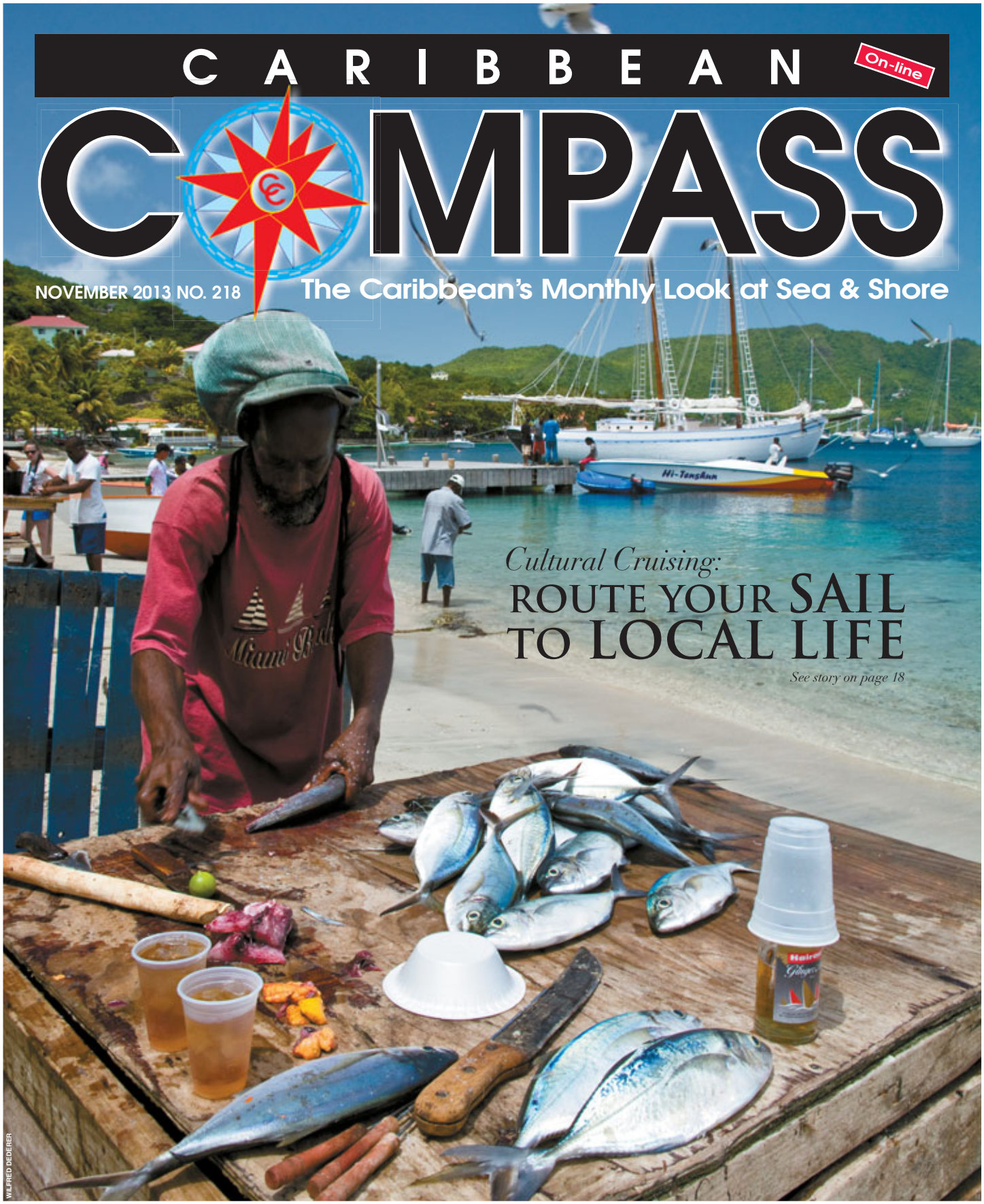
CARIBBEAN COMPASS
On-line
NOVEMBER 2013 NO. 218
The Caribbean's Monthly Look at Sea & Shore



Cultural Cruising:

ROUTE YOUR SAIL TO LOCAL LIFE

See story on page 18

WILFRED DEDERER



TENDER LOVING CARE

BLUE MARINE NEW MAGIC

NEW

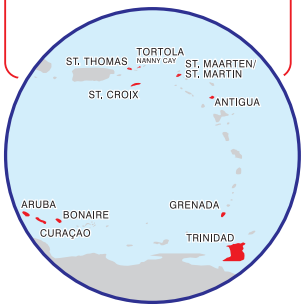
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Cover photo: Photographer Wilfred Dederer captures annual Fishermen's Day in Bequia, highlighting a small island's ties with the sea. Other Caribbean celebrations range from the Hindu Festival of Lights to St. Patrick's Day



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.**

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Jim Hutchinson
S/Y Ambia

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Info & Updates

Curaçao's Stimulating New Immigration Rules

Roeland van Bijnen reports: Since October of 2010, when Curaçao got a new constitutional status as an independent country within the Kingdom of Holland, Immigration rules restricted visitors to only 90 days per calendar year. This was a hardship for yachting visitors who wanted to stay in Curaçao for the whole hurricane season, as well as for local businesses providing marina, chandlery and haul-out facilities.



After a long period of lobbying, it has now been officially published in the *Curaçaosche Courant* that visiting yacht owners, house or apartment owners and their relatives can apply for a 180-day (i.e. six-month) visa per calendar year.

The applicant should demonstrate financial stability (a minimum of NAfl.36,000, about US$20,000), *or* proof of possession of a house or apartment in Curaçao, *or* evidence of ownership of a pleasure yacht (at least ten metres or 33 feet measured at the waterline).

This means that Curaçao, within the chain of the Dutch ABC islands, again is an attractive hurricane-free destination for cruisers and other boat owners.

Leaving a yacht for storage in Curaçao has no time limit, as long the yacht is stored at one of the three Customs-recognized storage locations: Curaçao Marine (see ad on page 17), Royal Marine Curacao and Seru Boca Marina.

Coconut Telegraph Moves to 8170 USB

Harry Schell reports: The Coconut Telegraph, the Eastern Caribbean's SSB net, moved to 8170 USB every morning at 0800 AST on September 1st. The net, established in 2007, has kept cruisers connected and helped them share information on a 4 megahertz frequency, but the net had a limited range. The new frequency should improve range to cover the whole Caribbean Sea up to the Bahamas, down to the north coast of South America and west to Central America. Cruisers who never listened to the net and those who have enjoyed it for years should tune in every morning and try it out. It's a lot of fun and all are welcome.

For more information contact Harry on Sea Schell on the Coconut Telegraph any morning at 0800 AST or by e-mail at hkschell@gmail.com.

Incident at Bloody Bay, Tobago

At 1:00AM on September 26th, four men boarded a cruising catamaran anchored at Bloody Bay, Tobago. The skipper awoke, physically confronting them. One assailant threatened the skipper's 78-year-old mother with a pistol and the skipper was struck on the head with the flat of his own machete. The skipper offered two wallets, one empty and another containing TT$35 (less than US$5), none of which was taken.

The only other cruiser in that secluded bay, a brave single-handed sailor, shouted and launched her dinghy and approached. Two shots were fired with bullets hitting the water nearby. The pirates sped off toward Charlotteville "in a panic" with their high-powered fishing pirogue. Both cruising boats immediately proceeded to Store Bay.

A mask and cap belonging to the boarders were recovered and police have interviewed the skipper of the boarded boat. The owners of Store Bay Yacht Services in Tobago, John and Katy, have offered the victims all possible assistance, and they and the President of the Tobago Hotel and Tourism Association, Chris James, have been in contact with the Minister of National Security in Trinidad and the Chief Security of Tobago regarding the investigation of this incident.

Thanks to *S/V Silverheels,* Katy Young and Ian Holiday for information in this report.

Boat Burns, One Dead, at Cariaco, Venezuela

In the early hours of October 2nd, the yacht *Escape 5* burned and sank in the anchorage off Medregal Village Marina in Venezuela's Gulf of Cariaco. Austrian solo sailor Robert Riegl, 60, apparently died in the blaze. Witnesses report seeing the 40-foot sailboat burning fiercely from stem to stern at about 1:00AM. Divers recovered Robert's body, and despite speculation of foul play in light of Venezuela's reputation for crime, a forensic examination concluded that the fire was the cause of death. Robert, known as a keep-fit enthusiast, had been cruising the Caribbean for some years. As of this writing, the remains of the yacht were being examined to determine the cause of the fire.

Grenadines Attack Highlights Cruisers' Concerns

At approximately 8:30PM on October 3rd, the US-flagged yacht *Rainbow*, with two people aboard, was boarded while at anchor at uninhabited Frigate Island, an islet off Union Island in the St. Vincent Grenadines. Hearing a noise, Christina "Tina" Curtin went to the companionway, where without warning she was slashed across the face by a machete-wielding 15-year-old boy.

—Continued on next page

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USVI St Croix
Wilsons' Cruzan Canvas
Christiansted

—Continued from previous page

Her partner, Mark Beiser, stabbed the assailant with a kitchen knife, causing him and two accomplices who had remained in a dinghy alongside to flee. *Rainbow* immediately proceeded to nearby Carriacou, and Tina was subsequently hospitalized in Grenada. Mark was treated and released.



Mark and Tina in happier times. They have now launched a 'safe anchorages' initiative

The three attackers, all in their teens, were quickly apprehended by police on Union Island, and as of this writing there has been a preliminary court appearance and one suspect has reportedly turned Crown Witness.

Tina and Mark are recovering and, in an admirable response to a horrific incident, have spearheaded an initiative to make anchorages safer for cruisers. Just a week after being attacked, they and a selected panel hosted a cruisers' security meeting held on October 10th at Port Louis Marina in Grenada, which attracted some 200 concerned boaters. Tina and Mark described their experience, and others shared tips on crime prevention, security, emergency communications and self-defense in case of an armed attack.

We'll have more information in next month's *Compass*.

Suriname's First Sailing Club Established

Petra and JanWillem Versol report: Suriname, snugly tucked in between Guyana and French Guiana on the northeast coast of South America, does not have a history of recreational sailing. Dutch expats introduced the sport in the 1970s and after Suriname became a Republic in 1975, the enthusiasts continued sailing. This is where the now officially established Sailing Club Suriname (SCS) originated, as a private and strictly non-commercial initiative. The "old days'" children are among the new club's members and together they form a tight group of passionate sailors, but by inviting everyone who wants to join and is interested in learning more about sailing, the SCS intends to stimulate the sailing sport in Suriname.



The Sailing Club Suriname is a true sailing club. The goal is to let sailors enjoy sailing — as opposed to powerboating and waterscooters — and thus create awareness for the natural environment as well.

A very basic "marina" at Ornamibo by the Suriname River is now under construction. The facilities are the result of combined efforts. Owning a yacht is a luxury in Suriname but by the club being self-supporting, the sport of sailing remains affordable and the teamwork adds to solidarity. The nearest Budget Marine or Island Water World is 500 nautical miles away, so parts are hard to find and improvising is a must.

The SCS fleet consists of a Carol 24 (designed by Chuck Paine, home-built and — imagine how hard this is when almost no materials are available — the construction started 20 years ago and was completed only recently); a First 29 which was found abandoned in coastal waters; and several older sailing craft designed and built in the '60s and '70s: a Bénéteau Baroudeur, a Victoire 22, an Islander, a Draijer and a gaff-rigged wooden daysailer built from Surinamese wood to a Dutch design from 1945.

Several times per year the activities committee will organize a club outing, for instance a weekend trip to a destination inland. Longer trips to the Essequibo (Guyana), St. Laurent and Devil's Island (French Guiana) will also be included.

Under the spell of the America's Cup, the first official club event was organized on September 22nd at Ornamibo: match races "Sranan style" (i.e. in the style of the Surinamese). The Surinamese style implies flexibility, so match racing in Suriname does not necessarily involve two identical boats. It means also the more the merrier, barbecue and iced drinks, improvising and fun. The race was not only about winning, as everyone could take part including novices, which led to hilarious effects with a crowd sailing a 420 against a catamaran. It was a great success and the club enlisted two new members — which fits exactly within the framework of the club's goal: bringing the sailing sport to the attention and within reach of more people in Suriname.

The Sailing Club Suriname now has ten berths for yachts and daysailers on a jetty and on the hard. For the moment this unfortunately means hardly any facilities for visiting yachts, but the SCS is ready to serve with information and help.

For more information contact Petra Versol (SCS secretary) at info@sailingclubsuriname.org or visit www.sailingclubsuriname.org.

Eight Bells

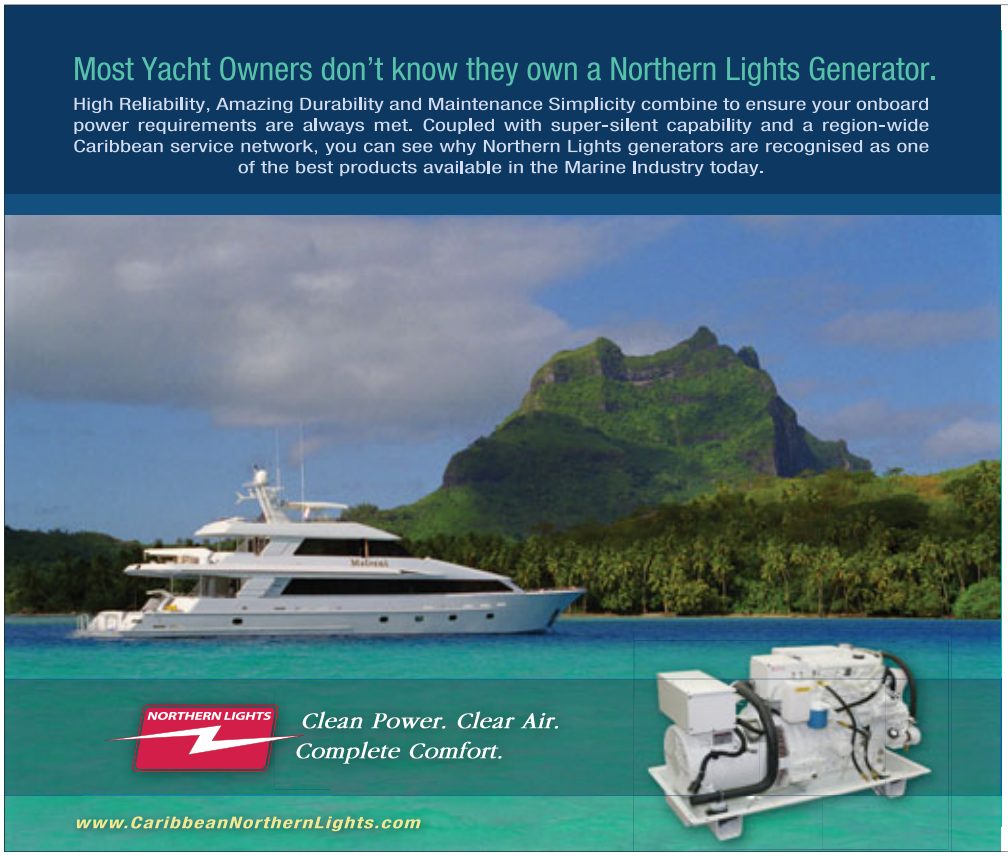
• JACK LANCASTER

Many cruisers will remember John Howard (Jack) Lancaster, who cruised the Caribbean with his late wife, Phyllis, aboard their 42-foot ketch, *Vita*. Jack died on Tuesday, April 16th in South Setauket, New York. He was 95.

According to an obituary in the *New York Times*, Jack worked for the US Corps of Engineers in Canada, Cuba, Brazil, and Venezuela until enlisting in the US Navy in January 1943 as a First Lieutenant and serving until 1946. He saw frontline action at Okinawa in 1945, surviving a direct hit in a kamikaze attack that sank his ship, the *USS Carina*. From 1946 to 1972 he worked at Brookhaven National Laboratory as Chief Project Engineer. From 1972 to 1981 he was Assistant Director of the National Radio Astronomy Observatory and Project Manager for the Very Large Array Radio Telescope in Socorro, New Mexico.

Jack also served as a consultant to the National Science Foundation, Cornell University, and Fermi National Accelerator Laboratory.

—Continued on next page



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—*Continued from previous page*

In 1976 he received the National Science Foundation Meritorious Service Award and Medal — the first non-scientist so honored. He was listed in Who's Who in America and Who's Who in Science & Engineering.

An avid sailor and licensed Master Mariner, Jack sailed the Caribbean with Phyllis for 12 years after retirement.

• KENNY COOMBS

Caribbean yachting legend Kenny Coombs died on October 5th in England after a brief illness. A long-time resident of Antigua, Kenny was the founder and chairman of the Antigua Classic Yacht Regatta, which was born in 1987 when it was decided that having a separate Classic Regatta would make it safer for the classic yachts by getting them away from the all-out racers and bareboats racing in Antigua Sailing Week. "The Classics" became one of the most popular sailing events in the Caribbean and a magnet for classic yachts from around the world.

Kenny was also the holder of a US Coastguard Ocean Master License and a member of the Antigua Yacht Club. He is survived by his wife, Jane, and numerous friends, colleagues and family. Don Street says, "I have lost an old and dear friend and shipmate. Kenny's death is not only a personal loss to me but also to yachting in general. Classic yachting in particular has lost one of its best and best-loved organizers."

Cruisers' Site-ings

• 'Know Before You Go!'

Kim White reports: The Caribbean Safety and Security Net (CSSN) team is proud to announce several important improvements to the CSSN website ***www.safetyandsecuritynet.com***.

The CSSN's 2013 user survey highlighted several opportunities to improve the CSSN "experience and product" and two of the most important are already online. Updates to the site are now made in "near real-time" as opposed to end of the month batches — so you can know you have all the latest information when you visit the site. Furthermore, the incidents logged and retained in the Island Reports section have been reformatted and a simple and useful "sort" tool is available there, making the information more useable and friendly.

Many more important changes are coming to the site later this year, and we will announce them all here in the *Caribbean Compass*. Meanwhile, visit and bookmark the site, and check back to understand current security related events in the region, and "Know Before You Go!"

• Yacht rallies are on a rising tide! For an overview of upcoming rallies visit ***www.sail-world.com/cruising/usa/Sailing-to-the-Sun---by-joining-a-rally/113737.***

Sail Training in the Caribbean

Several sail training vessels plan to sail in the Caribbean at the end of this year and the beginning of 2014.

Sailing to and in the Caribbean aboard a sail training vessel used to be a costly adventure, but many of those costs have now been reduced or even eliminated for the vessels that are members of the Caribbean Sail Training Association, a non-profit foundation based in St. Martin.

Last winter season more than 30 tall ships visited the Caribbean islands, most of them through the cooperation of the Caribbean Sail Training Association. While they mainly sponsor Caribbean youngsters who don't have the funds to participate as trainees, the CSTA also helps the ships with discounted or free harbor and docking arrangements, free ship agent services, reduced fees for Customs and Immigration and more. Agreements have been made through the organization with many "tall ship friendly" Caribbean ports for charging smaller fees. Where arrangements are not in place as yet, the CSTA comes to the rescue with sponsoring. Several vessels, such as the *Christian Radich* (see photo), *Picton Castle, Fryderyck Chopin, Alva, Eendracht, Eye of the Wind* and many others, paid only a fraction or were hosted free of costs at several Caribbean ports and harbors last year thanks to their CSTA membership.



In addition, some commercial charter vessels, such as *Eendracht* and *Eye of the Wind*, are offering the CSTA limited places on board for Caribbean trainees.

The CSTA was established as a registered nonprofit foundation to help provide sail training for young people of all nationalities and social backgrounds, especially those living in the Caribbean. The CSTA receives funds from businesses, private persons and other organizations to provide youngsters with sponsorship to board ships and yachts as trainees. The organization selects co-operating tall ships, square riggers, large yachts and even race boats that are willing to take youngsters on a sail training trip. The CSTA arranges the funds, does all the paperwork, arranges and pays for transport to and from the ship, and pays for food, drinks and most other expenses for the trainees.

The ultimate goal of the Caribbean Sail Training Association is to build, restore or acquire one day a tall ship to run sail training and educational programs at sea all year round for Caribbean and other youths.

For more information visit www.CaribbeanSailTrainingAssociation.org.

Department of Corrections

We forgot to include the artist's credit for the illustration of a mongoose that accompanied the story "Mr. Mongoose Answers the Call" on page 31 of the October issue of *Compass*. The drawing is by Pearson Scott Foresman.



Welcome Aboard!

In this issue of *Compass* we welcome new advertiser Glassfibre Products Ltd. of Barbados, on page 13. Good to have you with us!

The Gold Standard in Antifouling Paints

Increase vessel speed and fuel efficiency while slowing barnacle and organic hull growth to a practical standstill. Choose from a wide range of Sea Hawk antifouling paints with a written guarantee. From self-polishing to bioengineered slime resistant or environmentally friendly formulas, count on Sea Hawk for lasting premium protection.

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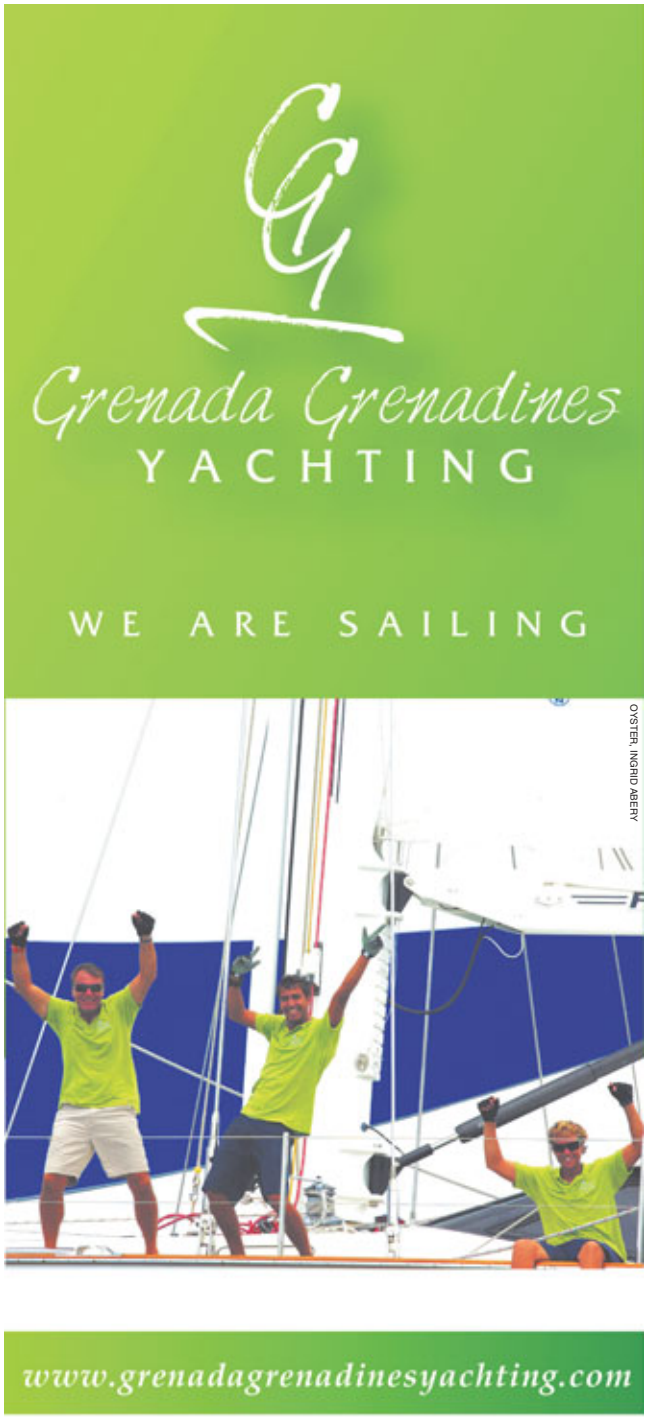
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BUSINESS BRIEFS

Grand Opening at Budget Marine, Jolly Harbour



On the morning of September 16th, the doors opened at the new Budget Marine Chandlery in Jolly Harbour, Antigua. The purpose-built 5,000-square-foot facility takes over from the facility in which Budget Marine has been active for the past 20 years. The new building offers greatly improved exposure of products, air conditioning, street-level access, and excellent parking and loading.

The building was constructed in just seven months by TMCS Construction, headed by Tony Millard. The team of builders completed the building quickly, and at a high level of quality, to allow Budget Marine to move in and settle down before the yachting season takes off.

The new facility already boasts the largest range of marine products in Antigua and will now make it possible to expand that range of products substantially, thus increasing the stay periods of yachts in Antigua and boosting employment.

Budget Marine Antigua will also be opening a new location in English Harbour. This facility will open this month and will ensure that the advanced stock-management systems that Budget Marine operates will bring benefit to that major yachting centre of the Caribbean.

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

A Special Welcome to Curaçao!

All the more reason to put the ABC islands on your cruising itinerary: Curaçao Marine now offers a very special welcome to visiting yachts with the price of lay days, storage and dock fees all reduced — plus, at the end of every month clients enjoy a free barbecue and drinks!

Check out their sophisticated blasting option to remove paint per layer, suitable for polyester/gelcoat surfaces.

For more information on Curaçao Marine see ad on page 17.

FCG's Amaia Agirre to Speak at 'Gam'



Amaia Agirre, Marketing Manager for the Caribbean for Free Cruising Guides, and co-author with Frank Virgintino of the newly released *A Cruising Guide to Cuba*, will be the keynote speaker at the Melbourne, Florida Gam of the Seven Seas Cruising Association scheduled for November 15th through 17th. At the Gam — a convention of the world's largest association of cruising sailors — Ms. Agirre will share the latest information on cruising Cuba as well as insights gained during this final leg of her family's eight-year odyssey from their home port in Getaria, Spain, across the Atlantic and throughout the Caribbean.

For more information on Free Cruising Guides see ad on page 28.

For more information on the Seven Seas Cruising Association's 38th Annual Melbourne Gam visit www.ssca.org/downloads/events/MelbourneGam_Flyer.pdf.

New PR Manager at Dominican Republic's Marina Zar-Par

Yolanda Renal was recently promoted to the position of Manager of Public Relations at Marina Zar-Par, Boca Chica, Dominican Republic, with responsibility for assisting cruising boats through the process of clearing in and clearing out. She is also now the appointed Seven Seas Cruising Association host for the Dominican Republic.

For more information on Marina Zar-Par see ad on page 23.

Added Attractions at the Antigua Charter Show

At this year's Antigua Charter Yacht Show, scheduled for December 6th through 12th, new day tours around Antigua & Barbuda will allow yacht brokers to get a taste of what this twin-island state has to offer their clients. There are now three tour days, December 5th, 6th and 12th.

There have been other changes to the schedule of events, and a hundred yacht entries have already been confirmed, so check the Antigua Charter Yacht Show website for details.

For more information visit www.antiguayachtshow.com.

Transatlantic Crew Opportunity

Miramar Sailing, based in Antigua, has entered its Volvo Ocean 60, *Cuba Libre*, in the Christmas Caribbean Rally, and positions are available for paying crew. Training can be provided.

The Christmas Caribbean Rally, organized by Sailing Rallies, will leave Marina Rubicon, Lanzarote on December 16th to sail 2,850 miles across the Atlantic and arrive in Jolly Harbour, Antigua in time for the New Year.

A Bruce Farr design, *Cuba Libre* is one of the legendary Volvo Ocean 60 transatlantic race yachts. In 1999, racing as *Nokia*, she won the Sydney–Hobart Race in a record time of one day, 19 hours, 48 minutes and two seconds. The previous record had been two days, 14 hours, seven minutes and ten seconds. *Nokia's* record was to stand until 2005 when *Wild Oats XI* beat it by one hour and eight minutes.

For more information visit www.miramarsailing.com.

Chatham Sponsors New Atlantic Rally

Leading British deck shoe brand, Chatham, is sponsoring the inaugural Stokey Woodall's Atlantic Circuit (SWAC) sailing rally. The new yacht rally, setting sail in 2014, will cover one complete circumnavigation of the North Atlantic. Made up of two legs, the Westbound Atlantic passage travels from Madeira through Cape Verde and on to Barbados. The Eastbound Atlantic passage starting in St. Augustine, Florida travels on to Bermuda, then the Azores and finishes in Cowes, Isle of Wight.

For more information on Chatham visit www.chatham.co.uk.

For more information on the SWAC rally visit www.atlanticcircuit.com.

Caribbean Eco-News

Ships' Waste into Energy?

According to a September 23rd report at www.caribbean360.com, the Barbados government intends to construct a plant that will convert waste, including that generated from visiting ships, into energy. Tourism and International Transport Minister, Richard Sealy, said that a waste-to-energy plant could generate as much as 50 megawatts. Speaking at the launch of the weeklong celebrations commemorating World Maritime Day, Sealy said that the plant would adhere to the Revised Treaty of Chaguaramas, which governs the regional integration movement, CARICOM. He said because many cruise ships visit several CARICOM countries, the plant would provide a "wholesome way of disposing of garbage and using it to generate energy, reducing our dependency on fossil fuels while promoting sustainable living".

Sealy, who is Acting Prime Minister, said the Barbados government is also continuing efforts with the support of other CARICOM governments to have the Caribbean Sea designated as an area that requires special protection from harmful activities including transit of nuclear and other hazardous waste, dumping, and pollution from oil and other substances.

Ocean Cruising Club Supports Seabirds

The Ocean Cruising Club and SeaBC have announced cooperative efforts to record and report sea bird sightings.

The SeaBC Sea Bird Count is a citizen science project organized by a volunteer group of nine long-distance birding sailors from around the world. The mission of SeaBC is to benefit seabird conservation by mobilizing the worldwide boating community to document ocean bird sightings, providing critical and seldom-recorded data on seabird abundance and distribution, as well as on ocean migration routes.



A skua and a black backed gull in an aerial battle. See how ocean sailors' photos and reports of seabird sightings can contribute to conservation

SeaBC seabird count data goes to Cornell University's eBird database (www.ebird.org), where boaters' sightings become a resource for scientists worldwide. Seabird knowledge is described as a frontier science. New species are still being discovered. Species believed to be extinct are being re-sighted. For some species, breeding or wintering areas remain unknown. This lack of knowledge is troubling given that BirdLife International estimates one-third of seabirds are now vulnerable or globally endangered owing to threats from predators on nesting grounds, some fisheries practices, and marine pollution such as plastics.

Conservation efforts first require understanding. In the case of seabirds, study has traditionally focused on breeding grounds where the birds are easiest to study. Yet seabirds spend most of their life at sea, and the difficult logistics have curtailed understanding of all aspects of their life history. Hence the role of citizen scientists, in this case boaters who cruise offshore or along the coast.

SeaBC Founder and yachtswoman Diana Doyle believes that "it is a natural fit to ask Ocean Cruising Club members—who are already out on the water, with global reach, in under-surveyed waters—to help out by taking digital photos of seabirds, uploading photos, and reporting sightings". The Ocean Cruising Club exists to encourage long-distance sailing in small boats. Every full member has made a 1,000-nautical mile offshore passage in a vessel of 70 feet or less.

The 2012 inaugural SeaBC was promoted by three long-distance cruising rallies: the ARC (Atlantic Rally for Cruisers) — Canary Islands to St. Lucia (200 boats); the Baja Ha-Ha — San Diego, California to Cabo San Lucas (200 boats); and the Caribbean 1500 — Hampton, Virginia to Tortola (70 boats).

For more information on the Ocean Cruising Club visit www.oceancruisingclub.org.

For more information on SeaBC visit www.facebook.com/groups/BirdingAboard

St. Croix Students Embrace Coastweeks

On September 21st, more than a hundred students in St. Croix, USVI, assisted in a clean-up around the Frederiksted Pier, as part of the island's International Coastal Clean-Up Day and 28th annual Coastweeks beach cleanup activities.

Divers from the Caribbean Reef Association of Bubble Blowers dive club – known as CRABB – have been doing the cleanup for more than two decades. Some students filled out data cards as divers brought debris to the surface, while others cleaned the shoreline.

Marcia Taylor, local coordinator for the International Coastal Cleanup and a marine adviser at the University of the Virgin Islands St. Croix, said the mission is to get trash off the beach, collect data and look at the trends to form policies and possibly solve the problem. Increased awareness is another goal. "We hope to change the behavior of people," Taylor said.

The Ocean Conservancy sponsors International Coastal Clean-Up Day and Coastweeks worldwide. For more information visit www.oceanconservancy.org.

Venezuela Honors International Coastal Clean-Up Day

Also on September 21st, in honor of International Coastal Clean-Up Day, more than 1,300 volunteers in the Venezuelan state of Anzoátegui cleaned more than five kilometers of coastline around Puerto La Cruz. Groups of volunteers came from corporations and government agencies, churches, youth groups, the Red Cross, service clubs, dive shops and personnel from the coastguard vessel *Guanta*. In approximately four hours, they collected more than 14 tons of trash.

The Ocean Conservancy sponsors International Coastal Clean-Up Day and Coastweeks worldwide. For more information visit www.oceanconservancy.org.



REGATTA NEWS

Nereid's Rally to the Guianas

The inaugural Nereid's Rally to Guyana, Suriname and French Guiana set out with five of the 12 registered yachts, including that of organizer David Matelicani, on September 4th. Participants were Matelicani's 23-foot *Eileen of Avoca; Spirited Lady*, a Spirit 56; *Lion King*, a Hanse 53; *Kaisosi*, an Admiral 40 cat; and *Virginia Dare*, a Halberg Rassy 39. Two of the boats started from Tobago, two from Trinidad, and one from Grenada. Some of those seven delayed yachts hoped to catch up later with the fleet.

In Guyana, the crews were warmly welcomed and treated to luncheon at the Hurakabra River Resort by the Director of the Guyana Tourism Authority, Indranauth Haralsingh, and the other organizers of the event, including Kit Nascimento, owner of the resort; and representatives of the Ministry of Tourism, the Coast Guard, Maritime Administration department, the Guyana Defence Force, the Guyana Police Force, and the Guyana Revenue Authority.

According to Guyana's Government Information Agency, this is the first yachting rally to come to Guyana and the government is seeking to make this an annual event. The hope is that the credit from these inaugural participants, as well as Guyana's standing as a safe haven for yachts, will help the event gain momentum.

As of this writing, the rally is heading for its final port at St. Laurent Du Maroni, French Guiana.

For more information visit: www.marinaslm.com/rally.

Optis Battle in Belize

Twenty-nine competitors and five clubs participated in the Optimist Class race of the 4th Annual Battle of Saint George's Caye Regatta, held in Belize on September 6th. The event was hosted by the Belize Sailing Association on St. George's Caye under the patronage of His Excellency the Governor General, Sir Colville Young. At the end of five races, consistent sailing by Jerdon Anderson of the San Pedro Junior Sailing Club allowed him to sail away from the 2013 Battle Regatta with first-place honors. Isaac Ritchie of the Placencia Sailing Club followed close behind, grabbing second place. Anthony Ricardez, Jr. of the Belize City Sailing Club held onto third place.

For more information, contact the Belize Sailing Association at belizesailingassociation@gmail.com.

Attendance Soars at Grenada's PCYC Hobie Match Races

CJ Martin reports: Starting in 2011 with just one race a year and a handful of participants, it's fair to say that the PCYC's Hobie Cat Match Racing program came from humble beginnings. But with a record 32 race entries at their Hobie Cat Challenge on September 8th — which was their third race already this year — it would seem that the Petite Calivigny Yacht Club has become the "go to" place for Hobie Cat match racing in Grenada.



Hobie match race winners Kenzo Szyjan (at left) and Mike Bingley (at right) in the finals

The September roster included many return racers, along with plenty of new names. From first-timers to seasoned pros, singles, doubles, ladies, men and youths, there was a real mix of racers out on the course.

"We normally cap the races at 24 entries," stated David Royce, PCYC's Vice-Commodore and Race Committee Chairman, "but the races are always good fun and we hate to turn anyone away, so we managed to squeeze in another eight racers. But if attendance continues to grow, we might have to look at purchasing more Hobie Cats!"

Congratulations to race winners Kenzo Szyjan (first) and Mike Bingley (second), both of whom have taken home winner's certificates at previous match races. The PCYC would also like to thank Le Phare Bleu Marina for providing the venue, and all the racers and spectators who came out for another great day of racing.

For more information about PCYC events and membership visit www.pcycgrenada.com.

ON THE HORIZON:

This Month: Thanksgiving Regatta at St. John, USVI

The Coral Bay Yacht Club and Skinny Legs restaurant announce their 32nd Annual Thanksgiving Regatta, to be held on Friday, November 29th for Gaffer and Single Hander Classes and on Saturday the 30th for Pursuit, PHRF and Multihull Classes. All are welcome.

The skippers' meeting for the Friday races is at 8:30AM at Skinny Legs and for the Saturday races at 5:30PM at Skinny's. Live music and awards will be on Saturday night.

The sole beneficiary of this event is the Kids and the Sea (KATS) program.

For more information contact Commodore Stephen Hendren at henstjohn@yahoo.com or (340) 513-4955.

Register Online for Grenada Sailing Week, January 30th – February 4th, 2014

Online registration for the Island Water World Grenada Sailing Week 2014 is up and running and boats are already registering. US$80 is a great price for a four-race day regatta with parties galore. You are encouraged to take advantage of this low fee valid up until December 31st.



Mount Gay Girls share the loot with podium place winner Edgar Roe at last year's Grenada Sail Week

Race Day Sponsors Mount Gay Rum, "the rum that invented rum", also distributor of the famous Red Caps to deserving racers, and Sea Hawk, premium coatings supplier of paints and antifouling, are firmly on board, together with title sponsor Island Water World, the chandlery that "keeps you sailing!"

The 2014 edition is really 'Spicing it Up' — moving to three different host venues for added variety. Racers are welcome to e-mail GSW at info@grenadasailingweek.com for information, and contact the host marinas listed below regarding docking/mooring arrangements during the regatta. These dates indicate where activities will be held each evening:

—Continued on next page



—Continued from previous page

• Thursday January 30th and Friday January 31st, and the week prior to the regatta: Port Louis Marina, St. George's
Contact danny.donelan@cnportlouismarina.com, tel (473) 435-7431

• Saturday February 1st and Sunday February 2nd: Le Phare Bleu Marina, Petit Calivigny Bay
Contact marina@lepharebleu.com, tel (473) 444-2400

• Monday February 3rd and Tuesday February 4th: Prickly Bay Marina, Prickly Bay
Contact davide@pricklybaymarina.com, tel (473) 439-5265

Don't miss out — register online at www.grenada-sailingweek.com and find further updates via the GSW Facebook Page and GSW E-Newsletter.

Bristolian Sets Sights on 2014 RORC and ASW

Following her win at the Newport Bucket in Rhode Island, the 98-foot Frers-designed *Bristolian* is Antigua-bound for another Caribbean season, and will participate in the 2014 RORC Caribbean 600 (February 24th). Along with owner and full-time captain Patrick Wynn as part of the 22-man crew, on board will be Race Captain John Burnie, and Claude Thelier from Guadeloupe as helm/watch captain. Burnie and Thelier together hold the Caribbean 600 multihull record (40 hours, 11 minutes and five seconds), set in 2009 on the Orma 60 *Region Guadeloupe*.

Also on the crew will be RORC Past Commodore Andrew McIrvine, the present Admiral of the Royal Ocean Racing Club. Andrew is returning for his fifth Caribbean 600, and will be a relief helm/watch leader as well as ship's doctor while aboard.

Bristolian will then race Antigua Sailing Week in April, looking to improve on her 2012 fourth place in class, as well as her second in the Yachting World Antigua Round the Island Race. *Bristolian* is now in her fourth ownership, having been launched originally as *Mari Cha 2* for Robert Miller. The yacht has spent a number of seasons in Antigua over the years and, as *Bristolian* in the late 1990s, she twice won her class and division during ASW. Under Miller's ownership the yacht rounded Cape Horn twice and held numerous passage records including one from San Francisco to Cape Town.

For more information on the RORC Caribbean 600 visit caribbean600.rorc.org.
For more information on Antigua Sailing Week visit www.sailingweek.com.



The big, bodacious Bristolian *has set her sights on 2014's RORC Caribbean 600 and Antigua Sailing Week*

Enter 2014 St. Maarten Heineken Now

The 34th St. Maarten Heineken Regatta, taking place March 6th through 9th, 2014, is now open for registration via the website below. Follow the link to enter your boat in this fun-filled four-day event. The Notice of Race is also available online with plenty more regatta info.

With over 200 entries in 2013, the St. Maarten Heineken Regatta was the biggest regatta in the Caribbean.

For more information visit www.heinekenregatta.com.

St. Thomas International Regatta – New Name, Same Great Racing

The St. Thomas International Regatta, formerly the International Rolex Regatta, will take place March 28th through 30th, 2014.



'The Rolex' no more, the retitled St. Thomas International Regatta — expecting a banner year in 2014 — will be one to watch!

"Those of us running Caribbean events believe 2014 will be a banner year," says Bill Canfield, director of the St. Thomas Yacht Club-hosted regatta. "As more captains and owners evaluate the costs, quality of racing and weather conditions found in our area compared to Europe, they are beginning to realize the value of bringing their racing programs to the islands."

No other regatta in the Caribbean offers so many classes and rating rules under which to compete. Teams are invited to enter in Caribbean Sailing Association (CSA); IRC; High Performance Rule (HPR); Multihull; CSA Bareboat; CSA (unmeasured) for boats from the US Virgin Islands, British Virgin Islands and Puerto Rico; Beach Cats; and One-Design classes with a minimum length of 20 feet.

For more information visit www.stthomasinternationalregatta.com.

5th Edition of Les Voiles de St. Barth

Since the first Les Voiles de St. Barth in 2010, the regatta has welcomed many different boats, improving and attracting ever more sailors from the world over. In 2014, Les Voiles will celebrate its fifth anniversary from April 14th through 19th. Newcomers and regular participants are invited to come celebrate this event.

All the elements that make Les Voiles a big success will again be part of the celebrations: four days of regattas and competition, a day off to rest or party, a Race Village with concerts every night… and the special French flavor of St. Barth. This anniversary year will be full of surprises, yet maintain the goals of competition offshore and conviviality on shore.

For more information visit www.lesvoilesdesaintbarth.com.



Guadeloupe's GRANDE TERRE

DESTINATIONS

by Christine Gooch



WHAT'S that they say about the best-laid plans of mice and men? One of our reasons for sailing our Prout 38 catamaran, *Sweet Sensation*, to Pointe-à-Pitre on Guadeloupe was to motor through the Riviere Salée, which divides the island in two, and from there, to explore the northern anchorages. But when my husband, Kevin, and I asked at the marina office in Pointe-à-Pitre about the opening times for the bridges we were told that the bridges were closed for repair and wouldn't be opened at all this year! Well, changes of plan are all part of the fun of cruising, so we decided to explore this part of Guadeloupe — Grande Terre — instead.

The anchorage at Ilet du Gosier, about three miles southeast of Pointe-à-Pitre's Marina Bas du Fort, is tucked behind a tiny island with a large lighthouse and protected on nearly all sides by reef. From the anchorage we could see that the island had a palm-fringed sandy beach and a beach bar. There was an almost constant stream of people swimming or snorkelling to and from the beach on the mainland over to the island, a distance of probably half a mile. We dinghied across to find the beach bar had just closed for the day and the lighthouse and nearby buildings were covered in graffiti. But we did have a nice stroll along the beach, paddling in the clear turquoise water. Gosier gets its name from *le grand gozier* — a breed of large pelican native to the area.

Once night fell the wind died away and there was just the roar of the surf breaking on the reef ahead of us. The anchorage was nice and calm though. In the distance behind us we could see the lights of towns and villages strung along the coast of Basse Terre.

The next morning was sunny and calm so we went snorkelling and then dinghied across to the little town of Gosier, pulling the dinghy up the beach and tying it to a convenient palm tree. The town is a pretty mixture of old wooden houses with balconies and shutters, and modern holiday apartments. The modern church tower reminded me of the kind of open tower you sometimes see on fire stations; high up you could see bells hanging upside down and the bottom third of the tower was painted with a striking mural featuring local ladies and children. The town hall was a very impressive modern building and there was a paved terrace with tiny water-jet fountains that had a fantastic view over the anchorage to Ilet du Gosier. In the sunshine the sea was all shades of blue, from cobalt in the deeper water behind the island to pale blue and then greeny-turquoise patches in the shallows of the anchorage. We could clearly see Basse Terre, Les Saintes, Marie Galante and even Dominica.

Later that afternoon we came ashore again to take some photos and go to the Friday afternoon street market. This was full of colourful stalls selling handicrafts (woven baskets and lots of things made from the colourful checked Madras cloth that is typical of the French islands), local produce (honey, cakes, sweets and what looked like bottles of home-made rum punch), and plenty of fruit and vegetables (what we had come to stock up on). The fruit and veg looked lovely and fresh, were reasonably priced and there was plenty to choose from. Unfortunately while we were shopping there was a sudden heavy downpour; Kevin said he felt sorry for the stallholders who had obviously worked so hard in their gardens and smallholdings and now on the day of the market the rain had come to dampen their sales.

Le Moule on the northeast coast of Grande Terre sounded interesting, but rather than fight our way back into the wind and swell we decided to go by bus. The driver of the first one we caught said we needed to change buses at Ste-Anne. This is a small seaside town east of Gosier with a lively handicraft/spice market set out on the promenade and a nice sandy beach with plenty of watersports available. A couple of the local *yoles* (sailing boats) were trying to tack out through the reef pass against the wind. We had plenty of time to admire the tree-shaded town square from the bus stop while we waited about two and a half hours for a bus to Le Moule. I had asked a couple of people waiting at the bus stop when the bus was likely to arrive; one said in five minutes, and half an hour later the other said around midday. By quarter past twelve it still hadn't arrived so I asked another lady, who told us we could get a bus to Le Moule from St. François, further along the coast. Buses to St. François went about every 20 minutes! So we hopped on the next one and when we got to the bus station there the kindly bus driver told us to stay on the bus and he would take us round to where the buses for Le Moule left. I'm glad he did, as I don't think I could have followed directions in French to walk there from the bus station. It was a shame we hadn't found out about the buses earlier, as the bus for Le Moule was waiting and we had no time to explore St. François, apart from glimpsing the little fishing boat/ferry harbour and a marina from the bus.

The journey from St. François to Le Moule took us through fields of sugar cane and pasture, with cows and goats tethered by the roadside. When we arrived at Le Moule the first thing we did was check how often buses went back to Pointe-à-Pitre via the inland route, which turned out to be every ten minutes. Then we bought filled baguettes and sat in a little park overlooking the seafront to eat them. Long curves of surf were rolling in, and this was a relatively calm day. Then we set off to explore the pretty little town. There were narrow side streets of faded wooden buildings leading back to the sea and the remnants of old grey stone walls partly hidden by trees and creepers.

—Continued on next page

Above right: Checking out the entrance to the harbour at Le Moule. 'Long curves of surf were rolling in, and this was a relatively calm day…'
Main photo: Local sailing boats at the small town of Ste-Anne. 'We watched a couple of the local yoles *trying to tack out through the reef pass against the wind'*



—Continued from previous page

One or two of the houses had been done up and looked as though they might be holiday homes or houses where French people, rather than Guadeloupians, lived.

After wandering around for a bit we came out into the large town square. It had lines of shady trees up two sides and at one end was an enormous Town Hall that wouldn't have looked out of place in Paris. The façade had octagonal towers at each end with pointed grey slate roofs with a round mansard window in each one. Linking the towers across the first floor was an impressive stone balustrade balcony with a row of French windows behind it and an enormous French flag. The ground floor had a sweeping set of stone steps flanked by curving stone balustrades leading up to the enormous wooden front door. The building was painted a creamy pale yellow, the colour of Cornish ice cream, and the balustrades and shutters were white. It reminded me a bit of fairy-tale illustrations of Sleeping Beauty's castle but without the thicket of thorns. Kevin noticed that rather than have the windows closed and air conditioning on, the doors here, and in the little bar we went into, stood open so that the buildings were cooled by the breeze.

Across the road from the Town Hall is a huge church with a small bell tower and an enormous grey stone façade with columns and a triangular pediment like a Greek or Roman temple. I wondered where the money came from to build these two imposing public buildings that were in such contrast to the small wooden fishermen's houses and old warehouses in the back streets.

Wandering down another back street we came across a small grassy square overlooking the pass through the reef into the fishing harbour. Weathered old cannons pointed out over the sea wall and palm trees waved in the breeze while white surf broke on the reef. Old ships' anchors, once used for boats to tie up to, jutted out from the reef. On the other side of the harbour was a white sandy beach and what appeared to be a holiday village. At the head of the harbour were the ruins of an old fort, built in honey coloured stone; personally I would have thought the reef entrance would have been enough protection in most conditions.

Back on the boat we reflected that visiting these towns by road made a pleasant change — and next year there's still the Riviere Salée to look forward to....



Left: The imposing town hall at Le Moule: 'It reminded me a bit of fairy-tale illustrations of Sleeping Beauty's castle.' Doors stand open to the cooling breeze



Below: The anchorage at Ilet du Gosier is tucked behind a tiny island and protected on nearly all sides by reef

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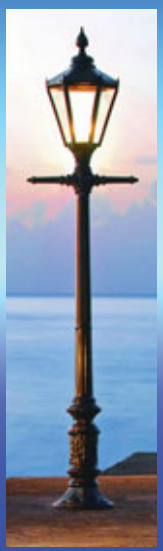
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J/24 CRUISING — *Loose Cannon* Style!



by Edgar Roe

Not a whole lot bigger than a dinghy, Loose Cannon *has everything this solo sailor needs for cruising adventure*

I have lived in St. Lucia for nearly seven years and seriously believe that the Southern Caribbean is at least equal to the best yachting destination on the planet. Islands from Dominica in the north to Grenada in the south, with tidal influence of no more than two or three feet, provide unbelievably beautiful cruising conditions for those who choose to cruise in these waters. As well as that, it is always warm with cool sea breezes.

So, what does a retired Aussie sailor (with not much money) do for kicks?

He goes cruising, of course!

In October 2006 I bought my J/24, *Loose Cannon*, from the late Frank Capers and have had the best time racing and cruising on it since then. The latest statistics show that there are more than 5,500 J/24s in more than 40 countries around the world. First designed and built in the 1970s, the class is still going strong. It is the world's most popular one-design keelboat. J/24s represent the largest one-design fleet in the Southern Caribbean, with a total of almost 30 boats that race regularly at regattas throughout the year. What a lot of people don't realize is that the J/24 is also fun to cruise on, with fantastic light-weather performance, even with about half a ton of cruising gear aboard.

From May to December, when all of the "snowbirds" have gone home, is by far the best time for me to go cruising on *Loose Cannon* and race in any regatta which may be on at that time. Summer is Carnival time in St. Vincent and Grenada, and the Carriacou Regatta Festival is on at the end of July. Winds are generally lighter and the bays and anchorages are not packed with "way too many" winter cruisers. Weather forecasting these days is so accurate and there are a few hurricane holes to hide in, should the worst happen.

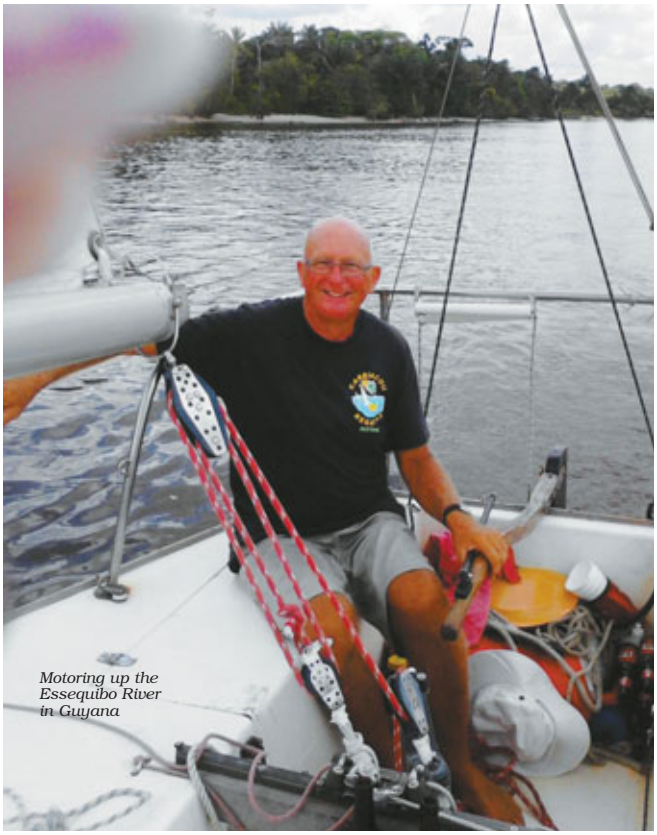
For the last three summers I have prepared *Loose Cannon* for solo cruising south from St. Lucia, through St. Vincent and on through the Grenadines, before arriving at Carriacou to race. Getting *Loose Cannon* ready for racing at the Carriacou Regatta is always a hassle, with so much cruising gear to be removed, however it is always worth it.

Guyana? Why Not!

This year, almost two months after I set sail from the IGY Marina in Rodney Bay, St. Lucia, I found myself in Guyana! How did I get there? You may well ask.

—Continued on next page





Motoring up the Essequibo River in Guyana

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Well, after the Carriacou Regatta, people were talking about a yacht rally from Grenada and Trinidad & Tobago to Guyana, the only English-speaking country in South America. I began thinking that Guyana would be a good destination for *Loose Cannon* and me. So, after a few more days in the Grenadines, I set sail to Grenada.

At about 10:00AM on Wednesday, August 21st, I set sail from Prickly Bay, Grenada, and headed for Tobago, arriving there 27 hours later at a small town on the northeast coast. More ice to save my perishables and a decent meal on my stern-mounted gas barbecue were what I needed before heading off past Venezuela to Georgetown, Guyana.

The current in this part of the world runs constantly northwest at two knots or more, so I knew that I was in for a slow sail. The following night and day proved how slow this sail was going to be. Not wanting to get too close to the Venezuelan coast, I kept well off shore, only to find that I was making very little progress and was amongst numerous gas and oil rigs.

Passing the Rio Grande estuary in the southeastern part of Venezuela, which is part of the vast Orinoco delta, took more than 24 hours. On Sunday morning I reached the Guyana border where there is a town called Morowhanna (nothing like what sometimes goes into the bolognaise sauce or the Aunt Jemima cookies).

—Continued on next page



JO BOXALL

The route of Edgar Roe's 1,000-mile summer cruise 2013



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Latitude 18° 20' 21.37N Longitude 65° 38' 01.82W **Close to:** *Isla Palominos • Palominitos • Cayo Icacos • Cayo Lobos*

—*Continued from previous page*

After being at sea for more than four days from Grenada, I pulled the sails down and motored toward the river where this town is to let my friends know that I was still alive and well — my Android phone battery had long since died because I forgot to turn it off after taking photos of a pod of friendly dolphins.

Imagine my surprise when, with almost two miles to go, *Loose Cannon* ground to a halt in the muddy shallows of the estuary of this massive river system. A reliable outboard motor was my saviour, so I backed off and continued along the Guyana coast, hoping to find another port to enter and make contact with the rest of the world.

A town called Charity was the next place that I tried but, once again, *Loose Cannon* was aground about half a mile offshore — obviously at low tide, and I did not have a Guyanese tide tables to tell me so. Maybe I should have had one of Chris Doyle's Guyana cruising guides aboard so that I wouldn't have wasted so much time.

The tide rises and falls more than two and a half metres in this part of the world, so I decided to forget about any more attempts at going ashore until I reached Georgetown. After three days of almost no wind and current holding me back to a progress of only about 50 miles per day, the wind finally came in at sunset on Tuesday evening and I was able to make quick progress.

Georgetown

Six hours short of a week from departure in Grenada, I dropped anchor across the river from the Customs boathouse in Georgetown, tired but happy. Clearing Customs and Immigration was not a hassle; they were extremely friendly and could not do enough for me. Wilkinson, the boathouse Customs man, is a wonderful guy who helped me in any way he could. Guyana is most definitely a Third World country, but well worth the visit as people are extremely friendly and I met great friends whom I will never forget.

Docking is a problem though, as there are no public docks anywhere in Guyana. I had to tie up beside an old dilapidated wharf at the boathouse and scramble up onto the dock. At night I would motor across the river where it was much safer and drop anchor.

In the centre of Georgetown, especially around the Stabroek Market area, which is close to the Customs boathouse, it was sad to see people trashing their own environment with piles of rubbish everywhere! When you move a little farther out of the market area, however, there are some impressive government buildings and residences that Guyanese must be very proud of. I found a place called the Tower Hotel, which has a great pool at the rear with a covered area with comfortable lounge chairs and table service with good food and cold beer, so I was more than happy with that.

In Georgetown I was able to re-stock with all of the provisions that I needed after seven days at sea and buy some new shoes and shorts — what I had was getting a bit messy! My new smart phone was also proving to be far too smart for me, so I was lucky that Digicel are there.

At the end of the day I was fortunate to meet two lovely sisters, Shollon and Shanella, while I was having a beer at a roadside bar near the market. We chatted for a while and they seemed to think that I was so brave to have been out there on the ocean alone for so long. We agreed to meet later that evening for drinks and something to eat, after they went home to get their "glad rags" on. I must say that we all had a wonderful evening filled with lots of laughter and telling real-life stories, both mine and theirs.

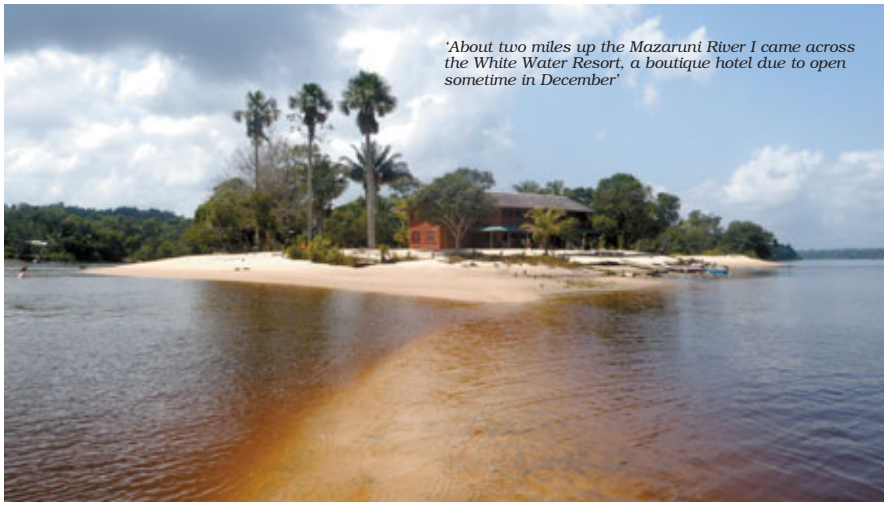
Up the Essequibo

On Friday morning, it was time to get more gas for the outboard motor and head off towards Bartica, which is about 50 miles up the Essequibo River. I planned to make a stop in Parika, about ten miles up the river. Unfortunately, about four miles from Parika and trying to keep out of the ebb-tide current, I ran aground. While trying to get off with my six-horsepower Tohatsu outboard motor running flat out, it seized and there I sat for the next four hours until the flood tide floated me again.

I managed to sail the rest of the way to Parika before midnight and anchor for the night before one of the local speedboat guys towed me to an outboard mechanic who was able to do a quick fix for GUY$3K (US$15).

—*Continued on next page*

THEA SHAHROKH



'About two miles up the Mazaruni River I came across the White Water Resort, a boutique hotel due to open sometime in December'



—*Continued from previous page*

(I wish he had done better than that and checked the oil pump, because the motor seized again later, with serious damage and no way of getting parts in Guyana.)

I arrived at Bartica on Saturday afternoon and it took me until almost 6:00PM to find a place to dock. Lucky for me, I was able to raft beside one of the prison vessels docked at the Bartica *stelling* (the main ferry/cargo wharf).

Speedboats with one or two 200-horsepower motors are the main means of transport on the Essequibo River and there must be about a thousand of them constantly creating considerable wash, so the following morning, I decided to get underway and do some exploring up the Mazaruni River, which flows into the Essequibo at Bartica.

About two miles up the river, past the prison, I came across what appeared to be a new resort, still under construction. Tyson, the caretaker, who is Guyanese and an ex-US Marine, invited me ashore to inspect the construction which included building a massive retaining wall around the perimeter of the island — very impressive!

I was immediately introduced to "Gillo", the construction contractor, who happens to be St. Lucian and an entertainer of note who, I believe, is still well known in the Southern Caribbean. It happened to be his 50th birthday, so I gave him and his workers all of the booze I had on board (and it wasn't much) to help keep the party going. I told them that it was going to be my 70th birthday in two days' time, so we made a toast to that as well.

So back to Bartica I went before dark and docked beside the prison boat again for the night. On Monday morning, *Convoy II*, an 80-foot cargo vessel arrived at Bartica stelling with their weekly cargo of about 15,000 cases of beer and soft drinks for the local depot of Banks Brewery. Captain Andy Beharry and his two brothers, Mark and Michael, soon made me welcome and invited me to raft *Loose Cannon* beside their vessel while it was being unloaded over the next few days — by hand, one case at a time.

Believe it or not, they use cheap labour supplied by inmates from the jail. Surprise, surprise, there always seemed to be plenty of broken cases lying around on the deck so the beer supply was never ending!

Tuesday morning and my birthday soon arrived with me stacking a case of Premium Banks Beer into my party cooler. What a great and pleasant surprise it was, while doing this, to hear a familiar voice calling "Hey, Baldy!" from the deck of the cargo vessel — and who should it be but none other than "Sir" Jerry Bethel, one of my long-time St. Lucian friends!

Jerry had come to Guyana by plane. Unfortunately for him, he had purchased his air ticket before he knew that the friend he planned to join had cancelled his trip by yacht from Trinidad. He did, however, receive a copy of an e-mail that I sent to my sons in Sydney, Australia, telling them where I was and what I was doing for my 70th birthday, and decided to surprise me.



New friends at the author's 70th birthday party — a celebration to remember!

Well, that caused the immediate start to birthday proceedings with Jerry, Captain Andy and the crew of *Convoy II* all on board *Loose Cannon* until the cooler was empty and we moved to the captain's cabin on the cargo ship for an aged bottle of Guyanese rum. Shanella, one of my new friends from Georgetown, arrived later in the day when we had already made quite a dent in our sobriety. It was a birthday to remember!

Homeward Bound

On Wednesday morning, it was time to clear Customs and Immigration in Bartica, top up with ice and beer, and head back down the river to Parika. The down-river cruise only lasted about an hour until the outboard motor's final seizure. Then it was sailing all the way with the ebb tide until — guess what? — aground again and no engine to try to get refloated.

Bill the outboard motor mechanic gave me the sad news on Thursday morning that I would not be able to get another quick fix in Parika, so by 4:30PM, at the top of the tide, I was on my way out of the Essequibo River and on my way, nonstop, to St. Vincent under sail only. Course set for slightly west of north and about 450 miles to go!

Loose Cannon made 144 miles in the first 24 hours with wind east at about 15 knots. On Friday night the wind was lighter, so after the second day's sail *Loose Cannon* had covered only another 100 miles. Saturday around sunset saw the first rainsquall approaching but it was nothing to worry about — just enough to wash the body with some cool fresh water. Sunday was a poor-visibility day with lots of Sahara Desert dust in the air, light winds until around sunset and then a brisk easterly breeze to give me a fast ride across to the Barefoot Charter Yacht Base in St. Vincent by 8:30PM. It didn't take me long to dock *Loose Cannon* and get to the Barefoot Driftwood Restaurant for a shower that made me feel like I had gone to heaven and back, one of their fantastic pizzas, and a couple of cold Hairoun beers.

Virgil, the Barefoot engineer, very kindly stripped my seized outboard motor for me a couple of days later and gave me the sad news that it had a broken connector rod, damaged cam and crank shaft plus an oil pump not working and probably the reason for the engine seizure.

Plenty of rain and absolutely no wind was the order of the day until the following Saturday, when south-southeast winds were predicted, so there lay my plan for what should be an easy sail back to Rodney Bay — up the east coast of St. Vincent and then up the west coast of St. Lucia — with my engine pieces in a box!

At first light on Saturday morning I was on my way with a light easterly, which soon turned south-southeast and I was quickly on my way to the north end of St. Vincent and across the channel with frequent rain squalls sending *Loose Cannon* along at planing speed — something that I love about the performance of a J/24.

Safely docked back at the IGY Rodney Bay Marina by 9:00PM Saturday evening, after a slow sail north along St. Lucia's west coast, it was time to meet staff and friends at Bosun's Bar and Restaurant in the marina and enjoy a few cold Pitons.

What a great sail to and from Guyana — a total of more than 1,000 miles. *Loose Cannon* did most of the sailing while I went below to sleep and read. Joshua Slocum's famous *Sailing Alone Around the World* is a great book, and if you haven't read it yet, I recommend that you do!



CULTURAL CRUISING THROUGH THE CARIBBEAN

by Frank Virgintino

THERE are many ways to route a cruise through the Caribbean. Cruising has many definitions, which can include anything from sailing and relaxing to exploring different lands and meeting the people who inhabit them. Whatever your interests are, whether you like to meet people or try different foods or see how people live, the common denominator is always culture. Culture in itself is not a precise term and takes into account many different factors ranging from how people make a living to how people live their lives. The better you understand the Culture of the Caribbean, the more you will recoup your investment of time and money.

When I discuss the Caribbean with those who have not yet visited it, many think that the culture of the Caribbean is sun and a laid-back attitude, an easygoing lifestyle that requires very little effort. In fact surviving in the Caribbean takes a great deal of effort for many different reasons: availability of jobs, seasonality of weather, politics and many other factors affect the local populace on a daily basis.

The Culture of the Caribbean is many cultures that have come together. Some parts of the culture meld one into another and create what amounts to a new culture while others remain layered, one on top the other, separate and distinguishable. It will take some time and experience traveling through the Caribbean to come to understand even the most basic parts of it. Once you have a better understanding of Caribbean Culture as well as the different local cultures that exist within Caribbean Culture, you will be able to participate and thus appreciate what you will experience at a much deeper level. Your knowledge will affect your routing as you gravitate towards the things you have greater interest in.

The Caribbean is a vast place surrounded by the Caribbean Sea, which measures over 1,000,000 square miles. The area includes many countries. It is populated by more than 40,000,000 people whose origins are from very diverse backgrounds. There are very few "natives" as the vast majority of Native Americans — Caribs, Arawaks, Mayans and others — were replaced by Europeans and Africans during the 15th and 16th centuries. The indigenous population of the Western Hemisphere in 1492 is estimated by experts to have had between 40 and 150 million Native Americans. Regardless of what the actual number was, within 200 years of the Europeans having made landfall, the population was reduced by over 90 percent. Disease and genocide were the main reasons for the decline. Today if you want to learn about the indigenous populations of the Caribbean you will have to search to find descendants, but they can be found and it is well worth the effort.

The Europeans had a great desire to settle in the new land. Gold was initially the biggest lure. The quest for it was bloody and many of the native populations died because of the lust for it. The chief on Hispaniola, Hatuey, called gold "the God that the Spanish worshipped". In 1511, Diego Velázquez set out from Hispaniola to conquer the island of Caobana (Cuba). He was preceded by Hatuey, who fled Hispaniola with a party of 400 in canoes and warned the inhabitants of Caobana what to expect from the Spaniards. Bartolomé de Las Casas, a Dominican friar and historian, later attributed the following speech to Hatuey, who showed the Taíno of Caobana a basket of gold and jewels, saying:

"Here is the God the Spaniards worship. For these they fight and kill; for these they persecute us and that is why we have to throw them into the sea... They tell us, these tyrants, that they adore a God of peace and equality, and yet they usurp our land and make us their slaves. They speak to us of an immortal soul and of their eternal rewards and punishments, and yet they rob our belongings, seduce our women, violate our daughters. Incapable of matching us in valor, these cowards cover themselves with iron that our weapons cannot break."

Hatuey was burned at the stake in Cuba by the Spanish for his insubordination.

Manpower was needed to work the land in the Caribbean and with the decline of the native population a substitute had to be found.

Between 1450 and 1874, West African slaves were brought to the "new world" to work the land for the benefit of the colonial interests. Of the approximately 12,000,000 that were taken from West Africa in what came to be known as the Triangle Trade, about 10,000,000 made it across alive. Of those about half were settled in Brazil, somewhat over 4,000,000 in the Caribbean and something less than 1,000,000 ended up in North America, mostly in the United States.

As a result of the importation of slaves, the largest population of the Caribbean today, about 60 percent, can trace their ancestry to West Africa. [*To see a table of the Afro-descendant populations of the Caribbean by location, visit http://en.wikipedia.org/wiki/African_diaspora.*]

The cultural influences in the Caribbean are thus Native American mixed with West African and mixed with a variety of European cultures. The mixing produces what anthropologist Fernando Ortiz characterized in 1939, regarding Cuban culture, as *ajiaco*, a rich stew consisting of a large variety of ingredients.

—Continued on next page

Below: 0No matter which language or locale, there is nothing more emblematic of contemporary Caribbean culture than 'liming' — simply hanging out, eating and drinking and enjoying the company of friends old and new, often in a public place. Here cruisers join locals on a Friday night at Gros Ilet, St. Lucia

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—*Continued from previous page*

A stew takes on the flavor of all the ingredients while at the same time many of the ingredients retain their identity.

Dutch, French, Spanish, English and other Europeans introduced their cultures in all their forms, from religion and political organization to food, language and art. The colonial cultures remained largely part of the islands that the European countries controlled. Large parts of the Lesser Antilles were English and French while the largest part of the Greater Antilles was Spanish. The common thread was West African, which added its religions, political structures, food, language and art.

As you cruise through the Caribbean, many of the cultures and sub-cultures will be familiar to you. Much of the Lesser Antilles became popular (and thus known to cruisers as "The Caribbean") in large part because so much of it is founded on Anglo culture and is English speaking. Other areas will seem more foreign because the populations speak another language. Among the reasons that North American cruisers have largely bypassed the Greater Antilles — Cuba, the Dominican Republic and Puerto Rico — is because their language is Spanish.

Dutch influence can be found in the Lesser Antilles in St. Maarten, Statia (St. Eustatius) and Saba (a Dutch engineering feat without equal) and the ABC islands of Aruba, Bonaire and Curaçao. The best examples of French culture are in Martinique and Guadeloupe as well as St. Barts and the French side of St. Martin.

Spanish influence goes far beyond language. In the southwestern part of the Caribbean, Spanish is spoken in countries such as Guatemala, Honduras and Mexico but there is also a very prominent Native American culture that is evident to this day. You can experience it in the food as well as in the pyramids that you can explore. If you visit Cartagena, Colombia, you will find an excellent example of Spain in the New World. In Puerto Rico, Spanish culture stands out but American culture is the framework. Cuba has a distinct Spanish culture but you will see signs of American influence (e.g. love of baseball and so many families with family members living in the United States). You will also see fragments of Russian culture and Chinese culture. Antigua, among others, is an excellent example of what it meant to be part of Great Britain. Jamaica, once the crown jewel of the English Empire, still has an English patina but it is fading quickly as the older generation passes. Montserrat, an English overseas territory, welcomed the Irish Catholic indentured servants during the 17th century. As a result, today the island celebrates a week of St. Patrick's Day festivities and best of all, everyone, regardless of race, joins the celebration.

There is also an endless mixing of cultures, if not by plan, then in spite of it. The Garifuna are descendants of Carib, Arawak and West African people. The British colonial administration used the term Black Carib and Garifuna to distinguish them from Yellow and Red Caribs. The Garifuna live primarily in Central America along the Caribbean coast in Belize, Guatemala, Nicaragua and Honduras, including the island of Roatán.

As European influence waned, the influence of the United States in the Caribbean increased. Even prior to the Civil War in the States, the United States realized the strategic importance of everything "south of the border". As a result, the Monroe Doctrine became the basis of US hegemony, which still is the basis of US intervention today. As a result, the culture of the USA can be seen throughout the Caribbean.

In order to get the most out of a Caribbean cruise, you must separate fact from fiction, as things are not always what they seem. A good example of this can be found in Trinidad. There you will experience both East Indian as well as African culture (as well as some Chinese and European influences). To understand Trinidad, you must be able to distinguish between the cultures and at the same time understand what it means to be a "Trini", which all who live in Trinidad are. You may eat the East Indian *bara* and *chana* treat called "doubles" for breakfast, but in the afternoon your rice-and-peas can be traced back to African cuisine.

While you pass a hurricane season in the Rio Dulce, Guatemala, you will practice your Spanish with the locals. Yet as you speak with them, you will clearly see their Mayan ancestry. Corn is the staple in the diet and will show up in many different ways. Their history goes back thousands of years and when you visit the pyramids you get a sense that you are the newcomer to the Americas.

Spend some time, researching and reviewing the Cultures of the Caribbean. When you plan your route, take wind and current into consideration as well as seasonality, but also consider culture in all of its forms. Do not overlook the many differences that exist from one country to the next. The differences, both apparent as well as not so obvious, will make all the difference in your cruise. Timing your cruise to make your landfall during a festival such as St. Paddy's Day in Montserrat or an East Indian holiday in Trinidad, as well as the myriad other events throughout the Caribbean, will make your trip something extraordinary.


ROGER WEBB

These Antiguan dancers blend African and European styles



PETRA & JW VERSOL

In Suriname, people dress festively to celebrate Keti Koti, which commemorates the abolition of slavery

Below: The Triangle Trade resulted in people of African descent being the largest population of the Caribbean today



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MARTINIQUE:

TO ANSE DUFOUR AND THE CAP SALOMON TRAIL

EVER since I followed the enjoyable trail in Martinique from the anchorage at Grande Anse D'Arlet southward to Anse D'Arlet (see "Village to Village via Morne Champagne" in the November 2012 issue of *Compass* at www.caribbeancompass.com/online/november10compass_online.pdf), I have wanted to try the continuation of this hike in the other direction — from Grande Anse D'Arlet northeastward to Anse Dufour. So it was with high expectations and hopes I set out with my friend Paul at 0730 hours one morning to find the trail.



Grande Anse D'Arlet to Anse Dufour

When you come ashore at the dock at Grande Anse D'Arlet, turn left on the small road just behind the beach. Continue all the way to the end of the beach and then follow the road up the hill and round to the left overlooking the bay. Just past the apex of the road, the trail leads off uphill to the right in an old river gully; it is signposted. To get here takes about 12 minutes from the dock.

All the way up the mountain we followed along a path of boulders and stones in thick "bush", with trees on either side some ten to 15 feet tall. They gave plenty of shade in the early morning and would at least filter the sun much of the day. It is not hard going, but not easy either, and there are places where the rocks are slippery. Unless you are a naturalist, the "bush" is rather monotonous all the way to the top.



Bright bougainvillea lines the well-tended byways of Martinique's Anse Dufour

About five minutes later (20 minutes from the dock) we came across a trail-map sign and cross path, indicating a trail that goes out to Cap Salomon and back along the coast among the mangroves. I had known nothing about this, and we decided to check it out later (see below).

We climbed and climbed right up the steep hill till we reached the summit. We were of course hoping for a view, especially back over the bay. In this we were disappointed. As Paul said, "If I am just going to walk along between trees, why not do it on the level?" I think hiking in a cut through dry scrub also suffers by comparison when you have just completed a series of beautiful rainforest hikes in lush Dominica!

Our approach to the top was marked by a sign, which we reached in about 40 minutes from the dock. The path became a little more interesting at this juncture with slightly more varied vegetation and, after 50 minutes from the dock, we saw a lushly vegetated but dried-up pond on our left. By this time we were following along what seemed like a ridgeline, which was just gently sloping. There were no clear views but you could catch glimpses of the sea in the distance through the trees.

An hour from the dock produced another dry pool, on the right side this time, and shortly after this the path lightened and brightened and, wonder of wonders, we emerged to a really lovely view for the first and only time. It spanned from the hills in the interior over to the sea and Fort-de-France beyond. The trail then shut back into the bush and headed fairly steeply downhill.

We reached Anse Dufour in an hour and half from the dock at Grande Anse D'Arlet. It was quite delightful to step into the little road of bougainvillea, and fetch up in a café for well-earned coffee and juice. We returned by the road, which took about an hour and a quarter. The views along the road were more interesting than those on most of the hike, and we found a little artist's gallery to visit. However, you do have to put up with quite fast traffic.



Glimpsed from the Cap Salomon trail to a colonial-era battery, a yacht rounding the point

You can continue this hike on to Anse a L'Ane. If the maps are correctly drawn, this goes up the riverine valley behind Anse Noir. I have not done this hike since the trail has been marked, but I did it in earlier years and it was very pleasant with a river in the wet season and little pools in the dry season, and lots of tall trees with vines to keep you in the shade. I have no idea about the last part, which takes you from the top of the valley down to Anse a L'Ane.

The Cap Salomon Trail

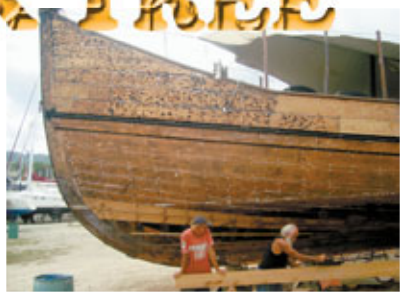
A few days later I checked out the Cap Salomon trail. This is an easy trail, about 45 minutes each way, and quite interesting. You turn left at the main dock at Grande Anse D'Arlet and follow the coast road to the end, going up the hill and left towards the point. This time pass the turn off for the Anse Dufour trail and continue along the road till it ends and turns into a path. Here you will see a big trail map and steps leading down the hill. Follow the steps down the hill to the sea. The path runs behind the mangroves and there is a roofed trail shelter and a walk down to the water. If you happen to hike with your snorkeling gear, there is a marked underwater trail at this point. If not, continue through the mangroves. It is very peaceful here with nothing but birdsong and the rustling of a hundred land crabs. In a while you will see a little wooden walkway that cuts through the mangroves, giving you a chance to study these trees closely, and brings you to the stony shore upon which you will notice the wreck of a steel yacht. Return to the path and continue on. It winds up the hill and down again and brings you out to Cap Salomon where there is a wall from an old battery dating back to 1750 that guarded this part of the coast. You have a clear view of the boats heading round the headland.

On the way back you have the option of taking a left turn, which goes through dry forest and links up to the Anse Dufour trail. It is all nicely signposted.



'We emerged to a really lovely view for the first — and only — time'

OF THE OAK TREE



by Shaun Waddell

Carvalho means "of the oak tree" in Portuguese. Keith Carvalho is a third generation traditional wooden shipwright. In an era of plastic boats and paper-money men, Keith Carvalho gives us the scent of a bygone era still alive today in a small way.

I first met Keith at Peake's boatyard in Trinidad working on a traditional Viking long-boat. He was kind enough to let me work alongside him while he replaced eight planks.

Each plank was approximately 15 feet in length and of one-and-three-quarter-inch teak. After cutting the plank roughly into shape with an electric orbital saw, the one power tool was put away and Keith shaped the individual planks with chisels, planers and an adze. Fitting and refitting of the plank took a tremendous amount of energy but Keith is a perfectionist. The planks were finally bent into place, without steaming, using wedges, clamps and jackstands. As we progressively fitted the plank we drilled holes and using five-inch galvanized spikes — each of which had to be driven in using a ten-pound hammer — we fitted the plank to the boat's frames.

Keith Carvalho is a man in his sixties. This was hard, physically strenuous as well as very skilled work. I realized that craftsmen such as Keith are few and far between in today's age.

It doesn't come as a surprise that Keith knows most of the wooden boats in the Caribbean and many from farther shores. He is a familiar sight in and around the boatyards of Trinidad and Grenada. With his big white beard and pleasant nature he is commonly known as Santa.

Keith did his apprenticeship with British Tugs and Lighters, a wooden boatbuilding firm that used to operate out of San Fernando in Trinidad. He has also logged 15 years of sea time as a carpenter and a bosun with various Scandinavian shipping lines. Today he is self-employed doing jobs ranging from interior cabinetry on yachts to structural shipwright work on wooden boats.

ROBERTO OLIVEIRA (ALL)



A perfectionist in an increasingly rare trade, Trinidadian Keith Carvalho is a third generation traditional wooden shipwright

He laments that the younger generation is not interested in wooden boats. What in the past what was traditionally a family-run business with skills passed down from father to son is now rare. There are not many places that one can do an actual apprenticeship to become a shipwright on wooden boats. Also, with the advent of modern power tools, a lot of the older skills are getting lost.

Once all the planks were fitted and several "Dutchmen" scarfed into place, the process of caulking began. Just as Keith knew where to get every other material needed on the job, he knew where to find oakum in Trinidad. After painting the seams with tar, Keith proceeded with the caulking iron and wooden mallet to pound the oakum between the seams, after which we applied several more layers of tar. Finally, to fill the seams in readiness for painting, we mixed cement and asphaltine, which made a very flexible and effective filling. Finally the project was complete and the boat ready for painting.

Keith's interests range to all things nautical and, having spent so many years afloat himself, he is an encyclopedia of nautical knowledge. Interspersed with descriptions of foreign ports he talked knowledgeably about great sea journeys of the past. He lent me a book about Anson's voyage and happily discussed Shackleton's ill-fated journey in the Antarctic.

As we sat on our wooden chocking blocks in the shade of the hull surrounded by wood shavings, the scent of fresh-cut teak and tar, talk of beating against storms to round the Horn in square riggers was interspersed with the steady tapping of the caulking iron. For just a moment, the ringing of the mallet, the whiff of the sea, the scent of wood shavings and Keith's gruff voice gave one a glimpse of the bygone age of wooden ships and iron men.

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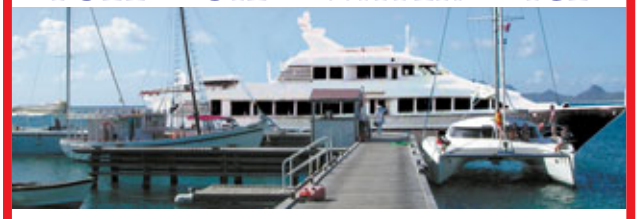
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PRODUCT POSTINGS

Rocna Anchors Endure Extreme Conditions



Rocna anchors from Canada Metal (Pacific) Ltd. have strength, durability and the ability to set and hold in all bottom types. Whether used for a leisurely overnight mooring or in a severe storm, these dependable anchors provide safety.

Rocna anchors offer super-high holding power thanks to a large blade area combined with a concave shape. The chisel-like blade tip easily penetrates any bottom surface, whether mud, clay, weeds, grass or kelp. Rocna anchors are designed to remain embedded, even with veering loads.

In some cases, a Rocna anchor can spell the difference between safety and disaster. In October of last year, Frederic and Barbie were en route to St. Thomas, USVI aboard their Meridian 391, *Barbie Girl*, when Hurricane Sandy hit with winds over 100 knots. From the cove in which they sheltered, they watched boats around them break loose, some washing onto the beach, others battered on the rocks, still others swept out to sea.

"We have a bridle that leads to 55 metres of rode, attached to 18 metres of chain, attached to our 40-kilo Rocna anchor, which must have buried itself nearly a metre deep with all the force pulling against it," said the couple. The following day, they woke unscathed. Although a lobster boat crew offered use of their mooring as a backup, "We never needed it, as the Rocna held firm through it all. We told them that instead of using three different anchors, one of them weighing 68 kilos, all they really needed was one Rocna."

Rocna anchors are available in 14 sizes from four to 275 kilos, for boats from five to 46 metres. Each is backed with a lifetime warranty, including protection against bending and deformation.

For more information visit www.canmet.com.

Caddy Eases Outboard Motor Transport



Moving an outboard motor presents difficulties. Even small motors are bulky and awkward to carry, particularly when wet or oily. Davis Instruments offers the Motor Caddy to make hoisting and carrying most two- to 15-horsepower outboards quick, simple and safe.

The Motor Caddy provides a self-centering handle that works equally well for lifting motors by hand or with a lanyard or hoist. Its improved design includes a longer harness strap to fit four-stroke models. A shortened security strap provides extra protection when transporting streamlined engine cases.

A loop tensioner and adjustment buckle make the harness easy to customize to the shape and size of a variety of outboard motors. After adjusting the tension, the user simply snaps together the glass-filled nylon buckles to fasten the harness. Releasing the motor from the harness is equally simple. Marine-grade, UV-resistant materials and hardware ensure that the harness can withstand tough conditions, even in semi-permanent installations.

For more information visit www.davisnet.com.

63 Amp Products for International Shore Power



Boats destined for the Caribbean can rely on Hubbell Marine's 63 amp, 230 volt shore power products. It's the only CE-certified electrical shore power system dedicated to international waters.

Featuring traditional marine styling, similar to its 16 amp and 32 amp systems, Hubbell's 63 amp system is not interchangeable with US shore power systems. It's designed for use with 230 volt, 50 cycle systems only.

Hubbell's 63 amp international shore power inlets are available in traditional 316 stainless steel styling and are built to the same high quality standards as other Hubbell electrical parts. The unique thermoset interior resists arcing and heat build-up, and pressure-screw terminals ensure secure terminations.

The company also offers 100, 125 and 200 amp pin-and-sleeve shore power systems, including back boxes and feed-through boxes for inlets and receptacles. Made of cast aluminum, they feature a corrosion-resistant alkyd-based enamel finish and 3/4-inch NPT hubs. As with all of Hubbell's shore power systems, their 63 amp devices have nickel-plated blades and termination screws for superior corrosion resistance.

For more information visit www.hubbell-marine.com.



LED Masthead Lamp Lights the Way

Expanding its range of durable NaviLED PRO LED lamps, Hella marine introduces a new five nautical mile masthead model for vessels up to 50 metres long.

The NaviLED PRO 5nm Masthead Lamp is the lightest and most compact on the market at a mere 150 grams and 87mm wide by 90 mm high by 57mm deep. It features a tough Grilamid optical nylon lens for outstanding durability. This ultra-strong, Swiss-made polymer offers superior resistance to impact, chemicals and UV rays.

This maintenance-free, fully sealed, IP 67 certified lamp remains corrosion-free even in the harshest marine conditions. The use of LEDs ensures shock and vibration resistance along with a miserly power consumption of less than four watts. Innovative Hella marine optics provide 100-percent correct light output, far superior to bulb navigation lamps, for the best possible visibility.

To further ensure the performance of each NaviLED PRO lamp, Hella marine photometrically verifies every product for precise horizontal and vertical cut-off angles. A unique serial number laser-engraved onto each lens refers back to test reports, ensuring compliance with international navigation lamp standards.

Hella marine's advanced Multivolt electronics ensure reliability. Spike-protected to +500 volts and reverse polarity protected to -700 volts, this CE-certified lamp bears BSH, Wheelmark, COLREG, USCG, and ABYC A-16 approval.

—Continued on next page

Late-Breaking Regatta News from St. Lucia

8th ARC Flotilla Set for November 24th

A symbolic event to celebrate the official start of the 28th Atlantic Rally for Cruisers from Las Palmas, Gran Canaria to Rodney Bay, St. Lucia, the ARC Flotilla 2013 starts on Sunday November 24th at 10:00AM from Castries Harbour to IGY Rodney Bay Marina.

All boats are welcome — any shape, any size — and registration is free. Free berthing at Rodney Bay Marina is available on the day of the event.

The Skippers' Briefing will be held on Friday November 22nd at 6:00PM at the St. Lucia Yacht Club on Reduit Beach.

The After Party will be held at the Bread Basket at Rodney Bay Marina; barbecue tickets will be available at a discounted price at the Skippers' Briefing. Entertainment will be provided by Rodney Bay Marina.

The ARC Flotilla 2013 is organized by IGY Rodney Bay Marina and Danielle De Rouck in cooperation with the Marine Industries Association of St. Lucia, the Saint Lucia Tourist Board and the St. Lucia Yacht Club.

Many thanks go to sponsors Heineken (drinks), the Bread Basket (food), Bernard Johnson's *Reel Extreme* (mothership), and KIKA Eastern Caribbean Diving (press boat).

The ARC Flotilla has become a popular annual tradition — a stress-free way to get out on the water and celebrate the start of each new sailing season. It's fun, it's free, and everybody's welcome — why not join in?

Detailed information about registration (which includes tickets for a complimentary drink for registered vessels, maximum six crew per boat) is available from Danielle at arcflotilla@gmail.com; Alana at the IGY Marina office, tel (758) 724-7609; the Marigot Marina office or the St. Lucia Yacht Club clubhouse.

Countdown to St. Lucia's Mango Bowl Regatta Underway!

As planning continues for the 2013 Mango Bowl Regatta, November 29th through December 1st, organizers report that the number of entrants should be up on last year, with boats from Martinique, Barbados, Grenada and Trinidad, as well as St. Lucia, already registered.

Classes for the regatta are Racing (spinnaker), Cruising (non-spinnaker), J/24 (One Design Class, spinnaker) and Surprise (One Design Class, spinnaker).

The Skippers' Briefing is slated for Friday, November 29th at the St. Lucia Yacht Club followed by a barbecue on the beach — and a visit to the Friday night jump-up at Gros Islet for those with the stamina!

Racing takes place over the weekend, with three races each on Saturday, November 30th for the Racing and Cruising Classes and six for the J/24s and Surprises, which will be racing the same course at the same time with separate prizes for the two classes.

After the first day's racing, the Mango Bowl Marina Lime will take place at the Boardwalk Bar at IGY Rodney Bay Marina on Saturday evening, with first day results at 7:30PM and music and dancing from 8:00PM.

On Sunday, December 1st there will be races each for the Racing and Cruising Classes and three for the J/24 and Surprise Classes, with a prizegiving ceremony in the afternoon at the SLYC clubhouse.

A spectator boat will be in attendance at all races for members of the public and press who wish to be part of the Regatta and watch the action close up.

Since the SLYC youth J/24 crew's victory in the Bequia Easter Regatta 2013, and solid performances in Barbados in early 2013, a high level of competitive sailing is expected. St. Lucia's Mango Bowl Regatta is not to be missed! The entry fee is US$100 (US$90 if pre-registered in full on-line by 5:00PM on Friday November 16th).

Many thanks to Mango Bowl's growing number of sponsors including the Saint Lucia Tourist Board, IGY Rodney Bay Marina, United Insurance, Blue Waters, Boardwalk Bar, Cafe Olé, Heineken, Mount Gay Rum, Island Water World, Johnson Hardware, Regis Electronics and Rodney Bay Sails.

For more information contacts MBR Co-ordinator, Anne Purvis, at slycsecretary@gmail.com or (758) 488-5447; or SLYC Sailing Captain, Fredric Sweeney, at sweeney4490@hotmail.com. For the Notice of Race and Entry Form, visit www.stluciayachtclub.com.

—Continued from previous page ...Product Postings

The NaviLED PRO 5nm Masthead Lamp includes 2.5 metres of twin core marine cable for simple installation. Its high-impact shroud comes in either white or black. Hella marine offers a five-year warranty on the NaviLED PRO 5nm Masthead Lamp.

For more information visit www.hellamarine.com.

The Strongest Copper-Based Antifouling Available

Coppercoat is the combination of a specially developed solvent-free epoxy resin and high purity (99 percent) copper. Each litre of resin is impregnated with 4.4 pounds of ultra-fine spherical copper powder, the maximum allowed by law, making Coppercoat the strongest copper-based antifouling available.

Classified as non-leaching, this highly effective coating is considerably kinder to the environment than its self-eroding competitors while continuing to deter growth year after year. Today Coppercoat alone has a proven lifespan of over ten years.

Coppercoat is the obvious choice for owners searching for increased performance with reduced costs. A single treatment of Coppercoat is proven to remain effective for at least ten years. The combination of high copper content and a unique blend of biocides ensure ultra-low growth rates. Simply wipe the hull at regular intervals to remove the build up of slime. Coppercoat is based upon an inherently waterproof epoxy resin. As such, the application of Coppercoat helps to protect fiberglass vessels against osmotic attack.

Being epoxy based, Coppercoat is classified as non-eroding and causes less harm to the environment than conventional anti-foul paints. The complete treatment is US EPA approved and has been tested and approved by the Health and Safety Executive, in compliance with UK and EU law. Holding HSE Certificate Number 7532 it is fully approved for use by the general public. Coppercoat fully complies with current (2001) International Maritime Organisation (IMO) Resolution MEPC.102(48).

With the resin carrier insulating each copper sphere, the final coating is inert and non-conductive. Consequently Coppercoat does not cause electrolysis problems or cathodic decay in steel or aluminum craft. Sacrificial anodes should be fitted in the usual manner.

Coppercoat is available at Boat Paint & Stuff. See ad in Market Place section, pages 42 through 44.

Caribbean Compass *takes no responsibility for the accuracy of the retailers' or manufacturers' statements in our Product Postings.*

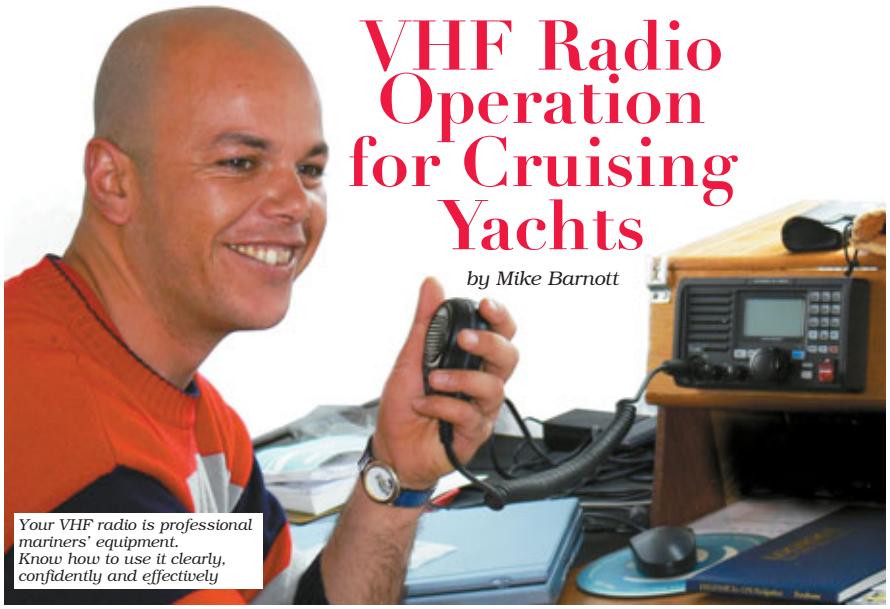






VHF Radio Operation for Cruising Yachts

by Mike Barnott



Your VHF radio is professional mariners' equipment. Know how to use it clearly, confidently and effectively

With many new boaters arriving in the Caribbean for the start of the new season, experienced cruiser Mike Barnott provides a primer on the use of one of your most important tools, the VHF radio. Many old salts will benefit from a refresher course, too.

It is 111 years since the introduction of Morse code radio equipment on ships and the subsequent apprehending of the fleeing murderer Dr. Crippen as a result of a message to the ship carrying him across the Atlantic. In the intervening years codes of practice and conduct have evolved and been formalized by the International Telecommunications Union (ITU) and the International Maritime Organisation (IMO).

So your boat's radio is not just another CB or an extension of amateur operation; it is a piece of professional equipment. At any time some 50,000 commercial vessels around the world are in VHF range of land and of each other, as are many more small craft. VHF radio is their primary means of communicating an emergency, safety issue, or informal exchange.

Knowing how to use the radio clearly, confidently and effectively is as important a safety measure at sea as knowing where to find a lifejacket or how to start the engine; it is essential for every member of the crew.

Basics of VHF Operation

Let's start with a few do's and don'ts.

Make sure the set is on and the volume turned up. Hold the microphone a few inches from your mouth and slightly to one side so that you do not blow into it (also try to keep it out of the wind) and gently squeeze the transmit button.

Channel 16 is the emergency and calling channel everywhere and when at sea a listening watch on channel 16 is obligatory. Make your initial call to another boat on channel 16 then move to a working channel once contact is made. Before calling you should have first taken a moment to check for a vacant working channel and then suggest a move to that channel when the other boat responds to your call. The called boat should acknowledge the choice of channel and then go there immediately. Please state your boat name slowly and clearly when making your first call to another boat; they will easily recognize the name of their boat but may need three repeats to catch the new or unusual name of yours.

Like this: "*Bluebeard, Bluebeard*, this is *Home for Tea, Home for Tea, Home for Tea,* over."

Use low power if the call is to a boat only a mile or two away; this will save your batteries and cause no interference to those anchored close by. Also ensure that you are using the appropriate channel set for the region you are sailing in. There are few differences between the USA and International channels but they can be significant so consult the manual for your VHF and change to International channels when outside the home waters of the USA, and to USA channels only where appropriate.

The principal working channels are 69, 71, 6, 8, 72 and 77. Channel 13 is reserved for ship to ship calls directly concerning safety or navigation issues and various others should be avoided such as channels 10, 12 and 14, which are for port operations and pilots. Channel 70 is for digital signals only and any channel designated duplex is for ship-to-shore station calls or those made via a repeater.

There are also some local variations to watch out for. In the USA and Spain, for instance, channel 9 is used as a secondary calling channel, thus reducing non-emergency traffic on channel 16. In the Caribbean many yachts use channel 68 as a calling channel and in Grenada this practice is officially requested, for the same reason. Please note that designating 68 as a calling channel does not make it suitable for emergencies.

VHF Abuse

This article would not be complete without mention of the abuses that vex both users and those responsible for regulating radio communications around the world. These should be strenuously discouraged: the making of fake or hoax distress calls, including playing with the 'Distress' button; improper channel usage; bad language (profanity), and false or no identification of your station.

Also there are those mistakes that just advertise ignorance and incompetence, such as people talking over each other, carrying on conversations on the calling and distress channels, and conversations that go on forever not allowing others to use the channel. Practice care and courtesy on the radio, aim for clarity above all else, and the experience will be rewarding for all.

Making an Emergency Call

To make an emergency call press the "distress" button on your radio and hold it in for five seconds (if the set is DSC equipped, if not go straight to the method below), and follow any on-screen instructions.

Next make a verbal distress call as follows:

1) Make sure your radio is on and the volume up.
2) Select channel 16.
3) Press the microphone button and, speaking slowly — clearly — calmly, say, "MAYDAY—MAYDAY—MAYDAY" for situations involving *immediate danger to life and property*

or "PAN PAN—PAN PAN—PAN PAN" for urgent situations where there is *no* immediate danger to life or property but assistance is needed.

4) Give your boat name three times, your location and the nature of the emergency.
5) Listen for a response.
6) After two minutes repeat steps one through five above.



The Bermuda Harbour Radio operations room. The ability to communicate with shoreside resources such as this by VHF is a huge boon to sailors

NETIQUETTE

The operation of regular VHF radio nets has spread across the Lesser Antilles in recent years, particularly to those islands with a static population of cruising yachts during hurricane season. Although, like the use of marine VHF by shore-based businesses, they are not technically legal, they have many advantages for the cruising and local communities. A regular morning net allows the rapid dissemination of weather information, news of events for the social diary, cruiser small ads, and in some cases increased awareness of local businesses.

If you're staying awhile in Rodney Bay, St. Lucia; Chaguaramas, Trinidad (both on channel 68) or Grenada and Carriacou (channel 66), they are well worth getting acquainted with. The Grenada net is privileged to use a repeater on channel 66 which re-broadcasts signals from one of the highest points on the island and gives coverage roughly from the north coast of Trinidad to the Tobago Cays. This repeater can also be used outside of net times for calls between the islands or for pre-arranged security calls on passage.

When calling in to a net please use your boat name and wait to be acknowledged by the net controller before delivering your message. Be patient; the nets can sometimes get quite busy and, although it is an informal net and the controllers will try to be as helpful and informative as possible, they are just other yachtsmen who are giving their time and effort for the community. Keep your calls brief and simple to help those for whom English is not their first language and spell out call signs, product codes, etcetera, using the phonetic alphabet where necessary.

If all the emphasis on proper procedure sounds picky just consider the use of the expression "break". This means, in official radio operations parlance, that I am pausing or interrupting *my* transmission and will continue in a moment so please wait. It does *not* mean that I don't know my own boat's name but I want to interject. So, as a net controller, hearing the word "break" on its own only leads me to think "but you haven't said anything yet" and I can't invite you to because you are nameless and (as often happens) if there is more than one "breaker" you will all talk over each other if I issue a blanket invitation. None of which is what the controller or the net needs first thing in the morning!

Mike Barnott is cruising aboard S/V Whitebird.

On the Airwaves in Grenada:

A DAY IN THE LIFE OF A VHF NET CONTROLLER

by Denise Simpson



"This is Mark on *Sea Life* and I will be your net controller today. It is 7:30AM in Grenada."

This is usually the way that the cruisers in Grenada start their mornings from Monday till Saturday. The cruisers' VHF net controllers start way, way earlier to prepare for the broadcast.

A net controller typically gets up before 6:00AM to start downloading the latest weather forecasts.

The weather information comes from a number of sources:

• www.nhc.noaa.gov, the US National Hurricane Center, for updates on tropical storms and any dangerous-looking systems that might develop over the next 24 hours

• www.nhc.noaa.gov/text/MIAOFFNT3.shtml for a synopsis for the Caribbean Sea and tropical North Atlantic from 07°N to 19°N between 55°W and 64°W, giving an abbreviated version of the weather in our area

• www.nhc.noaa.gov/text/MIAOFFNT3.shtml for Offshore Waters Windward Islands including Trinidad and Tobago, giving a more detailed broadcast with daily wind speeds and expected sea heights

• www.wunderground.com/global/stations/78958.html for a three-day local forecast from Point Saline, our local weather station at the airport.

• Some controllers use additional sources to show cloud cover, chance of precipitation, and hurricane prediction, etcetera.

During hurricane season the controllers will also give more forecasts during the day when tracking weather that could impact on the cruisers' and local fishermen's wellbeing. This has come about because there appears to be a very large group with no WiFi on their boats, making the weather broadcasts all the more important.

Six days a week at 7:20AM the fishermen's weather report goes out, thanks to a working partnership between the Department of Fisheries for Grenada and the cruising community of Grenada. This is a broadcast on VHF 84, a repeater channel. What is a repeater channel you might ask? Well, Wikipedia says, "An amateur radio repeater is an electronic device that receives a weak or low-level amateur radio signal and retransmits it at a higher level or higher power, so that the signal can cover longer distances without degradation."

The area covered by the VHF repeater is roughly from Trinidad in the south to as far as Union Island in the north, and maybe then some. For the fishermen, weather is a critical safety issue, especially during hurricane season when they are still out at sea trying to make a living.



At 7:30AM the Grenada Cruisers' Net starts on Channel 66i. This is also a repeater, with about the same signal coverage. The repeater equipment was donated by Leroy Baptiste, a Grenadian radio operator who now lives in the USA, for the benefit of the fishermen and cruisers.

The Basic VHF Net Script

The net controllers can ad lib as much as they want but the basic script covers the following:

• PRIORITY TRAFFIC

"Is there any priority traffic which may include medical, security or navigational issues?

"Please note, you can contact the Grenada Coastguard 24/7 via Police Headquarters, telephone number 440-3999. You can also try to reach them on Channel 16.

"In addition to the coast guard, it is a good idea to contact the vessel *Rescue 1* at Prickly Bay Marina on Channel 16, or on their 24-hour number of 418-8151, who liaise with the coast guard. *Rescue 1* operates only in Prickly Bay at night and up to Le Phare Bleu and down to St. George's anchorage in the daytime. Donations for services provided are most welcome to keep the service running.

"You can also call out on Channel 68 to cruisers who monitor this channel day and night in Grenada.

"Please remember to lock your dinghy and boat at all times and use anchor and dinghy lights for safety at night.

• WEATHER

"Here is the weather forecast."

1) Hurricane Warnings from NOAA

2) NOAA: Synopsis for the Caribbean Sea and Tropical North Atlantic from 07°N to 19°N between 55°W and 64°W

3) NOAA: AMZ035-122015 — offshore waters of the Windward Islands including Trinidad and Tobago

4) Local forecast for Grenada from Wunderground and/or Windguru.

• NEW ARRIVALS

"Are there any new vessels or crew arriving for the first time or returning to the islands? Please let us know where you are from and a few words about yourselves.

"Please note, if you take your ship's documents and clearance papers to the chandleries and various marine services you can avoid having to pay high duty on purchases."



Clockwise from top left, Grenada Cruisers' Net volunteer controllers Denise Simpson, Chris Keenan (www.cksailing.com) and Mark Jensen (www.OurLifeAtSea.com)

• DEPARTURES

"Are there any vessels or crew leaving the islands who would like to say goodbye? Please let us know where you are going. We hope you had a lovely stay and look forward to seeing you again in the Grenadines."

• PARTS OR SERVICES

"Is anyone needing assistance with parts or services?"

• CRUISERS' SOCIAL ACTIVITIES

"Are there any cruisers who would like to tell us about social activities occurring around the islands?"

• TREASURES OF THE BILGE

"Are there items that you would like to find, sell, trade, or give away? If it is free to a good home, let us know. If not, kindly discuss prices after the net. Make sure to give your boat name and location."

• GENERAL

"Are there any more general cruiser announcements or questions that we may have not covered in the above categories?

"For general info, you can ask on Channel 68. You will find booklets at the various marine businesses and marinas, plus lots of useful information in the various free regional sailing magazines."

• SHOPPING BUSES

"Are there any shopping buses from the various bays this morning?"

• LOCAL BUSINESSES

"This is the time for local businesses to let cruisers know about your goods and services."

"So, to close today's net, this is [name] on [boat name] wishing you a super day in Grenada and surrounds!"

Who Can Be a Net Controller?

Anyone with a working VHF, an internet connection, a sense of humor and a thick skin. In fact, it is easy with the script in front of you. The hardest part is sometimes clearly hearing the names of vessels calling in. At any given time there are a number of net controllers active on the six broadcast days and a few more who have expressed their availability on stand-by. There has been a tendency of late to give some new voices a chance, for variety and to stimulate interest. Being a cruisers' VHF net controller is very rewarding in that you are donating your time and talents to the local fishermen as well as to the visiting cruisers.

The controllers come from all types of backgrounds. If you think that you would like to participate, please contact one of the controllers to find out how easy it is.

Denise Simpson on Nauti Cat *is currently in Prickly Bay, Grenada.*



CREATURE FEATURE: Caribbean Reef Squid

The Caribbean Reef Squid is a creature with amazing brainpower, keen vision, and a unique ability to communicate. Found throughout the Caribbean Sea, Bahamas and south Florida, adult Caribbean reef squid often gather during the day in schools — called shoals — of four to 30 individuals; at night they disperse to hunt individually. Shoaling has many advantages; perhaps the most important is that the school has the advantage of many eyes.

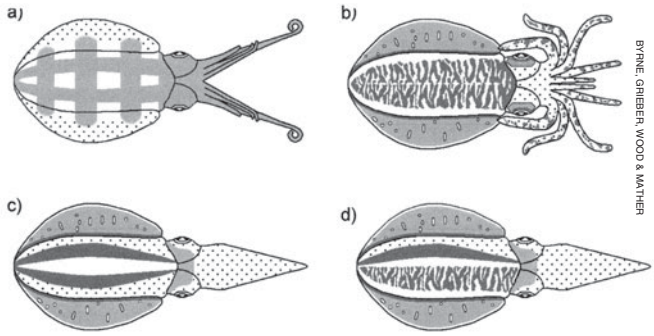
Typically, the shoal arranges itself in a column with the larger individuals positioned as sentinels at each end. When a sentinel signals alarm, the squid have a number of options. If the threat is mild, the response may be intimidation by extending the body fully and orienting perpendicular to the threat so as to emphasize size or by displaying special patterns, including flashing two or four "eye" spots. Threats a bit more serious may result in attempting to blend into the background by using camouflage patterns. If flight is desirable, the direction of retreat may be hidden by the ejection of black ink.

Voracious eaters, squid consume 30 to 60 percent of their body weight daily, eating small fish, crabs and shrimp. They catch prey using their two larger tentacles and then use the other eight to move the food to the mouth, where a strong and sharp beak is used to cut the prey into pieces, which can be further processed by a raspy tongue called a radula.

The habitat of the reef squid changes according to the squid's stage of life and size. For example, new hatchlings tend to reside close to the shore in areas from 0.2 to 1 metre below the surface on or under vegetation. Juvenile squid typically congregate in shallow turtle grass near islands and remain several centimetres to two metres from the surface to avoid bird predators. Adults venture out into open water and can be found in depths up to 100 metres.

Squid 'Say It' with Skin

These animals are social creatures often found in small groups that communicate through a variety of complex signals. Both squid and cuttlefish communicate by



a) Plaid is a pattern used mostly by juvenile squid for camouflage. It is made up of brown stripes and bars on the mantle and is accompanied by a posture called FULL-V
b) Zebra is used in male-male aggressive interactions. The arm posture spread intensifies the message of this display
c) Stripe is a male courtship signal towards the female
d) Double signaling is the amazing ability of the squid to send two different messages to two different receivers at the same time. Here a combination of a Zebra (towards a male) and a Stripe (towards a female) is shown

controlling the pigment in their skin. Messages such as readiness to mate, sexual identification, and alarm are flashed through various colorful spots, blotches, and background color.

For camouflage and for surprisingly complex communication, Caribbean Reef Squid can rapidly change skin color and pattern by sending nerve pulses to receptors called chromatophores (part of the muscular system controlled directly by the brain). In addition to a basic brown, they display a zebra-striped and a saddle pattern. In complex situations, such as the need to signal one thing to a female on the left and another to a rival male on the right, they can even use one pattern on one side and another pattern on the other.

In addition to their colorful signaling behavior, *Sepioteuthis sepioidea* display unique behaviors such as pointing their bodies upward or vertically prior to striking a fish or prey, curling upward during territorial disputes and in hostile situations, and pointing head-down when approached by a predator in open water.

Jet Propulsion

Rapid retreat is accomplished by jetting away. First, the squid expands its mantle (the cloak of soft muscular tissue that surrounds its body), which fills with water. Body muscles are then contracted to expel the water through the flexible tube below its head, called the funnel or siphon. By changing the position of this funnel, a squid can propel itself in almost any direction.

Underwater, squid use jet propulsion to pounce on swift prey and escape intimidating predators. But sometimes jetting through the currents is not enough to make a successful getaway, so it propels itself above the surface using its fins as wings to "fly". This ability has only recently been certified by scientists, even though it will come as no surprise to cruisers who have found ink spots on the side of a hull or a cadaver on the deck.

Wooing: The Art of Persuasion

Like most cephalopods, *Sepioteuthis* squid leave the best until last. For most of their lifespan they are not interested in sex. In the daytime, they swim in a kind of lineout, keeping together, watching for predators and staying in the same bay or shore area.

During the last weeks of their lifespan, however, that all changes. Sex, and status become the center of their days.

Courtship occurs within a shoal several times during the day and year-round. Like other cephalopods, reef squid are semelparous, meaning that the adult dies shortly after reproducing (within a month).

After competing with two to five other males, during which they usually display a zebra pattern, the victor — typically the largest — approaches the female and calms her by gently stroking her with his tentacles and then briefly moving away. Courtship may continue for up to an hour, during which time the male may display a stripe pattern and the female a saddle pattern.

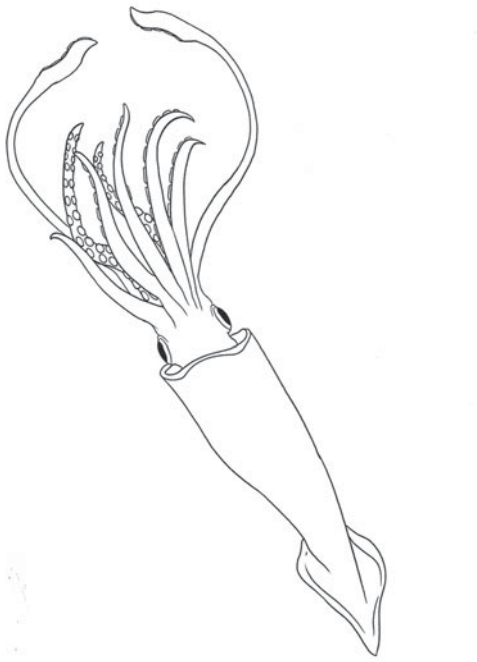
The actual mating happens quickly. He attaches a sticky packet of sperm to the female's body, displaying a pulsating pattern as he does so. The female places the packet in her seminal receptacle and, accompanied by the male, finds a suitable place — such as under a rock — to lay her eggs in small clusters. Females lay their eggs and then die immediately afterward. The males, however, can fertilize many females in a short period of time before they die. *C'est la vie!*

See for yourself! Reef squid mating games are not out of the way for the average snorkeler to see. They are an inshore species, swimming in about two to three metres of water. A group seems to be place-specific, so when you find one you can go back to it for days or even weeks. There are only two rules to keep in mind. First, they are most active in early morning and a little less in late afternoon. Go at noon and they will most likely be taking a siesta. Second, squid spook very easily. To watch them you must float, or hover.

Squid's Bodyworks

Cephalopods are a group of animals that includes the octopus, squid, and cuttlefish. Basically, cephalopods are "sophisticated snails". But these flamboyant animals have developed huge brains, superb vision, and probably their most obvious feature — sucker disks.

The Caribbean Reef Squid, *Sepioteuthis sepiodea*, have cigar-shaped bodies that are ten to 20 centimetres long, including the ten tentacles that are fixed in a circle around the mouth and armed with suckers to capture prey. Two of the arms are stronger/longer than the others.



Their mantle (body) contains their stomach, gills, ink sac, "pen", reproductive organs, and digestive organs. Along the mantle are undulating fins, and under the head is a funnel that can be turned in various directions and used for jet propulsion. Their fins extend nearly the entire length of their body and undulate rapidly as they swim.

Say What? Fun Facts

How many hearts do you need? What color is squids' blood? How big is a squid's eye? Are squid in danger?

- Reef squid have three hearts and blue blood due to the fact that it binds oxygen using a blue, copper-containing protein called hemocyanin. Human blood is red because the oxygen-binding protein hemoglobin contains iron.
- Compared to the size of their body, squid's eyes are strikingly large. They have the largest eye-to-body ratio in the entire animal kingdom. The giant squid have eyeballs that are the same size as a standard basketball.
- On average, squid have seven confrontations an hour with predators and employ a number of different strategies to protect themselves.

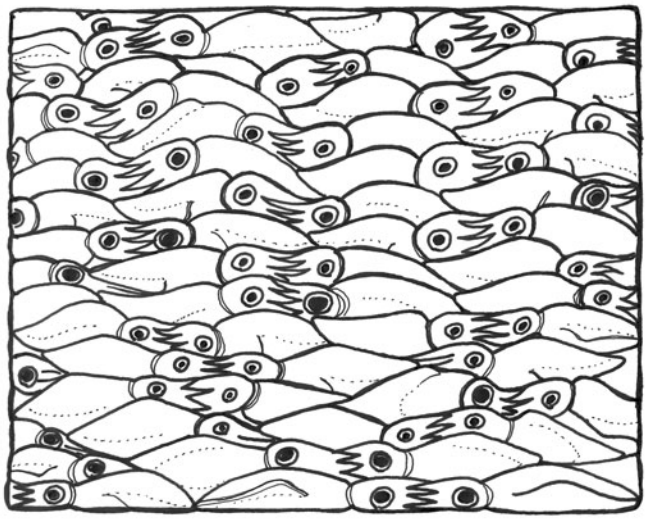
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Shoaling Squid

Q. How many shoaling squid are there?

A. Fifty-eight! As you count, place a mark on each eye to insure that you don't count a squid twice, thrice.



Squid Word Search

Find the 13 words listed below in the puzzle. Note: words may appear backwards, diagonally, horizontally or vertically. Good luck!

SQUID Word Search

Y	J	J	B	S	O	U	A	F	C	B	V	N	C	M
J	E	Y	R	H	J	S	K	C	R	A	D	U	L	A
S	U	O	R	A	P	L	E	M	E	S	T	Z	Z	N
S	G	T	S	P	I	G	M	E	N	T	Q	F	S	T
M	N	N	T	E	N	T	A	C	L	E	S	U	S	L
N	I	N	A	Y	C	O	M	E	H	B	L	G	I	E
F	A	D	E	G	A	L	F	U	O	M	A	C	G	D
J	X	S	E	N	T	I	N	E	L	S	O	J	K	V
C	I	D	B	K	S	I	P	H	O	N	H	L	U	H
I	A	Z	B	H	E	D	D	J	G	N	S	Q	L	O

CAMOUFLAGE
HEMOCYANIN
RADULA
SHOALS
TENTACLES
CUTTLEFISH
MANTLE
SEMELPAROUS
SIPHON
FINS
PIGMENT
SENTINELS
SQUID



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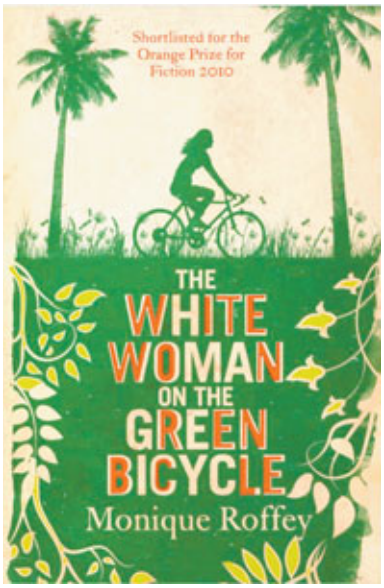
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BOOK REVIEW BY J. WYNNER

A PICTURE OF AN EX-PAT LIFE



***The White Woman on the Green Bicycle**, by Monique Roffey. Penguin Books, USA ©2011, 437 pages. ISBN 978-0-14-311951-7.*

French-born Sabine Harwood is "The White Woman on the Green Bicycle", Monique Roffey's protagonist in an interesting, revealing and enjoyable read.

Sabine arrives with her English husband, George, in Trinidad just prior to Independence in 1956. He has a job contract for three years and every intention of making Trinidad their permanent home.

"George had done his homework… he'd purchased maps and shipping charts… books on birds and butterflies, mammals, reptiles and insects of the Antilles, marine life, geology. Architecture, cricket. Rum distilling, cocoa planting… My husband was already lovesick," says Sabine, "already caught up with the idea of what lay waiting for him. George knew what he'd chosen, what he was coming to."

But for Sabine, their new home in England, Harrow on the Hill, which was a wedding present from George's parents, was never far from her mind. And that is the gist of the story: George's acclimatization to Trinidad, Sabine's fixation with returning to England and her home there.

The novel takes its name from the green Raleigh bicycle that Sabine brought with her from England, and which she was fond of riding around Port of Spain in her shorts and halter-neck tops when she first arrived.

Roffey forgoes chronological order and begins her first chapter in 2006 with the third-person account of the retired Harwoods, both in their mid-seventies. In the following chapters, 1956, 1963, and 1970, the protagonist takes over the narration of the tale, which takes us from the end of Colonialism to Independence and up to 2006.

While Sabine continues her obsessive dislike for Trinidad — the insects placing second behind the oppressive heat — there's the racial and political climate to contend with also. George fills his time and builds his reputation as a writer, taking on personal interviews for the *Trinidad Guardian* newspaper.

Through George's interviews Roffey gives cameos of Patrick Manning, the then Prime Minister of Trinidad & Tobago; the Mighty Sparrow, self-styled Calypso King of the World; Brian Lara, cricket genius and Trinidad & Tobago and West Indies' teams' ace batsman; The Blimp, the spy in the sky, "its mission, officially, was surveillance"; and T&T's national football team, The Soca Warriors, and their Dutch coach, Beenhakker, who took them to the 2006 Football World Cup tournament in Germany.

Roffey gives us a look at the Black Power revolution of 1970 led by Geddes Granger, too. Also, she let us see the brutality of the police in the opening segment of the story when they beat Talbot, the son of Jennifer, the Harwoods' maid.

But it's the first Prime Minister of Trinidad & Tobago, Dr. Eric Williams, dubbed the Father of the Nation, who gets top billing. Dr. Williams is the one to whom Sabine writes letters. Much later on, George finds them, and reads them. "Three hundred and fifty-eight letters in all… The letters were originals. Unsent. Communiqués to the self in some respects." They were Sabine's coping mechanism.

"I'm sick of George.

"I'm sick from loving him.

"I can't see past the bars on the gates of this wretched house. There seem to be thousands of them."

Some of the letters were eloquent tirades. Others were pleas: tender, touching, moving letters only a woman could write to a politician… Some were inane ramblings, losing themselves like a drunk mid-speech. There were conversations too, diary entries. Every letter was personal. When, when had he lost his wife?

"George has gone mad. He sleeps with other women, flaunts his charms. All this has gone to his head. He owns land, he's head of the company now. People here laugh at George behind his back. A grand blanc *— like those in Haiti once who went power crazy with their little kingdoms. Yes, he's like them. He wasn't like this when we came. He's changed, become less than he was, he's deranged. Too much rum. Too many beautiful women on this goddamn island."*

And so, by divulging just a few of the unsent letters, readers get the picture of the Harwoods' evolving personalities and married life. Nothing is told about Sabine's childhood or life before she met George, except near the end of the story when her maid asks her why she does not return to England to be near her son and is told by Sabine that he has his own life. She then enquires, "What about France land?" To which Sabine replies that her two brothers are dead now and that her sister lives elsewhere.

But the story does depict the relationship of the Harwoods to Sebastian and Pascale, their children, and their bond with their helpers at the exclusion of their connection with friends, the exception being Irit, a Hungarian friend of long standing since their early days in Trinidad.

With all that's happening in the Trinidad-born author's beautifully written tale, Roffey manages to keep the story uncomplicated and easy to follow, though readers are left to deduce what happens to Sabine in the end.

ISLAND VISIONARY

Moonhole: The Rise and Fall of an Island Utopia, *by Charles Brewer ©2013. Bruce Farr Creative Publishing. Hardcover, 192 pages, color photos throughout. ISBN978-615-86095-4. US$70.*

It's a rare sailing visitor to Bequia who, cruising into or out of Admiralty Bay, hasn't gazed at the unusual cave-like dwellings emerging from the cliffs along the western tail of the island and wondered, "What's the story?"

This is it.

The book — designed by Leslie Noyes with a hard cover, abundant photos by noted photographer John Dimaio, and a hefty eight-and-three-quarter-inch square format — could be called "coffee table" type. But it's much more than eye candy, and many of the coffee tables it is destined for will be made of driftwood, whalebone and rough native stone.

The tale within is of a man with a unique idea of how people should live and what sort of dwellings would facilitate achieving that existence.

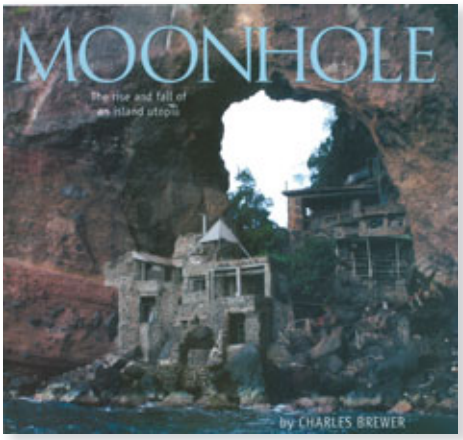
The late Tom Johnston was an American with a utopian vision of a community living in harmony with nature whose main purpose was, as he wrote to prospective homeowners in 1972, "the fullest and free-est enjoyment of living for each individual Moonholer", thus attaining the holy grail of "happiness now". Tom was a charismatic wild card who charmed his way into a prestigious prep school and eventually into an Ivy League university. At least one summer while at Princeton, Tom sailed to the Caribbean as a clerk with a shipping line and, after serving in the Navy, he spent his savings on a cruise of the same islands. The memory of the Windwards stuck with him during a career in advertising in New York and Chicago, and in 1962 Tom and his wife Gladys came to Bequia to manage the ten-room Sunny Caribee Hotel.

Tom soon bought 30 acres of what most islanders considered useless land at the rocky western tip of the island and set to work with local masons and carpenters building a free-form dwelling of stone and mortar, beach sand, driftwood and concrete — decorated with flotsam and jetsam — under the natural seaside stone arch called Moonhole. He invited some like-minded friends to join his dream of creating a small community living close to tropical nature in grotto-esque homes with no straight lines (because, as he said, "there are no straight lines in nature"), no windows or doors, and (in the early days) no electricity, but with maid service, crystal, silver and barefoot-elegant style. Nineteen buildings including 15 houses were constructed between about 1965 and 1985. Tom vetted all homeowner candidates — who had to be willing to live without the usual amenities and also be compatible with him, accepting his rules and decisions without question.

When Tom was in his 90s he requested that Charles Brewer, an acclaimed architect and relatively new Moonhole homeowner, write his story for posterity. Tom's choice of a biographer was astute. An architect who was not a Moonholer might not "get" Tom's vision, and a Moonholer who was not an architect might not appreciate what Tom, an autodidact in both architecture and construction, had achieved. The results of Charles's recordings of many hours of Tom's thoughts, plus well-researched archival documentation and keenly observed personal experience, all roll into a highly readable narrative delivered in the tone of someone writing for an intelligent but as yet uninformed friend. Charles outlines Tom's history as well as a bit of Bequia's history, and shows us the man's authentic accomplishments as well as the Tom Johnston myth. In collecting anecdotes from Tom and others about Tom's life, Charles says he "chose the most entertaining, because I could not always be certain which were truthful".

In layman's language the author gives us his professional opinion of Tom's primitive yet unique architectural work, telling how the various homes expressed Tom's vision while blurring the aesthetic lines between architecture and sculpture, and the physical lines between shelter and the elements. Tom shaped each house to respond to some of that owner's characteristics, but he also realized that what he created could influence the way people behaved in those spaces.

Charles and his wife, Cornelia, first arrived in Bequia aboard their own yacht in 1971. Ten years later, when the New Englanders were on a sabbatical, circumnavigating the globe and researching a book on waterfront cities and the activities that created them, they were also looking for "a paradise, a place beyond all others where we would drop anchor one last time". They were drawn back to Bequia, and Moonhole. Although on their first tour of Moonhole the by-then ruin of Tom's original house (abandoned after a rock fell from the stone arch and crashed through the bedroom roof) gave "a pervasive sense of doom", the couple was enchanted. "Cornelia and I, veterans of five years living aboard a small boat, understood the joy of living in concert with the natural forces of wind, water and changing weather. Here was the same endless horizon and the wonder of participating with nature, but without the concern for dragging anchor or the discomfort of cramped quarters."



But by the time Charles and Cornelia entered the community things were changing. As Charles writes early in his account, change at Moonhole "was certainly to be expected and even looked forward to after 40 years of one-man rule." Tom's benevolent dictatorship was being transferred to a handful of friends and advisors who were entrusted with preserving both his vision and the Moonhole property itself.

The subtitle of this book is "The Rise and Fall of an Island Utopia". Without going into detail here (as the book does, chapter and verse) about the legal wrangling that would determine who owned and controlled Moonhole after Tom's death, suffice to say that from an outsider's viewpoint, "fall" might not be the right word; paradigm shift, perhaps. However, Charles notes that from his insider's view, "the fall was complete: for many years no one was in charge and government documents were in arrears". Moonhole still exists today, is preserved, and people still live and work there, but the Moonhole of today is run by a company (www.moonholecompany.com) rather than a charismatic self-appointed rajah. No such leader figure took, or possibly could take, Tom Johnston's towering place to demand of all inhabitants "happiness now!"

This book is available at the Bequia Bookstore.

GOOD GUIDES ARE TIMELESS

Until Don Street wrote his first guide in 1964, the guide he used was Norie and Wilson's "Sailing Directions to the West Indies", published in 1867.



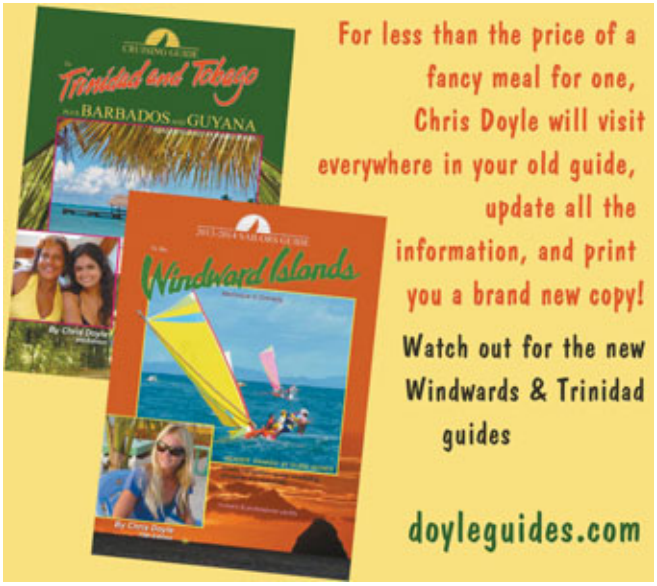
Real sailors use Street's Guides for inter-island and harbor piloting directions, plus interesting anecdotes of people, places and history. Street's Guides are the only ones that describe **ALL** the anchorages in the Eastern Caribbean.

In 1980 Street said in print that if anyone could come up with an anchorage safe for a boat that draws seven feet that he has not covered in the guide he would buy the drinks. Thirty-two years have gone by and he has never had to buy drinks.

Real sailors in the Windwards, Leewards and Virgin Islands circle in Street's Guide the anchorages that are **NOT** described in the other popular guides. Do the same and you will have quiet anchorages.

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Street's Guides are available at Island Water World and Johnson Marine Hardware in St. Lucia, Sully Magras in St. Barts, and Blue Water Books & Charts in Fort Lauderdale, or contact channelsales@authorsolutions.com





NOVEMBER 2013

♈ **ARIES (21 Mar - 20 Apr)**
The skies in your love life will be cloudy and, what with the zephyrs of romance falling off by the end of the month, you will be in emotional doldrums and your sense of humor will need some support. Hang with friends and let the rest of the world sail by — aspects will clear up soon.

♉ **TAURUS (21 Apr - 21 May)**
After the 5th, the winds of romance will pick up and if you set love as your course they will help sail you through any rough seas in creativity and communications.

♊ **GEMINI (22 May - 21 Jun)**
This month your main concern will be frustration in dealing with small details on board. Other than that, there are no real aspects affecting your course so just keep a firm hand on the helm, stay on this heading and enjoy the ride.

CANCER ♋ (22 Jun - 23 Jul)
Concentrate your energy on boat business and inventive communications, and don't let a lapse of humor in your life throw you off course.

♌ **LEO (24 Jul - 23 Aug)**
It will seem like every good thing you try in verbal creativity will be misunderstood and arguments could set you far to leeward. This could have a negative effect on boat business, so when you speak this month, keep it simple.

♍ **VIRGO (24 Aug - 23 Sep)**
Romance will dominate your energies and bring you clear skies, smooth seas with sails filled with love.

♎ **LIBRA (24 Sep - 23 Oct)**
Fluky winds in your domestic life could set your sense of humor aback. Hang in there and hold your compass on the chosen landfall and it will all work out in the coming month.

♏ **SCORPIO (24 Oct - 22 Nov)**
Your "gift of the gab" will assist your ingenuity and, ultimately, your financial prospects. Keep a steady hand on the helm and don't let others distract your concentration at this important time.

♐ **SAGITTARIUS (23 Nov - 21 Dec)**
The old saw "The devil is in the details" will prove its truth in the middle two weeks and may affect your inventiveness in the final week if you lose patience and take your frustration out on crew or cruising pals.

♑ **CAPRICORN (22 Dec - 20 Jan)**
Romance will be the lodestar after the 5th and will have positive effects on your attitude in the second and third weeks. Watch out for wind shifts in your good humor near month's end, as you could lose all the sea miles you've gained in the previous weeks and end up feeling adrift.

♒ **AQUARIUS (21 Jan - 19 Feb)**
Misunderstandings and nitpicking could create choppy seas with crew or cruising pals. This has potential to generate negative effects on the cruising kitty if you let it get out of hand.

♓ **PISCES (20 Feb - 20 Mar)**
If you can prevent misunderstandings and frustration with details from forcing you on to a heading away from your desired landfall, concentrating on creativity and on using your verbal abilities in boat business will pay off over the horizon.

END OF THE LINE

Island Poets

Descended the bus
just at dusk,
end of the line,
the road stops here
at Maxi's Bar,
where ryd'ms
emanate,
pulsate,
into the cool night air.
Catch my breath
listening to Bob,
words still true,
as dominoes clack
and dice smack,
Garifuna mostly,
Sponyamon few.
After a break,
head off,
destination's ahead,
way down on the beach
beneath
leaning, rustling,
coconut palms.
Past the house
named "Aquamour"
and along the track
called
"Ole Burygrounds Street".
Then on,
barefoot,
under the stars,
breaking surf
a constant murmur.
Cross the creek,
wading waist deep,
tide's at peak.
Boats pulled up,
shadows,
in the dark,
Punta Mona
ahead in the gloom.
Colón was here
long years ago,
now it's quiet
at the end of the line.
Night sounds,
and then,
monkeys' howl
a rising crescendo.

— Nicholas Lee



WILFRED DEDERER

INGA'S Mirror



Inga's artwork is a mirror of her cruising life. This reflection of making breakfast underway will resonate with anyone who has cooked aboard a small boat on a long passage

Advice from Zane

by Zane Birnie

Many people dream of either living on a boat or owning a boat, although it seems like more people dream of owning their own boat rather than having their boat become their home. Last August, a boat became my home. When people ask for my street address I just tell them, "Yeah, you're going to go down Vessup Lane; once you hit the beach, you're going to keep on going. If you reached the water and find yourself swimming, then you are close." If I'm asked the same question on a contact card I just say, "Atlantic Ocean". Well, sometimes you got to mess with people, keep them on their toes.

There I am on *Jolly Mon*, or *Jolly Mess*, take your pick. In my family the name tends to switch around from time to time, depending on how well the engine on the boat is working or how the batteries are doing. Our boat is a 1970 Hughes 48. It was previously a charter boat for many years out of Charlotte Amalie. It ran six-pack charters to Buck Island and back. We are converting it back to a live-aboard and are working on getting ready to take it beyond the Virgin Islands. When we purchased the boat, we did so because we could not get a bigger boat on our small budget for our growing family. It was described as being rather bare and was not equipped to do much but go from mooring ball to mooring ball. By the time we moved aboard, we found it had a single anchor, a Bruce-type, that we nicknamed Crusty Rusty. We have since accumulated three more anchors and an electric windlass. The boat now needs a major overhaul and we make small improvements. We have taken the boat to Maho Bay in St. John and we have sailed a bit near the north of St. Thomas. Because the boat still has limited electronics and instruments, we don't venture far from land... yet.



A 17-year-old kid living on a boat with his younger sister and brother, his mother and stepfather, what an odd sight we must all be for our neighbors as we pile into a dinghy to go to school or do laundry.

Living on a boat has helped me appreciate the simpler aspects of living on land, as opposed to being tied up to a mooring ball in the middle of the bay. When I used to live on land, I could say, "Bye, I'll be back around 12:00." But things don't necessarily work that way on a boat because there is a process that has to be followed when you want to go out, to the point where you say, "Maybe, I'll just stay on the boat." It can really only be described as an adventure.

When I said "going out", most likely the first thoughts were of going to a bar, but I'm talking about just going into the town of Red Hook or to the grocery store. Let's take the grocery store, for example. If you live on land, you buy your groceries, put them in your car then take them to your house. On a boat it's a little bit different. On a boat, you drive or walk to the store, buy the groceries, put them in your car or carry them back, load them in your dinghy, then motor to your boat and load them onto your boat. I guess if you're docked then you don't have to do that second-to-last step. The point is that you begin to see that while you are living on land, convenience is a luxury to be appreciated and valued.

One of the aspects of living on the water that I love is the community. I love the fact that everybody looks out for everybody else and you can always find a friend to help you with something or meet new friends to help you. I believe that is a quality that should be in all communities, but sadly it is not. Although with a tight community, where everybody knows everybody, I have to be careful in terms of behavior because news has a tendency to spread quickly. With a tight community everybody knows everybody else's business, but that's also the case for most of the islands or small towns.

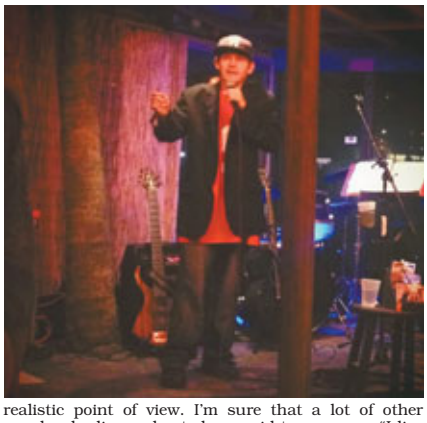
One of the things that living on a boat has made me dislike is rain. I understand the necessity for it, but can't stand it. Whenever a little rain cloud chooses to loom over Red Hook for five minutes before dumping its contents over everyone and everything, everybody in the boat has to play a game where we run and try to close all of the hatches before the downpour hits. If you lose, your stuff gets wet. It's a fun game, once you get the hang of it. Now, if it's raining when you wake up in the morning and you have to go to work, first off, due to human nature you're not going to want to get out of bed, even when you know you have to. If it's raining when you wake up and you know you can't take the day off, it might help if you invest in some rain gear or a jacket; even if you're on a dock it still helps. If you're on a mooring ball, and you find yourself having to take a dinghy to work or school, it would be a smart idea to invest in some rain gear and maybe a watertight bag for any important electronics. Most of the time, on a rainy day you're fighting both the rain and the ocean at the same time. That's why the rain gear and watertight bag come in handy. Depending on how heavy the rain is coming down, if you're traveling with a backpack you should most likely try and either put your bag in a garbage bag to protect anything that's in it that you may value or slip your bag underneath your rain jacket. Also, on a stormy day, don't be surprised if water from the ocean splashes into your dinghy; this is moderately normal. Depending on the size and design of your dinghy, water may have a tendency to splash in, whether you want it to or not. It's just something you have to deal with and accept that it is bound to happen.

Through my experiences with dinghies and dinghy shopping around island, buying a new dinghy costs a bunch of money. You are better off buying a used dinghy. Now, with a used dinghy I've noticed that you're going to run into one of these three problems: engine problems, problems with air leakage if you have an inflatable dinghy, and problems with the dinghy itself. My family has gone through several dinghies over the past few years, each one with its own individual problem to make it unique.

This article is not to deter people from boating and having the experience of owning a boat, but to inform them what they might be up for. Being on a live-aboard boat is a lot different from just owning a speedboat or fishing boat that you take out on the weekend. I'm just explaining what living on a boat is like from a realistic point of view. I'm sure that a lot of other people who live on boats have said to someone, "I live on a boat", and the person they're talking to says something along the lines of, "Aw, I bet it's wonderful." In that situation, you have to nod your head and agree with said person.

Left: Jolly Mon, *where Zane lives with his parents and two siblings*

Below: Zane performing stand-up between musical sets by Barefoot Davis at Latitude 18 on St. Thomas



Just like how many people on the United States mainland have a misconceived perception of the Virgin Islands, there is a misconceived perception of living on a boat.

Well, I figured I'd give a true account of what it can be like.

Zane Birnie, an aspiring stand-up comedian, is a visually impaired student at VI Montessori School and Peter Gruber International Academy on St. Thomas. Zane's family is in St. Thomas until he graduates high school this year and then they plan on longer journeys, hopefully to Trinidad.

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THE CARIBBEAN SKY: FREE SHOW NIGHTLY!

The Sky in November 2013

by Scott Welty

The Planets in November 2013
MERCURY - Rising before the Sun later in the month.
VENUS - Evening star, setting around 2030.
EARTH - Wishing everyone would just STOP for a second!
MARS - Rising just after midnight in Leo.
JUPITER - Rising in the early evening (~2000 hours) and riding in Gemini That's Castor and Pollox just to the west of Jupiter (Figure 1).

FIGURE 1

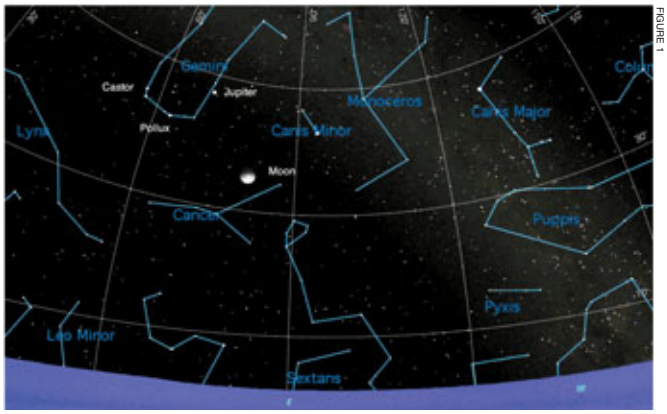
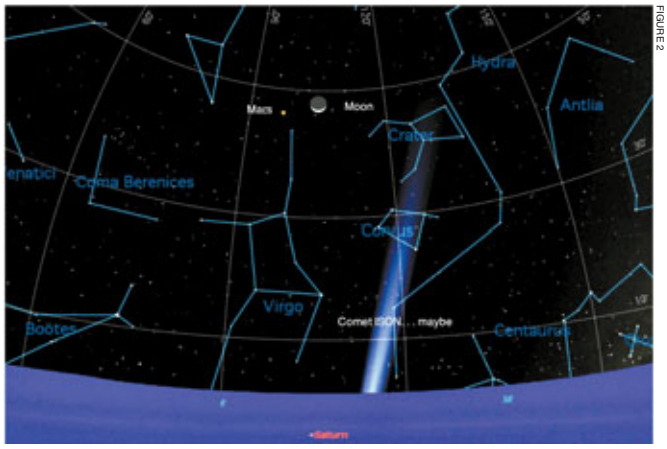


Figure 1: November 22nd, 2330 hours. Jupiter helps you find Castor and Pollux... or the other way round

Figure 2: November 27th, 0330 hours, looking east. Mars and the Moon, and maybe ISON too!

FIGURE 2



SATURN - Rising just before the Sun early in the month then hiding behind it.

Sky Events This Month
1st - Venus at maximum elongation (biggest angle from the Sun)
3rd - New Moon.
5th - Peak of the Taurids meteor shower.
17th - Full Moon.
17th - Peak of the Leonids meteor shower (ruined by full moon).
25th - Saturn and Mercury rise together.
27th - Moon and Mars ride together (Figure 2).
28th - Comet ISON reaches perihelion.
November 5th - Taurids Meteor Shower.

The Taurids Meteor Shower
There will be good viewing for this less-than-spectacular meteor shower, as the moon is near new. This shower usually produces around seven meteors per hour at peak. Taurus is the radiant or the point where the meteors seem to be coming from and Taurus is rising in the early evening. Might as well stretch out on deck and give a look.

Comet ISON
This month the much-anticipated comet ISON (Figure 3) will fly around the Sun. As it gets closer and closer it should light up more and more. It may start to become visible to the naked eye around the 7th of the month in the early morning eastern sky (~0400 hours). Comets are notoriously undependable in this regard however. The comet actually flies behind the Sun (perihelion) on the 28th. You can look for it on the other side (evening viewing) in early December right after sundown. Try your Steiners but don't get 'em on the Sun by mistake! OUCH!

FIGURE 3



Figure 3: November 23rd at sunrise. You might get quite a show with Mercury, Saturn, and comet ISON but you'll need clear horizon

To Contemplate While Having a Glass of Wine on Deck
The 22nd of November marks the 50th anniversary of the assassination of US President Kennedy. A dark day for America and for a 13-year-old boy in Indiana. I'm reminded of the President's "moon speech" and offer this key paragraph (which I've used with my students at times — emphasis mine):

"We choose to go to the moon. We choose to go to the moon in this decade and do the other things, not because they are easy, but because they are hard, because that goal will serve to organize and measure the best of our energies and skills, because that challenge is one that we are willing to accept, one we are unwilling to postpone, and one which we intend to win, and the others, too."

Scott Welty is the author of The Why Book of Sailing, *Burford Books, ©2007.*



Introduction to COCONUTS:

Their History, Uses… and Dangers!

by Maurice Howland



As we cruise the Caribbean and other tropical waters we generally give little regard to the ubiquitous coconut palm tree (*Cocos nucifera*). Sure, we will use its trunk to tie off our dinghy, or sit in the shade created by its fronds enjoying a piña colada made from coconut cream. But, as we kick the fallen coconut to the side of the road, are we really appreciating it?



Whether as mature specimens swaying over a resort in Grenada or as babies gracing your aft-deck table, coconut palms are an ubiquitous part of cruising in the tropics

Coconut History

The coconut palm is not indigenous to most of the islands. Early mariners had a greater appreciation for the coconut's benefits than we. They planted coconut palms in key locations to ensure sailors' survival. In 1519 Ferdinand Magellan's voyage was saved by the supply of coconuts taken from the island of Guam. Just as early Chinese, Arabian and Egyptian explorers had done in the Indian Ocean and Southeast Asia, European explorers brought coconuts to the Caribbean. And as all cruisers know, coconuts float, thus allowing them to spread throughout the islands.

Planted in sandy soil near the ocean beach, the coconut tree will grow to 100 feet. After seven years the tree will begin to bear fruit at a rate of 50 to 100 coconuts per year for up to 100 years.

—Continued on next page





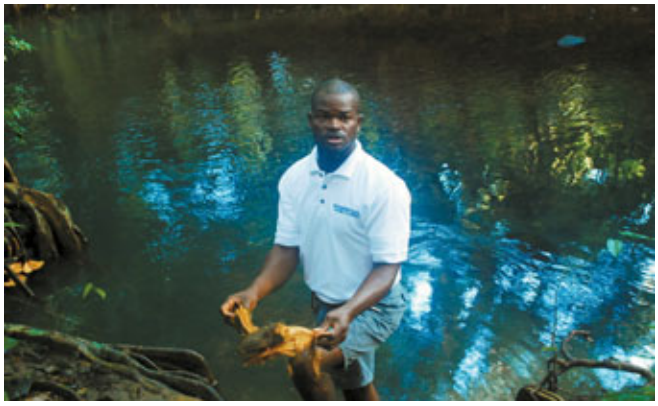
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Coconut palms are amazingly easy to propagate. The First Mate commented on our neighbor's dock garden in St. Croix, and soon we too had our own coconut palm tree aboard *Motivator*.

The palm tree will grow for a while without soil; you only have to occasionally soak the husk. Eventually, you will have to find a beach with sandy soil to plant your tree.

Coconut Uses

For thousands of years, humans have been using the coconut palm as a source for food, fresh water, medicine, rope and shelter. Coconut oil, derived from pressing the white flesh, was one of the first plant oils to be used by humans.



Above: Martin, our guide in Dominica, told us his grandmother used coconut fibre to stuff mattresses



Right: Coconut milk, cream and juice (a.k.a. 'coconut water') are all different products, and all are available commercially in the Caribbean

Today's uses of the coconut palm have not changed much. You will not find too many ropes or fishnets woven from the coir, the fibrous material found just inside the outer husk, but those brown doormats you see on front porches are still made from the material.

Martin Carriere, my coconut guru in Dominica, told us he used to watch his grandmother rub the coir together with her hands to remove the dust. Then she would use the fibers to stuff mattresses because it is resistant to mildew and vermin.

Even the hard inner shell can be used. The hard coconut shell is used to make activated charcoal, which is still considered to be one of the better filtering agents.

Coconut water is used for cooking. Many Caribbean recipes call for coconut water or coconut milk, especially dishes that also contain curry. Coconut milk is made from processing the coconut meat. It is sweeter and has a much thicker consistency than coconut water. Because of the nutritional value, more and more coconut drinks are popping up in stores in the Caribbean and as sports drinks elsewhere.

Inside the shell is where you find the good stuff. But let's digress for a moment. For consumption there are two types of coconuts based on the coconut's maturity. There are "greenies" or "jellies" and then there are mature coconuts with the hard brown nut. When the large globular fruit first appears on the tree it is green. Inside the husk is some fiber, jelly, but mostly coconut water. As the coconut matures the outer fibers (coir) dry out and the hard brown shell is formed. Inside the shell is some water, but mostly copra, the white flesh.

The greenies are valued for their large quantity of coconut water, which contains sugar, fiber, proteins, antioxidants, vitamins, and minerals. The water in the coconut is sterile until sliced open. Because it mixes easily with blood, it was used during World War II in the Pacific for emergency transfusions.

Throughout the Caribbean you find coconut vendors selling greenies that they chop open with a machete, and then place a straw in the opening so that you may consume the contents. The better vendors have chilled coconuts and supply you with a spoon carved from the husk that you can use to scrape out the jelly. Another big difference between the greenies and the mature coconuts is location, location, location. The greenies are found clinging to that 100-foot tree while the mature coconut can be found on the ground once they have fallen (more on this later). That is why the greenies usually come with a vendor.

—Continued on next page

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To access the nut in the mature coconut, grasp the husk with one hand and your machete with the other. You do have a machete, right? Then simply hack away, ensuring your hand is not in the way of the machete.



After a few minutes of watching me hacking away on a coconut, Faye, a beach vendor in Bequia, could not stand it and took over. It seems the proper technique is to quarter the husk then use the blade of the machete to pry it off. (Faye admonished me for "messing it up" and making it harder for her. She also had us save the coir to start the fire for a barbecue on the beach.) Then you poke out one of the three eyes so that you can drink the coconut water. Faye thought I could handle the task. Using the machete, tap a line along the top one third of the coconut to fracture it. Be careful to not spill the rest of the coconut water. The white coconut meat can be eaten as a snack, or grated and used in a recipe. Sliced and baked, the meat also makes excellent chips.

Coconut Dangers

"More people are killed by falling coconuts each year than are killed in commercial airline crashes," or so the story goes. There is a debate on the internet about how many people are actually killed each year by falling coconuts, but it seems that it is not a very large number. However, in Puerto Rico we were once warned about not parking our rental car in a certain spot because of falling coconut danger.

There is some speculation that more people are killed by the actual tree falling than the coconut. This is not surprising when you look at a coconut palm's limited root system. Some people have allergic reactions to coconuts, and that is probably more of a danger than falling coconuts. Probably the biggest danger is falling from a coconut tree while going after a greenie.

One documented case of a person falling from a coconut tree occurred in 2006 when 62-year-old Rolling Stones guitarist Keith Richards fell while attempting to climb a coconut tree with fellow bandmate Ronnie Wood in Fiji. Richards was taken to a local hospital with a concussion, but later flown 1,300 miles by air ambulance to New Zealand where he underwent surgery to relieve a blood clot on his brain. The star fully recovered, they think.

Bullets from the sky, mon
Shock you on the head, mon
Don't sit under the coconut tree!





Clockwise from top left: green 'water nuts' or 'jelly nuts' are a natural refreshment; beware when sitting under a coconut palm; DYI — a dry coconut, a sharp cutlass... and a medical kit!

MERIDIAN PASSAGE OF THE MOON

NOVEMBER - DECEMBER 2013

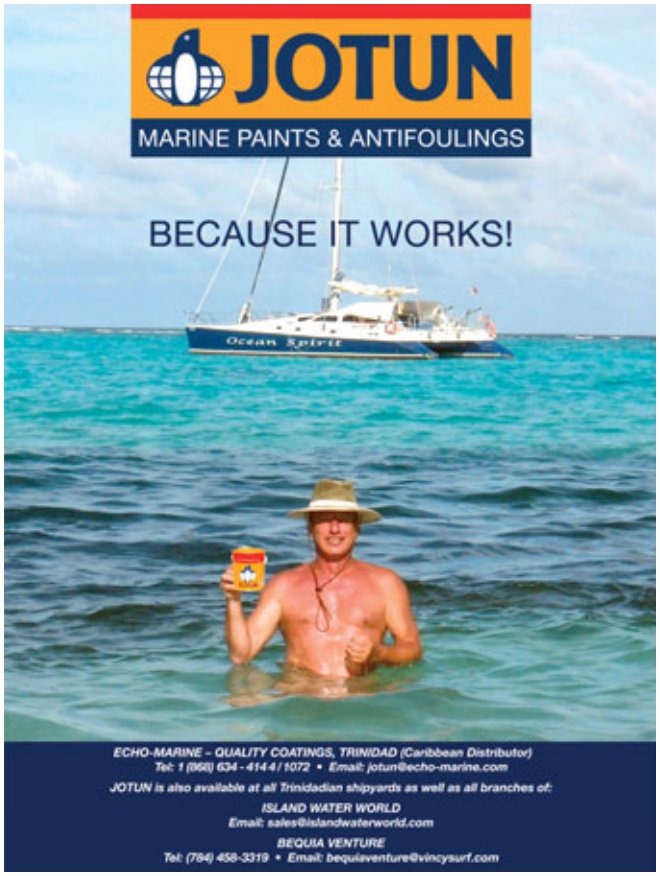
Crossing the channels between Caribbean islands with a favorable tide will make your passage faster and more comfortable. The table below, courtesy Don Street, author of Street's Guides and compiler of Imray-Iolaire charts, which shows the time of the meridian passage (or zenith) of the moon for this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

DATE	TIME		DATE	TIME		DATE	TIME	
1	0957		21	0213		11	1936	
2	1048		22	0318		12	2023	
3	1141	(new moon)	23	0403		13	2111	
4	1238		24	0446		14	2200	
5	1338		25	0531		15	2249	
6	1438		26	0615		16	2337	
7	1538		27	0659		17	0000	(full moon)
8	1635		28	0745		18	0026	
9	1730		29	0834		19	0113	
10	1823		30	0925		20	0159	
11	1913		**December 2013**			21	0244	
12	2002		1	1021		22	0328	
13	2050		2	1120		23	0411	
14	2138		3	1223	(new moon)	24	0454	
15	2226		4	1323		25	0538	
16	2315		5	1424		26	0624	
17	0000	(full moon)	6	1523		27	0712	
18	0004		7	1618		28	0804	
19	0054		8	1710		29	0900	
20	0143		9	1800		30	0959	
			10	1848		31	1101	



The ABCs of Avocados

by Marissa Nieves

Avocado season has arrived! Typically the Caribbean avocado season begins in September or October and runs through to the month of May, so if you're sailing the Leeward or Windward Islands this winter, you will be sure to find these delicious green gems.

Commonly referred to as zaboca (the Creole version of the French *les avocats*), alligator pear or avocado pear, the fruit better known simply as avocado originated in Mexico and was first cultivated in Jamaica in 1896 before making its way to the remainder of the Caribbean islands.

On board the boat, avocados are the perfect grab-for fast, healthful snacks or as an accompaniment to any simple combination of foods to create a hearty meal.

In addition to their versatility and smooth texture, the avocado has been named one of the world's perfect foods by many a health professional and nutritionist.

They contain an extraordinary number of plant phytonutrients that boost the immune system and prevent inflammation. Avocados also contain essential omega 3 fatty acids, which, along with high levels of folate and vitamin E, provide the healing ingredients that aid in the prevention of Alzheimers, reduction of blood pressure and regulation of blood sugar. Avocado oil has also long been used for skin, nail and hair vibrancy and repair.

All in all, avocados contain a perfect combination of vitamins, minerals and enzymes which aid healthy digestion, allow the body to absorb more required nutrients than other foods and provide a number of healing nutrients that can reduce inflammation, body fat and even disease.

They make a wonderful addition to any meal or snack and their texture and light taste allow them to be used in a variety of ways. Here is my ultimate favourite avocado recipe. Enjoy sailing in avocado season!

Caribbean Guacamole Salsa

1 avocado, peeled and pitted
1/2 cucumber, finely diced
2 spring onions, finely sliced
1/2 red pepper, diced
1 teaspoon cumin
1/2 clove garlic, grated
2 teaspoons fresh basil, snipped
2 teaspoons fresh parsley, snipped
2 teaspoons fresh cilantro
Juice of 1 lemon or lime
1 fresh tomato, diced

Mash avocado flesh with a fork to form a light fluffy paste. Next, add cucumber, spring onion, red pepper, cumin and garlic. Mix to combine. Add fresh herbs, lemon or lime juice and tomato. Mix lightly before serving.

Marissa Nieves is a Healthy Lifestyle Coach. Visit her website at www.marissanieves.com.

MYLIVINGNUTRITION.COM



Avocado salsa is infinitely variable according to ingredients on hand. This version from mylivingnutrition.com uses pineapple in place of cucumber, and red onion rather than spring onions. Try adding mango if you like a sweeter taste





A Perfect PEAR

Tide's Table

BY ROSS MAVIS

Whenever I see honeydew melons, I can't help but dream of Kim Novak. Don't jump to conclusions. It's not for the reason that some of you might think, but simply because the very first time I tasted honeydew melon I also met Kim Novak and got her autograph. That was more than 50 years ago at a convention in Chicago, Illinois but the image is still seared in my memory. Similarly, whenever I see avocados, my mind goes back to the tropics.

The pear-shaped fruit, which sometimes has a rough skin like that of an alligator, has become a popular food in many parts of the world and is found at this time of year in markets throughout the Caribbean. In the English-speaking islands, this "alligator pear" is often simply called "pear". Especially now, with the emphasis on healthy eating, avocados can be found in classic dips, hot savory dishes, cold leafy salads, sandwiches, smoothies and even unique desserts.



No such thing as too many avocado recipes, right? Easy to prepare onboard, the palm-heart salad above and bagel below are glorified by the inimitable taste of fresh, locally grown avocado



Although avocados have a high fat content they are considered a healthy alternative to manmade fats and oil products including the saturated fat of animals. Healthy-eating proponents tout the avocado as an excellent source of fiber, potassium and vitamins C, K, B6 and folate. Fifteen grams of heart-healthy unsaturated fat account for 160 calories in half an avocado and with only two grams of saturated fat.

Furthermore, it's reported that antioxidants such as lycopene and beta-carotene are better absorbed along with the healthy monounsaturated fats contained in avocados. Despite all this, these fruits taste uniquely delicious. Silky green flesh with a remarkably rich, oily texture makes for a delicious palate-pleasing sensation. The flesh is prone to turning brown when exposed to air. To prevent this, lemon or lime juice should be drizzled on avocados after they are peeled.

In place of butter, mash avocado on bread, bagels, toast or biscuits. Then, with the addition of diced red onion, minced garlic, diced sun-dried tomatoes and freshly chopped herbs of your choice, you are ready for a quick and delicious lunch on board. Avocados are harvested when they are still firm. These fruit are easily ripened on board when they are kept in a brown paper bag. The natural ethylene gas they exude turns the skin dark and the interior fruit soft and delicious. Choose the firmer ones when buying them with the knowledge they will soon be ready for eating.

A quick and easy lunch dish can also be made by filling an avocado with fresh crab or shrimp and topping this with a light tomato dressing like Catalina or your own tomato sauce.

This versatile addition to your sailing larder also provides delicious healthy drinks as well. A thick drink resembling a milkshake is made using ripe avocado, honey and almond milk; blend this mixture to your own tastes.

A real winning salad is one made from sliced avocado, tomato and palm hearts. Add diced sweet onion, sun-dried tomato pieces and a generous dash of dried thyme. Be sure to drizzle lime juice over the salad to stop the avocado from browning. A little salt and pepper and lunch is ready.

Once bitten by an alligator pear you'll want to have this versatile fruit regularly on hand.







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Read in Next Month's *Compass*:

A Sailing Kid's Christmas at Sea

Caribbean Culinary Cruising

Eastern Caribbean Chart Talk with Don Street

... and much more!



CRUISER-AND-LOCAL SYMBIOSIS

Dear *Compass*,

Below is an e-mail I've just sent to Erin Heeney regarding the interesting report in the September issue's Info & Updates department about her research on the interaction between cruisers and locals. This is an important subject that needs more attention; as she herself points out, it is "only the tip of the reef" —a very apt phrase!

Hi Erin,

Great article, and a much-needed voice for local businesses as well as liveaboard cruising yachties!

Firstly let me fill in a bit about myself. I'm a retired 71-year-old former professional yacht captain and Merchant Navy captain (amongst several other parallel careers) and a long-term liveaboard cruising yachtie since 1984.

Liveaboard cruising sailors have been doing it since before WWII (although the majority of those were circumnavigators and adventurers at first). But perhaps the single most important characteristic of more recent sailors is that their choice is a much more committed decision on how, where, who and why they travel and visit, and that they have the freedom, and eventually the experience, to make informed choices.

In over 20 years of visiting many different islands, in the Caribbean, Pacific, Mediterranean and elsewhere, almost always on sailing vessels, with a mix of commercial (charter) and private vessels, it is very clearly evident that yachties spend more than the other (highly but briefly visible) tourists, such as cruise ship tourists. More to the point is that almost everything for cruise ship tourists is already paid for (including a head tax for each passenger, which is in fact paid direct to the island governments) and revenue is not therefore dispersed to local businesses. Most cruise ship passengers are rarely on island for more than the few hours of their daytime visit, so they are not only unlikely to spend much, but also have little time or inclination to really get to see and know local peoples, beyond or beneath the obvious tourist "presentations" visible in such a short visit.

In St. Lucia, Cuthbert Didier, when working at Rodney Bay Marina some years ago, was instrumental in organizing an in-depth study of visiting yachtsmen and women. [*Editor's note: In 2002, Cuthbert Didier greatly helped prepare the 2002 study on St. Lucia's yachting sector undertaken by The Economic Commission for Latin America and the Caribbean (ECLAC), as part of a regional project.*] If my memory serves me, it clearly showed yachties to be among the highest regular contributors to the local economies, so much so that the St. Lucian government decided to implement a new tourist visa regulation with the right to extension for a further three months. I believe other OECS countries followed suit and commissioned similar surveys, although just how much the vested interests in other forms of tourism, at a more national level, may have influenced their decisions is a moot point. The liveaboard sailors already know this, and so do the majority of small local communities too. The problems associated with facilitating these very important local economic links are mostly to be found at national, not local, levels.

What remains sure is that there are still large numbers of liveaboard sailors, many only seasonal, but many are year-round, who live in and alongside local communities.

The interesting and important commentary from Don Street ["What's on My Mind: Rules That Discourage Yachting", in the same issue], about the difficulties and anomalies of some Immigration regulations, also clearly shows how this can affect local economies, sometimes severely reducing a main source of seasonal income. The overriding impression I have from many years of liveaboard cruising is that local communities, especially the smaller and more remote ones, are always the most friendly, interesting and least grasping peoples and places to visit, and keep on revisiting, too.

Your excellent and enthusiastic study can only help to raise awareness of an important aspect of some local Caribbean communities' lives.



St. Briac, *whose skipper, along with researcher Erin Heeney, appreciates the symbiosis between cruisers and local communities*

Best wishes, happy cruising and success in your research.

"Sir" Phil Kerin
S/V St. Briac
Jolly Harbour, Antigua

CLARIFYING CUBAN RULES

Dear *Compass*,

I am an avid reader of *Compass* and feel obliged to comment on two errors in the letter you published in the October 2013 edition, specifically the "Letter of the Month" about Cuba, written by Elena Pimiento of *S/V Habanero III*. I have visited Cuba three times in the past 15 years, mostly recently on my own Canadian registered boat in April 2010. Although I can't consider myself an expert on either US or Cuban administration, I am sure of these two points.

In her letter, Elena writes:

• "All non-US citizens must have a visa, obtained in advance at a US Embassy or consulate, when arriving by private vessel." (Apparently this is an extract from Jimmy Cornell).

This is not 100-percent accurate because Canadians (who are non-US citizens) do not need a visa when arriving in the US by private vessel. I've done it many times.

• "All yachties are welcome in Cuba — it is only US vessels and crews who need worry about returning from Cuba to the US."

This is also not completely accurate. The US Helms-Burton Act of 1996 seems to be the underlying legal instrument by which the US embargo against Cuba persists. I have personally met two Canadians and one German who have suffered the wrath of US Homeland Security. The two Canadians (on two different boats) were each given a fine of US$5,000, and the German's ten-year multi-entry visa was revoked and he was ordered to leave US waters. In the case of the Canadians who were fined, they had plied the waters between Varadaro, Cuba and Marathon, Florida regularly for nearly five years. Many people are doing this, preferring to stop at Marathon and then take a rental car down to Key West to clear in. Clearly, the US authorities at Key West were getting tired of this behaviour.

—Continued on next page

—Continued from previous page

In the case of the German, his German-flagged boat was anchored in Key West. He acted as crew sailing from Key West across to Marina Hemingway and then returned a week later on an Australian-flagged vessel. There were no repercussions for the Aussies, but the German was found to be at fault and he was thrown out of the country. You see, many people have made the error in assuming that Helms-Burton applies only to US citizens. In fact, as a US law it applies to all people standing on US soil, regardless of their citizenship. To be sure that you won't get in trouble, my suggestion is to make sure that you don't leave the US, sail directly to Cuba and then return to the US. Insert a third country, like Mexico or Bahamas, and you shouldn't have a problem.

The bottom line though is that although the Cuban administration is in Spanish, it does seem to be more cruiser-friendly than the US policies. I'm in agreement with Elena Pimiento in this regard.

Regards,
Wade Alarie
S/V Joana

YOUNG TALENT

Dear *Compass*,

The Kido Foundation is now running the second year of the program Kids with Cameras (KwC) in Carriacou The kids, selected from four different primary schools, participate after school and go with us on photography field trips during weekends.

On August 4th, 2013, KwC captured with their cameras moments of the small boat race event of the annual Carriacou Regatta and some of their photos were submitted for publication to *Caribbean Compass*.



Snap-happy! Budding regatta photographers are off to a good start in Carriacou

An article on KwC was consequently published in the September issue, along with photos taken by three of the kids. Kionez Nimrod (10), Knisha Cudjoe (11) and Rizel Roberts (11) — left to right in this photo — are very proud that their photos were selected (and so are their families, who treasure copies of this issue of *Compass).*

We hope that this first successful publication inspires all our junior photographers to continue their practice and join their mentor photographer, Davon Baker (who took the September issue's cover shots), in what may be his photo-eco-club. As soon as a few waterproof cameras are added to KwC, photography on and under the water will be a valuable part of the training.

For more information visit our Facebook page: Kids with Cameras Carriacou.

Marina Fastigi, Ph.D.
Director, Kido Foundation
Carriacou

NEWS FROM THE POOP DECK

Dear *Compass*,

Regarding the disgusting marine and shoreline pollution caused by disposable diapers, as highlighted by Fundacion La Tortuga in the September issue's Eco-News, this is ridiculous. When living on a boat, at least, it is totally unnecessary to use disposable, non-biodegradable diapers.

On *Iolaire*, my wife Trich and I raised four children through the diaper stage using *only* cloth diapers, and using only four diapers per baby. One diaper is on the baby's bottom; a dirty one is hanging overside on a string being cleaned by the fish. A third one, which has been cleaned by the fish, is rinsing in salt water. The fourth one, having been cleaned by the fish and rinsed in salt water, is rinsed in fresh water and hung on the lifelines to dry. The one that has been rinsed in fresh water and sun-dried is then ready to put on baby's bottom.

As they say, "rinse and repeat". No garbage problem on the boat or on the planet.

To get the babies out of the diaper stage as fast as possible, as soon as they were old enough to sit up by themselves, periodically they were set on a plastic potty and given a book with pictures to look at. As soon as something happened, high praise. All four Street children got out of the diaper stage but they held the habit of taking a book whenever they go to the head. They are now all grown up, but early training has come back to haunt us. Even today Trich or I will knock on the bathroom door and ask, "Why are you taking so long?" The reply is inevitably, "I'm reading."

Best,
Don Street
Glandore, Ireland

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

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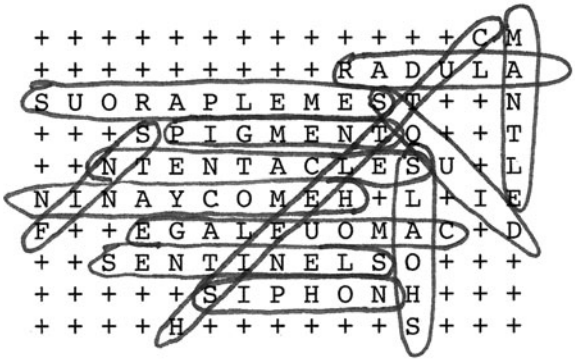
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Salty's World Puzzle Solution





Letter of the Month

Dear *Compass*,

In his article "Coming South to the Caribbean" in the September 2013 issue of *Compass*, Frank Virgintino is partly right and partly wrong.

He is right when he advises against the Bermuda route when heading for the Eastern Caribbean. The weather on the East Coast of the States in November and early December, when boats are heading south, is so unstable that there is no such thing as a reliable long-range weather forecast providing a weather window. Heading from Newport, Rhode Island or other northern East Coast ports to Bermuda at this time of year is like playing Russian roulette with three shells in the cylinder. Depart from Morehead City if you can fit under the 64-foot bridge; if not, take off from the mouth of the Chesapeake. From both departure points, head east-southeast until the butter melts, then south. These sailing directions have been used for the last 300 years.

Frank is also right on his views of going coastwise or via the ICW to Florida, a long, time-consuming trip. Departing from Florida and following Van Sant's "Thornless Path" is a long path against wind and current with a lot of time waiting for the weather windows. The Thornless Path ends with a very tough 200-mile slog dead to windward along the inhospitable north coast of Hispanola and across the Mona Passage to Marina Pescaderia on the west coast of Puerto Rico. Then another 150 miles along the south coast of Puerto Rico, through the Spanish Virgins to the USVI and BVI and the Eastern Caribbean. By this time it is probably time to organize Hurricane Season plans: either head back north or hurry south below the hurricane belt.


ELIZABETH BROWSE

The western Caribbean has much to offer to the adventurous cruiser

Frank is correct that the Windward Passage is better than the offshore passage or fighting eastward on the Thornless Path if you are planning on cruising the south coasts of Cuba, Haiti and the Dominican Republic; or if you are heading to the central and western Caribbean; or if you are taking a straight shot south to Colombia, a 450-mile beam reach — a veritable "Nantucket sleigh ride".

But getting to the Eastern Caribbean via the Windward Passage and the south coasts of Haiti, the DR and Puerto Rico is a 500-mile slog to windward. If you sail or motorsail at night, or depart at first light and take advantage of calm or light northerly winds found close inshore at night and in the early morning, the pain of the 500 miles to windward is eased, but it is still 500 miles to windward, a long and time-consuming passage

Frank talks of western Cuba's "back door" to the Caribbean; the south coast of Cuba is a new cruising area slowly opening up. But to my mind, at least currently, the western Caribbean has more to offer than the south coast of Cuba. Jamaica is covered superbly in John Lethbridge's guide, out of print but it might be found via the internet. Frank's free guide to Jamaica, which quotes (with permission) sections of the Lethbridge guide, gives a nicely updated once-over to this area.

Colombia has opened up. As yet there is no comprehensive guide to the area, but searching via the internet there is a lot of information available [for example, see www.caribbeancompass.com/colfin.htm]. A new modern marina has been built in Santa Marta [see "Colombia's Perfect Pit Stop" by Brenda Webb in the October 2013 issue of *Compass*]. In Cartegena the infrastructure to support yachting is adequate, and slowly improving.

Then there is Panama, south of the hurricane zone, with 360 miles of coastline superbly charted by privately printed chartlets in the two excellent guides to the area, by Nancy and Tom Zydler, and Eric Bauhaus. Buy both guides and cross-reference. There are marinas and fairly good infrastructure to support the yachting industry at the Caribbean end of the Panama Canal and in Bocas del Toro.

Regarding the islands of the western Caribbean, charts are readily available for Cayo Albuquerque, Providencia and San Andres, all of which have received high praise from sailors who have visited them. For the really adventurous there are the Guano Islands, claimed by the US government in 1857 and only turned over to Colombia in the 1980s; go to Wikipedia for more information. Quita Sueño Bank covers about the same area as the northern Virgins, stretching over 30 miles north to south. Serrana Bank, Seranilla, Roncador (where the *USS Kearsarge*, the ship that sank the Confederate raider *Alabama*, was lost in 1879), and New Bank all provide anchorages for the adventurous. With difficulty, out of print charts to these islands and cays can be found in the archives of both the DMA and the British Admiralty. Warning: all these islands were charted before the days of GPS. Their latitude is probably correctly plotted, but their longitude is probably off.

San Pedro Bank and Morant Cays are part of Jamaica; they are covered by Lethbridge's guide.

The western Caribbean is a whole new area to be explored by the adventurous yachtsman who is willing and able to climb the mast and eyeball navigate. If I were 50 years younger I would be off to the western Caribbean to explore an area that is very much like the Eastern Caribbean I found in the late 1950s.

Don Street
Glandore, Ireland

CALENDAR

NOVEMBER

1	Antigua & Barbuda (Independence Day) and Haiti (All Saints' Day)
1 - 3	Triskell Cup Regatta, Guadeloupe.
2	Public holiday in Haiti (All Souls' Day)
2	Clarkes Court Bay Marina Junior Regatta, Grenada
2 – 3	Discover the Caribbean Fajardo-Ponce Feeder Race, Puerto Rico. www.discoverpyfc.com
3	Public holiday in Dominica (Independence Day) and Trinidad & Tobago (Diwali)
3	Start of Caribbean 1500 and ARC Bahamas rallies from Chesapeake USA to Tortola, BVI and Abacos, Bahamas. www.worldcruising.com/carib1500
6 – 9	BVI Charter Yacht Show, Tortola. www.bvicrewedyachts.com/boatshow
7 – 10	Discover the Caribbean Big Boat Races, Puerto Rico. www.discoverpyfc.com
9 – 10	Jolly Harbour Caribbean Regatta, Antigua. Jolly Harbour Yacht Club (JHYC), Antigua. tel (268) 770-6172, regattas@jhycantigua.com, www.jhycantigua.com
9 – 10	SOL Opti Regatta, St. Maarten. http://www.smyc.com/content/sol-optimist-regatta
13 – 18	Golden Rock Regatta, St. Maarten to St. Kitts. www.goldenrockregatta.com
15 – 17 -	St. Croix Yacht Club International Regatta.
15 – 17	Caribbean Dinghy Championship, Antigua. Antigua Yacht Club (AYC), tel/fax (268) 460-1799, yachtclub@candw.ag, www.antiguayachtclub.com
16 – 17	J/24 Barbados Match Racing Championships, J/24 Club of Barbados, info@j24barbados.com
17	Curaçao Youth Sunfish Championship. cursailing@gmail.com
17	FULL MOON Parties at Trellis Bay and West End, Tortola, and at Nevis
18	Public holiday in Haiti (Battle of Vertieres Day)
18 - 26	St. Barth Cata Cup (F18 catamarans). www.stbarthcatacup.com
19	Public holiday in Belize (Garifuna Settlement Day) and Cayman Islands (Remembrance Day)
20	Start of ARC+ Cape Verdes rally from Gran Canaria via Cape Verdes to Rodney Bay, St. Lucia. www.worldcruising.com/arc
22 – 23	4th Annual Caribbean Rum & Beer Festival, Grenada.
22 – 24	Discover the Caribbean Dinghy Races, Puerto Rico. www.discoverpyfc.com
22 – Dec 1	BVI Restaurant Week. www.bvitourism.com/restaurantweek
23	Public holiday in Montserrat (Liberation Day)
24	Start of ARC rally from Gran Canaria to Rodney Bay, St. Lucia www.worldcruising.com/arc
24	St. Lucia's ARC Flotilla. arcflotilla@gmail.com
25	Public holiday in Suriname (Republic Day)
29	32nd Annual Thanksgiving Regatta, St. John, USVI. Coral Bay Yacht Club, henstjohn@yahoo.com
29 - Dec 1	Mango Bowl Regatta, St. Lucia.
29 - Dec 1	Course de l'Alliance, St. Martin. www.coursedelalliance.com
30	Public holiday in Barbados (Independence Day)
30	23rd Annual Gustav Wilmerding Memorial Challenge, Tortola. West End Yacht Club (WEYC), Tortola, BVI, tel (284) 496-8685, martin@sailsistership.com
30	Sunset Jazz, Barbados Cruising Club. www.barbadoscruisingclub.org
30 - Dec 1	Anegada Lobster Festival. www.bvitourism.com/anegadalobsterfestival

DECEMBER

5 – 8	Carlos Aguilar Match Race, St. Thomas. www.carlosmatchrace.com
6 – 12	Antigua Charter Yacht Show. www.antiguayachtshow.com
7	Dinghy and IC24 Races, San Juan, Puerto Rico. Club Náutico de San Juan, www.nauticodesanjuan.com
13	Public holiday in St. Lucia (National Day)
14	St. Croix Christmas Boat Parade. www.christmasparadestcroix.com
15	Public holiday in Bonaire (Kingdom Day)
16	Inaugural 'Christmas in the Caribbean Rally' departs Canary Islands bound for Antigua. www.sailingrallies.com
16 - 24	Nine Mornings Festival, St. Vincent. http://discoversvg.com
17	FULL MOON Parties at Trellis Bay and West End, Tortola, and at Nevis
19	Public holiday in Anguilla (National Heroes' Day)
19 – 22	29th Havana International Jazz Festival, Cuba. www.apassion4jazz.net/havana.html
21	Winter Solstice
24	13th Annual North Sound Holiday Lighted Boat Parade, Virgin Gorda. Bitter End Yacht Club (BEYC). binfo@beyc.com, www.beyc.com
25	Public holiday in many places (Christmas Day)
26	Public holiday in many places (Boxing Day), Carnival Jouvert in St. Kitts
31	Nelson Pursuit Race, Antigua. AYC
31	New Year's Eve/Old Year's Night. Fireworks in many places, including Trellis Bay, Tortola; Admiralty Bay, Bequia; and Fort-de-France, Martinique. Public holiday in Montserrat; half-day holiday in Curaçao.
31	Boat parade in St. Barth. St. Barth Yacht Club, stbarthyachtclub.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*

WHAT'S ON MY MIND

ISLAND KINDNESS

by Simon Wall

I have been cruising the length and breadth of the Caribbean for over 20 years and authored the Guyana section of Chris Doyle's *Cruising Guide to Trinidad & Tobago plus Barbados and Guyana.*

Over the years I have experienced both the good and the bad of the Caribbean — may I add the bad being only one percent of my experiences.

In October I encountered the very best in island kindness and hospitality and thought I should give credit to all those involved.

For some weeks I had been experiencing back and leg pains. My wife and I sailed from St. Lucia to Grenada and by the time we arrived in Grenada I was in excruciating pain and I was unable to walk or sleep.

We docked at Port Louis Marina (our favorite marina in the entire Caribbean). Upon hearing of my dilemma the marina staff picked me up at my yacht with a golf cart and then Cyril (the most helpful marina staff person I have met) drove me to various clinics. First stop was the St. Augustine clinic, where Dr. Amachi saw me straight away and I had an x-ray on the spot. He then called a physiotherapist, Dr. Antoine, and I was immediately driven down to her office and given extensive electro-physio, which performed a miracle! "I can stand up again!" Then it was straight into a brand new open-scan MRI.

In summary, I went from being wheelchair-bound in the morning to walking in the afternoon, thanks to the kindness, skill and efficiency of a large group of Grenadians including the Port Louis staff (especially Cyril), Dr. Amachi, Dr. Antoine, the MRI staff and Hayden Redhead. I cannot thank them enough.

For the benefit of *Compass* readers, the cost of all this treatment was staggeringly low: the total cost for two doctors' consultations, an hour of physio, x-rays, an MRI scan and all the meds came to about US$750. An MRI alone in the USA costs more than US$2,000.

Grenada — beautiful people and a beautiful place.

One person I must not forget is my beautiful wife, not only beautiful but very talented. From Jamaica, she is one of the few Caribbean nationals holding a Yachtmaster license as well as first aid, radio, diesel engine and STWC 95. As a result she is not only the captain of our 42-foot yacht, *Bye Bye*, but the captain of a 100-foot Camper and Nicholson as well. I hope this inspires young people from the Caribbean.

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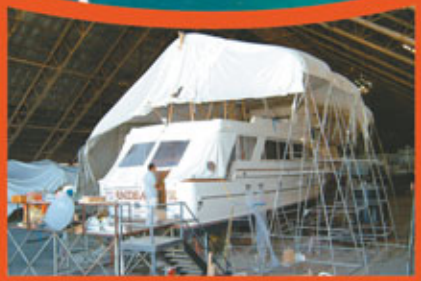














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