailing solo in order to bring our monohull. *Arc en Ciel*, to Guadeloupe for haulout. On Friday, January 15th, he stopped to rest in a small protected anchorage in the southwest of the island of St. Croix, USVI. On the following day, he started at 1100 to leave the anchorage by motor. Half an hour later, at 17°40.353'N and 64°42.784'W, still under engine, he saw a big fishing boat with three young men. They became aggressive immediately.

Two of them went by force onto his boat screaming "drugs, money". Guy told them he had nothing. In anger, the first one gave him a punch in the face and stabbed his left leg with a machete and went down inside the boat. The second continued to menace Guy. Finding nothing except electronics in the saloon and cabins, the first came back up, and told his henchman to leave quickly. The second pulled out a huge gun and aimed at Guy's right thigh, hitting him in the femur. All three left, leaving Guy bleeding profusely.

Guy was able to get help by will power alone because he knew he was in danger, having already lost a lot of blood. He tried to get up to reach the VHF but saw with horror the top of his leg parted in all directions, making him howl with pain.

The engine was still running. Sitting in the cockpit, he made a turn to get the boat to the nearby Hovensa industrial port. The harbor was empty; nobody on the horizon. He was able to come alongside a huge tug because luckily the yacht's superstructure got stuck in the tug's lines. He threw whatever came to hand — winch handles and other gear — to alert someone to his presence. Finally three-quarters of an hour later, one of the sailors came out of the tug and was able to inform the police and ambulance — approximately three hours after the start of the attack.

Guy was brought immediately to the hospital, leaving the boat on site under the responsibility of the police. According to the surgeon he narrowly escaped death from loss of blood, and especially because the bullet did not hit the femoral artery. Thank you to the entire medical team of Governor Juan Hospital, especially surgeon Dr. Ross; Head of Orthopaedics, Dr. Pedersen; and all the nurses and nursing assistants who were to care for and cheer him and relieve his terrible pain.

—Continued on next page



Singlehanding French sailor Guy Briffa was shot by robbers near the Hovensa refinery on St. Croix's seldom-cruised south coast. Local sources advise avoiding the area



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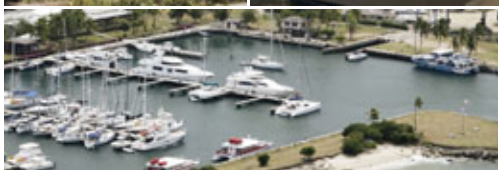
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Arriving on January 19th, I was able to repatriate him to the hospital north of Marseille where he is now, and after his departure, put the boat on the hard on the island for six months. He has had surgery twice and is still suffering greatly. Doctors talk about three or four months before he might regain the use of his leg, if everything falls into place properly.

Editor's note: Contacts in St. Croix say that few yachts frequent that part of the island's south coast, and advise skippers to avoid the area, especially if traveling alone.

Caribbean Climate Change Crystal Ball

We received this information after our Caribbean Eco-News for March was completed, but wanted to share it with you.

Modern weather prediction lets us know what the conditions are likely to be tomorrow or even next week. But what about in the next four generations?

The Caribbean Community Climate Change Centre coordinates the Caribbean region's response to climate change, working on effective solutions and projects to combat the environmental impacts of climate change and global warming. It provides climate change-related policy advice and guidelines to the Caribbean Community (CARICOM) Member States through the CARICOM Secretariat and to the UK Caribbean Overseas Territories and is archive and clearing house for regional climate change data and documentation.

Here's what projections from the CARICOM Climate Change Centre tell us that the Caribbean region can expect around the year 2100:

- Sea level 100 centimetres (40 inches) higher (see related story on page 27)
- Average annual air temperature roughly 1.5°C (2.7°F) warmer
- Sea surface temperature possibly 2°C (3.6°F) warmer
- Total annual rainfall decreased by 20 percent in most CARICOM countries
- Less frequent but stronger storms

For more information see www.caribbeanclimate.bz

See related story on page 27.

Welcome Aboard!

In this issue of *Compass* we welcome new advertisers Plantation House Hotel of Bequia, on page 52; Grenadine Escape of St. Vincent, on page 25; and Slurpy Sewage Pumpout Service of St. Maarten, in the Market Place section, pages 49 through 51.

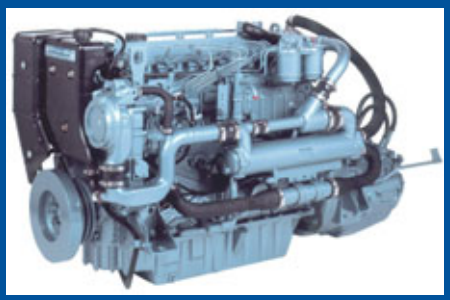
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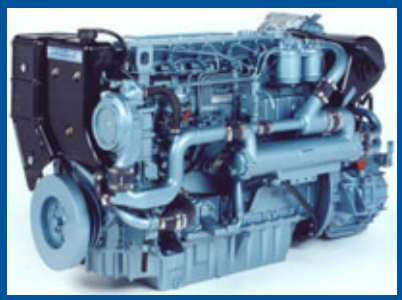
Caribbean beachscapes like this one at Isla Blanquilla in Venezuela will undergo changes as our climate gets hotter and drier and sea levels rise

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BUSINESS BRIEFS

LIAT Supports Caribbean Sailing Association

The Caribbean Sailing Association (CSA) has announced a new partnership with LIAT, The Caribbean Airline. The agreement will see LIAT supporting CSA initiatives across the region throughout 2016. Chief Executive Officer David Evans said LIAT has a long history of working with sporting associations and sees this as part of its civic duty. "The partnership between LIAT and the Caribbean Sailing Association is a natural one. We are both organizations working with people moving within and across the Caribbean region," Mr. Evans said. "We're delighted to be able to support the CSA's efforts to grow sport in the region with a particular focus on youth development."

While the Caribbean Sailing Association's mission relates specifically to promoting sailing within the Caribbean region, LIAT will partner with the CSA to help move sailors and CSA officials by air when movement by sea is too slow to meet their needs.

Kathy Lammers, President of the Caribbean Sailing Association said: "We're delighted with the new partnership with LIAT. The CSA has focused more heavily on youth development in recent years and the LIAT partnership will allow us to provide more assistance to qualifying youth teams to participate in regional events such as the Caribbean Dinghy Championships, which will take place in October. Without the support of LIAT and the CSA, some of those youth teams may not be able to participate due to the costs involved. We're very grateful to LIAT for its support."

Visit http://caribbean-sailing.com for more information on the CSA.

For more information on LIAT see ad on page 10.

Island Water World & Suppliers Sponsor Lifejackets for Kids

Thanks to the contribution of Island Water World, Spinlock and Essilor, the participants of the Kidz At Sea Program in St. Maarten will all be able to wear new, high-quality lifejackets during sail training and regattas.

Island Water World, a longtime supporter of the Kidz At Sea Program, secured the sponsorship with Spinlock, one of their suppliers. Spinlock's ultra-lightweight lifejackets are ideal for sailing as they are less bulky than certain models, making it easier to move around the boat swiftly.

"All kids involved in the program can swim, but the lifejackets provide an additional safety feature when sailing in strong winds and high seas. Fun and safety are the most important aspects of the sailing program. When conditions become a bit more intense, the lifejackets are a sensible addition to the sailing gear as the kids are still learning about boat handling, and we don't want to take any unnecessary risks. Besides, some kids actually prefer the lifejackets; wearing a lifejacket makes them feel more secure and therefore more comfortable to sail and race hard!" explains President of Kidz At Sea, Garth Steyn.



Kidz At Sea president, Garth Steyn, and treasurer, Lorraine Talmi, try out the new life jackets

For more information on Island Water World see ad on page 56.

Clarkes Court: Experienced Service Providers and No VAT

Arlene Telesford reports: Get going with our available services at Clarkes Court Boatyard & Marina in Grenada this season. Why?

For major repairs or routine maintenance, Clarkes Court Boatyard & Marina have the mix of approved subcontractors providing on-site services to meet clients' needs. We've also got engineers and technicians with years of experience, such as North Yacht Shop, a product provider with 30 years in the marine industry; Palm Tree Marine for marine mechanical services (32 years) and marine electrical (30 years); Driftwood for marine woodwork (14 years); Turbulence for sailmaking (25 years), rigging, canvas and hydraulics (15 years); XMarine for composite and fiberglass work (25 years) — and so much more. Clients can experience these services by booking a haulout with CCBM this season.



At CCBM we have no surcharge on owners' work, neither do we have any surcharge on subcontractors' work. There is no VAT (Value Added Tax) charged on yacht services at CCBM Grenada, and that's a fact!

—Continued on next page

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One client wrote after receiving service from one of our approved subcontractors and doing his own antifouling, "This was simply a great experience. Friendly, professional, and the pressure wash they did on the bottom at haul was amazing — far beyond expectations."

As we are a new yard in the Southern Caribbean, clients might ask, "Why should we book there?" Well, the proof of the pudding is in the eating and we've made it easy with our specials for clients to put us to the test. Inquire today about our March Madness discounts that will have you singing, "Gonna make it a haulout to remember — get ready!"

Clients can send their inquiries to info@clarkescourtmarina.com.

For more information on Clarkes Court Boatyard & Marina see ad on page 22.

St. Kitts Marine Works Increases Sponsorship in 2016

Norjah Witter reports: St. Kitts Marine Works is pleased to be doing sponsorship activities. Our CEO, Regiwell Francis, has recently donated technologically advanced crime-fighting kits to the Royal St. Christopher & Nevis Police Force respectively. Both units were extremely happy to receive these devices. Mr. Francis said, "St. Kitts Marine Works is pleased to hand over the units; they will enhance the Police Force's crime-fighting capability through surveillance, reconnaissance and deterrence." Mr. Francis also said that with this gift, training will be provided for six individuals. Acting Police Commissioner Stafford Liburd said, "This donation from St. Kitts Marine Works is appreciated. Over the years the Police Service has benefited from the generosity of our corporate citizens, and to see a new partner supporting the efforts of the Police Service is encouraging."



Acting Commissioner Liburd accepts crime-fighting kits from St. Kitts Marine Works' CEO, Regiwell Francis

St. Kitts Marine Works also recently donated three thermal imaging devices to the St. Kitts Fire Department, and we have also sponsored the netball team in the community several times in kind. We would like the public to know that we believe in community building and St. Kitts Marine Works is pleased to be a part of such.

For more information on St. Kitts Marine Works see add on page 31.

Clear In and Dine Out at Blue Lagoon, St. Vincent

Extended hours at Customs and new restaurant management make Blue Lagoon Hotel & Marina in St. Vincent more inviting than ever!

Effective from February 1st, the Customs Office at Blue Lagoon Marina is now operational from 9:00AM to 6:00PM daily to facilitate vessels arriving or departing throughout the day.

Also now operational at Blue Lagoon Hotel & Marina is The Loft Restaurant and Bar, open from 6:30AM to 11:00PM daily. Enjoy breakfast, lunch or dinner, or simply have drinks at the bar overlooking the marina. Call (784) 458-4308 or 456-8739 extension 5007 for reservations.

For more information on Blue Lagoon Hotel & Marina see ad on page 20.

'Greening' IGY Rodney Bay Marina, St. Lucia

Six months on, both IGY Rodney Bay Marina and Greening the Caribbean are proud to see their partnership burgeon into a success. When IGY Rodney Bay Marina and Greening the Caribbean partnered in August 2015, the marina became the first in the Eastern Caribbean to implement an integrated solid waste management policy and practice (i.e. a recycling programme). The marina is currently still the only one in the area with such a programme.

The reasoning behind such a partnership was only natural, since Rodney Bay Marina was already being guided by a philosophy of good corporate citizenship, respect for the environment and sustainability.

On a monthly basis, an average of four percent of the marina's solid waste is being redirected away from landfill to recycling/reclamation. On the surface this percentage might seem meagre, however in actual physical terms it is surprisingly substantial. Over the last six months alone more than six tonnes of solid waste material has been recycled.



Left to right: Vernon Wells (Groundsman), Kendall Sonson (Maintenance Manager), Sean Devaux (Operations Manager) and Paul Ash (General Manager)

Both the founder of Greening the Caribbean, Wayne Neal, and the General Manager of IGY Rodney Bay Marina, Paul Ash, are hoping that the success of the project will trigger some form of emulation both within the private sector and the public sector, which in turn will propel St Lucia to a more sustainable future.

For more information on Rodney Bay Marina see ad on page 34.

Bequia Plantation Hotel Now Open

Bequia Plantation Hotel's new owners and management have announced its soft opening phase as the second largest hotel on the beautiful island of Bequia. Originally the Sunny Caribbee Hotel, and later known as Plantation House, the seaside property with its beautiful grounds has a long history of hosting glamorous guests. It spans over 18.85 acres located in a prime position on the shore of the large and well-protected deep-water natural harbor of Admiralty Bay. With access by road directly to the beach from the main road, or by foot along the Belmont Walkway, there is no better location for harbour views, swimming in calm waters, and proximity to boutiques, shops and the quaint little town of Port Elizabeth.

—Continued on next page

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Why Bequia Plantation Hotel?

- Safe and secure dinghy dock
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- The world-famous Princess Margaret Beach is just around the bluff; five minutes in a water taxi or walking
- One minute's walk from the nearest restaurants and a few minutes more to the quaint town of Port Elizabeth
- Excellent base for Bequia's annual Easter Regatta
- Beautiful pool on site
- The perfect match with a week's sailing the Southern Grenadines – ask about sailing packages
- Destination Weddings and Honeymoon packages
- Special offers: Room rates from US$200 per night, based on double occupancy and inclusive of breakfast and taxes.

For more information see ad on page 52.

Liferaft & Inflatable of St. Lucia Joins Ocean Safety Network

Ocean Safety, specialists in the worldwide supply, distribution, service and hire of marine safety equipment, have appointed a service station on St. Lucia.

Liferaft and Inflatable Centre Ltd, based in Rodney Bay, has been awarded the full Approved Service Station status following completion of a rigorous one-week training course with Ocean Safety. The service station is now certified to service a wide range of safety equipment supplied by Ocean Safety, including the Jonbuoy range of man overboard equipment, Kru lifejackets and Ocean Safety's leisure and SOLAS ranges of liferafts.



Steve Bockett with Deborah and Mikel from Liferaft and Inflatable Centre Ltd

Popular with visiting cruising yachts, and the finish line destination of the hugely successful annual ARC rally across the Atlantic, Rodney Bay in St. Lucia is one of the Caribbean's busiest hubs for sailors and their needs.

Steve Bockett, Ocean Safety's Training Manager says, "We are continuing to build on our global service station expansion program and we are delighted to welcome another addition to our growing portfolio. By increasing the number of our centres in the Caribbean we are providing extra choice and convenience in the region."

Liferaft and Inflatable Centre Ltd also specializes in offering repair facilities for inflatable dinghies and stroke tenders up to ten metres.

For more information see ad in Market Place section, pages 49 through 51.

Sea Hawk Paints Sponsors St. Maarten Heineken Regatta

Sea Hawk Paints and the St. Maarten Heineken Regatta, which runs March 3rd through 6th, celebrate five years of partnership. Sea Hawk Paints, which has developed a line of antifouling specifically for the conditions of Caribbean waters, has been a presenting sponsor since 2012.

For many boat owners, antifouling is a concern, especially in the Caribbean. With a large variety of choices, it's important to find the product that best suits your needs. That's why Sea Hawk Paints has developed the "Islands Family" line, purposely formulated for tough tropical waters. There are three main products: Islands 44, Islands 77 and Islands 99. This is a range of products that will accommodate all Caribbean sailors. The Islands Family line can be found on St. Maarten at Budget Marine.

For the regatta organization, teaming up with like-minded sponsors is key to the success and advancement of the event. Partners like Sea Hawk Paints make it easier to run the regatta, as they understand the needs of sailors, and can offer solid support to make sure that the event runs as smoothly as possible. Whether it's providing products or tents, Sea Hawk has been open to almost any request from the first day of their sponsorship.

"Having a sponsor that understands your target group is crucial. We know that they understand the environment we are working in and the sailors we encounter. We have had their support for five years now and we hope that this remains the case for many more years to come," says Michelle van der Werff, Regatta Director. "Sea Hawk Paints has also assisted in promoting the event in the USA as well as in Europe, by distributing flyers for the event at their stands during trade and boat shows. This type of promotion is crucial to the event and confirms why it is so important for the event to have mainland-based partners."

Visit www.heinekenregatta.com for more information about the regatta.

For more information on Sea Hawk Paints see ad on page 11.

St. Lucia's Jus' Sail Receives Global Tourism Distinction

The World Travel & Tourism Council (WTTC) has announced the 15 Finalists for its 2016 Tourism for Tomorrow Awards in the five categories: Community, Destination, Environment, Innovation and People. The 15 Finalists, which were chosen after a rigorous judging process, showcase the highest level of sustainability practices within the travel and tourism sector. The Tourism for Tomorrow Awards programme celebrates business leadership that works towards a more sustainable future of our sector by educating and inspiring governments, travellers and other tourism businesses. The 2016 Awards saw applications from 62 countries across all continents.

Jus' Sail, a sailing charter company based in Rodney Bay Marina, St. Lucia, is extremely proud to be one of three finalists in the "People" category of the WTTC "Tourism for Tomorrow Awards" and the only Caribbean business among the 15 finalists.

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The owners of Jus' Sail — husband and wife team James and Pepsi Crockett — entered the awards to highlight the work of Jus' Sail in youth development through the Jus' Sail Youth Training Programme, which empowers unemployed youth and helps them gain employment through training, certification and work experience, with the goal being full time employment and a significant increase in awareness of local environmental issues, self-confidence, self-esteem and focus upon building a rewarding and satisfying career. To date Jus' Sail have approximately 25 alumni working in various businesses across the marine sector and wider tourism industry in St. Lucia. The benefits of the programme are, however, wider reaching than just work within the yachting industry, with graduates being better able to utilize transferable skills in any occupation.



James Crockett comments, "If the populations of the islands are to maximize their benefits from tourism, there must be much greater focus placed upon human resource development within the youth so that they can leverage the opportunities that tourism offers. To this end, Jus' Sail also wishes to acknowledge the commitment of the St. Lucia Hotel & Tourism Association and its apprenticeship program, and the Ministry of Education's Youth Skills Development Programme, both of which Jus' Sail are playing a part in, as steps in the right direction."

Jus' Sail is particularly excited to be flying the flag for not just the company or St. Lucia but the whole of the Eastern Caribbean at the WTTC Global Summit in Dallas, April 6th and 7th.

Visit www.jussail.com for more information.

Yacht Haven Grande Named Superyacht Marina of the Year

IGY Marinas announces that Yacht Haven Grande in St. Thomas, USVI has won the Yacht Harbor Association award for Superyacht Marina of the Year 2016. Now in its third year, the Awards were open to Gold Anchor-accredited marinas in both the UK and overseas. The winning marinas are considered the best by their customers in the UK Coastal, UK Inland, International and International Superyacht categories.

The Yacht Harbor Association (TYHA), one of the oldest international yachting associations in the world, worked closely with partner GJW Insurance to encourage marina customers to vote for their favorite marina, which culminated in over 4,500 votes cast for an impressive 88 marinas.

Kenny Jones MBE, Executive Vice President of Operations stated, "IGY Marinas, and more importantly the operational staff at Yacht Haven Grande who work exceptionally hard to present the highest quality of service to the superyachts' owners, guests, crew and captains, are extremely proud to have received this recognition. The fact that this award is measured on honest feedback through positive testimonials from our guests makes this award even more valued by our teams."

Visit http://igy-yachthavengrande.com for more information.

Capt. Moreland Receives Tall Ships America's Lifetime Award

Captain Daniel Moreland, master of the Lunenburg, Nova Scotia-based sail training ship *Picton Castle*, has received Tall Ships America's highest honour, the Lifetime Achievement Award.

Presented on January 30th, 2016 in Quebec City at the joint conference of Sail Training International and Tall Ships America, the Lifetime Achievement Award is given to an individual who has dedicated his or her life's work to getting people to sea under sail and who has worked to preserve the traditions and skills of sail training.

Receiving the award, Captain Moreland said, "I accept this award in the name of the crew of the *Picton Castle* of the last 20 years. They often say it's my dream to sail around the world, but we wouldn't get off the dock if it wasn't also their dream, wasn't principally their dream."

Moreland began his career at sea by sailing sloops and schooners among the islands of the Eastern Caribbean, and then signed on as mate aboard the brigantine *Romance* for a world circumnavigation under the command of Captain Arthur Kimberly.

Receiving this award in front of an international audience was especially fitting, as Moreland continued his seafaring career in Europe aboard Denmark's state training ship, *Danmark*.

After his award-winning restoration of the schooner *Ernestina (ex Effie M. Morrissey)*, development of the sail-training program aboard the US Brig *Niagara* and working as master and mate aboard various sail training vessels, Moreland turned his attention to *Picton Castle*.



Moreland selected, designed and rigged the ship, with most of the work being done in Lunenburg, Nova Scotia, then proceeded to command her for most of the past 20 years, including six world circumnavigation voyages.

Picton Castle's mission is sail training, provided on long voyages to international ports while crossing oceans and sailing deep waters. Trainee crew participate fully in all aspects of shipboard life, standing watches, taking the helm, handling lines and sails, and assisting with the maintenance of the ship. Through this, they play a part in preserving traditional seamanship skills and, perhaps more importantly, develop the skills required to work with others as responsible, resourceful citizens.

For more information contact Voyage Coordinator Maggie Ostler at (902) 634-9984 or info@picton-castle.com.



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CARIBBEAN ECO-NEWS

Japan & UNDP Launch US$15 million Caribbean Climate Change Project

The government of Japan and the United Nations Development Programme (UNDP) launched the US$15 million Japan-Caribbean climate change partnership (J-CCCP) on January 28th, in line with the Paris Agreement on Climate Change, to keep global warming below two degrees Celsius and to drive efforts to limit the temperature increase even further to one and a half degrees Celsius above pre-industrial levels.

The launch followed a two-day meeting with more than 40 representatives from eight Caribbean countries, including government officials, technical advisors, and NGO and UN partners, to set out a roadmap to mitigate and adapt to climate change, in line with countries' long-term strategies.

Participating countries include Belize, Dominica, Grenada, Guyana, Jamaica, St. Lucia, St. Vincent & the Grenadines, and Suriname, benefiting an estimated 200,000 people in 50 communities.

The new initiative will help put in practice Caribbean countries' actions and policies to reduce greenhouse gas emissions and adapt to climate change, such as nationally appropriate mitigation actions and national adaptation plans. It will also boost access to sustainable energy and help reduce fossil fuel imports and dependence, setting the region on a low-emission development path, while addressing critical balance of payments constraints.

Negative impacts on land, water resources and biodiversity associated with climate change have also been predicted with the potential to affect shoreline stability, the health of coastal and marine ecosystems, and private property, as well as ecosystem services. Increasing coastal erosion and severe coral reef bleaching events are already evident in some locations.

"UNDP has been championing the cause of climate change in the Caribbean for many years and we are pleased to partner with the Government of Japan toward the implementation of climate change projects in eight Caribbean countries," said Rebeca Arias, regional hub director for UNDP's Bureau for Latin America and the Caribbean. "In light of the COP21 agreement, these projects are timely in assisting countries to respond more effectively to the impacts of climate change and to increase their resilience through actions today to make them stronger for tomorrow."

Eastern Caribbean States Focus on Marine Research

As reported by Anthony Sammie of the Government Information Service of St. Lucia, the Organisation of Eastern Caribbean States (OECS) has drafted a marine research strategy to ensure more effective and sustainable use of the region's marine resources.

Dr. Asher Singh, head of the OECS Oceans Governance Unit, said the department is committed to strengthening the research agenda. "What we have been doing over the last couple of months is to drive research governance to support sustainable ocean governance in the OECS. Earlier this year, we drafted the OECS marine research strategy, which is now being approved by the OECS Authority. The intention here is that, rather than all our member states doing a research strategy, we do it at a regional level and mainstream this into the national agenda."

She said the OECS region needs to know what resources exist in the marine environment and their value.

"The OECS is now focused on the value of the marine environment to pharmaceuticals. Last year, the pharmaceutical industry commanded 44 billion dollars. One of the leading cancer-fighting drugs is now in test. It came from a Caribbean sponge. So when we're looking at access and benefit sharing, this becomes very important for us."

Currently, there is a code of conduct for marine research, devised by the OECS to govern approaches to scientific studies in the sub-region.

BirdsCaribbean Lauds US-Cuba Cooperation on Environment

BirdsCaribbean has welcomed the news that the Governments of the United States of America and Cuba on November 24th, 2015 signed a Joint Statement on Environmental Protection that creates a framework for cooperation on a number of pressing issues, including the protection of endangered species and their habitats, the prevention of wildlife trafficking and the protection of migratory bird species.

The US Department of State will be encouraging agencies such as the US Fish and Wildlife Service to work with its Cuban counterparts at the Ministerio de Ciencia Tecnologia y Medio Ambiente on this new arrangement, which is a reflection of the new openness and diplomatic ties between the two nations.

Judith G. Garber, Acting Assistant Secretary at the US Department of State's Bureau of Oceans and International Environmental and Scientific Affairs, responded positively to a letter from BirdsCaribbean's Executive Director Dr. Lisa Sorenson, urging deeper cooperation to protect Cuba's bird life and biodiversity. Coincidentally, the cooperation agreement was signed on the same day that Ms. Garber received Dr. Sorenson's letter, which notes that the organization's 21st International Meeting will take place in Cuba in July 2017.

BirdsCaribbean has been working with and supporting research and conservation activities in Cuba for a number of years, to the limited extent allowed, including collaborations with professors and students at the University of Havana. In her letter, Dr. Sorenson points out that both Cuba and the US are signatories to several important international agreements on environmental protection, including the Ramsar Convention on Wetlands of International Importance, the Convention on International Trade in Endangered Species of Flora and Fauna (CITES) and others. There are many shared interests and concerns, and strengthened ties can only benefit both countries' efforts to protect their environments in the face of many common challenges, including climate change.

Cuba is a treasure trove of biodiversity, including its birds. Three hundred and seventy one bird species have been recorded in Cuba; 26 of these are endemic to the island and 30 are considered globally threatened. Cuba is also a crucial stopover point for over 180 neotropical migratory bird species that fly to and from the US every year, resting and refueling or spending up to nine months wintering in Cuba. BirdsCaribbean regards the trade in caged birds and the loss of habitat from development as two major threats to migratory bird populations and a critical area of conservation focus on the island.

Cuban scientists made a number of presentations at BirdsCaribbean's 20th International Meeting in Kingston, Jamaica in July 2015, when artist and conservationist Nils Navarro launched his ground-breaking publication, "Endemic Birds of Cuba: A Comprehensive Field Guide." The US-Cuba agreement will be beneficial to many academics and institutions in the country, opening up a new era in communication and cooperation for the conservation of migratory and threatened endemic birds.

Visit www.birdscaribbean.org for more information.

Sea Turtle Conservation Bonaire Celebrates 25th Anniversary

Twenty-five years ago, Sea Turtle Conservation Bonaire (STCB) was established to protect Bonaire's endangered sea turtles. Since its inception, STCB has not only contributed to the conservation of endangered sea turtles but has also connected people to sea turtle conservation in ways that inspire caring for nature. STCB is celebrating its 25th anniversary with a dedicated "25 years" logo, a new website, a crowdfunding campaign and a limited edition of specially designed STCB shopping bags.

Visit www.bonaireturtles.org and Facebook for more information.

Below: Nils Navarro with a study skin of the extinct Cuban Macaw at the Harvard Museum of Comparative Zoology. Nils visited the US to promote his field guide, Endemic Birds of Cuba



Sailors' Tales and Humpback Tails Make a Splash For Science

by Nathalie Ward



CENTER FOR COASTAL STUDIES

Sailors in the Caribbean, and those sailing to and from the region, have helped make a recent scientific discovery. Thanks to the CARIB Tails project, where sailors and other citizen scientists contribute first-hand information, we now know that the humpback whales that mate and calve in the southeastern Caribbean every year are potentially a distinct population from those that winter in the Dominican Republic.

In 2014, CARIB Tails was launched — a citizen science initiative that enlists recreational sailors and cruisers to take on a special role to assist with marine mammal research, by photographing the distinct patterns on the tails of humpback whales in their Caribbean breeding grounds. The information submitted is used in "mark-recapture" studies (analyzed by the College of the Atlantic in Bar Harbor, Maine) to help monitor the recovery of this endangered species. CARIB Tails is a pioneering outreach program of the United Nations Environment Programme's Specially Protected Areas and Wildlife's Marine Mammal Action Plan for the Wider Caribbean Region and its Sister Sanctuary Program.

Beyond Borders Protection — Progress through Partnerships

The Sister Sanctuary Program was initiated by Stellwagen Bank National Marine Sanctuary in 2006, in collaboration with marine mammal sanctuaries in the Dominican Republic, Bermuda, French Antilles and Netherlands Antilles. Over the past eight years the multi-sanctuary, science-based program has increased the protected areas for North Atlantic humpback whales from 2,100 square kilometres to 699,440 square kilometres, larger than any current MPA in the US.

With education, conservation and science exchanges, this marine mammal protected areas network is the first such international partnership in the world protecting one of the ocean's most iconic and beloved species throughout its migratory range. As additional sites join, this chain of sister sanctuaries will help to ensure a safer future for the endangered North Atlantic's humpback whales — our international citizens.

Citizen Science Improving the Quality of Marine Mammal Research

Tail fluke photos gathered and analyzed from CARIB Tails and sister sanctuary research partners offer new perspectives to the timing and movement patterns of humpback whales from the southeastern Caribbean. Recent data shows that the whales mating and calving in this region are not a representative subset of those that winter in the Dominican Republic (Stevick *et al* 2015).

The peak in abundance of humpback whales in the southeastern Caribbean occurs during March and April, declining rapidly during May. This seasonal distribution pattern is in stark contrast to that for sightings reported in the Dominican Republic, where whales are at their peak abundances in February and early March, with few animals remaining by early April. The timing difference may be related to the feeding ground destination of these whales.

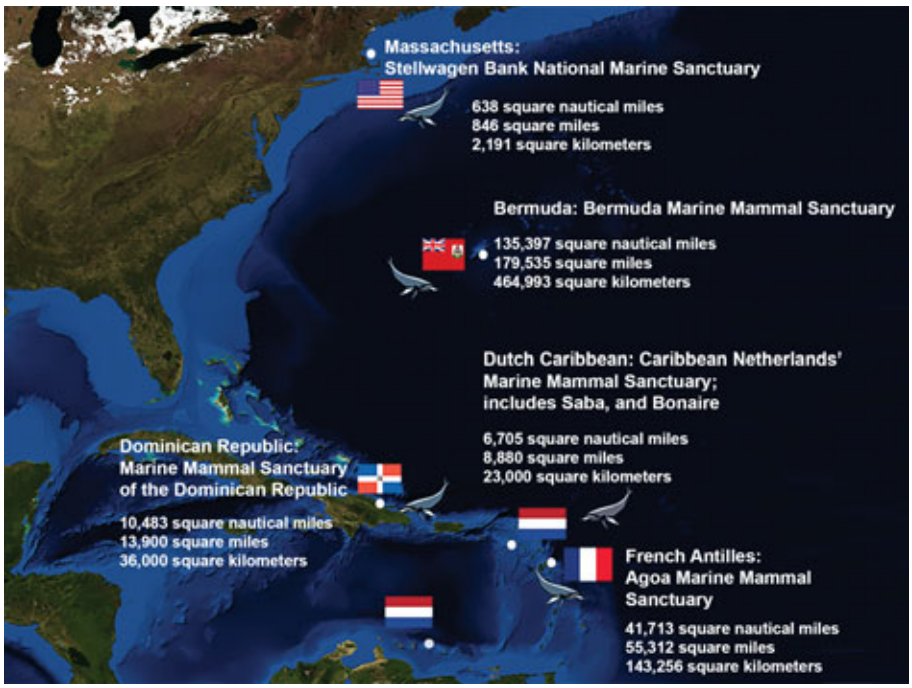
The emerging data demonstrates that there is a strong tendency for whales from the southeastern Caribbean to migrate to feeding areas in the eastern North Atlantic, notably to Norway. Therefore, the whales visiting the southeastern Caribbean represent a previously undescribed and behaviorally distinct population segment within the North Atlantic. This novel perspective will help to redefine the West Indian humpback whale breeding stock and provide the opportunity for continued evaluation and caution about changing the conservation status of this population.

Want to help? If you see a whale, grab your camera and send in the fluke photos! *Visit www.caribtails.org for more information.*

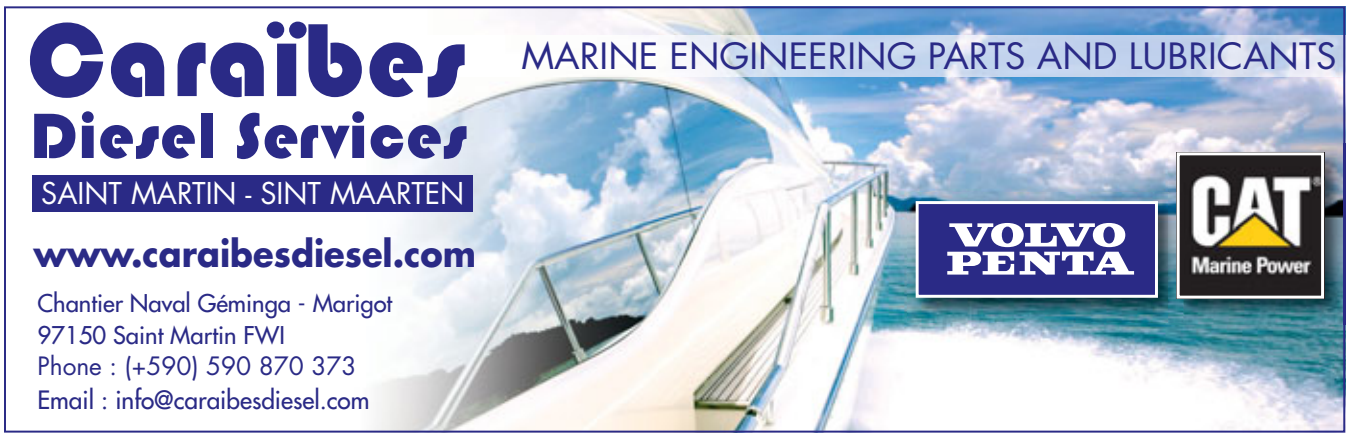
Nathalie Ward, PhD is a marine biologist, conservation educator and marine policy consultant. She has authored numerous scientific publications and marine mammal field guides as well as children's books on whales, dolphins, sharks and coral reefs.

Left: The whale named Footprints was CARIB Tails' first fluke-photo match, confirming the migration exchange between SBNMS and Agoa: Footprints was photographed in the Gulf of Maine's northern feeding ground in 2008 and the southern breeding and calving ground off Guadeloupe in 2011

Below: Science-based sister sanctuary relationships have been forged among five nations: the US (SBNMS), the Dominican Republic (2007), France (Agoa, 2011), Bermuda (2012) and the Netherlands (Yarari, 2015)



SBNMS



REGATTA NEWS

Transatlantic 'Gran Prix' Ends in Puerto Rico

The ninth Gran Prix del Atlántico yacht race departed the Canary Islands on January 9th, bound for the finish line at Marina Puerto del Rey, Puerto Rico. This Spanish event was first run in 1996 and is held every other year, sailing to various destinations in the Caribbean that have included Puerto Rico, Cuba, the Dominican Republic, Martinique and Colombia.



Line honors in this year's six-boat fleet went to Jorge Tubella's Moody 64, *Saliar*, the largest boat in the fleet, which arrived on January 29th. *Saliar* was followed the next day by the Hanse 461 *The Best Skipper*, and the day after by the Swan 44 *Carat*.

The smallest boat in the fleet, the SunFast 36 *Here & Now*, arrived on February 1st, completing her crew's first transatlantic crossing.

The winner on corrected time was *Carat* (see photo), owned by Mallorcan sailor Amador Magraner, who was participating in his third Gran Prix del Atlántico.

Visit www.granprixdelatlantico.com for more information.

World ARC 2016-17 in Western Caribbean

Having departed St. Lucia on January 9th to embark on a 15-month world circumnavigation, the World ARC 2016-17 fleet has enjoyed visits to the increasingly popular Western Caribbean destinations of Marina Santa Marta in Colombia and the San Blas Islands in Panama.

As this issue of *Compass* goes the press, the fleet has transited the Panama Canal into the Pacific. The World ARC 2016-17 fleet is due to return to the Caribbean in March of 2017, when it reaches Grenada after crossing the Atlantic from South Africa via Brazil.

For more information visit www.worldcruising.com.

New St. Maarten/St. Martin Weekend Event

On January 23rd and 24th, a small group of sailors enjoyed an outstanding weekend destination regatta in idyllic conditions when racing about 20 miles between Simpson Bay, Dutch Sint Maarten and the hospitable marina at Anse Marcel on French Saint Martin, in the inaugural Budget Marine Challenge.



Starting off in stiff breezes, the fleet of six boats — three in racing class and three in cruising — flew down the Dutch shoreline and then took the direction of Anguilla's Blowing Rock. At this point the fast-moving Melges 32, *Kick 'em Jenny*, sailed by Ian Hope Ross, lost its rudder and did some spectacular broaches, giving Jan vanden Eynden's Open 750, *Panic Attack*, a free hand to reach Blowing Rock first.

After the long beat up the Anguilla Channel, the participants were warmly received by the marina hosts and many were heard to comment about how they entered a very different (and peaceful) world as they arrived in this well-protected marina. The results of the first race showed that up-and-coming sailor Erwan le Normand, sailing *Caraibes Diesel*, had the goods. *Caraibes Diesel* has a young French crew who recently upgraded an old hull and have already scored some successes in the competitive Melges 24 class. They were declared Racing Class winners in this race, too.

In the Cruising Class, last year's overall winner of the St. Maarten Heineken Regatta, Bobby Velasquez, sailing the J/39 *Budget Marine Micron 99*, led the class around the course on both days, in spite of being behind at the start. In the first race he dominated, in spite of losing his steering along the way and having to complete the race with an emergency tiller.

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BEQUIA EASTER REGATTA
2016
YACHT RACES
• Racing, Cruising I & II Classes
Friday 25th March – MOUNT GAY Friendship Bay races
Saturday 26th March – Around Bequia races
Sunday 27th March (Layday) – Hairoun single-handed race around Bequia
Monday 28th March – Admiralty Bay triangle race
• J24 & Surprise Classes
Friday 25th March – MOUNT GAY Admiralty/ Southside races
Saturday 26th March – 3 race challenge
Monday 28th March – J24 & Surprise 2 race challenge
LOCAL DOUBLE-ENDER RACES
Friday 25th March – KFC Challenge from Plantation House Beach
Saturday 26th & Sunday 27th – 1st & 2nd Hairoun Challenge race
Monday 28th March – MOUNT GAY Challenge
Swim Race
Friday 25th March 11:00am – Open Water 1.5km & 5km
Open water swim race at Bequia Plantation House Hotel
LAYDAY SUNDAY FAMILY FUN
Sandcastle Competition & all day family layday @ Bequia Beach Hotel
Monday 28th March – Final Prize Giving 4.30, Plantation House Hotel
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The Budget Marine Challenge concept involves race starts from an anchored position, thereby introducing some teamwork and seamanship that are different from regular race starts. On both days Garth Steyn, on the Catalina 36 *Moondance*, outshone the other entrants and was awarded the starting prize.

The social side of the event started and finished in the Lagoonies Bar and Bistro, increasingly the home of sailors in Sint Maarten/Saint Martin, where sailor camaraderie is at the same high standard as the food quality.

The Budget Marine team thanks its partners in Anse Marcel as well as Marine Time Charters for the excellent collaboration and sponsor Mount Gay for supporting yet another type of sailing.

Eleven Vie in Superyacht Challenge Antigua

The sixth edition of the Superyacht Challenge Antigua attracted 11 ocean-going yachts from 80 to 151 feet for three days of racing, January 28th through 31st, along the south coast of Antigua. Participants enjoyed a relaxed atmosphere free from commercial endorsements.

In the Buccaneers Class, the 128-foot sloop *Tenaz*, designed by Ed Dubois and built by Pendennis, had a close battle with the Oyster 82 *Zig Zag*. The class win went to the wire, with *Tenaz* winning the last race to take victory and *Zig Zag* second. This was the first regatta that *Tenaz* had ever entered. A consistent performance by the one-off ketch *Maramar* was rewarded by the final podium position.

In the Corsairs Class, racing was close, with seconds deciding the outcome in many of the races. Four yachts battled in the four-race series: *Nilaya*, *Visione*, *Freya* and the brand- new 115-foot Baltic sloop *Nikata*, which was also competing in its first-ever regatta. The 112-foot sloop *Nilaya*, designed by Reichel Pugh, held off the powerful 147-foot sloop *Visione*, also from the drawing board of Reichel Pugh, to win the class. The Frers-designed Swan 90 *Freya* was third.

Visit http://sycav1.blogspot.com/p/results-2016.html for full results.

The seventh edition of the Superyacht Challenge Antigua will take place from January 27th to 29th, 2017. Entries are limited to 12 to 15 yachts, depending on the overall length. As the 2016 edition was close to capacity, early expression of interest is advisable.

Visit www.superyachtchallengeantigua.com for more information.

Canfield 'VI Sailor of the Year' for Third Time

Carol Bareuther reports: It's not everyone who can start skippering a revolutionary boat at the beginning of a year and end that same year as its class's world champion. This feat is the defining reason why Taylor Canfield has been named "Virgin Islands Sailor of the Year" for the third year in a row by the Virgin Islands Sailing Association (VISA).

"Olympian in the Laser class, Cy Thompson, had a good year, along with Optimist sailor Teddy Nicolosi. However, Taylor's dominance in the M32 while at the same time maintaining his Number Two ranking as a match racer were deciding factors," says VISA president, Phillip Shannon.

Canfield, who learned of this honor while en route to the World Match Racing Tour's 2015 season finale, the Monsoon Cup, in Malaysia, where he finished second, says, "What an honor! To even be considered for this award is incredible after seeing the number of great accomplishments of all the other sailors representing the US Virgin Islands. Although often times I am not sailing with fellow islanders, I have to accept this award by recognizing all of my amazing crewmembers throughout the year and our supporters from back home in St Thomas."



Canfield and his team in Charlotte Amalie, St. Thomas, winning the 2015 Carlos Aguilar Match Race

The conferral of the VISA award is what Canfield calls "the icing on the cake" of a successful sailing year. He and his US One Sailing Team started off 2015 on a different tack than usual when they decided to race M32s, 32-foot catamarans dubbed high-performance "speed machines" by their builders. Canfield's desire to test his skills for the first time on two hulls instead of one was driven by three key factors. First, he had an opportunity to train against members of the Nacra 17 US Sailing Team and very much enjoyed the experience. Secondly, the fast design fit in well with the ultimate carrot of his sailing career: that of sailing in the America's Cup, an event now trending into a multihull competition. Third, the cincher was a ride on an M32 owned by Sweden's Mathias Rahm, a world champion, Olympic and America's Cup contender and inaugural M32 champ in 2013. Canfield, who has thrived on speed since his days sailing Optimists in the Caribbean tradewinds, got hooked and geared up to throw down the gauntlet in the M32. This he did by winning the four-leg M32 North American Series in April before heading to Europe in the summer for the five-leg M32 Scandinavian Series.

"Of all the regattas this year, I would say the biggest accomplishment was winning all but one of the M32 Scandinavian Series.

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"This achievement was enough to win us the M32 Series for the year! This was a huge upward climb that required countless hours both on and off the water, in the gym, and doing our homework until late hours in the evening since we had just started sailing the M32 for the first time just nine months before," Canfield says.

Canfield also didn't miss a beat keeping up with his match-racing career in 2015. In fact, he successfully defended his title in the Congressional Cup, hosted out of the Long Beach Yacht Club, in California, in May. Canfield joined an elite club, being one of only eight skippers in the 51-year-old Cup's history to win two years in a row. One of these other skippers is fellow US Virgin Islander, Peter Holmberg, who accomplished this feat twice. Canfield ended the year by topping a talented fleet to win the Carlos Aguilar Match Race, in St. Thomas, in December. What's more, he held tight to his number-two spot in the Open World Match Racing rankings throughout all of 2015.

The 26-year-old professional sailor — a national team and fleet racing champion in high school and three-time All American, two-time fleet racing champion and one-time team racing champion, sloop champion and match racing champion at Boston College — credits the scores of supporters, teammates and coaches who have helped to shape his career. This includes his parents who launched him off the beach at the St. Thomas Yacht Club in an Optimist dinghy at age six and who continue to support him. Canfield also thanks his girlfriend, Stephanie Roble (2014 Rolex Yachtswomen of the Year), for supporting him in all of his endeavors and constantly pushing him to be a better sailor and person. Lastly, he gives a shout out to his home island of St. Thomas as the hands down best place in the world to learn to sail.

"The beautiful weather and strong tradewinds offer a perfect environment for taking competitive sailing to the next level. Between coming back to the St. Thomas International Regatta to race IC24s (the first keel boat I learned to sail) and escaping the winters to race in the Carlos Aguilar Match Race, I could not ask for two better events to top off each season," Canfield says.

In his spare time, Canfield gives back to the sport he loves by speaking at numerous yacht clubs throughout the year. He says there is nothing more rewarding than helping and inspiring some of the young sailors of today, especially back home in St. Thomas. To those who aspire to follow in his wake, Canfield says, "If you wish to pursue a career in sailing, there are many ways to get involved. But what I would recommend is to try as many types of sailing as you can and find what you enjoy the most and where you can see yourself excel in the sailing world."

ON THE HORIZON…

Innovation and Tradition for 35th Bequia Easter Regatta

Richard Ashton reports: Bequia Easter Regatta is now in its 35th successive year.

Despite long-term Commodore Orbin Ollivierre and Secretary Nicola Redway retiring last year after leading the Regatta Committee for many successful years, the new Commodore, Alo Raguette, and Vice-Commodore, Letty Browne, have everything in hand to make this 2016 Regatta as successful and popular as in all previous years!

In fact, an innovation is to hold two pre-Regatta races for local boats to get everyone in the mood as early as possible. The first was held on February 14th, with the second provisionally dated for March 12th (watch the local press for details). Both races, and the following parties, are sponsored by Hairoun beer, providing not only music and a well-known DJ, but also lots of Hairoun beer at three for EC$10. If you missed the first, don't miss the follow-up — a pre-Easter event not to be missed!

The Bequia Easter Regatta itself will follow in traditional style with races for the famous local double-enders, J/24s and international yachts running from Good Friday (registration and Welcome Party at the Frangipani Hotel on the Thursday) through to Easter Monday with Lay Day Sunday activities at Friendship Beach adjacent to the Bequia Beach Hotel.

As ever, the event needs many hands to help it run smoothly and relies very much on its volunteer helpers, so if you could spare a day or two over the holiday period you'd be very much welcomed. Call us on (784) 431-7262 or e-mail bequiasailingclub@gmail.com and we'll get back to you.

For more information see ad on page 14.

BVI Spring Regatta Challenges Puerto Rican Sailors

The BVI Spring Regatta organizers have challenged Puerto Rican sailors to "bring it on" by encouraging them to participate in a series of three local regattas beforehand. The "Bring It On PUR Challenge" began with the San Sebastian Sailing Cup in



Puerto Rican racers are being given incentives to compete in the BVI Spring Regatta

San Juan Bay on January 16th and 17th, followed by the Brisa Cup in Fajardo on February 20th and 21st. The last event in the Challenge will be the Ponce Keelboat Series on March 12th and 13th. These regattas include a one-design fleet of IC24s, keel and multihull boats.

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The team with the highest overall score will receive free registration to participate in the BVI Spring Regatta, which will be held from April 1st to 3rd, accommodations on a Moorings 4600 sailing catamaran, and customized High Tech racing shirts by Gill. The teams with the second and third highest scores will also receive free registration to the race in the BVI Spring Regatta and Gill wear for their team.

"We hope to encourage all Puerto Rican sailors to accept the challenge," said Judy Petz, director of the BVI Spring Regatta. "This initiative will help generate more participation from our neighboring Puerto Rican sailing community to come and enjoy the racing and celebration of the 45th BVI Spring Regatta," she added.

In addition, the regatta organizers will offer a ten-percent discount on the registration fee to the Puerto Rican sailors by providing the code PUR.

For information about the regattas in Puerto Rico contact smileandwavesailing@gmail.com.

For more information on the British Virgin Islands Spring Regatta and Sailing Festival visit www.bvispringregatta.org.

Voiles de St. Barth: a Clean Regatta

With the certification "Clean Regatta", Les Voiles de Saint-Barth, April 11th through 16th, is proud to participate in a program launched by Sailors for the Sea, an association that has been working since 2004 to help preserve the oceans.

The Clean Regatta program primarily allows the organizers of regattas to preserve — as much as possible — their nautical environment, by respecting a system of good practices. These include decreasing the use of paper and of plastic water bottles, and having a good recycling program with proper placement of trashcans and recycling cans.

As this issue of *Compass* goes to press, a roster of 40 boats has already signed up for the seventh edition of the regatta, with entries in the Maxi, Spinnaker, and Multi-hull classes. The most recent to register is the SW 94 *Windfall*, whose skipper, Olympic medalist Tim Goodbody, took second place in the IRC Monohull division of the 2015 RORC Transatlantic Race.

Visit www.lesvoilesdesaintbarth.com for more Information.

Antigua Classic Yacht Regatta: April 13th through 19th

Ginny Field reports: For its 29th annual event, the Antigua Classic Yacht Regatta, hosted by the Antigua Yacht Club and sponsored by Panerai, is attracting a whole range of new competitors from all corners of the globe and all classes of beautiful classic yachts. For example, *Columbia*, the impressive 141-foot replica of a Gloucester fishing schooner, and the 68-foot ketch, *El Oro*, crewed entirely by keen racers from Australia. Both of these fabulous yachts will be competing among dozens of other classics in Antigua's steady tradewinds this April.

The original *Columbia* was built in Essex, Massachusetts in 1923 and was the final development of the Gloucester fishing schooners, which were famous for speed and seaworthiness. Shortly after she was launched, *Columbia* challenged the Canadian legend *Bluenose* in the International Fishermen's Cup Races, where *Bluenose* won by a slender margin. The original *Columbia* was lost with all hands in a hurricane off Nova Scotia in 1927. Brian D'Isernia, owner of the Eastern Shipbuilding Group in Panama City, Florida, discovered the original hand-drawn lines plan of *Columbia* and, attracted by her proud history and beauty, he began the journey of bringing her back to life. The replica of *Columbia*, albeit now with a steel hull rather than wood, was launched in 2014 and we are delighted she will race in our Regatta this year.

Commissioned by the co-founder of Bic pens, Baron Marcel Bich, *El Oro's* design was based on his 1973 Whitbread Round the World Race yacht, *Kriter*. In 1974, *El Oro*, built of mahogany on oak frames, was launched in France. Her lines, with a French clipper bow, are typical of the era. After a two-year restoration by the current owner, Tim Wilson, in Myanmar, she then cruised Southeast Asia and was shipped to Europe. *El Oro* crossed the Atlantic with the ARC 2015 to St. Lucia and we look forward to welcoming her in Antigua with her Australian crew.

The Antigua Classic Yacht Regatta attracts and welcomes a huge variety of classic yachts from around the world, ranging from those built over a hundred years ago to modern reproductions, big or small, professionally crewed or family liveaboards. Sponsored dockage is offered for the duration of the Regatta to all competitors, which creates a friendly community of classic boat enthusiasts.

Visit www.antiguaclassics.com to register your yacht for 2016.

For more information see ad on page 14.



Hail Columbia*! The magnificent 141-foot replica of the original 1923 Gloucester schooner plans to lift her skirts and dance at Antigua Classic Yacht Regatta next month*



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PETER MARSHALL (2)

Records Demolished at 80th Anniversary Race

by Sue Pelling

While boats ranging from nimble J/24s to elegant classics joined the fray, the record-smashing duel between the two MOD70 ocean-racing trimarans, Ms Barbados *and* Phaedo3, *stole the show at this year's Round Barbados event*

The popular Mount Gay Round Barbados Series, organized by Barbados Cruising Club in association with Barbados Tourism Marketing Inc. and Mount Gay Rum, ran this year from January 16th through 24th, offering a mix of serious and fun racing, including three days of coastal racing, the Round Barbados Race, and the final 265-nautical-mile feeder race to Antigua to tie up with the Superyacht Challenge.

The highlight of the 2016 event was undoubtedly the Mount Gay Round Barbados Race on January 21st, where super-serious record breakers had a chance to "strut their stuff" around the island of Barbados.

The Round Barbados Race

Big winds, big speeds and the fastest times ever recorded made the 80th anniversary Mount Gay Round Barbados Race one of the most spectacular in history, with a total of five records broken and each record-breaking team winning their skipper's weight in rum.

Racing was over staggered starts commencing at 0700, with a good mix of yachts ranging from classics — including the stunning duo of *The Blue Peter* and *Galatea* plus *Ruth*, the locally built 33-metre schooner — to a competitive group of smaller boats including three J/24s.

However, the stars of the show, which set off last and raced neck and neck for 60 nautical miles around the island, were undoubtedly the two world-class MOD70s, *Ms. Barbados Concise 10*, skippered by Ned Collier Wakefield, and *Phaedo3* co-skippered by Lloyd Thornburg and Brian Thompson. They promised to thrill, and indeed they did. Right from the start in the 20-plus-knot breeze, there was no stopping these powerful beasts as they took off from the line in Carlisle Bay and circumnavigated the island in the fastest-ever speeds. Like predators, they jostled for dominance all the way round the course and ended their battle with *Ms. Barbados Concise 10* claiming victory by just 12 seconds. They completed the course in a staggering two hours, 37 minutes and 38 seconds, shaving just under two hours off the previous Multihull record.

Sailing a J/24 round Barbados's notorious North Point is a challenge, but one that *Team College Funds* took in their stride. Skippered by 25-year-old Laser sailor Jason Tindale and crewed by a team of youth sailors, the team was once again noted for its impressive performance. They sailed a tactically good race, completed the course in eight hours, 37 minutes and 26 seconds, and were delighted to have broken the record they established last year by 18 minutes.

Equally impressive was the Singlehanded record, broken by J/24 sailor Cecil Lecrenay on *Bunga-Bunga*. He completed the course in nine hours, 46 minutes and 42 seconds.

Dave Staples and the Williams Industries Inc. team on the TP52 *Conviction* had a bit of a rodeo start when they launched their kite off the line, but once settled and able to gain control to bear off, they sailed like demons and completed the course in five hours, 34 minutes and 16 seconds, which meant they were able to defend the 60-foot and Under Monohull Round Barbados record that they broke last year.

The Coastal Series

In the Coastal Series, which ran from January 17th through 19th, competitors enjoyed challenging conditions. Winds were generally moderate to strong and particularly shifty, which made the racing exciting right to the end.

The J/24 fleet completed 11 of their 12 scheduled races and the worthy winners from the neighbouring island of Grenada — Robbie Yearwood and team on *Island Water World Die Hard* — made an exciting comeback in the last two races. With *Island Water World Die Hard* and Neil Burke's *Impulse* equal on points going into the final day's racing, competition was guaranteed to be intense. The situation looked good for *Impulse* with two wins in the bag after the first two races, while *Die Hard* suffered with a couple of penalties, which left them having to count a third and a fourth. Living up to their name, however, team *Die Hard* fought back and won the final two races, which left them snatching the title from *Impulse* by just one point.



Peter Lewis and team on the J/105 *Whistler* topped the Coastal Series in the CSA Racing Class. CSA Cruising Class was won by David Spieler and team on the Beneteau Oceanis 473 *Leonora*. Priscilla Richardson and team on *Tropic Bird*, a Hunter 35, secured first place in Non CSA (Local Rating) class for the series. And in Multihull Racing, *Team Concise 12*, a Diam 24 trimaran, was victorious in the Coastal Series.

The charter sector at this regatta always remains popular, with clients seeing it as a great opportunity to compete and enjoy the fun of the regatta without the pressure and responsibility of sailing their own boat there. The Antigua-based OnDeck Farr 65, *Spirit of Juno*, was fully crewed with 11 guests, many of them repeat customers from previous years.

As headline sponsor, Mount Gay was the theme behind most parties and social events including the legendary Red Cap party, a tour and tasting session at the Mount Gay Distillery, and a specially laid-on exhibition polo match on Lay Day.

Plans are already in place for next year's event with the dates confirmed for January 16th through 23rd, 2017.

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

Visit www.yachtscoring.com/event_results_detail.cfm?Race_Number=1&eID=1562 for full results of the Mount Gay Round Barbados Race 2016.

Visit www.yachtscoring.com/event_results_cumulative.cfm?eID=1561 for full results of the Mount Gay Round Barbados Series 2016.



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CARIBBEAN RACING AT ITS BEST

by Ruth Lund

Spacious and smooth, the waters of Grand Anse provide a tip-top race course

After four days of fast and challenging sailing off Grenada's western and southern coasts, and six nights of parties open to all at three venues, it is fair to say that this year's Grenada Sailing Week, which took place from January 28th through February 2nd, was a success in terms of Caribbean racing at its best — not to mention the number of sore heads at the first start!

In the days leading up to the regatta the wind was particularly strong and the seas bumpy, but hardy and committed sailors from Antigua, Barbados, St. Lucia, Trinidad and Grenada were on the start line, together with an encouraging number of new boats and faces from the UK, the USA, France and Mexico. The enthusiastic fleet of 29 boats, with crew hailing from many more different countries, raced in six classes.

Racing CSA Class Winners

In Racing CSA Class, Richard Szyjan's *Category Five* from Grenada dominated. On this light and narrow modified Hobie 33 the crew take a physical hammering, making their achievement in this fast flying spinnaker class impressive. Peter Lewis's J/105, *Whistler*, from Barbados and Bernie Evan-Wong's RP37, *Taz*, from Antigua battled it out to take second and third places.

Racer Cruiser Class Winners

As always, the Racer Cruiser Class was big enough to split in two and both had the option of using spinnakers.

In Racer Cruiser CSA Class 1, Ralph Johnson's Beneteau 53, *Rapajam*, from Barbados; Andy Yates' Dufour 44, *Piccolo*, from the UK; and Peter Morris's Frers 43, *Jaguar*, from Trinidad placed first, second and third, with the Bajan sailing clan on *Rapajam* triumphant for the second year in a row.

In Racer Cruiser Class CSA 2, Grenadian Jason Fletcher's Albin Stratus 36, *Apero*, took first place in all ten races, a great performance that earned an overjoyed Grenada Marine crew the Best Performing Yacht of the Regatta Award for the second year running. Peter Hopps took second place on a Sigma 38, *Sam of Hamble*, from the UK, with Antiguan racing salt, Sandy Mair on his Beneteau First 35, *Cricket*, third.

Cruising Class Winners

In the Cruising Class, a fun class with simplified GSW rating, the top three places went to Richard Inniss's Beneteau Idylle 15.50, *Other Business*, from Trinidad; Mark Van Woerkom's Concordia 52, *Cavu*, from the USA; and Luiz Gonzalez's Beneteau 46, *Alma del Mar*, from Mexico.

J/24 Class Winners

The organizers were glad that the J/24 Class, introduced in 2015, continued as a one-design class, largely due to the commitment, effort and hospitality of the *Island Water World Die Hard* captain and crew, and support from True Blue Resort. High pre-regatta winds reduced the registered fleet from six to four, but with Antigua, Barbados, Grenada and Trinidad represented, competition was strong during the 14 races. Robbie Yearwood's *Island Water World Die Hard* from Grenada was first, Gus Reader's *Glory Daze* from Barbados was second and Edgar Roe's *Loose Cannon* from St. Lucia was third.

—Continued on next page

Below: Classic Class winner, The Blue Peter, *dominated five long races in fine style*





—*Continued from previous page*

Classic Class Winners

In the Classic Class, Mathew Barker's 1930 Alfred Mylne 65, *The Blue Peter*, from the UK, was unbeatable, with bullets all the way. Judd Tinius's classic yawl, *Galatea*, from the USA took second place, but did not have it all their own way as third-placed Micky Jarrod's Luke Brothers 58, *Lily Maid*, from the UK gave them a run for their money in two of the five long races. Unfortunately, Eric Darnat's Loki yawl, *Chance*, from France and Danny Donelan's Petite Martinique Sloop, *Savvy*, from Grenada, both experienced technical problems and were forced to retire.



TIM WRIGHT / WWW.PHOTOACTION.COM (2)

The Race Days

The welcome venue was the Grenada Yacht Club (GYC), historical home for Grenada's keelboat regatta initiated in the 1960s, and this "homecoming" was mentioned appreciatively by a number of sponsors and sailors. Yachts moored at GYC, Port Louis Marina, or out in the bay during the first few days of the regatta and at night the clubhouse was abuzz with sailors' scuttlebutt and live music from Matthias & Friends and DJ Nature Boy.

Mount Gay Race Day on the Friday provided an exhilarating ride off Grand Anse and the usual feast of Mount Gay rum and branded loot at the Red Cap party. *Jaguar* and *Galatea* experienced spectacular knockdowns and *Taz*'s skipper, Bernie Evan-Wong, came ashore with a seriously black eye, giving him the right look for the following night's Pirate Party. However, spirits were high (literally and figuratively) with Fahrenheit Band providing lively music.

Secret Harbour Race Day on the Saturday began on the calmer western side of the island and then took the boats around Point Saline to the bouncier south coast to finish in the channel going into Mount Hartman Bay. An additional finish boat reduced the waiting time between races and the regatta's rescue boat ensured safe entry through the reefs into sheltered Secret Harbour, where there was space for everyone on the dock. Secret Harbour Marina management were most welcoming and put on a grand party at their Pool House on top of the hill, attended by visiting sailors, cruising families anchored nearby, and many local folk, who dressed up and danced the night away. Renovation of this building speeded up dramatically in the weeks before the regatta to provide an ideal setting with great ambience for a pirate party. Delicious Italian food provided the energy, and with music by Tivoli Drummers and Soul Deep, soon this breezy split-level venue was filled with dancing dervishes of all ages.

After a relaxing lay day, the boats headed down to Prickly Bay Marina, a favorite gathering place for sailors and proven host venue, for a most enjoyable last few days of the regatta. On the Monday, Sea Hawk Paints Race Day, boats raced between Point Saline and the Porpoises, a set of awash offshore rocks, followed by an after-race party with music by well-known Barracuda Band. Then all too soon it was the Pure Grenada Day, when the final races on the island's southern side were followed by a spectacular prizegiving party with more expert Tivoli drumming, fireworks, and music by the band Mystik.

'A Good Regatta!'

Thanks go to all who worked together to make this event happen: the officials, the volunteers and the sponsors including Title Sponsor Island Water World; Associate Sponsor, Grenada Tourism Authority; and Race Day sponsors Mount Gay, Sea Hawk Premium Yacht Finishes and Secret Harbour Marina. Also Spice Island Marine Services, The Moorings, Ace Hardware, Turbulence, Doyle Sails, L'Anse Aux Epines Cottages, Palm Tree Marine, Grenada Marine, Real Value IGA, 10 Saints Beer, Red Square Vodka, Coyaba Beach Resort, Flying Fish Ventures, Sol Petroleum, Dream Yacht Charters, Summer Juice, Marine Tech and many other GSW Friends and service providers.

One experienced racer who had a good time, but did not win this year, said, "If you still enjoy the regatta when you are doing badly, it must be a good regatta!" and many strongly expressed their intention to return next year.

The passion for this Grenadian sailing event is growing and planning has already begun for the 2017 edition. Make sure you join us!

Visit grenadasailingweek.com for more information.

Left: Living up to its name, Category 5 *was wet, wild and unstoppable, blowing away the Racing Class*

Below: With straight bullets in a ten-race series for Racer Cruiser Class 2, Apero *won the title of Best Performing Yacht for the second year running*



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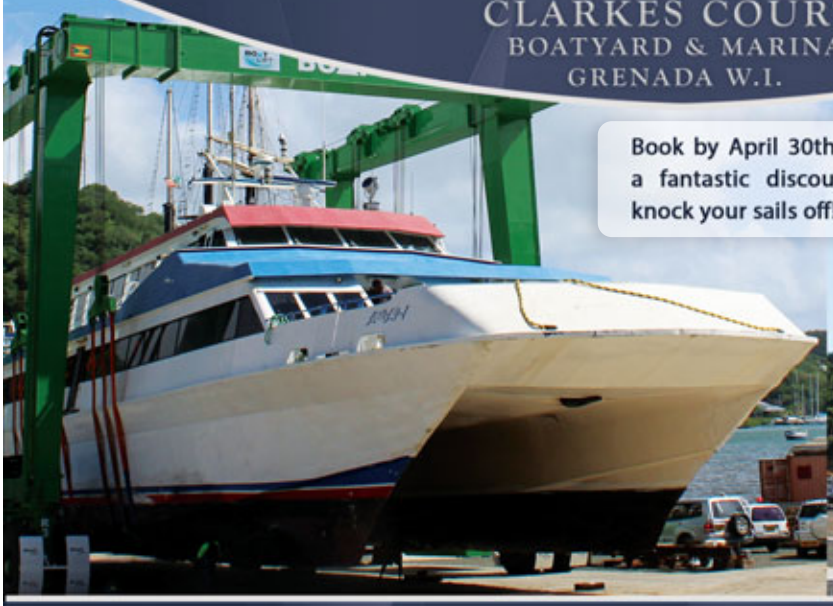
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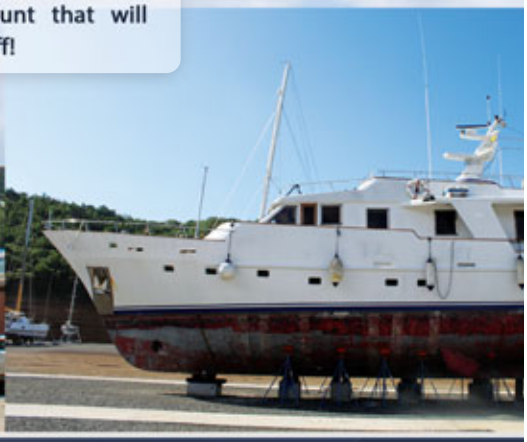
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UNESCORTED SAILING

Last month in this column we sorted out aspects of independent thinking and self-discipline within junior sailing. On the other end of the spectrum, as Valerie of *S/Y Alice Wragg* says, "Junior sailing teaches us how inter-dependent we are. One realizes they need the help, support and guidance of others. That we must help each other if we are to succeed, and in some cases, survive." As exhilarating as it is for a child to take the tiller and mainsheet, controlling and skillfully sailing a small boat alone, the child also learns that it is a combination of knowledge, skills and the instruction and oversight of the coach's watchful eye to which he can attribute his newfound success.

The word "sailing" doesn't conjure up positive association for many West Indians. Nautical accidents are plentiful, painful. Carriacou resident Kelly Philip, an administrator for Tyrrel Bay Yacht Haulout the first time we hauled out our boat there, lost the lower section of one leg after it was crushed between two commercial vessels. Allison Caton, director of L'Esterre Junior Sailing, Carriacou, lost her father to a boating accident in 2004. With four other men, Mr. Caton was transporting building supplies from Union Island to Carriacou after dark. They didn't make it. Somewhere off Mabouya Island their vessel sank. Two men swam to Mabouya, but Mr. Caton and two others were lost. You can hardly talk to a West Indian without them being able to identify a father, uncle, brother or son who has met calamity at sea.

As we explore overcoming historical and cultural fear of the ocean, the subject turns to safety: how to establish and instill it.

In few other places is a disabled boat more dangerous to its crew than on the leeward side of the Eastern Caribbean islands. Wind and current quickly usher a disabled vessel out into the vast Caribbean Sea. Next stop: Panama.

Unlike the safe havens of enclosed bays such as Clarkes Court Bay, Grenada, many of the bays where Caribbean children are learning to sail open out into the sea. Therefore, introducing these children to the perils without squelching their enthusiasm can be a tricky business. Like other Kayaks (Carriacou residents) and, more broadly West Indians, Allison Caton knows all too well the sadness and fear related to marine vessels. As I gathered information for this piece, a pleasure craft with 12 young Grenadians aboard left northern Grenada at night to join Carnival festivities taking place in Carriacou. The boat capsized en route. Only five people have been found alive. Allison says, "So many of the boats here don't have safety gear. The lack of safety equipment is more of a problem than children sailing unescorted dinghies."

With reprint permission from Jim "Hutch" Hutchinson, let's go over bullet points gleaned from an excellent piece he wrote on unescorted sailing:

• The master safeguard is for someone ashore to know where you are going, who is with you and when you will be back. This someone needs to be one who will take prompt and effective action if you don't return.

• Passengers. Be choosy. A panicking passenger when things go wrong is a serious danger. Losing a passenger who shouldn't have been out there is hard to live with.

• Safety equipment. For every person aboard, a life jacket with whistle attached (five whistles in a row is an international emergency signal); two bailers (at least one tied or clipped to the boat); oars and rowlocks (so you can get ashore if the sailing rig breaks or the wind quits); flotation inflated and securely tied in; sailing rig, board, rudder, hull in good condition; dinghy repair kit including short lengths of 3mm cord for improvising sailing rig repairs, tying things in, etcetera.

In a waterproof bag that is lashed inside the boat: cell phone — verify you have enough credit, key numbers saved, charged battery or VHF radio fully charged; clothing offering sun protection and foul weather gear (wet and rainy means cold); shoes for emergencies where you must wade ashore through coral, sea urchins or having to walk through bush to get to a road. A flare kit.

If there is any chance of being caught out at night, a bright and reliable light in a dry bag secured to the boat. Shine it alternately at the approaching boat and on your sail.

• Risk evaluation. Establish with your sailing instructor or mentor specifics for your locale. (For example, will a disabled boat usually be blown ashore? Is there often choppy water and current to deal with? Are you passing from the sight of your shore team? Will extreme gusts create the possibility of capsizing and/or breaking gear?)

• Detect current. Know how to use "ranges": Watching a near point that is in line with a far point (a range), which shows which way you are drifting (right/left), then sailing a range perpendicular to your course to determine that component of the current (against you/with you).

• If something breaks or weather turns bad, you probably have more headwind and current than you can paddle against.

• If light wind and no paddle, lie on the bow and use your hands as paddles or unrig and use mast, boom or sprit like a kayak paddle. This may not be enough to get you to shore but could hold your position while you await rescue.

• Stay with the boat.

• Depending on the make of boat, reefs, rocky shores and collisions may be capable of wrecking your small craft. Stay clear.

• Two dinghies sailing in company. One theory is that this makes the operation safer. Another theory is that it makes the operation more risky. If one dinghy must be abandoned, can the other safely carry everyone? And, if one dinghy must tow the other (which is *much* slower and can't point as high), can they beat the wind and current and reach shore in daylight… if at all? To be of use to each other, they must stick together. I know of a six-day, 194-mile drift into the Caribbean that began when one boat started looking for another boat that was safely ashore. It was pure luck that a yacht happened to be out there, even more luck that it saw them.

Jim Hutchinson says, "While the above can be used as limitations, it can also be used as building blocks. A sailor who has proven competence, good judgment and reliability can begin to expand into the next level. The main dangers in sailing are adverse weather, equipment problems and pilot error — often in combination. The vast majority of accidents involve pilot error, which includes not checking weather and not keeping an eye on it, not having the right equipment and in good condition. One way or another, 90 percent of accidents are pilot error. You make your own luck. I taught basic flying (in the US) in moderate conditions then worked my students into more challenging situations. I taught them to recognize and fly within their limitations, but also how to expand those limitations with practice and experience."

He recommends that each sailing club or school make its rules clear and specific, and share a detailed analysis of local features.

This Y2A challenges all youth sailing leaders to discuss this with their intermediate and higher sailors. Think about your locale. Establish specific guidelines for Unescorted Sailors especially as it pertains to your island. While we encourage youth to seize the day, to stretch their independent thinking, we need to give them the additional tools for their Toolkit, which include risk assessment and sound judgment.

With this lengthy and weighty subject we have but space to feature one person. Welcome Aiden Brisbane from St. Kitts & Nevis!

Y2A Featured Youth

Aiden Charles Brisbane, 9 years old

Junior Sailing Program: St. Kitts Yacht Club Junior Sailing Program

Ski is pronounced "sky" at Ski Academy School where Aiden attends Grade 4. He particularly enjoys math and sports and lives in St. Kitts with his mother, father and baby sister, Meeshka. Aiden's mother signed him up for the St. Kitts & Nevis Sailing Association's summer sailing program. Of his first exposure to sailing, Aiden says, "It was the best three weeks ever. I love sailing because I love being on the water. The ocean is my favorite place to be. It's so peaceful and quiet.

"Sailing has helped me with life skills teaching me how to trust myself when I am alone on the water and have to make decisions. Also, when I am sailing with a partner, it has taught me the importance of working together as we are responsible for our own safety."

Aiden likes learning in the Optimist because it is small and he can sail it by himself. Though he is not a member of St. Kitts Yacht Club, the club hosts the sailing lessons and Aiden feels welcome sailing there. One of his happiest sailing moments: "When I was by myself on the water and I finally was doing everything I was taught by Nick (Dupre). It felt good to know what I was doing." Aiden's scariest moment: "On my first day, I was excited but thought I would never be able to do it."

Coach Nicholas Dupre says, "Aiden is a pleasure to teach as he listens attentively to instructions and lights up with excitement the farther we head from shore. His peaceful manner is reflected in the natural sailing environment. I hope to keep his interest by pushing him towards the more competitive side of sailing and allowing



him and his buddies enough time to do what young boys like him want to do: adventure, in the big playground of the sea!"

At nine years old, Aiden already looks into his future, saying, "I would like to sail with the St. Kitts Yacht Club and become a professional sailor." According to his mother, "Aidan would like to sail professionally and sail around the world when he gets older. He was inspired by that movie *Maiden Trip* of the youngest girl to sail around the world alone at 14 years old."

To other Caribbean youths, Aiden says, "We can do anything we want. There are many different things in the world to do. You don't have to pick just one. Just try with an open mind and heart."

Ellen Ebert Birrell attributes her opportunity to cruise the Caribbean aboard Boldly Go *with partner Jim Hutchins to life skills built in childhood. Believing swimming and sailing are essentials for island youth, she supports junior sailing and serves on the Caribbean Sailing Association Sailing Development Committee. Visit caribbean-sailing.com/youth/youth-programs for more information.*

Youth2Adult – Y2A – is a series of articles celebrating sailing's role in youth development. If you know of a Caribbean youth sailor or adult candidate for featuring in Y2A, please contact ellenbirrell@gmail.com.


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STEVE BRETT

Village of Grand Mal Takes Championship for First Time

by Sarah Baker

Skipper Christopher Jaheir with his talented crew sailing in *Tomorrow's Worry*, one of the five one-design GSF16s — 16-foot open sailboats owned by Grenada Sailing Festival — stormed through the finish line to bring the title of Champion of Champions to his village of Grand Mal for the first time. The winners took away a cheque for US$1,000, plus a Yamaha outboard engine presented by McIntyre Brothers, a wonderful new prize for 2016.

Sailing action in the Westerhall White Jack Workboat Regatta 2016 took centre stage on Grand Anse Beach on January 30th and 31st as the 23rd annual Grenada Sailing Festival took place, bringing high-adrenalin racing and fun feting to a record crowd of local supporters and overseas visitors. In excellent weather and sailing conditions, a strong fleet of 25 boats from the seaside communities of Woburn, Gouyave, Grand Mal and Sauteurs, and the neighboring islands of Carriacou, Bequia and Mayreau, lined Grand Anse Beach, bringing their well-known and much loved colour to its shores again. The organizers were delighted to report new boats had been built in Woburn to take part in the 2016 event — bringing their Community Class fleet to ten boats.

The racing was as close and competitive as ever in the Community Classes, with every skipper and crew sailing hard to take first place and the chance to go through to race in the Westerhall White Jack Champion of Champions Match Race Final. At the end of the first day positions were close, leaving everything to race for on the Sunday. The skipper and crew from the winning boat in each of the Community Classes qualify to enter a Match Race Final in the GSF16 workboats to find the Champion of Champions.

After another two races in the Community Class Series on the Sunday morning, the scene was set for an afternoon of Match Race Finals. The excitement levels moved to a new high as the growing crowds on Grand Anse Beach waited for the boats and teams to be picked for the National Team Sailing Match Races in the fleet of GSF16s. The racing was as tough as ever and in the Budget Marine Junior Final, Team Gouyave, sailing in *Mister X*, came through to take first in front of Woburn in *Gybe Talk*. The crowds were treated to more high-octane racing in the Senior National Team Sailing Final sponsored by Carib Beer, with Team Sauteurs and *Tomorrow's Worry* crossing the finish line first in front of Gouyave in *Mister X*, with Woburn sailing *Gybe Talk* in third place.

The afternoon climaxed when the winning skippers and crews from the Community Class Race Series battled it out in the Champion of Champions Final. The crew from *Swift*, winners of the Sauteurs Community Class, took GSF16 *Tomorrow's Worry* straight into the lead, but the story was far from over as Team Gouyave in *Mister X* challenged again and again to take the lead. Positions were close right up to the finish line, with Sauteurs coming through to win, taking the Champion of Champions title and trophy, US$1,000 and a new Yamaha outboard engine.

There was plenty of action on the beach as well, with Festival favourite DJ Blackstorm keeping the atmosphere to 'D'Max'. Fit For Life Gym ran the ever-popular Fitness Challenge, and thanks to Macdonald's Amusement Park from Calivigny there was a fun Bouncy Castle in Camerhogne Park for children to enjoy. There was also a new area of 'Eco Info' booths where The Nature Conservancy and the Environment Division of the Grenada Ministry of Agriculture had a great display of information about the range of projects being undertaken in Grenada, plus a fun treasure hunt with great prizes. Century21 also took part with fun giveaways and information about real estate.

Once the crowd had enjoyed the excitement of the last race of the day on the Saturday, they moved into Camerhogne Park and enjoyed great music in a Sunset Session from some of Grenada's most talented musicians making up the band Changes, who, from April 5th through 10th, will be on stage supporting the international acts taking part in Pure Grenada Music Festival 2016. This is an exciting new collaboration between Grenada Sailing Festival and the Pure Grenada Music Festival, which is hoped to grow in the future. The whole event was rounded off on Sunday with a special surprise when the sky over Grand Anse Beach was lit up by a wonderful firework display courtesy of Spice Island Fireworks, Dodgy Dock and True Blue Bay Resort — a true high spot to start the week of Grenada's Independence celebrations.

Grenada Sailing Festival thanks sponsors, supporters and Festival friends who make the event possible: Westerhall Rums, the Grenada Tourism Authority, Budget Marine, True Blue Bay Resort's Dodgy Dock, Carib Breweries, Spice Isle Fish House, Guardian General OECS, Waggy T, DeSign Factory, Horizon Yacht Charters, Courts, Blue Aqua, McIntyre Brothers and Yamaha; Bryden & Minors with Campari, Smirnoff & Monster; BOSS FM, Jeans & Co, Republic Bank, LL Ramdhanny and Harris Paints, Grenlec, Digicel, Island Oasis, Andy's Soup House, Bulk Buy, Victory Bar, Camper & Nicholsons Marinas, Grenada Marine, Amalgamated Security Services, Century21, Savvy Grenada Sailing Charters, Island Dreams Yacht Services, SVG Air, Clarke's Court Marina & Boatyard, Sunsation Tours, Cashwiz Grenada, and Spice Island Fireworks.

Thanks also go to the Royal Grenadian Police Force, the Grenada Coastguard, Grenada Solid Waste Management Authority, St. John's Ambulance and W&R Electrical Contractors for their support.

Grenada Sailing Festival 2016 Winners

COMMUNITY CLASS RACING
Carriacou
1) *Ark Royal*, Vernell Phillips, Bequia
2) *Lightning*, Adolphus Forde, Mayreau
3) *Wet*, Carl Edoe
Gouyave Canoe
1) *Sonic*, Israel Darangit
2) *Etieron*, Carlyle Joseph
3) *Sky Red*, John George
Gouyave Sloop
1) *Reborn*, Kwesi Paul
2) *Endeavour*, Javid George
3) *Classic*, Ted Richards
Sauteurs
1) *Swift*, Christopher Jaheir
2) *No Retreat No Surrender*, Bertrand Noel
3) *Cool Runnings*, Ryan Olive
Woburn
1) *Trouble Again*, Allan Noel
2) *LOCAL*, Clinton Brathwaite
3) *Press Play*, Shakeil Gibbs

MATCH RACE FINALS
National Team Sailing, Junior. Sponsored by Budget Marine
1) Team Woburn, sailing *Gybe Talk*
2) Team Gouyave, sailing *Mister X*
National Team Sailing, Senior. Sponsored by Carib
1) Team Sauteurs, sailing *Tomorrow's Worry*
2) Team Gouyave, sailing *Mister X*
3) Team Woburn, sailing *Gybe Talk*

2016 CHAMPION OF CHAMPIONS
1) Grand Mal,
2) Gouyave
3) Woburn

Visit www.grenadasailingfestival.com for more information.

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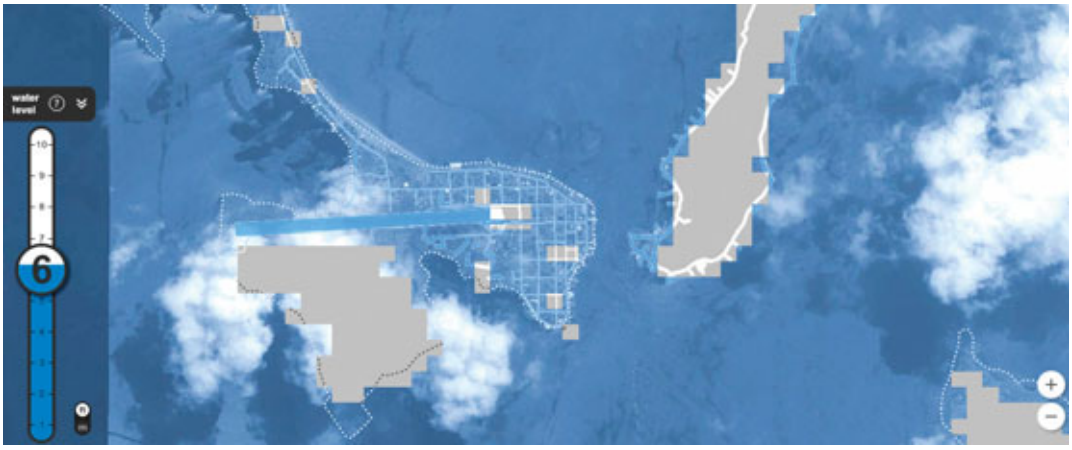
How Might Sea-Level Rise Affect Caribbean Islands and What Might We Do About It?

by Sally Erdle

Due to thermal expansion of the oceans and the melting of ice sheets and glaciers in the Earth's far latitudes, the global sea level mean is rising. How fast and how much is a matter of debate, with such federal agencies as the US Army Corps of Engineers, NASA and the National Oceanographic and Atmospheric Administration projecting, on the low end, eight inches of sea-level rise by the year 2100, and, on the high end, as much as six feet.

— David Kamp, Vanity Fair *magazine, December 2015*

This quote is from an article describing the impact of sea-level rise on Miami Beach, Florida, a low-lying city that is already experiencing this phenomenon's effects. When tides are at their highest, the sea now flows into Miami Beach's sewer system, bringing water into the city rather than out of it. To combat flooding, electric pumps have been installed in key locations to pump water off the streets during a storm surge or high tide.



CLIMATE CENTRAL

Sea-level rise is happening — studies show that the global sea level has already risen around ten to 20 centimeters (four to eight inches) over the past 100 years — and although its impacts haven't yet begun to be felt as strongly in the Caribbean as in Miami, how might it affect this region, a region heavily dependent on coastal enterprises such as commercial port operations, local recreation, "sun, sand and surf" tourism, and yes, the regional yachting industry?

Six Feet Under

Sea-level rise in the Caribbean is predicted to be more than three feet by the year 2100, according to the CARICOM Climate Change Center in Belize. Other sources predict six feet or more. This is not unprecedented: in the Caribbean region, examination of fossilized coral reefs from the last time the world was warmer than today (approximately 125,000 years ago) found evidence that a sea-level rise of two metres took place in less than a century.

A study prepared for CARICOM Member States by the CARIBSAVE Partnership for UNDP Barbados and the OECS notes the following key points:

• With our proximity to the equator, sea-level rise will be relatively more pronounced in the Caribbean.

• On many of the islands of the Caribbean, all the population live within ten kilometres (about six miles) of the coast. This is important for two reasons: first, that they are disproportionately vulnerable to sea-level rise, but also they are dependent on economic sectors that are more likely to be reliant on coastal activities.

• Large areas of the Caribbean coast are highly susceptible to erosion, and beaches have experienced accelerated erosion in recent decades. Higher sea levels and will accelerate coastal erosion in these areas due to increased wave attack.

• Low-lying small islands and cays, largely comprised of coral reefs… are highly vulnerable to sea-level rise and hurricane storm surge. Mainly volcanic islands with only narrow coastal areas are vulnerable to erosion of more limited beach areas and local coastal landslides.

• Also of importance to tourism, but also the wider economy in each nation, is the vulnerability of key transportation infrastructure. Sea-level rise of two metres would wholly or partially inundate 31 out of 64 airports within CARICOM (basically all of the Lesser Antilles, plus Guyana, Suriname, Jamaica, Haiti, Belize and The Bahamas).

Will Yachts Float?

So, what will be the effect on Caribbean yachting? Would marinas, beach bars and boatyards retreat inland, while anchorages deepen and expand? Will your favorite beaches exist at the end of the century — a mere 84 years from now? Well, most of us reading this won't exist then either, so why should we care? Let's call it leaving a clean wake. And curiosity.

Fortunately, we're not the only ones thinking about this.

Six years ago, Peter A. Murray, Programme Officer in the OECS Secretariat, wrote in a study called Adaptation for Climate Change in the Coastal Sector of Saint Lucia:

"With the yachting sub-sector seen as having potential for further development within the region's tourism plant, the impacts of climate change on navigation have got to be a consideration. If sea level rises faster than growth of reefs, those hitherto easily identified through clear waters may become more difficult to detect, especially where visibility is reduced due to either human activities or natural hazards. Sediment deposition associated with increased incidence of cyclonic weather events can result in reduced depths for channels and anchorages, with a concomitant increase in the associated costs of dredging, undertaking of bathymetric surveys or updating of navigation charts. (It must be noted that a potential beneficial effect may be the deepening of shallow anchorages.)

"Climate change impacts on marina development should also be considered, for example sediment deposited in marina basins may require maintenance dredging, and particularly where upland uses and higher rainfall alternating with drought lead to accelerated erosion and sediment."

As reported by Jim Flannery in the January 29th, 2016 issue of *Trade Only Today* (www.tradeonlytoday.com), marina owners were urged to prepare for higher tides at the International Marina & Boatyard Conference, held that month in Florida, on ways to reduce the effects of storms and sea-level rise on waterfronts. Pam Rubinoff, a coastal management extension specialist for Rhode Island Sea Grant, said the evidence of more and higher storm and "king" tides — tides associated with the gravitational effects of particular alignments of the sun and moon — is pretty clear. And in addition, she noted that the sea level has risen a foot off Newport during the past 100 years. It is expected to rise another foot by 2035, two feet by 2050 and perhaps as much as seven feet by 2100, she said. Jim Flannery wrote, "For marinas and boatyards, this means higher costs of maintenance, retrofits and upgrades; more costly investments in the property in years ahead; rising insurance costs; challenges to the business continuity; and effects on the rest of the community."

—Continued on next page

Above: Although the CARICOM Climate Change Center predicts a 40-inch rise, with a sea-level rise of six feet (seen as a possible high end by NOAA), low-lying communities such as Bocas Town in Panama would be submerged

Below: Rising seas could overtop existing reefs, making the Tobago Cays and other coral-protected anchorages quite a different proposition



CHRIS DOYLE

—Continued from previous page

What Can We Do?

As Devi Sharp wrote in "Submerging San Blas" in last month's *Compass* (*www.caribbeancompass.com/online/february16compass_online.pdf*) for some coastal communities, businesses and infrastructure, the answer is simply to move to higher ground.

"Retreat is a serious but typically unappealing option," says Emma Doyle of the Gulf & Caribbean Fisheries Institute. "In the Port Honduras Marine Reserve in Belize, the ranger station is on a cay that is also subsiding due to earth movement, and coupled with sea-level rise it gives a dramatic early look into the future, with desperate efforts to protect existing facilities, big potential costs and serious review of alternatives. Nearby Monkey River, a relatively poor community, is one of the communities most-affected by sea-level rise. They've just been through an adaptation planning exercise with the Toledo Institute for Development and Environment that helped identify small concrete steps that NOAA is now helping to fund.


NOAA

"Six Caribbean Marine Protected Areas are working with us to share information about local impacts of climate change and helping local communities with early adaptation planning — do we retreat? build a seawall? better protect reefs and mangroves? change how we earn a living? Concrete actions include providing micro-grants for small adaptation measures such as the installation of water tanks, helping communities develop alternative sustainable livelihoods to fishing (both to take pressure off reefs and for alternative sources of protein), monitoring impacts of coral bleaching, using coral nurseries to reinforce protection of key reefs and mangrove restoration. It's hard for small islands states to mitigate climate change, so a focus on action we can take to adapt to the forecasts is essential."

Earth movements including earthquakes, and other natural phenomena common to the Caribbean, add to the sea-level rise problem. Various sources have studied the response of hurricanes to global warming, but conclusions remain similar to that given by the Intergovernmental Panel on Climate Change in 2007: "Based on a range of models, it is likely that future tropical cyclones (typhoons and hurricanes) will become more intense, with larger peak wind speeds and more heavy precipitation associated with ongoing increases of tropical sea surface temperatures."

With more severe storm surges expected in addition to sea-level rise, building codes will be looking at flood risk. The Hotel Acuario at Marina Hemingway in Cuba was built decades ago with "washout floors" — open ground levels designed with flooding expected.

At January's International Marina & Boatyard Conference, Pam Rubinoff said that marinas and boatyards should have floating docks that ride up and down on pilings; lengthen their pilings commensurate with the amount of sea level rise at the facility; elevate utilities and fuel tanks, and secure the tanks; move hazardous materials out of flood zones; move files, computers and electrical breakers to upper floors; secure boats on boat stands by tying them to anchors embedded in the ground; strengthen the roofs of buildings; and put a business continuity plan on paper.

Protecting coastal environments will help, too. Intact mangroves and healthy coral reefs can help protect islands from hurricanes by dissipating the energy of storms before landfall. While both of these protective ecosystems can adapt somewhat to sea–level rise (corals are more negatively affected by increasing sea-surface temperatures) environmental stresses may hinder that adaptation. For example, as reported by the Union of Concerned Scientists at www.climatehotmap.org, from 1980 to 1990 coastal development destroyed 83 percent of Antigua & Barbuda's mangroves, and that development also obstructs migration paths for the remaining mangroves.

As Esteban Biondi of Applied Technology & Management, Inc (www.appliedtm.com) pointed out in his presentation on sustainable marina design at the 2015 Cartagena Boat Show in Colombia, adaptation to climate change is crucial. "Neglecting the negative impacts of marina construction increases the risk of damage to the project during extreme weather conditions," he said.

—Continued on next page

Left: With its historic harborside alleys, Charlotte Amalie on St. Thomas could become the Venice of the Virgin Islands if the six-foot sea-level rise scenario happens. This map illustrates the scale of potential flooding, not the exact location, and does not account for erosion, subsidence or future construction

Below: These thatched structures on Cayos Cochinos in Honduras will be easier to move... but on such tiny islands, where can they go?


DAVID MORGAN



—*Continued from previous page*

However, "Designers can add elements of environmentally friendly design as an attribute of the project." As an example, he cited the protection, restoration or creation of mangroves by incorporating them into marina designs. Esteban emphasized that marinas and other nautical-recreation infrastructure — structures that must, by definition, occupy our shorelines — can have a net positive effect if proactive consideration is given to environmental issues including climate change.

Esteban adds a caveat. He tells *Compass*, "Sea-level rise is an issue that will have impacts on marinas in the next 20 years. However, few developers in the Caribbean ask for studies on future sea-level rise impacts on new projects. And the actual impacts will depend a lot on the particulars of the specific locations — an area with very small tidal range and very protected by natural coral reefs with little hurricane history may have very different impacts than a marina that is now well designed for hurricanes and where sea-level rise is a small fraction of the tidal range — so customized analyses are usually required."

And right now? "The main problem for the Caribbean," he notes, "is that most places are not really prepared or designed for the hurricanes that can be expected, given the historical record. So we are trying to solve sea-level rise adaptation when we are not really ready for the hurricane that we may get next summer — and next summer we will likely get stronger ones."

To see sea-level rise risk maps for your area, visit https://coast.noaa.gov/slr (for US Territories) and http://ss2.climatecentral.org (for entire world).



JOSE ALEJANDRO ALVAREZ



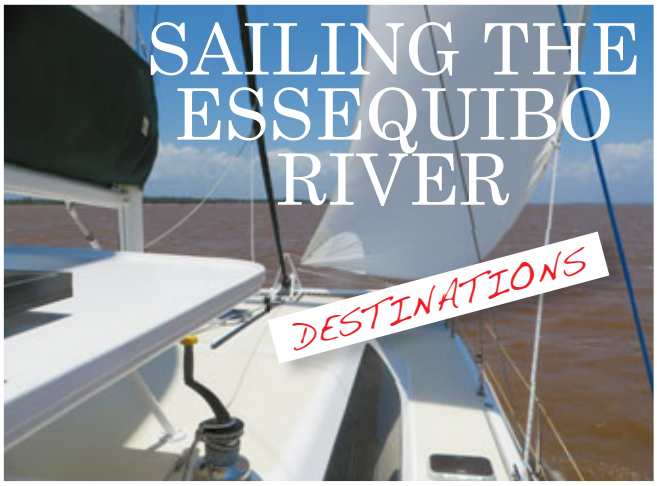
CLIMATE CENTRAL

Clockwise from below:
Coastal rainforests, like those of Eastern Panama, are in the front lines of climate-change risk
With a sea-level rise of six feet, the small island of Mayreau in the Grenadines would become three separate islets...
... and micro-islands such as Cayo Arenas in the Dominican Republic will be shoal spots



MARILYN SHARPE





The author's Trinidad-built cruising cat, Ballerina Girl, *reaches up Guyana's Essequibo River*

by Donald Stollmeyer

In November 2005 the Guyanese government invited Chris Doyle to visit Guyana to advise them on the potential for marina and boatyard development along the banks of the Essequibo River. For some odd reason Chris thought I might be able to assist, so armed with a very small carry-on bag, I bolted onto the plane with him, eager to give all the assistance I could. We had a wonderful visit. We toured Georgetown, were flown in a light aeroplane along the Essequibo River to lovely little Baganara Island Resort from where we were picked up by Kit Nascimento and his wife, Gem, in their fast motorboat and taken along the southern reaches of the Essequibo and up its glorious tributaries, the Mazaruni and Cayuni Rivers. With the information we gained during our stay, Chris incorporated a section on Guyana into his *Cruising Guide to Trinidad & Tobago and Barbados*. We were both smitten by the wonderful river and I promised to return one day in my own boat.

In the blink of an eye ten years flew past, then, last August, Kit called me to say, "Don, you've *got* to join the Nereid's Rally to the Essequibo in early September." In no time at all I was straining over Google Earth, working out distances and sailing times, and next thing I'm fully signed up for the rally!

The Nereid's Rally is an annual sailing event that takes place in early September with boats leaving both from Tobago and from Trinidad to visit three South American countries: Guyana, Suriname and French Guiana. It is organized by David Metalicani with assistance from the governments of the three countries that the rally visits. It is a well-organized, easy-going event that takes boats well south of the hurricane zone during the height of the hurricane season, showing them an often unknown aspect of yachting, that of river cruising.



'To get to Guyana, boats leaving from Chaguaramas are advised to go clockwise around the top of Trinidad before heading south. Next time, we heed the advice!'

Getting There from Trinidad

To get to Guyana, boats leaving from Chaguaramas are advised to go clockwise around the top of Trinidad before heading south down Trinidad's east coast, because, although it's a longer trip, the overall sailing conditions tend to be less demanding and are more enjoyable. But none of that for me! I estimated that

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I would save 18 miles if I sailed directly south from Chaguaramas through the Gulf of Paria, around the southwest tip of Trinidad and then on a course that I was sure would get me to the Essequibo in well under 40 hours. In fact, it would be a piece of cake. So, at dawn on September 8th 2015, my son Daniel and I set out aboard my 43-foot cruising catamaran, *Ballerina Girl*, sailing south from Chaguaramas destined for the mouth of the Essequibo.

The sail through the Gulf was a lovely broad reach and by late afternoon we rounded the southwestern tip of Trinidad and came on to our heading for Guyana. Then it hit us. The current was flowing at three knots from 125 degrees, the wind blew at 17 knots from 125 degrees, the waves were six feet from 125 degrees and our course was spot on 125 degrees! The 40 hours of "piece of cake" sailing became 52 hours of hard motoring. Next time we heed the advice and go around the top of Trinidad and down the east coast!

Reaching Up the River

Ah, but on the third day by midmorning we were at last able to turn into the mouth of the mighty Essequibo. What joy! The sun was shining as we entered the river and bore off to starboard; the seas calmed and the wind came around onto our port beam. We hoisted the big screecher and *Ballerina Girl* took off at between ten and 12 knots, reaching effortlessly through the muddy water, aided by an additional knot and a half of current with the flooding tide. This was sailing at its best, but as we had used up most of our fuel on the trip down to the Essequibo we sailed close to a fishing trawler that was motoring into the river to ask the crew where we could buy some fuel. They pointed to a settlement on an island just ahead and as we sailed past them I could not help but to call out with a big smile, "Fast eh?!" They understood and laughed, and as we pulled away Dan and I had a celebratory rum punch and briefly discussed our urgent need to get fuel. It did not take much thought to decide that this sail was so enjoyable that we could not bear to cut it short by stopping for fuel, so we decided to rely on the wind staying with us for the full 44 miles up the river to Hurakabra, our destination. There would be no stopping!



The Nereid's Rally fleet at anchor

It's difficult to describe the pleasure we experienced as we sailed *Ballerina Girl* up the Essequibo. Mile after sweet mile, the wind came fanning out across the river at 14 to 16 knots as islands covered in dense green jungle slid quietly by. We sailed past a fisherman casting his nets in the middle of the river. Large flocks of parrots flew overhead. A small freighter made its way sluggishly down the river passing quite close to us. About 22 miles up the river we came to a place where it widened considerably, almost into a lake. Here the wind began to die and we thought we'd have to use up the last of our fuel to find a safe place to anchor at the side of the river for the night. But the tide was still helping us along at over a knot (I know I'll pay for this one day!) and we had just enough wind to keep our sails filled, so we kept going.

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—Continued from previous page

Then to our surprise, after ten or 15 minutes, little zephyrs of wind appeared on the water and soon we had a noticeable wake as we bore off in the headers and came up in the lifts, gradually building our speed to an easy seven knots, and all the while aided by an additional knot of current. The wind stayed with us all the way to Hurakabra and Dan and I agreed that this ranked among the most enjoyable sailing experiences we've ever had. It really was exquisite.

Being There

As we neared Hurakabra later that afternoon, we were surprised to see a grey-haired man flying across the river towards us on a jet ski. Lo and behold, it was my friend Kit who, well into his 80s, had come to escort us across the sandbanks to his resort on the far side of the river. What a welcome this was! We were soon anchored among the other rally yachts and relaxing ashore.

On the first morning anchored in the river I awoke at dawn, got a mug of coffee and sat quietly on the deck enjoying the lightening of the sky and the brightening of the jungle as the new day appeared. Suddenly there was a commotion in the trees on the side of the river near to where we were anchored and a huge flock (I'm talking hundreds!) of parrots, all squarking in terror, took flight. Something must have disturbed them. The sky was filled with parrots flittering this way and that until some semblance of order was restored and the birds settled slowly once again into the trees.

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Top: We flew to Baganara Island Resort on my first trip to Guyana.

Right: 'It didn't take much to persuade most of the group to slide under the tea-coloured water cascading down the waterfall...'



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On the second morning I again woke early and took the dinghy along the side of the river, turning off the outboard in a little side cove. It was perfectly still except for the occasional bird sounds of the jungle. Suddenly I noticed some overhead trees shaking and there, plastered against the bright blue sky of early morning, was a group of perhaps ten little monkeys swinging their way from branch to branch, occasionally stopping to eat various fruit and foliage as they made their way through the trees along the side of the river. To me it was a special *National Geographic* type experience to see these monkeys going about their chores in their natural habitat. Marvelous.

Our four days in the Essequibo flew past too quickly. Dan and I particularly enjoyed getting to know the participants in the rally and we were royally treated by Kit and Gem. The highlight of our stay was a powerboat ride laid on by the rally from the Essequibo way up into the wilds of the Mazaruni River, skating over a series of rapids and stopping for a couple of hours in the deep jungle, allowing us to hike to a lovely little waterfall. In the heat of the jungle it didn't take much to persuade most of the group to slide under the tea-colored water cascading down the waterfall and swim in the cool pool at its base while some of the boys climbed up the waterfall to give us palpitations.

On the fourth afternoon we radioed our farewells to the rally participants and departed from Bartica, the small mining town near to Hurakabra. We motored slowly down the river and wouldn't you know it — straight onto a sandbank! This was a surprise, as we were at least half a mile from the side of the river, but Dan jumped into the river and, standing in three feet of water, pushed *Ballerina Girl* off the sandbank aided by a quickly rising tide. That night we anchored in a little indentation on the side of the river and next morning, as there was not a breath of air, we motored down the rest of the river and into the open ocean. Our sail back to Trinidad was pleasant enough, although we encountered a few large squalls with winds that had us galloping along at 15 knots into the black of night — not exactly for the faint-hearted.

Dan and I still talk about the wonderful time we had in the Essequibo. The effort to get to Guyana (and for the other participants, to get to the two other countries as well) is considerable but it certainly is doable and more than worthwhile. David and the other organizers make it as easy as possible and I know all the participants join me in saying a big 'thank you' to them. The Customs and Immigration stations in Bartica are very accommodating to yachts, making it very easy to enter and clear out. Hurakabra Resort, set on the side of the Essequibo, is quaint and lovely. Perhaps the one pitfall I found was that it can be hot anchored in the river during the day but I don't think this is too important. I solved the problem by swimming off the back of the boat, holding on to a rope as the tide flows both up and down the river at up to three knots.

Cruising in the South American rivers is of course a very different experience from cruising in the islands. It certainly is an interesting change. I wholeheartedly encourage other cruisers to join this friendly, well-run little rally next September. For Dan and me, it really was a marvelous experience.

Donald Stollmeyer is the CEO of Power Boats, Trinidad.
Visit www.marinaslm.com/rally for more information on the Nereid's Rally.
See Chris Doyle's Cruising Guide to Guyana *at www.doyleguides.com/files/guyana*

'A small freighter made its way sluggishly down the river.
We sailed past a fisherman casting his nets in the middle of the river.
Large flocks of parrots flew overhead.'



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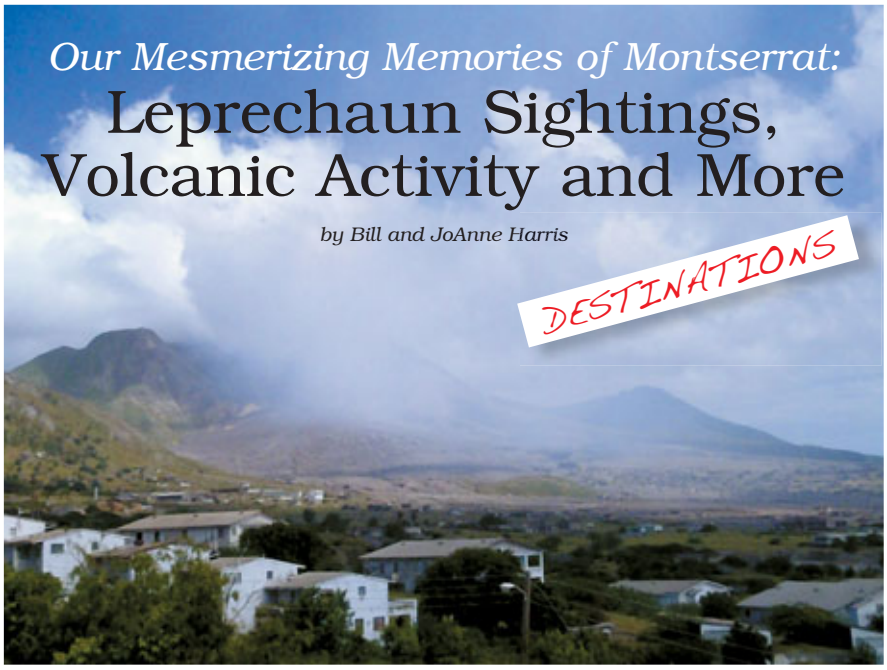
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Our Mesmerizing Memories of Montserrat:

Leprechaun Sightings, Volcanic Activity and More

by Bill and JoAnne Harris

DESTINATIONS

As we sailed towards Montserrat from St. Kitts & Nevis aboard our cruising trimaran, *Ultra*, we were mesmerized by this volcanic island. It appeared as a mirage on the horizon. We approached the edge of the maritime Exclusion Zone (designed to keep people safe from possible eruptions), but stayed well offshore. From a distance the island appeared to be normal, however, as we drew closer, we could see the scars that Mother Nature has inflicted. We can usually see village activity from some way off shore; however, we did not see any movement here. It was eerie.

We made our way to Little Bay, the only approved (i.e. safe) anchorage. We had a bright blue, sunny sky, except for the thick haze in the air hovering over the Soufrière Hills Volcano. It was spewing a gigantic cloud of gas and steam just like a dragon, high into the atmosphere.

The moment we had been waiting for was drawing closer. We were excited to get ashore and explore this mysterious island and all of its amazing history. We had come to attend the island's largest celebration of the year, St. Patrick's Day. Bill had not visited here in almost 35 years, and we knew that within that time the island had changed dramatically.

We dropped the hook and headed to check in. The Immigration and Customs agents were extremely friendly and welcomed us. We completed the necessary paperwork and paid the appropriate fees. Our Customs fee was based on our vessel tonnage of 15 tons. We paid EC$35 EC, approximately US$13.

We booked a tour with an extremely knowledgeable guide and he showed us all the island has to offer. It was so strange to see such a drastic contrast between the different areas of the island. We toured extremely lush forests and then painfully arid areas.

We began the tour at Little Bay and headed to the famous Runaway Ghaut (Gorge). This is a waterfall that is said to bring you good luck if you drink from it. We are always game for a new experience and, being sailors, of course we like to have good luck, but high above the waterfall were several farms that included several farm animals, so we wisely chose not to drink from the waterfall. After making our way through the villages, we finally arrived at one of the Exclusion Zones, which are off-limits areas of the island, thanks to the risk of volcanic activity. A special pass is granted only with a very good explanation of why one must pass into this dangerous area.

We could not get very close to the island's former capital, Plymouth, because of volcanic activity. It is hard to fathom that so much ash, lava and pyroclastic flow resulted from an eruption of the Soufrière Hills Volcano in 1997 that all that is now visible of the once-busy town is a clock tower and the tops of a few tall buildings. It looks like a ghost town surrounded by vast fields filled with abandoned homes and cars, windmills and roads. There is even an abandoned medical school at the foot of Soufrière Hills that was once filled with students from all over the world. After the eruption, the town was abandoned and the entire southern half of the island declared an Exclusion Zone.

Plymouth's 5,000 residents needed to relocate after the eruption and another 5,000 to 6,000 people scattered over the rest of the island faced major problems caused by the lack of housing and the impact on their economy. Half of the island's population evacuated to other countries, including the United Kingdom. We were told that a program had been created that offered displaced residents payments amounting to six months' average wages to assist them in a voluntary evacuation and relocation to either the UK (Montserrat is an Overseas Territory of the United Kingdom) or elsewhere in the Caribbean. However, some residents say Montserrat is part of their soul, and therefore, they can never leave it. They have an amazing spirit and believe that this Emerald Isle provides a wonderful life for them, and they prefer to stay. Habitation is now confined to the northern part of the island.

The new and fun capital is Little Bay, however, there is still a lot of work ahead and it will take several years to make it as charming as Plymouth once was. Bill was truly blessed to see Plymouth in its glory days!

Continuing our tour, we arrived at Exclusion Zone V and were granted permission from the police to pass into this area. It is hard to imagine and even harder to explain the devastation caused by the volcano. We explored the abandoned site of the beautiful Montserrat Springs Spa & Tennis Club resort — which was to open the day of the eruption. Even among the ash and debris, we could still see that this was once a magnificent property. The magnitude of the ash depth left us

Left: Abandoned homes in Exclusion Zone 5. "A thick haze hovered over the Soufrière Hills Volcano'

Below: Bill in a swimming pool full of volcanic ash



amazed. The photo of Bill standing on the ladder in the swimming pool says a thousand words!

All of the surrounding area was once a lush green golf course. Now it is filled with ash and giant boulders from the volcano, with homes both inhabited and abandoned scattered around it. We were told the surrounding area was nicknamed Beverly Hills.

There is a clear path branded into the land and leading to the sea that shows where the deadly pyroclastic flow traveled. Every tree, every home, every bit of everything that stood in its path was incinerated and simply covered up. Pyroclastic flow is a very dense, destructive mass of very hot ash, lava fragments, in some cases extremely large rocks or boulders, and gases ejected explosively from a volcano and typically flowing downhill at high speed, similar to an avalanche of snow.

Between 1995 and 1997, the volcano remained actively spewing ash and on June 25th, 1997, a major eruption occurred that killed 19 people and buried Plymouth. We had received as a gift from our friends an outstanding DVD titled "The Price of Paradise" that was filmed and narrated by David Lea during the 1997 Soufrière Hills eruption.

—Continued on next page



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He and his family were inside their vehicle during the eruption and filmed the video while driving through the devastating event. They thankfully made it out safely through the blinding ash and rain by following the taillights of the car in front of them. We heard that Mr. Lea still resides in Montserrat.

The most recent eruption of the volcano was on February 7th, 2010. There has been no ash since then, but you can still observe the emission of gases.

On our tour, we were told that the Arawak Indians arrived here in the mid-1400s via canoe from South America. They were later overthrown by the Carib Indians. Columbus named the island, since it reminded him of a mountain area near an abbey of the same name, located in Barcelona, Spain. The first European settlers arrived in 1632: Irish Catholic workers that the English colonists brought over from nearby St. Kitts. In 1664, the French took possession and slavery was introduced to the island. Four years later, the island was returned to England, and approximately 40 years later, the French recaptured it. One year later, Montserrat was returned to England as part of the Treaty of Versailles and slavery was abolished in 1834. Catholics were not welcome in other British colonies, but in Montserrat the Catholic religion was tolerated and the Irish Catholics sought refuge from persecution here.



JoAnne and the old road. 'It is hard to imagine and even harder to explain the devastation caused by the volcano'

Things Not To Miss

AIR STUDIOS MONTSERRAT

AIR Studios (Associated Independent Recording), founded in 1965 by Beatles producer George Martin, relocated here in 1979. JoAnne says, "I am a child of the '80s and grew up on the fantastic music that was recorded here, such as Dire Straits, The Police, Sir Paul McCartney, Sir Elton John, Duran Duran, Michael Jackson, The Rolling Stones, Black Sabbath and Eric Clapton." The abandoned building still stands after heavy damage in 1989 from Hurricane Hugo. We recently had the pleasure of visiting with Jimmy Buffet while cruising through Panama. His 1979 album "Volcano" was recorded at AIR Studios Montserrat, and yes, in the ever-famous "Volcano" track he's singing about the Soufrière Hills Volcano.

MONTSERRAT VOLCANO OBSERVATORY

Scientists travel here from all over the world to study the volcanic activity. Montserrat Volcano Observatory (MVO) is located in Olde Towne. MVO's observation deck and Visitors Centre are open Monday through Thursday and provide excellent information and a spectacular view of the volcano and AIR Studios. A documentary also describes the history and impact of the eruption.

MONTSERRAT CULTURAL CENTRE & MONTSERRAT MUSEUM

Montserrat Cultural Centre, located in Little Bay, houses a conference centre with a 500-seat auditorium and stage, cinema and concert venue, bar and banquet facility, recording studio, souvenir shop, and outdoor stage for open-air performances. It was constructed in 2007 with funds raised by the iconic musicians who had recorded in Montserrat. We were able to place our hands on their bronze handprints on the wall! George Harrison released 500 limited-edition lithographs of his score for the Beatles song "Yesterday", with flaws and all. They were numbered and signed by Paul McCartney and George. The sale raised more than US$1.4 million, which helped to fund the building.

The Montserrat Museum is also located in Little Bay and provides an insight on Montserrat's history and culture from pre-Columbian to modern day.

HIKING AND DIVING

We also took time to hike, to allow us the opportunity to see more of everything — birds, lizards, amazing vistas, and more. And, with our tremendous passion for scuba diving and snorkeling, we spent several hours doing both of these. The gin-clear water was teeming with fish, bright coral, and gigantic barrel sponges. We also explored a great number of sea caves, complete with the colonies of squeaking bats above. The beaches were beautiful.

St. Patrick's Day Fun

Montserrat is the only country aside from Ireland where St. Patrick's Day is a national holiday. Montserratians celebrate St. Patrick's Day, March 17th, in the midst of a weeklong St. Patrick's Festival every year. They highlight their Irish heritage and feature events which include a Catholic Church service, a Freedom Run, St. Patrick's Day dinner, Calypso Competition and a festival full of booths selling local food and handmade crafts.

We donned our St. Paddy's Day green and headed to the village of Salem to participate in the festivities. Upon our arrival, we saw many people dressed as leprechauns; others wore carnival costumes, and everyone wore all shades of green. Booths were set up all around, and the local Irish Bar was serving ice-cold Guinness and both Irish and local epicurean fare. The island is best known for "goat water," which is a goat-meat stew that is their national dish. The sound of the steel drum band was simply intoxicating!

Mother Nature has been throwing curve balls at Montserrat for quite some time. What with earthquakes, hurricanes and volcanic eruptions, this island has had its fill of devastating moments in history. However, its residents are resilient and continue to make their way through these challenges with brilliant smiles and perseverance.

Oh, yes, you will enjoy this intriguing island, so don your green, grab a cold Guinness and, with the luck of the Irish behind you, you will have a blast and make your own memories of Montserrat!

JoAnne and Bill Harris are from Clear Lake, Texas and both hold 100-ton USCG Master Licenses. They enjoy writing cruising articles and sharing their experiences. Visit www.jandbyachtultraadventure.blogspot.com to follow their sailing adventures.

The Areas of Montserrat



Northern Montserrat

According to current volcanic activity, Hazard Levels are set for different parts of the island.

Northern Montserrat, the area not covered by the Hazard Level System, offers unrestricted access and is home to most of the island's residents. It includes the villages of Brades, Little Bay, St. John's and Salem. The new local airport is located in Brades. Little Bay is the only port of entry.

Central Montserrat Exclusion Zones

The Central Exclusion Zones include four hazardous zones that sometimes allow full or partial access. Zones A and B often allow full unrestricted access, while Zones C and F allow daytime access only; word is that the Montserrat Volcano Observatory has been known to close Zone C for long periods of time.

Soufrière Hills Volcano Exclusion Zone

Soufrière Hills volcano is in the center of the southern part of the island. The Soufrière Hills Volcano Hazard Zone, or Zone V in the Hazard Level System, includes the Soufrière Hills volcano and the abandoned capital, Plymouth. The 1995 eruption of the volcano covered the whole area with volcanic debris.

Maritime transit is currently not permitted off the eastern coast of Montserrat (Zone E) but is often permitted off the western coast (Zone W) during daytime hours, provided that boats do not stop.

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DECK VIEW FROM TI KANOT BY CHRIS DOYLE

Canouan Anchorage Ban: Don't Kill the Goose that Lays the Golden Egg

The recent surprise announcement of a Notice to Mariners [*see related item on page 4*] banning yachts from two anchorages in Canouan, an island at the center of the world-famous cruising ground of the Grenadines, will be terrible news if the ban is kept in place — not only for the yachting community but also for the people on Canouan who earn income from the yachts, and, ultimately, for the yacht tourism product of St. Vincent & the Grenadines.

Vessels have been using these bays since long before Columbus and this sudden ban, apparently made without any prior discussion with, or input from, all stakeholders including the local marine-tourism business community and the visiting yachts, is unprecedented in any Eastern Caribbean nation with a serious yachting industry.

Canouan has six viable anchorages: L'Anse Guyac, (a.k.a. Corbay), Rameau Bay (a.k.a. Little Bay) to its south, Charlestown Bay (a.k.a. Grand Bay), Glossy Bay, Friendship Bay and The Lagoon, which is on the eastern side of the island and is protected by a reef. With a stroke of the pen, two of these have been eliminated, according to some reports to please the Italian investors who own the resort covering the northern part of the island.

This precedent leaves me wondering about the future of a third anchorage, Glossy Bay. Glossy Bay is currently the site of a big new marina under construction. As part of this development, upscale house lots are going to be sold on Glossy Beach. Maybe their millionaire owners, like the Italians, will not like the view of yachts, and the marina owners might prefer yachts to be paying for dockage. Would Glossy Bay also be eliminated as an anchorage, thus removing half of the anchorages in Canouan? What about Palm Island and PSV? If the present or future owner of one of these luxury resorts preferred not to have yachts anchored in their view, could yachts be banned from anchoring there too? Mustique has recently had a somewhat ambivalent attitude to visiting yachts: it would be much easier to keep the island secure without them. Could the whole of Mustique be made a no-go zone for yachts? The main island of St. Vincent has long had a problem attracting yachts, owing to a reputation for crime. Now, are the Grenadines indicating that visiting yachts will be unwelcome at the drop of a hat? No wonder this apparently capricious action has sent a chill through the yachting community.

The government of SVG has expressed its understanding of the importance and value of the yachting and marine tourism sector, but this Notice to Mariners doesn't walk the walk. Kite surfing, or kite boarding, is arguably the fastest-growing segment of the watersports field, and great places to practice this sport, such as the windward side of Canouan, are rare and highly valued. L'Anse Guyac is not only a popular place for snorkeling and diving, it is often the most protected yacht anchorage in the island, and it is the only safe alternative on the lee side of Canouan when weather conditions make Charlestown and Rameau Bays uncomfortable or unsafe.

When the heaviest Christmas winds send shrieking williwaws through Charlestown Bay and a northerly swell is making anchoring there untenable, L'Anse Guyac can be a haven of calm, with excellent holding in sand close the shore — a hidey hole till conditions calm down. The yachting community will wonder how valued they really are when a comfortable harbor is denied them (except in provable cases of actual *force majeure*), whether, according to different sources, in favor of the whim of one person, one of the investors, who built a private dining area ashore, or to accommodate the local fishermen.

Local people have been having peaceful beach parties from time to time to protest the new rules, which they feel restrict their access to the beach at L'Anse Guyac. When I attended one of these recently, several Canouan people expressed their total disagreement with the anchoring ban, and told me how much yachting visitors meant to them. Still the anchoring ban stands, and banning yachts from a long-used bay without prior consultation with the sector, when there is no obvious conflict of interest or use with either investors or fishermen, sets a terrible precedent.

The Lagoon on the eastern side of Canouan is the other place where yachts have been banned, and kite surfing as well. This is an ideal kite surfing bay, a huge asset to SVG as a marine tourism attraction, and a visually lovely lagoon with some good snorkeling, too. It has been used by a few yachts for a long time and has recently become somewhat of a Shangri-La for kite surfers. Now, anchoring and kite surfing have been banned, apparently at the behest of the foreign investors who own the resort in the north end of this stretch, and again without any consultation I know of with either local people or the marine tourism community.

At least in this case, the resort owners have some safety issues that could be discussed, including some mutually agreed zoning to ensure kite surfers are not endangering bathers. But this only applies to the resort area, which is right up in the northern part of the Lagoon. A complete ban on these activities along the whole east coast of the island [*see map on page 4*] seems utterly senseless.

The yachting industry in St. Vincent & the Grenadines is still vibrant, though it seems to have suffered some losses lately. Many yachts that previously spent more time in the Grenadines now hang out in Grenada, where the government is not only fully aware of their value but also warmly welcomes them. Any official changes in yacht anchorages in Grenada, such as the recent proposal to replace anchoring with moorings at the Grand Anse Marine Protected Area, have been open prior to rounds of consultations with all stakeholders, including visiting yachtspeople.

We all have to get on together, and share the resources that are available in the best possible manner to help the local economy and population in a sustainable way. The local community in the Grenadines is keenly aware, on a day-to-day, and often person-to-person basis, of the value of the yachting industry — and they cherish it. Likewise, the yachting community has always cherished the Grenadines.

Where there are user conflicts, solutions can be worked out among all interested parties including, most importantly, the local community. To start declaring exclusive "no anchoring zones" without the input and support of everyone involved is clearly not in the general interest.

We hope that this Notice to Mariners is a hiccup that will soon be cured.

Chris Doyle has been writing popular cruising guides to various areas of the Eastern Caribbean for nearly four decades. Visit his website at www.doyleguides.com.

DON'T LEAVE THE CARIBBEAN YET!

Throughout the 60 years I have been in the Caribbean I have been hearing and reading horror stories of boats that left the Caribbean in April heading to the northeast coast of the United States or to Europe, and ran into gales. Leaving the Caribbean before the end of the first week in May is like playing Russian roulette with two or three shells in the cylinder.

This was illustrated again just last year, when, after departing the Caribbean in April, five yachts were caught in a storm 600 miles south of the Azores during the first days of May. Four of those boats were lost. One person — a small child — lost her life. The fifth boat was in trouble and had a ship standing by, but the crew finally decided to stick it out and managed to save the boat.

About ten years ago a very well equipped Little Harbor crewed by four experienced sailors went missing in April en route from the Caribbean to Newport, Rhode Island. A very short EPIRB message went out, and then silence — no boat or wreckage was ever found.

The Imray Iolaire passage chart 100 (a gnomonic projection where a straight line is a Great Circle course) is a real eye-opener. You will see that before July, if sailing the Great Circle course to Ireland or England, you will be spending two days going through an area where icebergs can be expected. Triangles show the location of icebergs that have been seen well clear of the normal ice area; a few have even been seen south of the Azores.

> *"Early spring gales will be much more severe than late spring and summer gales"*

On the back of the chart there are wind, gale and wave-height charts for all 12 months of the year. As the late Uffa Fox wisely pointed out in his book *Sailing Seamanship and Yacht Construction*, the weather charts show the frequency of gales, i.e. winds over Force 7 (28 to 33 knots) — but they do not show *how far* over Force 7 those gales might be. Winter and early spring gales will be much more severe than late spring and summer gales.

Similarly, the wave height charts show the areas and frequency of waves over 12 feet — but they do not say *how far* over 12 feet those waves might be. Again, the waves will be bigger in the winter and early spring gales than in the late spring and summer gales. Moreover, waves periodically get in sync and become double the height of the seas that are running. Thus, if the seas are running 15 feet, one must periodically expect a wave or series of waves of 30 feet or more. (A Norwegian crewmember on my last transatlantic trip was once on an oil rig in the North Sea that was 100 feet above sea level, yet it was swept and badly damaged by a wave of 120 feet. Big waves had gotten in sync.)

If you cross-check the information on the back of the Imray Iolaire chart 100 against the NOAA or BA weather and wave-height chart, you will see that they all pretty much agree. When checking the NOAA wave-height charts for March and April, you will see a circle denoting excessive wave heights. That circle moves around a bit each year, because each year storms have different tracks and different intensities, but the circle is always in a prime place to catch the boat that left the Caribbean en route to England before the end of the first week in May. Those who are hot at pulling weather and wave-height charts off the internet will also see that a red circle denotes areas of excessive wave height all winter long and well into the spring.

Aside from the risk of encountering gales, those heading to the East Coast in late March or April can get caught in what is referred to as a sub-tropical hurricane. These spring up southwest of Bermuda, about halfway between Bermuda and the States. They then run up the Gulf Stream for about 36 to 48 hours and then dissipate. They are small and intense, hit no land masses, and do not cross any heavily trafficked lanes. Until they showed up on satellite weather images, no one knew they existed. (The few reports of wind velocities that were way out of line came from ships 50 to 70 miles away, and were discounted as exaggerations or faulty equipment.)

In light of all this, if heading to the northeastern United States or to Europe, wait until the end of the first week in May before departing the Caribbean. You might still run into bad weather, but the chances of being hit by a really bad gale or a sub-tropical hurricane will be reduced.

Epilogue

About 20 years ago, en route from the Caribbean to England in April, a 60-foot sloop was rolled 360 degrees. Two crew were injured and needed to be taken off. The sloop was beyond helicopter range, but the US Air Force said they had a tanker available whose crew was experienced at refuelling helicopters. The rescue services had two helicopters available. (On long overwater flights they must have two, in case one has to ditch.) They flew out to the sloop, air-lifted the two injured crew off and flew them back to England and hospital. The skipper and remaining crew managed to get the sloop into Falmouth with no outside help.

The following May, after I had laid up *Li'l Iolaire*, I was flying home from Grenada e on British Airways and the man seated next to me introduced himself. He was a very experienced sailor. He asked me if I knew of the 60-foot sloop that had problems the previous April. When I said I did, he related the following story.

"I was recently in the Grenadines, having a drink in a makeshift beach bar, and I noticed a big sloop at anchor and its dinghy coming ashore. From the dinghy, two men came to the bar, the younger man wearing a polo shirt with the name of that particular sloop embroidered on it. We struck up a conversation. I discovered he was the skipper of that boat, and a very competent seaman. I congratulated him on getting the sloop into port unaided, despite having been rolled 360 degrees, and then putting her back together and bringing her back to the Caribbean. But I asked him, 'Why, with your experience, did you leave the Caribbean for England in early April, when you knew you would inevitably run into some really heavy weather? Why did you not wait until May?'"

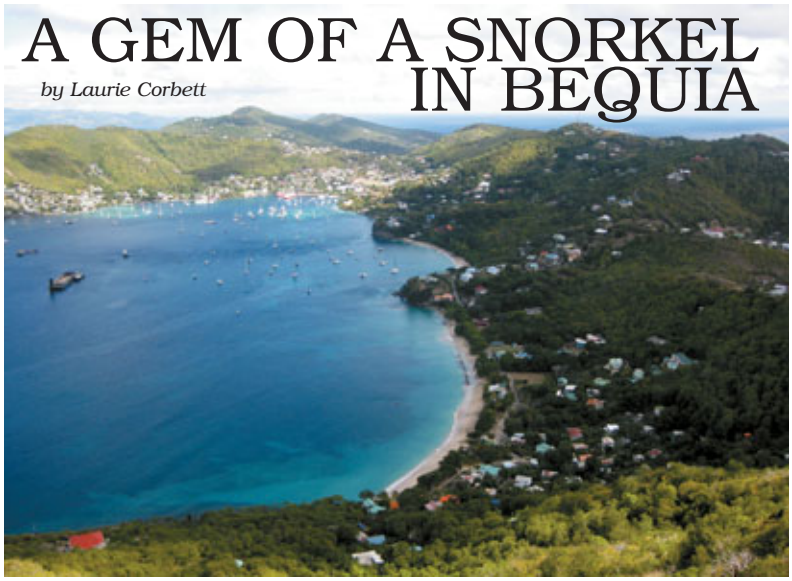
"He gave various little excuses that did not make sense. Finally, I said, 'I'll bet it was an idiot owner who insisted you leave in April so he could have the boat in England in time to enjoy some early May sailing.' His reply was rather mumbled; he got up, paid the bill, and he and the older man left and returned to the sloop. I then discovered from the bartender that the older man was the sloop's owner."

Visit Don Street's website at www.street-iolaire.com.



A GEM OF A SNORKEL IN BEQUIA

by Laurie Corbett



When anchored in Bequia's Admiralty Bay, you don't have to go far to find a sweet snorkeling spot.

Between the 400 metres of Princess Margaret Beach and the 400 metres of Lower Bay Beach is a 200-metre rocky cliff of conglomerate volcanic ash and basalt. Rock boulders have rolled out into the ocean and are surrounded by an apron of coral. It is an easy swim from many boats anchored in the bay, and is an amazingly diverse ecosystem for snorkeling. Indeed, the diversity, if not the number of fish, can stand up to the competition of the Tobago Cays. When my wife, Dawn, and I have company visiting in Bequia, the snorkeling can justify staying put and continuing to enjoy all the rest of the joys of Bequia (at times). The little outcrop has become well known and is very often visited by the charter boats and many cruisers, meaning that only during the worst of swells will you not look over and see "one-horned butt-fish" (snorkelers) in abundance.

Leaving the back of your boat, one has a chance of seeing a turtle, albeit bound to be more skittish than those enjoying the protection inside the Cays, which are part of a national park. Also like as not, a flying gurnard, joined by a couple of smooth trunkfish, will be investigating the disturbance made by our anchor chain. If we approach too closely, the gurnard will react with a splendid display of his/her beautiful wings, often without leaving.

On the way to the outcrop, we have a chance to see a few bar jacks, up to 600 millimetres long, or a cero mackerel — natural predators that likely help to keep this little ecosystem healthy. The outskirts of the ecosystem often have large schools of brown chromis. Just inside these are a couple variations of small snappers and sometimes schoolmasters, along with a good school of sergeant majors. Below them in the nearby sand, a sand diver will be standing guard.

At the rocks and the reef apron, at least three species of grunts will be in abundance in the cracks, flowing back and forth in the surf. Various types of parrotfish and puddingwifes fight for your attention, as do a few species of wrasses and slippery dicks. There



Above: The waters off the small point between the anchorage at Princess Margaret Beach and Lower Bay offer some surprisingly rewarding snorkeling

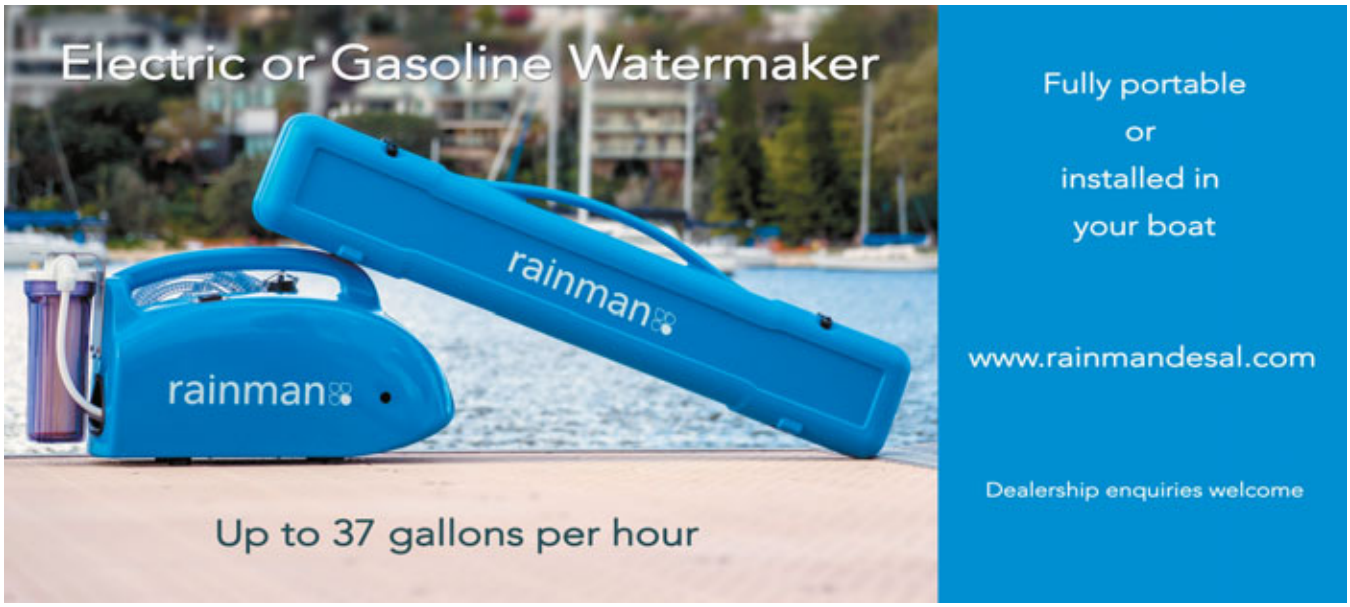
Left: A honeycomb cowfish in the blue phase

are always juvenile French, queen, and gray angelfish, and pairs of banded butterfly fish. Always, also, is a small, but active, school of blue tang. Less abundant, but available under the larger overhangs, are the bright red squirrelfish and similar species. The beautiful glasseye snapper can't always be found, but I've seen it there.

If one will sit still in various places, the real diversity will become apparent. We've seen two octopus in the same day, five quite mature squid, peacock flounders, coneys, scrawled and whitespotted filefish, Spanish hogfish, and both sharptail and goldspotted eels. Also in the eel family, two spotted morays presently make these rocks their home. The larger one, a magnificent creature, tends to enjoy the more southerly end of the system. He/she is curious enough to come out to see you.

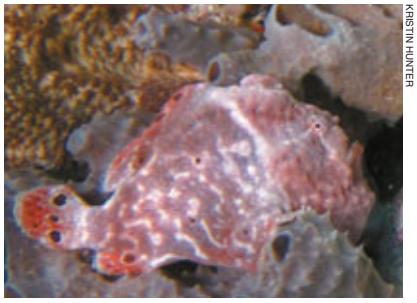
Some real finds we've enjoyed include a spotted drum, a barred hamlet, and a honeycomb cowfish in a very blue phase. The only triggerfish I've ever seen in the Windwards was here, but soon afterward a visiting yachty (illegally) speared it and invited his friends to his boat to share it. [*Editor's note: The use of spearguns by non-nationals is illegal in St. Vincent & the Grenadines.*] It took us a while to get over that, but we've developed a longer view in recent years.

—Continued on next page



—*Continued from previous page*

Like as not, the fauna of this little "outcrop" has suffered the predations of man for thousands of years. The Taino Indians who traveled from the Orinoco around 500 BC apparently enjoyed the island and its bounty in peace until the Caribs arrived around 1000 AD; and the Caribs fished these rocks until the 1600s. The rocks have been fished from then until now by the European immigrants, their African captives and their offspring.



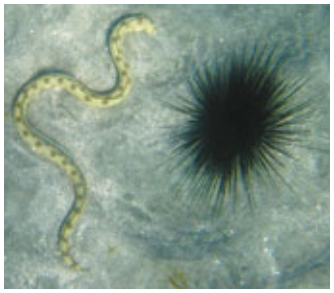
KRISTIN HUNTER



CORBETT (3)

Counter-clockwise from left: a rare pink long-lure frogfish, an immature queen angelfish, a scrawled filefish, and a gold-spotted eel with a black sea urchin

These days the surrounding much deeper seas suffer the greater pressure from our demand for protein, and the little area is for the most part left to the snorkelers. Most who visit the rocks do so armed only with curiosity, and these, in my opinion, are amply rewarded. Still, locals and even some tourists visit the rocks with spears and hooks, with the exploitation varying from year to year. I've noticed that in recent years, fishing has been a little more common on and near the rocks. Young men are taking advantage of the new walkway to Jack's Bar, carrying what they need to fish the area with hooks or spears. Last spring, we encountered a man in the water with a belt full of fish, snorkeling with a line and baited hook. He could choose each target individually, and deliver the hook directly. When he climbed onto the beach, he excitedly boasted how he had caught every "butterfish" (coneys in the brown phase, we believe) in the rocks with his innovative approach. I checked, and believe he was correct. However, nine months later, demonstrating the robustness of this little ecosystem, a few, albeit small, brown coneys can again be found.





Something new this year are a couple of well-tended fish traps near the rocks; and this may explain why the parrotfish and the puddingwife fish are smaller, but I am certainly no expert on that.

We suspect there will always be something to see, and it is not up to us, the visitors, to choose how a resource is used. Certainly we have no reason to suggest we Canadians know better, having squandered our northern cod stocks such that they still have not recovered.

It would be nice, just the same, if there was a method to allow Bequia to exploit the resource in a more profitable manner, such that all benefit. Bequia merchants are in competition with other parts of the Grenadines for such entertainment, and might wish to lobby for protection of this little spot so that it keeps us here for an extra restaurant meal or two. One of the two dive shops or an enterprising individual might organise regular snorkeling and fish identification at this site for the cruise ship passengers, combining such a treat with the draw of the two beaches. More likely, they have better places to show us, and do not need this location, especially since swells limit the enjoyment many days per year.

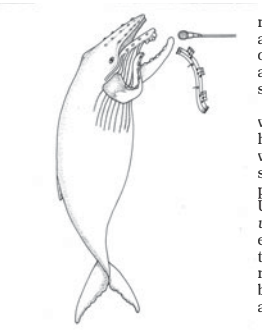
But enough of that — this little patch can likely sustain one man's sport or another man's supper, and still be there to show us something we have not often seen before. Take a look, and take your camera. Our camera quit just after I got these pictures!

Laurie and Dawn Corbett are cruising the Caribbean aboard S/V Cat Tales.



DO WHALES SNORE?

Salty is a humpback whale who loves to sing. Every winter he swims throughout the Caribbean Sea; he doesn't need a passport because he's an international citizen. This month, he tells us how whales and dolphins sleep — and has a drawing of himself sleeping that you can color, too!



Whales and dolphins have a special way of resting. They "sleep" with one half of their brain at a time! Scientists believe that while one half of their brain rests, the other stays "awake" and alerts the whale or dolphin to breathe and swim. The brain halves take turns resting.

Humans are *involuntary* breathers, meaning we breathe without thinking about it and have a "breathing reflex" that kicks into gear when we're sleeping or are knocked unconscious. But whales and dolphins must keep part of the brain alert to trigger each breath. Unlike humans, whales and dolphins are *voluntary* breathers, meaning they think about every breath they take. A whale breathes through the *blowholes* on top of its head, so it needs to come up to the water's surface to breathe. That means the whale needs to be awake to breathe.

If you see a whale lying motionless just beneath the surface, looking like a floating log, it is probably sleeping. Do you think whales snore? It might be possible for them to snore but we don't know for sure.

Dr. Nathalie Ward is a marine biologist, conservation educator and marine policy consultant. She has authored numerous scientific publications and marine mammal field guides as well as children's books on whales, dolphins, sharks and coral reefs.

TESSA MORGAN (2)





LOOK OUT FOR...

The Royal Palm, Home Grown Regents

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

You'll see them everywhere; standing proudly in stately rows along forgotten plantation drives or in island gardens, the towering Royal Palm is the silent sentinel of the tropics and sub-tropics. This particular family of palms is native to the Caribbean Basin, but has also been propagated across the temperate regions of the globe for its pleasing looks and hardiness. Not always purely decorative, this palm has a few other uses as well.

There are approximately 11 different species of Royal Palm, with some being so difficult to discern from others that precise testing must be done by experts to determine the differences. Generally, *Roystonea oleracea* is found in the Lesser Antilles. *Roystonea regia* is also very common and is one of the better-known types, with other species found throughout the region, and some indigenous to certain islands. One species is native to the Indian Ocean.

The flowers are white with a pinkish heart and are either male or female, so that the assistance of bees, birds, and other flying insects is necessary for cross-pollination. Once the fruit ripens and falls to the ground, an embryonic tree begins to grow on the outer edge of the seed. A little strap-like sheath reaches out, and after approximately two years, a stem is produced.

On average, the Royal Palm grows to a height of about 20 to 30 metres. Their light grey, smooth columnar trunks are approximately half a metre in width, and very sturdy. The average number of leaves carried at any time is only 13. A Royal Palm sheds them as necessary and grows replacements, but doesn't add to their numbers. The 60- to 80-centimetre-long leaf develops from a very distinctive bulging crownshaft, which is green and extends as far as two metres along the trunk. The tree roots are quite conspicuous with some rising just above the ground, tending to be relatively shallow.

These beautiful palms prefer tropical warmth, but can take a bit of cold weather in places such as southern Florida. While they do enjoy plenty of moisture, they can hold their own during the dry seasons, although some irrigation certainly wouldn't hurt them. A little salt spray can be tolerated, but they are not up to the rigours of a salty environment.

The easiest identifying feature of the Royal Palm is that it doesn't have any coconuts! Instead, it produces much smaller fruit that start green, then progress through red to a purplish colour. They are rounded in shape and only about one centimetre in size. These small fruit are eaten by birds, which then spread the seeds. The granular, abrasive texture of the fruit, however, generally makes it unfit for human consumption. It's a source of oil, and the roots are used in some places to make a diuretic tea. Palm fruit has also been used, possibly in desperation, to make a substitute for coffee. The fruit is used to feed pigs, and in Cuba, pork from Royal Palm fruit-fed pigs is a particular delicacy.



A young Royal Palm; these can reach heights of as much as 30 metres (nearly 100 feet)



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The Sky from Mid-March to Mid-April

by Jim Ulik

It is 1962. It's an era when people could be inspired and receptive to the content of President Kennedy's speech challenging the country to land men on the Moon that decade. The space race to show political strength was on. There was more to the speech but one part stated, "The growth of our science and education will be enriched by new knowledge of our universe and environment, by new techniques of learning and mapping and observation, by new tools and computers for industry, medicine, the home as well as the school." You can see some spin-off technologies in action at any restaurant table. Everyone at the table is on their own iPhone connected to the internet. Thank you, NASA, for satellite communication technology.

In the early '60s the Gemini program was developed to advance the knowledge required to get men to the Moon and back safely. The program, named after the Gemini constellation, was designed to carry two men instead of one. March 16th marks the 50th anniversary of the 1966 launch of *Gemini 8*. That mission's objective was to make the first rendezvous and docking in orbit with the unmanned spacecraft named *Agena*. The astronauts and mission control learned more than expected, having to stabilize the spacecraft from an uncontrolled roll.

Then came the Apollo program and the Moon landing. Actually beginning in 1963, the first attempt at launching a rocket was in 1967 when the capsule burst into flames on the launch pad, killing astronauts Virgil Grissom, Edward White and Roger Chaffee. In 1969 *Apollo 11* was launched and the *Eagle* landed on the Moon. The skeptics followed, claiming the Moon landing was a hoax. Even today there are internet posts that perpetuate this opinion. At its peak, the Apollo program employed 400,000 Americans and required the support of over 20,000 industrial firms and universities. If the skeptics are right, imagine the amount of money the government and NASA has paid out to each individual and organization involved in the Apollo program over the last 47 years to prevent them from exposing the supposed Moon landing hoax. Let alone the money spent to build, fuel and launch the *Saturn V* rocket. The next round of posts on the internet claiming a hoax will no doubt follow the mission to Mars.

There are as many opinions as people, but two of the strangest are still expounded on the internet. The first comes from a popular rap personality who is tweeting his belief that the world is flat (and the holocaust didn't happen). Yes, this is 2016. He claims that NASA is manipulating the images taken of Earth to make it appear to be a sphere. Are his tweets just for publicity? Unfortunately, he has the influence to convince his posse. In fact the Flat Earth Society is still going strong. Other groups believe the Earth is a hollow sphere with an underground population. They believe aerial photographs have been altered to remove the entrance holes. Disbelievers are everywhere. Even with the facts it is near impossible to change their opinions.

Wednesday, March 16th

This is the 50th Anniversary of the launch of the *Gemini 8*, commanded by Neil Armstrong and David Scott. Ten crews flew missions on the two-man Gemini spacecraft. The Gemini missions were flown in 1965 and 1966.

Friday, March 18th

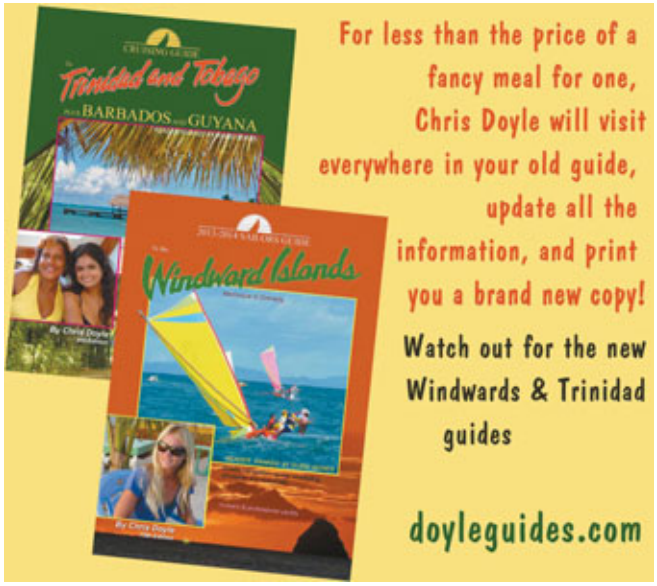
Only through binoculars will you be able to see the Moon's Golden Handle. About two days after every first quarter Moon the sun illuminates the ridge of the Jura Mountain range. The lower-lying plain of Sinus Iridium is still in shadow. An iridium flare is predicted to flash over the shaded side of the Moon between 2100 and 2115 hours. The Moon will be near the Beehive Cluster in Cancer.

—Continued on next page

FIGURE 1



Atlas V liftoff with Apollo 11 in 1969



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—*Continued from previous page*

Sunday, March 20th
The Sun will shine directly on the equator and there will be nearly equal amounts of day and night. Whether you call it the March, Vernal or Spring Equinox the moment occurs at 0031.

Venus and Neptune will be located near each other in the morning sky. The planets will rise just after 0500 in the constellation Aquarius. The rising at 1615 Moon will be positioned near Regulus in Leo.

Monday, March 21st
Tonight the Moon and Jupiter appear close together in the night sky. The Sun is nearly opposite both bodies, so they will be almost 100-percent illuminated.

Wednesday, March 23rd
The Moon reaches the full phase at 0800. That will be less than two hours after it sets at 0612 at 270 degrees west. There will also be a partial lunar eclipse at this time. The edge of the Earth's shadow will begin to shade the Moon at 0539. Between that time and moonset we will only be able to see a slight dimming of the Moon's brightness. Look for the Moon to rise again at 1835 a little less than full.

Friday, March 25th
The Moon has now reached its farthest orbital point from Earth. This can produce lower tides and smaller variations between low and high tide levels.

Sunday, March 27th
Did you solve the math formula posted in last month's column to find the date of Easter? I didn't think so. So, in case you haven't looked at a calendar, today is Easter. The bunny constellation (Lepus) is running from Orion and Canis Major to make its escape through the night sky.

Monday and Tuesday, March 28th and 29th
Over these two days, four celestial bodies will be positioned in the same plot of sky. The best time to view the Moon, Mars, Saturn and Antares is between midnight and 0500. Mars, Saturn and Antares will remain together throughout this period.

Wednesday, April 6th
It is one day before the New Moon. This morning at moonrise there will be only a sliver of it showing. Right next to the Moon will be the planet Venus, shining brightly. Venus will rise at 0512 and the Moon at 0515. The viewing time will be short, as the Sun will rise 45 minutes later.

Sunday, April 10th
The Moon will be up most of the day. As sunset approaches and the skies begin to darken, the star Aldebaran will begin to show immediately south of the Moon. Look towards the horizon and you may find Mercury.

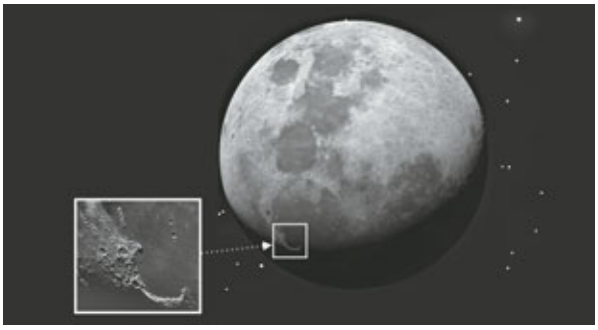
Tuesday, April 12th
The Virgo constellation will rise in the east around sunset. That is the source of the April Virginid meteor shower. Some shooting stars associated with the shower are expected to be visible each night from April 7th to April 18th. The peak shower is expected tonight, producing about five meteors per hour.

Friday, April 15th
The start of another minor shower begins tonight. However, the meteors will most likely appear after midnight. The source of this shower is the constellation Lyra. The shower will go through April 26th.

In the News
The Arecibo Observatory in Puerto Rico is currently the world's most sensitive radio telescope. It is also the world's largest telescope with a diameter of 305 metres (1,000 feet). It is used in part to find asteroids that could pose a threat to Earth. China is developing its own space station. and is now constructing the "Five-hundred-metre Aperture Spherical radio Telescope" (FAST). They continue to establish their position in space and technology.

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

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


FIGURE 2

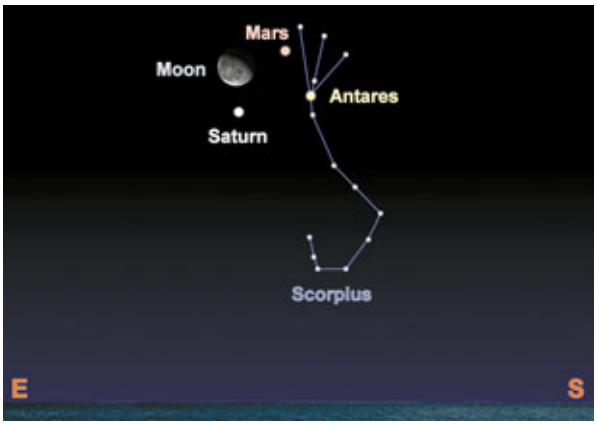


FIGURE 3


FIGURE 4 / JIM ULIK

FIGURE 2
The Moon's Golden Handle as viewed facing east

FIGURE 3
The Moon, Mars, Saturn and Antares on March 29th at 0200

FIGURE 4
Arecibo Observatory in Puerto Rico is at risk of losing its funding

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BOOK REVIEW BY SALLY ERDLE

Island Children's Days and Ways

The Island Children of Bequia, *by Silma Duncan. Illustrated by Roland Layne. Soft cover, 20 pages, color artwork throughout.*



Perhaps the most prolific poet of St. Vincent & the Grenadines, and certainly the most enthusiastic, Silma Duncan has self-published a large number of books containing her engaging stories in rhyme. Her latest is a treat.

Now joining her previously printed books, which include *A Day in the Life of a Turtle*, *Poetry from Bequia* and *My Island and Me*, is the delightful *The Island Children of Bequia*. In rhyme, it traces the daily life of the typical children of this small Caribbean island as they go from home to school to play. The illustrations by Roland Layne on each facing page are colorful and culturally accurate, adding to the engaging quality of the book.

The Island Children of Bequia would be a fine souvenir of a visit to Bequia and a fun book to read aloud to small children, who can follow along by looking at the illustrations. Older children, whether from the Caribbean or elsewhere, can identify with the children's lives described and depicted. Anyone's inner island child will be charmed.

You can purchase Silma's books in shops, but buying one directly from her as she sits under the famous Almond Tree in Port Elizabeth, Bequia, is an experience. With little prompting, the woman fondly known as the "Poet Laureate of St. Vincent & the Grenadines" will launch into a recital of the work at hand, or perhaps improvise a poem on another relevant current subject. It's performance art on a personal level. And you get a book.

The Island Children of Bequia is available at shops in Bequia or from the author.

UNTITLED

Island Poets

We breakfasted on fishcakes
And indescribable coffee.
My roof is open to the rain;
It beats with the aggressiveness
Of freedom.
With feet planted firmly
On the ground, they ask;
If I mind the roll? I am
Not particularly attached
To gravity, and marvel
At their concern.
I have no need
Of their heaven.
I could create fifty better
On one night watch.
And of heaven?
Camels through eyes of needles
And such? No need,
No miracle required.
We have the night to ourselves.
Forever changing
Forever the same.
Like fire. Like clay.
Like life.
There is not an ounce
Of sense in any of it.
Surely earth does not need
Our feeble stirrings.
And so, my poem
Is concerned only with
A song about an idiot
And a king.
People were made
To talk to one another

— John A. Smith

Tide's Table

BY ROSS MAVIS

ONE PAN COOKERY

Just the other day I decided it was time to reorganize my galley. It was only then that I came to the realization I had more pots and pans stowed below than I had in the cottage ashore. How crazy is that?

Okay, I needed more than one size pot for various quantities, but surely one small, one medium and one large pot would suffice. I could easily take the other six pot sizes and styles ashore for sale at the local flea market.

Then I turned my attention to the frying pans nestled below deck with sheets of paper keeping them from rattling about during a heavy swell. Four or five sizes, large, small and of various types seemed like overkill to me. A small frying pan for one- or two-person breakfasts and a larger one for big quantities, normally needed only when guests dined with me, surely would do.

Once again, I could take the additional frying pans to sell at the flea market.

Placing the ten superfluous utensils above deck and ready to take ashore gave me a feeling of immense satisfaction. My galley was much more manageable and I hadn't even started sorting out the other cookery items.

Feeling quite proud, I also felt a bit peckish. In the fridge I had a small pork cutlet ready for cooking and decided it would be a great mid-day meal. Now would be the ideal time to see how well my reduced galley arsenal would accommodate today's lunch.

It was going to be another scorcher, so my meal would be cooked entirely on the propane cooktop and not by firing up my oven, which resembled Mount Vesuvius in its ability to produce heat. Besides, I had been using the oven too much lately and its appetite for propane was prodigious.

Turning my attention to the menu, I decided on breadcrumb-and-peanut-enhanced cutlet with potatoes, peas and carrots. I was salivating already.

Within under an hour, I had my hot lunch ready for eating and was feeling very smug about the fact I had only used one pan for the entire meal. It may prove my downfall when large quantities are to be cooked but the one large fry pan with lid was able to do all I needed to produce a lunch with leftovers. The other benefit from downsizing was that I only had one pan to wash after producing this not-too-shabby meal.

Here's the recipe and method I used for the peanut-crusted pork cutlet. It's one I think you will want to try.

Peanut Pork Cutlets
Olive oil
Bread crumbs
1 or 2 small pork cutlets (or chicken breasts)
White wine or chicken stock
SAUCE
1 Tablespoon red wine vinegar
3 Tablespoons peanut butter
1 Tablespoon soy sauce
1 Tablespoon honey
1 teaspoon garlic powder
1 teaspoon ginger, powdered or grated fresh
1 teaspoon hot pepper sauce
1 teaspoon sugar
Salt and pepper to taste

First, wash and peel three small potatoes. In a large frying pan over medium high heat, bring enough salted water to boil and place the potatoes in to cook until fork-tender. These will cook quickly when covered with a lid. When the potatoes are cooked, remove from the pan and put them in a small bowl. Add a diced carrot and a handful of peas to the water in the pan and boil until tender. Place peas and carrots in the bowl with the potatoes.

Dry the pan and add a small quantity of olive oil. Coat the cutlet with breadcrumbs. When oil is nicely hot, place the breaded cutlet in and brown, turning once. After cutlet is browned on both sides, cover with the lid and let simmer for another five or ten minutes. At this point, make room for the potatoes and brown them by cooking with the cutlet. Shaking the pan occasionally will easily accomplish this. Just before serving, add the carrots and peas near the potatoes and cover until warm, about three or four minutes.

Have a warm dinner plate ready for the pork cutlet, potatoes, peas and carrots. In the fry pan add a splash of white wine or chicken stock and the peanut sauce ingredients, deglazing the pan and stirring to incorporate the brown bits. When bubbling nicely, pour the hot sauce over the pork cutlet and get set to be overwhelmed. Delicious.

Knowing that there is only one pan, plate and cutlery for one (or two, if your mate is dining with you), and one bowl to wash up adds greatly to the satisfaction.

Ross Mavis is a now-retired chef who still enjoys the joy of a hot pan and making a mess in kitchens or galleys. He can be reached at ross.mavis@gmail.com



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Read in Next Month's *Compass*:

A Dominican Republic Cruise

Cutlasses in Caribbean Culture

The Drag of Dragging Anchor

... and much, much more!



MORE MARIGOT MOANS

Dear *Compass*,

In his letter in last month's *Compass*, Colin Thomas on the yacht *Summer Breeze* was absolutely right in his research on the charges for anchoring (with no services or facilities provided for visitor yachts) at Marigot, French St. Martin. The anchoring fee seems to be only in place for non-French boats, which adds insult I think. I counted over 150 yachts at anchor there recently, so I guess you can't blame the French authorities for making a quick Euro without too much effort. But yachties demand a little more than the use of disgusting toilets, which incidentally is another charge.

Facilities continue at pace to improve all over the Caribbean, and unfair charges, with or without facilities, are noted by sailors who simply will not return with their yachts. Like any business anywhere in the world, underperformance, rip-off attitudes and bad service simply won't be tolerated in the long term. Time is seriously running out and it will be so sad to see an empty Marigot Bay, and so difficult to win back those who have been driven away.

J. Osborne
Moody 42 *Mahala*

Dear* Compass *Readers,

We agree that it's counter-productive to charge visiting yachts simply for anchoring in an unimproved bay. We understand that if you check in/out at the Port Office located at the ferry terminal (we don't know about other locations; some might not charge the same), for a boat 45 feet long to anchor in Marigot there would be a one-time charge of 30 Euros, plus a daily fee of 0.25 Euro per metre for stays up to three days, and 0.35 Euro per day for longer stays. So for a week's visit, just to anchor in the bay would cost about 64 Euro (about US$72). We're not mind readers, but we can guess that the businesses ashore would rather have those "cruiser bucks" spent in their establishments.

CC

TRINIDAD-GRENADA PASSAGE PLANS

Open Letter from the Trinidad & Tobago Coast Guard
To the Yacht Services Association of Trinidad & Tobago and Jesse James
February 3rd, 2016
Good Afternoon,

I would like to thank the Yacht Services Association of Trinidad & Tobago (YSATT) as well as the Members Only Maxi Taxi Service for your excellent cooperation with the Trinidad & Tobago Coast Guard (TTCG) as we continue to work together to ensure the safe passage of leisure vessels between Trinidad and our Caribbean neighbors.

I must also commend your members for their timely delivery of their respective Float Plans. These plans have made a great impact on our ability to provide security coverage for vessels traveling into and out of our waters, especially along the Trinidad/Venezuela Maritime Boundary.

Please note that we have intensified our patrols along this border and continue to show a presence in the area even when there are no scheduled Float Plans, as we hope that our continued presence and visibility in the area will act as a deterrent to any persons wishing to utilize the area for illicit purposes.

We have also partnered with the Trinidad & Tobago Air Guard (TTAG) who have been providing some much needed air support for the ongoing security operations. Additionally, we have instituted hourly communications checks with vessels while they are making the transit. These checks are conducted by the TTCG Net Control Station over VHF Ch16, and allow us to reassure the crews of the vessels that we are monitoring their journey and are standing by to render assistance if necessary. However, due to the lack of security over the open VHF network, we do not ask for positions unless we require them for a specific purpose (e.g. to render assistance, etcetera).

In order to make us more efficient in responding to Float Plans, we have decided to activate a dedicated e-mail address for this purpose. This e-mail address will be checked multiple times per day, and will act as an online archive of all Float Plans forwarded to us for our attention.

To that end, I would appreciate your assistance with disseminating the following information to your members, as well as to anyone wishing to make the journey between Trinidad and any neighboring country — especially if they intend to pass near the Trinidad/Venezuelan Maritime Boundary:

Float Plans can be sent to the TTCG Operations Department via the following means:
E-mail: floatplan.ttcg@gmail.com
Fax: 1 (868) 634-4944
Ph: 1 (868) 634-1476/ 634-8824

Vessels can contact TTCG Control on VHF Ch16 to inform of their departure/arrival.

Vessels in transit can listen on VHF Ch16 for hourly contact with TTCG Control.

For any clarification or further assistance I can be contacted via phone or you can send an e-mail to the above mentioned e-mail address.

Thank you again for your assistance and I look forward to our continued cooperation.

Kind Regards,
Daniel Castagne, Lieutenant (N)
Assistant Operations Officer
Trinidad & Tobago Coast Guard

HOW CAN YOU BE SURPRISED?

Dear *Compass*,

I am an enthusiastic reader of the Caribbean Safety and Security Network's website (www.safetyandsecuritynet.com). I feel a lot of gratitude for the excellent service and information they provide on their page. I have been reading those reports now for two years, and since November 2015 I've been cruising the Caribbean and I am happy to know where the "hot spots" are.

Also I love reading the *Caribbean Compass*. Great articles and lots of insight that has helped me around now for three consecutive months.

Nevertheless, I want to make a comment about the lack of security awareness among many cruisers and sailing tourists. This lack of awareness is also reflected in many CSSN reports about theft of items being "unlocked".

My hometown in Germany is Karlruhe, a very quiet and safe town. However there is a lot of bicycle theft going on. Everybody knows this and nobody would ever leave a bicycle unlocked if he intends to use it after he returns to the place where he has left it.

I do not at all understand how people can bring their dinghies ashore and not lock them. I have seen brand new AB dinghies with 15-horsepower motors — unlocked! This package represents a value in excess of US$10,000. How can you leave this ashore unprotected? And how can you be surprised if this gets stolen?

I think cruisers and tourists have a responsibility to secure their belongings and to ensure that they do not tempt thieves too much. Sometimes they just make it too easy!

What is the message if you leave your items unlocked? "Take it — it doesn't reflect a value for me. And if you do so, don't worry, I am rich enough to buy a new one!"

I really believe that making cruisers and tourists aware of their responsibility in relation to theft is an important step to achieve lower crime levels in the Caribbean.

Lock it or lose it should be the motto of every trip to shore.

Many thanks once again for your great publication and services,

Klaus Beckmann

ZIKA, PAPAYA AND PREVENTION

Dear Compass Readers,

The mosquito-borne Zika virus is on its way, if not here already. Many people in Grenada got chikungunya, and I believe that is because very few people took the papaya leaf potion preventively. I believe it also cures dengue and chikungunya.

As soon there is a reported case in your country use it right away. Do not wait to be sick. Zika is painful and not necessary. No risk. It cannot hurt. We will then stop the epidemic. You will not like the taste. Take it with orange juice or mix it in your coffee. Do not tell me I am not a doctor, I know. It works for me, my wife, two doctors on our small island of Carriacou and so many more who told me.

All you need is two papaya leaves on Day One and two papaya leaves on Day Two. Cut off the stem and the thick veins of light green on the leaves. Use only the dark green leaf portion. Grind it with a tablespoon of water. Squeeze the paste through a muslin cloth or a strainer. Drink the liquid, which may be a tablespoon or two of papaya leaf juice. Do the same procedure the next day. Drink the juice and that's it. You are cured. Please spread this around. It has saved many from both dengue and chikungunya. Remember, most invaluable things in life are free.

Richard Laflamme
Lumbadive, Carriacou

—Continued on page 54

LETTER OF THE MONTH

MAROONED AND RESCUED

Dear *Compass*,

My husband, Neville, and I have had the privilege of being invited to sail the Grenadines with my brother and sister-in-law, Nick and Paula, aboard *Hejira*, a 45-foot Southerly, which completed the ARC+ in December 2015. Enjoying each island with its sandy beaches and reefs perfect for snorkelling, and of course marvelling at its enterprising people such as the fellow using a big piece of driftwood as a floating greengrocer's, swimming to boats offering fresh produce.

We enjoyed two days exploring Mustique, experiencing Basil's Bar; we were lucky enough to be there during the Blues Festival — amazing!

On our way to our next destination we decided to explore the possibility of anchoring for one night off Petit Nevis. It is an old whaling station, now an uninhabited island. We anchored and admired the surroundings and decided part of the rocky shore looked ideal for snorkelling. Our safety-conscious skipper, Nick, decided to swim ashore; he suspected the currents might be a bit strong for our snorkelling expedition.



YACHT HEJIRA

We followed him with the binoculars. That is when I spotted a dog on the beach. I searched for its owner, assuming someone else must be ashore. We were also concerned for Nick if the dog was, indeed, alone and how it would greet a visitor. We were quickly reassured; we could see the tail-wagging dog greeting Nick.

While Nick was swimming back to the boat I could see the dog following the shore, trying desperately to find a way to follow him. Nick returned to the boat and confirmed the worst-case scenario: the little dog was starving and nobody else was on this small island. The picture Nick had taken showed a very skinny dog — we were all so upset.

I knew we could not take the dog on board; we were on a tight schedule and both Nick and his wife are allergic to cats and dogs. I e-mailed the Vincentian Society for the Prevention of Cruelty to Animals (VSPCA), begging them to rescue the dog and offering a donation to finance the rescue. Since we were still very close to Mustique, I thought it made sense to appeal to its residents as well for help.

Our Petit Nevis discovery was on Sunday. By Wednesday, morning two simultaneous rescues were being organised! I advised the VSPCA of the Mustique rescue mission to avoid a flotilla sailing to Petit Nevis!

By chance, an American vet was visiting Mustique and was part of the team who went ashore to Petit Nevis. They were greeted by a very grateful little dog. A quick examination confirmed she was full of fleas and ticks but her heart was okay. They took her back to Mustique. Within 24 hours she was flea and tick free. The intention was to get her fit and hand her over to the VSPCA people on St. Vincent for them to find her a home.

However, she is a very lucky little dog: not only was she rescued, but also a couple who work and live on Mustique have adopted her. Their dog died last year and they are thrilled to have her. Her very fitting name is "Miss Bones". But having been sent a recent photo of Miss Bones I can honestly say she already looks so much better — still skinny, but obviously on the mend.

It appears the practice of abandoning unwanted dogs on uninhabited islands is, sadly, not uncommon. It is difficult to understand how anyone could leave an animal to starve.

A lot of work is being done to educate people on how to care for animals. I admire all the hard working, caring people who dedicate a lot of their time to this cause. Exposing cases such as Miss Bones will hopefully raise awareness to a sad reality. There can be a happy ending!

Travelling, as we have, has been a privilege. Along the way if/when we can help, we should. Miss Bones' rescue will always be a highlight of this adventure for us. The boating community can be of very valuable assistance. Travelling eyes able to report on so much that can otherwise be missed.

Thank you to everyone who responded to my appeal on behalf of Miss Bones and her new owners, who are undoubtedly rewarded with a very loving pet.

Gratefully,
The entire *Hejira* crew

Editor's note:

If you see any instances of animal cruelty on any of the islands of St. Vincent & the Grenadines, please report them not only to the VSPCA at admin@vincentianspca.org, but also include a copy to the Police at svgpolice@gov.vc. Cruelty to animals in SVG is illegal under the Protection of Animals Act (www.vincentianspca.org/protection-of-animals-act-1947.html), liable to fines up to EC$1,500 and imprisonment up to three months. Documenting these cases to the SVG Police Force will indicate to the authorities the extent of the problem that needs to be addressed.

If you have an unwanted animal, rather than abandoning it, contact the VSPCA at admin@vincentianspca.org and efforts can be made to re-home it.

To cut down on the number of unwanted dogs and cats throughout SVG, enquire about available spay-and-neuter programmes at admin@vincentianspca.org.

Also, regarding the Southern Grenadines, see www.animalkindness.net.

Donations to all animal welfare groups throughout the Caribbean are needed and, of course, appreciated.

Basil's Bar Mustique

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WE SHIP AROUND THE WORLD!

MERIDIAN PASSAGE OF THE MOON

MARCH & APRIL 2016

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

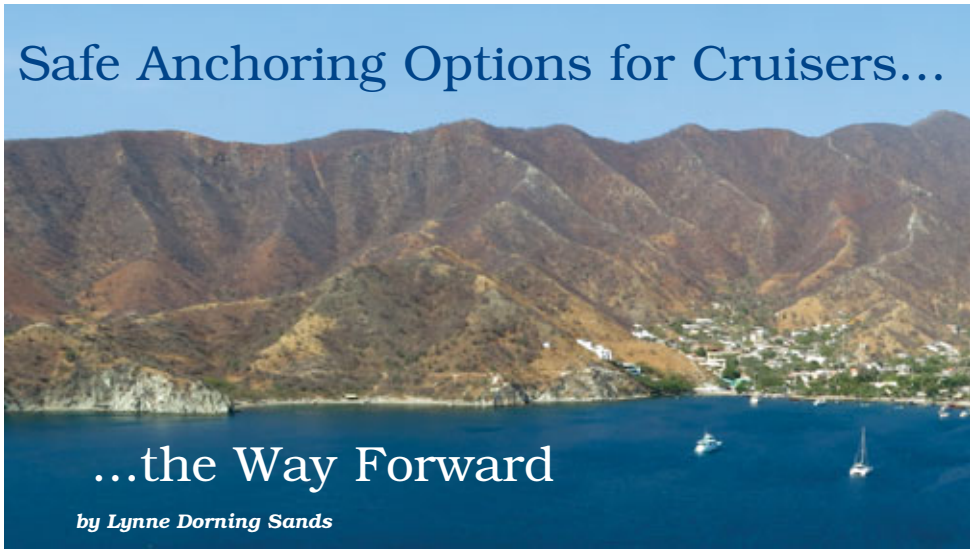
Water, Don explains, generally tries to run toward the moon. The tide starts running to the east soon after moonrise, continues to run east until about an hour after the moon reaches its zenith (see TIME below) and then runs westward. From just after the moon's setting to just after its nadir, the tide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

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

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

March 2016		21	2304		
DATE	TIME	22	2347	10	1501
1	0529	23	0030	11	1559
2	0617	24	(full moon)	12	1656
3	0708	25	0112	13	1751
4	0800	26	0155	14	1842
5	0859	27	0239	15	1931
6	0948	28	0327	16	2018
7	1043	29	0412	17	2102
8	1138	30	0500	18	2146
9	1234	31	0550	19	2228
10	1329			20	2311
11	1423	**April 2016**		21	2354
12	1521	1	0642	22	0037
13	1617	2	0734	23	0000 (full moon)
14	1713	3	0828	24	0122
15	1809	4	0911	25	0209
16	1903	5	1016	26	0237
17	1955	6	1111	27	0345
18	2045	7	1207	28	0446
19	2133	8	1304	29	0527
20	2219	9	1403	30	0619

Safe Anchoring Options for Cruisers...



...the Way Forward

by Lynne Dorning Sands

This is why we cruise. The average sailor, like Lynne and Eric, prefers to anchor out, for peace and natural beauty as well as for economy

Here's a question: Do you prefer to sit at anchor or in a marina?

I'm not talking about hauling out or needing to go into a marina to do maintenance that would be more challenging while at anchor. I am talking about, given a choice, on a day-to-day basis, would you prefer to sit in a marina or at anchor?

There will be numerous replies to that question and in fact the question could be re-stated, in our case, "Why did we build our particular boat?"

My husband, Eric, and I looked at the pros and cons of building a large, stable catamaran and decided that, since most of the cruising grounds that we ultimately planned to visit on our circumnavigation did not have marinas (at that time), it made sense to go for size, comfort and stability when building our floating home. Bear in mind Eric had come from a commercial ship building background and "small" did not feature in his design brief!



S/V Amarula's *Eric and Lynne and their canine crew transiting the Panama Canal, January 2016*

We have lived aboard our 60-foot aluminium catamaran, *S/V Amarula*, for the past 15 years. We built her in Australia and, nine months after we launched, we set sail from our homeport in April 2002. It was our intention to spend most of our cruising life at anchor or on a mooring — when not sailing, of course.

Our initial home base for some years was to be Dar es Salaam in Tanzania, where we ran a yacht charter and marine consultancy business. We are lifetime members of, and had a mooring at, the Dar es Salaam Yacht Club. Moorings were the only option and marinas anywhere in East Africa were literally few and far between.

Since arriving in the Caribbean almost four years ago, we have been surprised to find that many cruisers spend days, weeks, even months in marinas! While this is commonplace back home in either Australia or in the UK, it simply hadn't occurred to us that this would be common in the tropics. Certainly, the convenience of simply stepping ashore from your boat, plugging into shore power so you can enjoy air conditioning and other luxuries, and even taking off and travelling or returning home to visit family are all great benefits of being in a marina.

But, for us, there is nothing like being at anchor with the breeze drifting through the boat, the 360-degree waterfront views, sunrises and sunsets, not to mention privacy. Plus, with two (normally) noisy dogs onboard, we like to anchor away from others so as not to disturb them. (We always believed our "boys" were our security, but they didn't bark at all when we were recently boarded and robbed in Colombia. See Letter of the Month on page 46 of the January 2016 issue of *Compass* at www.caribbeancompass.com/online/january16compass_online.pdf.)

Many of the other cruisers we have met in the Caribbean were in awe of the fact that we had spent only eight nights in marinas since we left Australia 14 years ago. Some think we're nuts! To us, it is simply what we're used to. Back in November 2009 we spent five nights in a marina in Maputo, the capital of Mozambique, by default. We sailed there to meet up with friends on our way to South Africa. Unfortunately the marina was the only real option for going ashore there, and, because Maputo has big tides, we ended up being literally stuck in the mud for an extra few days waiting for a high enough tide to leave the marina!

The other three days were spent in Clarkes Court Bay marina in Grenada to sort out some battery issues soon after we arrived in Grenada in April 2012, exactly ten years after leaving our marina berth in Australia.

So, what's my point here?

Just this: Among today's cruising community, Eric and I are not atypical in preferring to anchor out most of the time. But — as highlighted by our recently being boarded, tied up and robbed, as we reported in the January issue of *Compass* — despite lack of current crime reports, regardless of prior official statements, and even with some patrolling being done, anchorages cannot be assumed to always be safe. Yet we do not want to be driven into marinas by fear.

What I would like to see is ALL stakeholders working together to provide options for cruisers, not only in the Santa Marta area, where we were attacked, but regionally. "The Caribbean" is frequently thought of as an overall cruising ground. Bad things can happen anywhere, and we got unlucky, but with more cooperation between the various stakeholders in the region, especially the coastguard, police and tourism agencies, I believe that cruisers who prefer to anchor could be accommodated safely.

Local NGOs can play an important part, too. Take PAYS in Dominica for example. I understand the PAYS program in Dominica has effectively improved security there for the cruising community by engaging the local waterborne yacht-service providers to provide a beneficial safety patrol service.

In areas such as Cartagena and here in Panama City, there are reasonable options for cruisers to anchor and use the dinghy docks at one of the marinas. Unfortunately this is not so in Colón, on the Caribbean side of the Panama Canal, where yachts can sometimes be waiting a week or longer to transit the Panama Canal. Again, the only option there, apart from a small, busy and unsalubrious anchorage off Club Náutico, is the upmarket Shelter Bay marina.

When we started cruising, marinas were scarce in the cruising grounds we intended to visit, but things have changed significantly in recent years and marinas are springing up everywhere. While they do provide a service for some, they also do not offer the freedom of this lifestyle for those of us who prefer our independence at anchor.



Even in the bustling urban harbor of Cartagena, Colombia, there are reasonable options to anchor

This question of marinas versus anchoring has come up far more since we arrived in the Caribbean. However, as we sat at anchor the other morning, having had a lovely meal ashore in downtown Panama City the night before, we woke up to a 360-degree view: the best of both worlds. In my humble opinion, this simply does not happen in a marina!

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CALENDAR

MARCH

1	Public holiday in BVI (Anniversary of HL Stoutt's birthday)
3	Gill Commodore's Cup, St. Maarten, www.heinekenregatta.com
4 – 6	St. Maarten Heineken Regatta, www.heinekenregatta.com
7	Public holiday in Belize (National Heroes' Day)
8	International Women's Day. Public holiday in BVI (Commonwealth Day)
9 – 12	Caribbean Superyacht Rendezvous, Virgin Gorda, www.loropianasuperyachtregattaandrendezvous.com
11 - 14	Annual Dark & Stormy Regatta, Anegada, martin@sailsistership.com
12 – 13	Antigua Laser Open, www.antiguayachtclub.com
12 – 13	Ponce Keelboat Series, Puerto Rico. smileandwavesailing@gmail.com
14	Public holiday in St. Vincent & the Grenadines (National Heroes' Day)
14 – 20	St. Patrick's Festival, Montserrat, www.visitmontserrat.com/st_patricks_festival
15	Public holiday in St. Barts (Mi-Careme)
17	Public holiday in Montserrat (St. Patrick's Day); St. Patrick's Day Festival, Grenada
17 – 20	St. Barths Bucket Regatta, www.bucketregattas.com. Puerto Rico Heineken Jazz Fest, http://prheinekenjazz.com
18	Public holiday in Aruba (Flag Day)
20	Vernal Equinox
22	Public holiday in Puerto Rico (Emancipation Day)
23	FULL MOON. Public holiday in Guyana and Suriname (Phagwah)
24	Round the Rocks Race, St. Thomas, USVI. stycisv@gmail.com
24 - 4 April	GP14 Class World Championships, Barbados. www.gp14.org/events/2016-gp14-world-championship
25 – 28	Bequia Easter Regatta, www.bequiaregatta.com. ***See ad on page 14***
25	Public holiday in many places (Good Friday)
25 – 27	St. Thomas International Regatta, www.stthomasinternationalregatta.com
27	Easter Sunday
28	Public holiday in many places (Easter Monday)
28 – 3 April	BVI Spring Regatta & Sailing Festival, Tortola, www.bvispringregatta.org
30	Public holiday in Trinidad & Tobago (Spiritual Baptist "Shouter" Liberation Day)
30 – 3 April	Triskell Cup Regatta, Guadeloupe, www.triskellcup.com
30 – 3 April	Casa de Camp Billfish Tournament, Dominican Republic. (305) 213-5521

APRIL

4 – 9	Maxi Yacht Rolex Caribbean Cup, Virgin Gorda, BVI, www.yccs.it.
4 – 9	Oyster Antigua Regatta. www.oysteryachts.com/events
5 – 10	Pure Grenada Music Festival, www.grenadamusicfestival.com
6 – 10	Curaçao International Film Festival, www.curacaoiffr.com
11 –16	Les Voiles de Saint-Barth, www.lesvoilesdesaintbarth.com
11 – 17	Rincón International Film Festival, Puerto Rico, www.rinconfilm.com
13 – 19	Antigua Classic Yacht Regatta, www.antiguaclassics.com. ***See ad on page 14***
14 – 16	Nevis Blues Festival, www.nevisbluesfestival.com
16 - 24	Tobago Jazz Experience, www.tobagojazzexperience.com
18	Public holiday in Puerto Rico (Birthday of José de Diego)
19	Public holiday in Venezuela (Declaration of Independence)
22	FULL MOON. International Earth Day. Guadeloupe to Antigua Race, www.sailingweek.com
23	Round Antigua Race, www.antiguayachtclub.com
23	Governor's Cup Race, Tortola, BVI. www.royalbviyc.org
23 – 24	Martinique Cup Regatta, cnn.leneptune@wanadoo.fr
23 – 29	Antigua Sailing Week, www.sailingweek.com
25 - 30	St. Barth Film Festival, www.stbarthff.org
27	Public holiday in Dutch islands (King's Birthday)
28	Public holiday in Barbados (National Heroes' Day)
28 – 30	St. Thomas Carnival
28 – 1 May	West Indies Regatta, St. Barth, westindiesregatta.com.
28 – 1 May	Mayreau Regatta, www.facebook.com/mayreau.regatta
29 – 8 May	25th St. Lucia Jazz Festival, www.stluciajazz.org
30	Public holiday in Bonaire (Rincon Day)
30 – 2 May	Booby Island Regatta, Nevis, www.boobyislandregatta.com
TBA	Carriacou Maroon & String Band Music Festival, www.carriacoumaroon.com

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

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—Continued from page 46 ...Readers' Forum

Dear Richard and Readers,

Yes, the Zika virus has already been reported on many Caribbean islands, but given that we know of no controlled scientific studies of the effectiveness of drinking papaya -leaf juice to actually prevent or cure viruses, we prefer to advise people to simply avoid being bitten by mosquitoes in the first place, using all the standard procedures (wearing long, light-colored clothing, using an effective repellent, avoiding the buggy areas and times of day, etcetera).

But we're glad you brought it up. Cruisers should be aware that we as travelers could spread Zika. The incubation period is up to 12 days and the infectious period is about ten days, so you could be bitten by a Zika-bearing mosquito, sail to another island while feeling no symptoms, and then pass it on to a new area.

We can also do our part to eliminate mosquito-breeding areas. As written recently in The New York Times, *"An explosion of plastic and rubber solid waste now litters virtually all parts of the globe, particularly in the developing world. Non-biodegradable containers, used tires and discarded plastic bags and wrappers — whether in the backyard, a roadside ditch or an abandoned lot — make ideal habitats for these [Zika-carrying] mosquitoes to lay their eggs. All they need is a little rainfall.... We must clean up the garbage to have any hope of reducing Zika infections in humans."*

So, cover up, use repellent, clean up — and if you feel like drinking a little papaya-leaf juice, too, why not?

CC

WE WANT TO HEAR FROM YOU!

Dear Compass Readers,

We want to hear from YOU!

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

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

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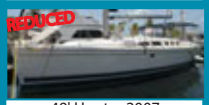

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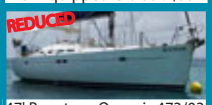

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