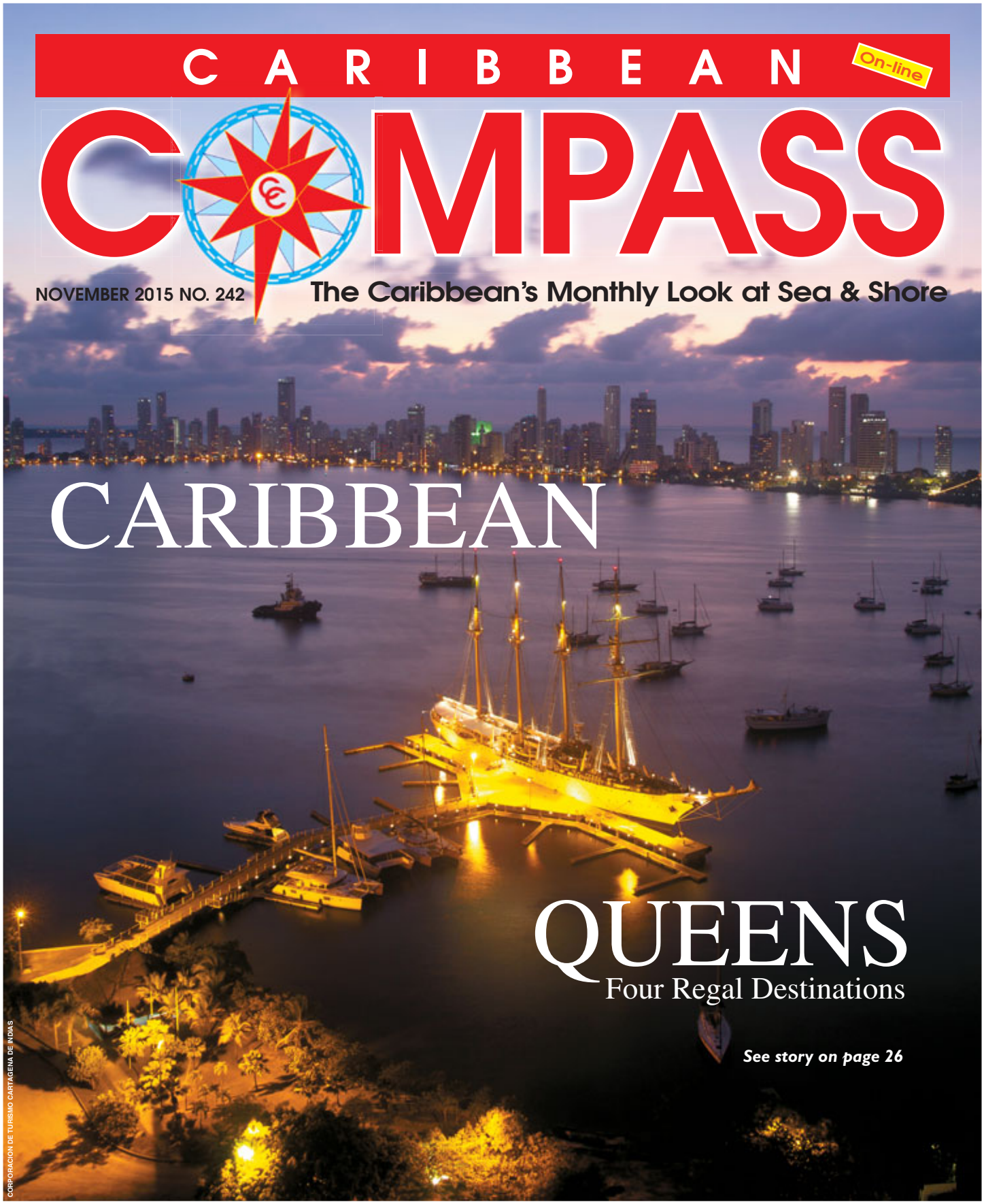
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NOVEMBER 2015 NO. 242
The Caribbean's Monthly Look at Sea & Shore



CARIBBEAN QUEENS
Four Regal Destinations

See story on page 26

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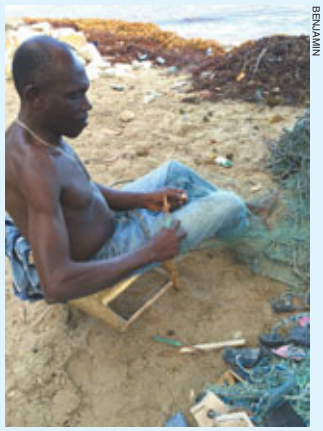

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Kayakers set the first-ever Cuba-to-USA record. See Regatta News on page 12

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Cover Photo: Mira Nencheva sails to four Caribbean Queens: the fabled Spanish colonial port cities of Havana, Santo Domingo, San Juan and (on our cover) Cartagena. See story on page 26



***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.**

'It is not always true that you get what you pay for: *Caribbean Compass* is free and full of useful information. In our early cruising days I saved articles about lesser-known cruising destinations such as Venezuela, Colombia and Panama, and about land excursions on islands and recipes using local fresh produce. I had several folders of useful information that received a lot of use. I am also a big fan of the Caribbean Eco-News section. Many of the islands are trying to address issues of pollution and habitat destruction, and positive press helps their efforts and informs us of new or impending regulations.

'I strongly feel that the content of the *Caribbean Compass* represents the interests of the cruising community and yacht-support businesses in the Caribbean islands.'

— Devi Sharp
Formerly on *S/V Arctic Tern*

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

Info & Updates

Coconut Telegraph SSB Net Resumes

You know "the season" is starting when the Coconuts come back! Starting Monday, November 2nd, the Coconut Telegraph Single Side Band Net will resume full time, seven days a week, operating on 8170 USB at 8:00AM AST. This radio net covers the entire Caribbean region. Everyone is welcome to check in and get acquainted.

Moving Ahead with Grenada's Yacht Trades Group

Over the last five years the Marine and Yachting Association of Grenada (MAYAG) has accomplished a great deal on behalf of the island's growing yachting sector. During this time MAYAG was able to secure funding of more than one million Eastern Caribbean dollars from the Caribbean Development Bank and the Centre for Development of Enterprise, which was used to improve marketing, to conduct an Assessment of Economic Impact the yachting sector has in Grenada, and to improve security for yachts visiting Grenada, Carriacou and Petite Martinique. The funds were also used for a major initiative on training for the many technicians working in the sector.



Members of the new MAYAG board: Darren Turner, Nicholas George, Robin Swaisland, James Pascall, Rosetta Weston, Jason Fletcher and Danny Donelan

The main findings of the Economic Impact Assessment were that yachting-related business contributes more than EC$130 million to the island's economy annually and directly employs more than 900 Grenadians. These results reinforced MAYAG's representations on behalf of the sector to the Government of Grenada, which now sees the industry as a major component of its economic growth strategy.

Specific deliverables for the past five years for marketing include developing a marketing plan, attending boat shows, producing and distributing thousands of copies of the *Grenada Grenadines Yachting Guide*, and developing a social media programme.

Under the security segment, MAYAG has improved VHF operations at the Coastguard base, Police Headquarters and Hillsborough, and has worked towards instituting the "Marinewatch" scheme in conjunction with the Grenada Tourism Authority and the Royal Grenada Police Force.

To simplify the movement of yachts, MAYAG purchased computers for all marinas so that captains can utilize the electronic SailClear system, which makes clearing into and out of Grenada easier. MAYAG has also started dialogue with all stakeholders in Grenada and St. Vincent & the Grenadines about the benefits of improving the ease of movement of yachts between these two neighbouring nations.

MAYAG has invested heavily in the training and certification process for technicians. The need for national standards within the yachting industry was recognized, and the Marine Institute of Newfoundland (MINF) was contracted to train and certify Grenada's technicians in the American Boat and Yacht Council (ABYC) Standards. The training provided certification courses and study guides for five skill areas (Diesel Engines, Gasoline Engines, Electrical, Systems and Composites).

Using the guidance provided by MINF, Grenada will now be developing a three-year plan for marine and yachting training. The Grenada National Training Agency has already become part of the ABYC training network — The Marine League of Schools — and they will be assisting Grenada to develop its own standards based on ABYC standards.

At its recent Annual General Meeting, MAYAG appointed a new Board of Directors. The board consists of Robin Swaisland, who has taken over as President; James Pascall, who retains the post of Vice President; Rosetta Weston is the new Treasurer and Danny Donelan remains Secretary. The other board members are Darren Turner, Dieter Burkhalter, Jason Fletcher and Nicholas George.

The new board is looking forward to building on the success of previous years and keeping Grenada's yachting industry growing and improving.

Fee Confusion in Luperón

There seems to be some confusion about what harbor fees visiting yachts should pay at Luperón, a popular cruisers' stop on the north coast of the Dominican Republic. Reports indicate that private yachts have recently been asked to pay a fee that is usually required only from commercial vessels entering a commercial port (which Luperón is not).

Visit www.noonsite.com/Countries/DominicanRepublic/Luperon for more information.

—Continued on next page



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DOYLE CARIBBEAN

—Continued from previous page

Yachtswoman Killed in Islas del Rosario

Dutch cruiser Durdana Bruijn was killed during an apparent robbery attempt on the evening of September 19th, when six men boarded the yacht *Lazy Duck* while she and her husband, Peter Putker, were anchored at Bahía de las Mantas, Isla Grande, in the Rosario islands about 20 miles from Cartagena, Colombia. The Rosarios are a popular weekend getaway destination for residents of Cartagena and a convenient stop for yachts sailing along the Colombian coast en route to Panama. They are well patrolled by the coast guard and have heretofore been considered safe. Peter, who was injured and rendered unconscious in the attack, was questioned by police and released. Police continue to investigate and a reward of US$10,000 is offered for information leading to arrests.



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New Magazine About Dominica

There's a new magazine out about the island of Dominica. It's called *Dominica Traveller*. Although geared to the land-based tourist, its words and lush photos will give sailors a good feeling of what's in store ashore when you visit The Nature Island of the Lesser Antilles. Read it now at http://issuu.com/paulcrask-dominicatraveller/docs/dominica_traveller_2016_by_paul_cra/c/sc4pp0a

More Awards for 'Vanishing Sail'

The Caribbean film 'Vanishing Sail' which has been making the rounds of international film festivals since its debut in April, has been reaping awards as it goes, most recently the People's Choice Award for Best Documentary Feature Film at the Trinidad & Tobago Film Festival, which ran from September 15th through 29th. Director Alexis Andrews says, "These screenings are part of our journey to connect with people all over the world who share a passion for sailing and creating works of art."

'Vanishing Sail' follows the life of Alwyn Enoe, one of the last boatbuilders practicing a trade passed down the generations from Scottish settlers who arrived in Carriacou in the 18th century. Approaching his 70s and with no more orders coming in, he decides to build one last sailing sloop with the hope that his sons will continue the trade. With the family's hope and resources now in the wooden vessel, Alwyn tries to complete her in time to race in the Antigua Classic Yacht Regatta.



ALEXIS ANDREWS

Traditional boatbuilding in Carriacou has been brought to worldwide attention by the award-winning film 'Vanishing Sail'

The next screening of 'Vanishing Sail' will be on December 1st at the Bahamas International Film Festival.

Visit www.vanishingsail.com for more information.

Download Free Colombia Cruising Guide

Heading to Colombia? When you've got time and a good internet connection, download the excellent free *Cruising Guide to Colombia* in English at www.cartagenaexcursions.com/Cruising Guide To Colombia.pdf

November is BVI Culinary Month!

Culinary tourism has increasingly sparked interest among travelers worldwide who seek to experience a destination's local culture through authentic dining opportunities. November will see a celebration of food in the British Virgin Islands with the 'Taste of BVI' events, which started in 2013 in celebration of BVI Restaurant Week. The event, created to entice the local community, visitors, and food connoisseurs to the shores of the BVI, has continued to grow.

During the month-long festivities, the third annual 'Taste of BVI – Tortola' will be held on November 7th at the newly refurbished Queen Elizabeth II Park, Road Town.

The third annual 'Taste of BVI – Virgin Gorda' will be held on November 21st on the grounds of the Nail Bay Sugar Ruins.

—Continued page 35



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BUSINESS BRIEFS

Barbados Targets Yachting Sector

The CEO of Barbados Tourism Marketing Inc., William Griffith, has announced a new partnership between Barbados and Team Concise, a British offshore yacht racing team. The aim is to attract more yachts to Barbados, and in particular to draw attention to January 2016's Round Island Race, commemorating 50 years of Independence for Barbados as well as celebrating former Prime Minister Errol Barrow's passion "for all things sailing".

The Minister of Tourism, the Hon Richard L. Sealy, commented, "We Barbadians want more yachtsmen and racers to stop by and enjoy our beautiful island. We have excellent clearance facilities, two welcoming yacht clubs, new marinas and Government is building more visitor berths in time for the coming winter season. I


Racing is a key component in Barbados's yacht tourism thrust

PETER MARSHALL

believe that working with a highly regarded sailing organization like Team Concise will help us raise our profile and attract more boats to our marvelous island and its ever-improving yachting facilities."

Two of Team Concise's yachts, the 70-foot trimaran *Concise 10*, and the Royal Ocean Racing Club (RORC) Class 40 champion, *Concise 8*, will be branded *Ms. Barbados* for the coming winter season. They will then fly "Barbados' colours" in the UK, France, Portugal, the Canary Islands and Brazil, before heading to their new base near Bridgetown for the Eastern Caribbean winter racing season. With the trimaran carrying a 30-foot tall "Trident", the iconic symbol of BTMI, on its headsail, the Barbados "brand" will be highly visible on race courses on both sides of the Atlantic.

The yachts are expected to arrive in Barbados around mid-December, after *Concise 10* completes the RORC Transatlantic Race, and *Concise 8* the Transat Jacques Vabre race. Then, as part of their program, the two boats will make repeated runs around Barbados attempting to establish new records for the fastest time around the island. This will be a visual feast of speed for visitors on the beaches as well as local Bajans who have a passion for anything fast, on or off the water.

Barbados has also announced a welcome expansion in its facilities for cruising yachts. Minister Sealy, as the Minister responsible for International Transport, has approved the construction of 35 new berths located in the Shallow Draft Facility within the port of Bridgetown. The berths will have access to onshore power and water supplies, as well as offices for Customs, Immigration and Port Health. These new berths will be available from December, in time for the arrival of the inaugural Islands Odyssey, which left the Canary Islands in October, bound for Barbados after making a stopover in the Cape Verdes.

In 2016, as part of the celebrations planned for Barbados' 50th anniversary independence celebrations, the Barbados 50 sailing rally will trace the historic route from London down to the Canaries and on to Senegal and Gambia, before continuing on to the Caribbean and a chance to join Barbadians in their celebrations.

Yachts taking part in the Islands Odyssey and Barbados 50 will also be able to use the Inner Basin in the heart of Bridgetown, which has recently been upgraded to accommodate around 30 yachts, with new moorings and stern-to docking, as well as shore power and water access.

"The absence of a conveniently located marina and yachting facilities generally has been the greatest handicap for Barbados to fulfill its potential as a destination of choice for yachts crossing the Atlantic to the Caribbean," commented Jimmy Cornell, Founder of the ARC and Director of Cornell Sailing Events. "Thirty years after the first ARC (Atlantic Rally for Cruisers) made landfall in Barbados, Cornell Sailing Events will use this new opportunity to ensure that once again Barbados can lay claim to being the logical 'Gateway to the Caribbean'."

See What's New at Island Water World

Birgit Röthel reports: Island Water World just a got a new line of dinghies in — called Aruba, this new line of fiberglass RIBs promises the very best in craftsmanship, performance and value, so you can have more fun on the water.



As their website says, Aruba RIBs start with proven Italian design — they're lightweight, fast and good-looking. But what truly sets Aruba apart from the competition is the attention to detail and care in manufacturing. State-of-the-art manufacturing technology is blended with meticulous craftsmanship to produce durable tubes and surprisingly lightweight fiberglass hulls that offer exceptional quality and rugged reliability.

Once you're on the water, you'll feel the performance built into every Aruba RIB. The Lite Series features a stepped hull that gets these smaller tenders up on plane quickly. Lifting strakes on the Comfort and Nova Series hulls get the tubes entirely out of the water when on plane, so you get a fast, dry ride.

—Continued on next page

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Furthermore, Island Water World has become the exclusive Yamaha outboard dealer for St. Maarten. We are still an Evinrude distributor, so now we can offer our clients Nissan/NS Marine outboards, Evinrude and Yamaha! NS Marine Outboards are re-branded Nissan outboards and will be arriving in time for the season.

And last but not least, we just finished our new 365-page catalogue, which will be in distribution this month. The new catalogue is bigger than ever and loaded with new and existing products. Available at islandwaterworld.com in a searchable PDF version, and as a USB key version in our stores.

For more information about Island Water World see ad on pages 8 and 48.

Budget Marine Gets Bigger and Better!

Nicole Corvellec reports: Moving to new buildings, adding new outlets and expanding in size is what Budget Marine Chandleries are all about these months. Many of their existing stores have been bursting at the seams and Budget Marine is getting ready for the season to meet the diverse and increasing demands of the boating community by expanding its offerings on five islands.

In the last two months Budget Marine has opened a new Budget Marine Outlet in the magnificent new North Sound Marine Services boatyard in Antigua, and opened its doors to the new Budget Marine Chandlery and superstore in the attractive Nanny Cay Marina in the BVI.

The expansion continues in November with the opening of its doors to another brand new building, in Bonaire. After years with limited space, the new custom-built chandlery is just one block away from the old store, on the corner of Kaya Neerlandia and Kaya Djabow, still within easy walking distance from the sea. Instead of 130 square metres (1,450 square feet) the new space now boasts 230 square metres (2,550 square feet), almost doubling its size. The new store not only has space for a broader assortment of items such as kayaks, stand up paddle boards, metric stainless fasteners and nautical knick-knacks, the depth of the current inventory will also increase with more choices in brands, sizes and colors.



Pam Werdath, manager of Budget Marine Bonaire, reports, "We are always amused at how amazed people are when they walk in our store for the first time and see how many things we carry. Now in the new store there will be enough space to maneuver, making it much easier to find all the products that were packed on top of each other in the previous location." Pam also mentioned that allowance has been made for future expansion, enough reasons to visit the beautiful island of Bonaire and its Budget Marine store.

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

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

Suzuki Now Gives You the Power of Choice

Efraín Rivera reports: Suzuki Marine now offers a color option when purchasing an outboard engine. The Japanese outboard manufacturer gives the consumer the alternative to choose between their traditional Shadow Black Metallic and the new Cool White.



"We now provide a little something extra to our award-winning outboard engines," says Erving Rosario, sales and marketing manager for Suzuki Del Caribe. "Our customers pride themselves on having The Ultimate 4-Stroke Outboard equipped with unique features such as offset drive shaft, self-adjusting timing chain, the largest reduction gear ratio in their respective class, combined with world-leading Lean Burn Technology, all packed in a sleek design that now has the option to be in a Cool White," he adds.

The new color option is available in the mid-range category starting with the DF60A, and all other models in the Inline-4 cylinder and V6 categories. The outboards can be purchased at any of our Suzuki Marine authorized dealers throughout the Caribbean.

For more information about Suzuki Marine products, dealers, and services, visit www.suzukipr.com, or call (787) 622-0600. You can also visit Facebook/SuzukiCaribbeanMarine and click the "like" button.

For more information on Suzuki Marine see ad on page 29.

Curaçao is Calling!

Many sailors found their way to the southern Caribbean islands to sit out hurricane season 2015. As Curaçao Marine marina boatyard was fully booked for the season, it is advised to make your reservations for next summer well in advance.

After hurricane season comes festive season! The month of December means a calendar full of fun activities and events; it's one of the most popular times to visit Curaçao. Think of the End of the Year Sail Race, concerts, *pagara* parties, fireworks shows, End of the Year celebrations, New Year's Swim, Fuik Day and more!

Have you read Curaçao Marine's *Curaçao Informational Guide* yet? It contains more than just info about the marina and its services. It is also loaded with tips about Curaçao, handpicked with the sailing and yachting community in mind. View, print or download the *Informational Guide* at http://issuu.com/curacaomarine/docs/curacao_marine_publication_pdf

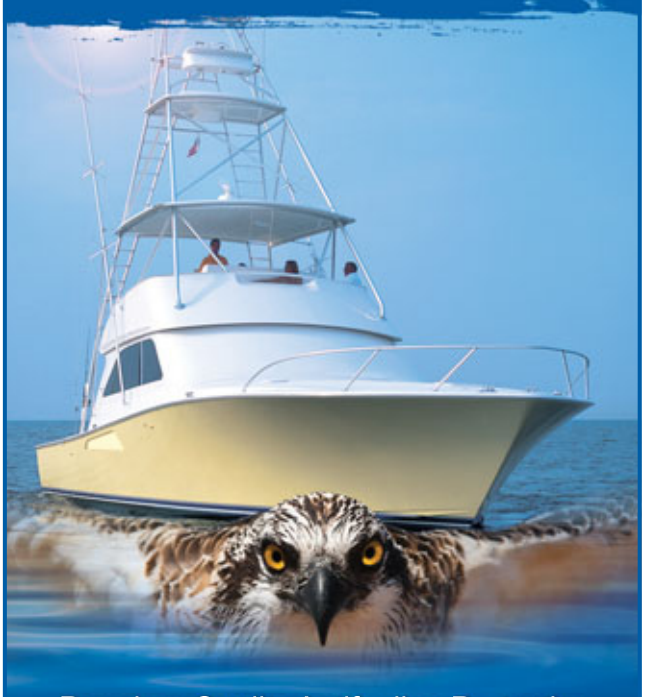
For more information on Curaçao Marine see ad on page 23.

Accolades for IGY Marinas

IGY Marinas announces that The Yacht Haven Grande Collection — comprised of Yacht Haven Grande in St. Thomas, Yacht Club at Isle de Sol in St. Maarten, and Rodney Bay Marina in St. Lucia — has been reaccredited with the highest 5 Gold Anchor Award and the ICOMIA Clean Marina Award for an unprecedented fifth year running.

—Continued on next page

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* Multihulls are charged 150%

—Continued from previous page

Grenada Marine 'Raises the Bar'

Laura Fletcher reports: Grenada Marine has "raised the bar" — literally! Over a recent bank holiday while others were reveling, a handful of dedicated staff came in to work at Grenada Marine, the mission being Operation Move the Bar. The intention was for the bar and kitchen to work together more closely and streamline the delivery of food and beverages to our guests. The mission seems successful, with the added benefit of increased space!



Grenada Marine's bar in its new place, with movie/karaoke screen

So, with one half of the original bar now being very close to the kitchen, this new layout gives us the ability to show movies (clients recently viewed "Nothing Like Chocolate", a film all about Grenada chocolate) and host karaoke evenings, which automatically lead into dancing in the new space, too! The other half of the bar is slated to double in size and become a WiFi hub.

This is only the beginning of our intended improvements; there's much more to come!

For more information on Grenada Marine see ad on page 33.

St. Croix Company Builds Super-Fast Cat

As reported by Susan Ellis in the September 1st edition of the *St. Croix Source*, the catamaran that could be the fastest cruising sailboat in the world, designed and built by Gold Coast Yachts on St. Croix, was launched on August 28th and sailed from St. Croix to St. Thomas in a little over two hours, and then to St. Martin in 15 hours.

"Our goal has been to build the fastest cruising boat on the planet and we're probably already there," said Rich Difede, cofounder and president of GCY, told Ellis.

The 53-foot *Fujin* is constructed of a layered carbon fiber, a component produced specifically for the vessel. The material provided strength while rendering the finished product about 12,000 pounds lighter than other vessels of its type and size.



WWW.FACEBOOK.COM/FUJINSAILING

Fujin, which means "god of the wind", was designed by Paul Bieker, who engineered foils for the 2014 American's Cup winner Oracle Team USA. The boat was built for Greg Slyngstad, former Microsoft executive and founder of Expedia, who plans to race her as well as enjoy leisure sailing.

The Bieker 55 was Gold Coast's first carbon construction and first serious cruising boat, according to Difede. The design and engineering led by Bieker and Roger Hatfield, another cofounder of Gold Coast Yachts and designer/engineer, took four months.

In another three months, the parts were constructed, using "top of the line technology," Difede said, and 60 days later the boat was assembled at the Salt River facility with titanium fixtures and carbon rigging.

Two months later, the finishing touches were put on the US$3.5 million cat. The final product is comfortable — sleeping ten, with three bathrooms, an office and full galley.

"Most ship builders couldn't have done it that fast," Difede said. "What's important is that someone in the Virgin Islands can actually build to that standard — a world class standard. There's only a handful of people who can do that and we can."

Gold Coast Yachts has built more than 115 multihulls on St. Croix over the last 30 years. The company currently has 42 employees including several graduates of St. Croix high schools. Employees go through a "lifetime" of career development training and eventually each one can run the company, said Difede. The company's training model has been used on the mainland, Europe and New Zealand.

"We're basically a training institution disguised as a boat building company," he added.

Read the full story at http://stcroixsource.com.

Visit www.facebook.com/fujinsailing for more information on Fujin.

Aqua Mania's Pink Sunset Sail Raises Breast Cancer Awareness

The Pink Sunset Sail, organized in St. Maarten by Aqua Mania Adventures on October 2nd to launch Breast Cancer Awareness month, was a spectacular success. Over US$2,500 was raised, which is all being donated to the Positive and Elektralytes Foundations in support of breast cancer awareness. This was made possible by the generous donations of all 150 guests, who bought many raffle tickets to have a chance of winning prizes donated by local businesses. Aqua Mania Adventures added to the amount by donating proceeds of the Pink Sunset Sail tickets to both Foundations.

Upon arrival at Aqua Mania Adventures guests received a unique Pink T-shirt, and after a warm welcome on the dock, people were ready to board *Lambada* and *Tango*, the 65-foot sailing catamarans that were made available for the sunset sail.

Visit www.stmaarten-activities.com for more information.

Help From Abroad for Project Stormvogel

by Patrick Holian

Bonaire had a special visitor arrive in September by the name of Bruce Halabisky. Bruce, a Canadian/American who now lives on Orcas Island, Washington State, USA, has been a wooden boat shipwright and marine carpenter for the past 25 years. He received an invitation from Fundashon Patrimonio Maritimo Boneiru (Bonaire Maritime Heritage Foundation) to visit *Stormvogel*, the last of the wooden sailing cargo boats from the ABC Islands. Halabisky then applied to the nonprofit Center for Wooden Boats in Seattle, Washington and received a grant to cover travel costs to the island.





Above: Johnny Craane, the head of restoration, with Bruce Halabisky in Stormvogel's hull

Left: Volunteers harvested kui wood from Bonaire's hills to replace the ship's rotted ribs

"I have visited other countries with rich maritime histories where the wisdom to record that history arrived a generation too late, and most of the information was lost forever. But I also have worked on similar projects like this before so I thought I might be able to help in some way to preserve this important bit of Bonaire history. I think we are just in time to save *Stormvogel* and possibly rekindle the pride of one of the strongest boatbuilding traditions in the Caribbean."

Part of that boatbuilding tradition is local Johnny Craane, the head of restoration for Project Stormvogel. He was glad to have Halabisky visit the old boat. "Bruce was here for six days and we got a lot accomplished. He surveyed the whole ship and agreed on how we are now re-building the framing. He also helped us plan a materials list of the nails, planks and rigging we will need for the next steps."

"Obviously, materials are a challenge to obtain on a small island far from the mainland," says Halabisky. "But *Stormvogel* herself is a testament that this obstacle has been dealt with before. The biggest challenge is the staggering amount of work necessary to finish the job. From what I saw of the project's volunteers, there is not only a dogged enthusiasm, but also a deep pool of talent from which to draw in putting *Stormvogel* back together."

Halabisky, working with board member Patrick Holian, took detailed measurements of the 45-foot long sloop during his visit. From this data he will make line drawings — a scaled, dimensional representation that will accurately reflect the exact shape of *Stormvogel*. This will be the first permanent record of any of the boats ever built on Bonaire. The old shipwrights usually built by eye, intuition and perhaps a small model. Halabisky also plans to make a 3-D model from the line drawings and donate it to the project. Having these visual records is great insurance. If the boat's hull should collapse during restoration owing to an unforeseen event, the crew would be able to reconstruct *Stormvogel's* distinctive shape from the drawings and model.

The experienced shipwright also joined the restoration crew in harvesting *kui* (mesquite wood) from the hills. This timber will be used to replace rotted ribs in the boat's frame. Joining him were a number of young people from Project Stormvogel's Junior Shipwright program. This educational outreach initiative, funded in part by the Prins Bernhard Cultuurfonds for the Caribbean, teaches local youth about Bonaire's rich maritime heritage while they work alongside experienced boat builders. It is an integral part of Project Stormvogel. Halabisky also took time to speak at Scholengemeenschap-Bonaire (SGB High School) to about 30 students on careers in boat building.

Bruce recently completed a ten-year circumnavigation on his own wooden sloop, *Vixen*, a 34-foot, plank-on-frame gaffer launched in 1952. He financed much of the voyage by working on wooden boat restorations around the world, including in the BVI and the Bahamas. Between those funds and those from his wife, Tiffany, who worked as a yoga instructor, the intrepid couple not only funded their sailing adventure, but also supported two daughters who were born during the voyage.

Luckily for Project Stormvogel, Halabisky generously donated his knowledge and time even during these busy days when his family is trying to re-establish a land-based lifestyle on a Puget Sound island near the Canadian border. Part of the reason for his visit may be due to the urgency to save this southern Caribbean nautical culture. "As I started learning more about the rich maritime history — the relatively recent history — of Bonaire, I was amazed that the boatbuilding skills and the boats themselves have been allowed to vanish without a trace. Here in Bonaire you have what was once considered to be the fastest and most seaworthy sailboats of the whole Caribbean. And yet today there is not a single vessel like *Stormvogel* still sailing. Not only that, but there is really no record of their hull shapes or even any models existing. Already the younger generation is asking what were the boats like that their grandfathers built and aside from *Stormvogel* there is nothing to show them. For me, this is an extremely worthwhile endeavor."

Visit www.facebook.com/StormvogelBonaire for more information about Project Stormvogel. To make a donation, write projectstormvogel@gmail.com



CARIBBEAN ECO-NEWS

Restoring Life to Ashton Lagoon

Marslyn Lewis reports: September 18th saw the long-awaited launching of the Ashton Lagoon Restoration Project on Union Island in the Grenadines.

The project aims to reverse the negative environmental impacts caused by a failed marina development. The marina project, which began in 1994 and was abandoned in 1995, proposed to join Frigate Rock to Union Island with a causeway and construct a 300-berth marina, a golf course and condominiums. At the time, the project showed potential for the people of Union Island, which propelled locals to invest in related businesses. The thrill died just a year into the marina's construction phase, when the Italian developers declared bankruptcy. This saw the closure of many businesses that had emerged in hopes of benefiting from the development. A wave of economic hardship hit the island.

It was not just the news of a failed marina project that troubled the islanders but construction of a causeway between Frigate Rock and Union cut off the water flow to Ashton Harbour, creating stagnation and hence destroying the seagrass beds, resulting in depletion of much marine life in the area. The once good fishing was no more, the family fun areas for picnicking were gone, the passageways to ease fishers' journey to their offshore fishing sites were cut off, the calm waters of the lagoon where children once sailed their coconut- and gum-boats was now murky, and wetland habitat for many species, especially birds, was threatened.

The Sustainable Grenadines Inc. (SusGren) is a transboundary non-governmental organization between St. Vincent & the Grenadines and Grenada, committed to the conservation of the coastal and marine environment and sustainable livelihoods for the people of all the Grenadines. SusGren, recognizing the need for restoration work to be done, toured the lagoon in 2005 with a team including representatives from SVG's Ministry of Youth, Education and Sports, and the environmental groups Avian Eyes and Birds Caribbean. Out of this exercise, the concern for urgent restoration gained momentum. In 2006 and 2007 a series of workshops was held to conduct participatory planning and to discuss the restoration and sustainable future use of Ashton Lagoon. A restoration project was developed, and support received from International Migratory Birds in 2010.

The official launching of the Ashton Lagoon Restoration Project, organized by the Sustainable Grenadines Inc. in collaboration with the SVG Ministry of Agriculture, Rural Transformation, Forestry, Fisheries and Industry, saw more than 100 people in attendance representing varying sectors of the community and other government departments and ministries. A highlight was the unveiling of a billboard that depicts three scenarios. The first shows an outline of the abandoned marina, the second highlights the projected areas for restoration work and the third is a depiction of what the area is likely to become after the planned restoration work is completed.

The launch ceremony was like a breath of fresh air. The road to this end was challenging, but SusGren remained optimistic and has been the driving force behind this initiative with support from BirdsCaribbean, championing the cause for restoration efforts since 2005.



"The process, which involved lobbying government for permission to proceed and holding talks with various government agencies and donors, was long. But we never gave up, and we are happy to have received permission this year — January 7th, 2015 — by Cabinet," said Martin Barriteau, Special Advisor to SusGren.

"Fortunately, the wetland that has been damaged here in the past can be restored, but it is essential that restoration projects benefit the local community and also include training and education and must always work with governments to implement policy changes to ensure that the developments do not affect environmentally sensitive areas like this one," stated Chief Fisheries Officer Jennifer Cruickshank Howard, speaking on behalf of the Ministry of Agriculture. The Ashton Lagoon wetland is state owned. The harbour was designated a Marine Conservation Area under the Fisheries Act of 1986. It was also designated an Important Birding Area in 2008.

Ashton Lagoon is the largest bay in the Grenadines and provides important habitat for various species including fish and invertebrates. The wetland is home to a vast array of wetland, shore- and seabird species and also supports a large number of migratory shorebirds. The Lagoon is one of the largest continuous mangrove habitats in the region, an expanse of 330 hectares, and is one of the last mangrove habitats in St. Vincent & the Grenadines. The wetland supports a diverse stand of mangroves, tidal mud flats, salt ponds, sea and dry scrub forest. On the seaward side of the mangroves were originally diverse sea-grass beds and coral reefs including fringing, patch, and barrier reefs.

The Ashton Lagoon Restoration Project's goal is to restore life to this environment by improving mangrove habitat, coral reefs, seagrass beds and water quality, with a focus on restoring tidal flushing of Ashton Harbour, while providing opportunities for sustainable livelihoods and development, and developing a plan for sustainable tourism and other livelihood options. Some of the proposed potential sustainable livelihood opportunities are birdwatching, nature trails, kayaking and paddle boarding, kitesurfing, snorkeling, scuba diving and mooring fields. Education, research and a fishermen's protection zone offer additional opportunities.

The main objectives of the project's first phase are:

- Restoration of bird and fish habitat by re-establishing natural water flow, which will see improvement to the circulation in the lee of the existing causeway and will be achieved by the removal or resetting of some of the backfill material and the removal of some of the running lengths of steel sheet piles.
- Monitoring and evaluation, with emphasis on mangrove and salt pond habitat for birds.
- Community outreach and education to raise awareness among the general public, stakeholders and government officials of the links between the environment and sustainable livelihoods and the importance of using our natural resources wisely.
- Maintenance and management aimed at developing sustainable local tourism and livelihood opportunities.

With this first phase of the restoration in effect, persons can expect to see an increase in the water circulation in the Ashton Harbour, a bypass bridge to cross over to Frigate Island, birdwatching towers and trails. This is likely to increase the flow of visitors to the area, which will create additional livelihood opportunities for the people of Union Island.



Expedition Examines Grenadine Reefs' Health

by Emma Doyle and Patricia Kramer

Think of sailing in the Caribbean and inevitably images of blue water come to mind. Not just a single blue, but a whole spectrum of blues. A good sailor knows by colour or hue where the coral reef lies below the water.

But is that reef alive or dead? Healthy or suffering from pollution? Or becoming stressed due to high water temperatures associated with the current El Niño?

In November 2014, the *Compass's* Eco-News column reported on an expedition to assess coral reef health throughout the Grenadines. Taking part were park rangers and wardens from Grenada and St. Vincent & the Grenadines, the Monitoring Coordinator from Sustainable Grenadines Inc. and a coral reef scientist with the Atlantic and Gulf Rapid Reef Assessment Program (AGRRA). The team sailed over 100 kilometres in six days aboard the catamaran *Sky Flirt*, whose owner, Jean-Marc Sailly of Wind and Sea, kindly donated the vessel to support the expedition and to promote coral reef conservation. During the expedition, the team visited each of the six marine protected areas along the Grenada Bank to survey coral reefs, and they established long-term monitoring sites to track coral reef health over time.



MARSLYN LEWIS/SUSGREN

The Grenadines coral reef monitoring team aboard the Grenada Marine Protected Areas patrol boat

Why monitor coral reefs?

Coral reefs are like underwater cities and everything you see on the reef has a role to play. Coral reefs have high biodiversity, but a few things, like corals, fish and algae, are the major players in controlling overall reef health. The loss or decline of just one of these groups can have a domino effect on the entire reef ecosystem. By tracking the status of several key indicators, it's possible to get a picture of overall coral reef health.

Within the Caribbean, the health of the Mesoamerican Reef (the world's second longest barrier reef stretching through Mexico-Belize-Guatemala-Honduras) is carefully monitored, allowing coastal managers to better address transboundary issues between country borders. This is important since most reef organisms don't conform to national borders. Coral reefs in long-established marine parks such as Exuma Cays Land and Sea Park in The Bahamas (established in 1958), and Florida Keys National Marine Sanctuary (1990) have also been particularly well studied.

The Grenada Bank supports the most extensive coral reefs and related habitats in the southeastern Caribbean, yet there has been comparatively little monitoring of its coral reefs. This is changing as the Grenada Bank is now home to a network of six marine protected areas, all of which have among their objectives the protection of natural resources, species and critical habitat, including coral reefs. To monitor progress in achieving this objective, it's possible to track several key indicators of coral reef health.

What to monitor?

Firstly, the coverage of live coral on the reef is important: the more live coral the better, as coral provides habitat — shelter, food — for fish and other creatures. In contrast, the coverage of a type of algal growth referred to as "fleshy macroalgae" can be an indicator of poor reef health. Too much fleshy macroalgae can over-grow corals and take up space where baby corals could otherwise establish themselves and grow. So the less fleshy macroalgae, the better.

The number of black sea eggs on the reef is important (black spiny sea urchins or *Diadema antillarum*) because they graze on these algae and help keep the reef clean. Their numbers in the Caribbean were affected by a mass die-off caused by disease in the early 1980s, and only now are they recovering in some areas.

When monitoring reef fish, there are two key groups: herbivorous fish, including parrotfish and surgeonfish, that graze algae growing on the reef and help to keep it clean; and predatory fish that are often commercially important, such as snapper and grouper. A long history of fishing in the Caribbean has resulted in dramatic declines in fish stocks. Reef fish continue to be threatened today by overfishing, unsustainable fishing practices and destruction of habitat, and they are especially vulnerable to targeted overfishing of spawning aggregations. Big, old, fat fish are exponentially more productive, and by protecting them we can help their populations grow and spillover the protected area boundaries to contribute to sustainable national fisheries. The monitoring team assessed fish biomass, taking into account both the number of fish found on the reef and their size.

Managers in the Grenadines are fortunate that some of these coral reef data have been collected in the past, as far back as 1999 in the case of Tobago Cays. There are more than 2,000 sites in coral reefs in the Caribbean region that have been surveyed and provide some reference values for the Grenadines. So the 2014 Grenadines expedition used the same methodology as used in these other studies, and since several of the survey sites had been studied before, this enabled some comparison over time.

What did the expedition find?

The news about corals in the Grenadines is generally positive. Live coral cover in the marine protected areas of the Grenadines is quite good at 25 percent, which is higher than the Caribbean average of 17 percent, although lower than historic values. Among the six study sites, the highest live coral cover was found at Carriacou's Sandy Island/Oyster Bed Marine Protected Area (35 percent). Meanwhile, the level of fleshy macroalgae in the Grenadines study sites is on average 18 percent, which is pleasingly lower than the Caribbean regional average of 31 percent. Particularly low cover of fleshy macroalgae was found at Woburn/Clarkes Court in Grenada, which also happens to have the greatest number of black sea eggs of all the sites, and at Tobago Cays Marine Park, which has the largest biomass of herbivorous fish.

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REGATTA NEWS

First Havana-Key West Kayak Crossing

Hemingway International Yacht Club of Cuba reports: Kayakers Frank Sedlar and Brent Rose arrived at Key West, Florida on September 12th, being the first people ever recorded to make this crossing from Havana, Cuba on a kayak. Davis Smith, leader of the group of kayakers from Key West that made the crossing, said the trip went smoothly for Sedlar and Rose, who had the endurance to keep paddling despite a storm that damaged most of the five kayaks making the crossing.

The kayakers and their support team arrived at Hemingway Marina on September 6th and departed from the Hemingway International Yacht Club of Cuba on September 11th, receiving a warm farewell from HIYC Commodore Escrich, spectators and the national and foreign press.

One of the highlights of the US kayakers' stay in Cuba was the signing of a Friendship and Cooperation Agreement by Joe Jacobi and Davis Smith, representing the US kayaking community; president of the Cuban Canoe-Kayak Federation, Alejandro Hamze; and Commodore of the Hemingway International Yacht Club of Cuba, José Miguel Díaz Escrich. The signatories committed, among other things, to help promote kayaking as a sport and recreational activity in both countries, to take actions that contribute to strengthening relations between the kayaking communities of both countries, to exchange information and invitations to the events they organize, and to work together in the organization and carrying out of kayak sporting and recreational events.

Before leaving, the US kayakers had a warm-up session with a group of Cuban kayakers from the Cuban Canoe-Kayak Federation. The Cuban athletes accompanied their US peers out to the entry buoy at Hemingway Marina. They were also escorted by vessels from HIYC. The catamarans *Sunluver* and *Mirage* acted as support vessels to Key West.

This historic crossing joins other noteworthy Florida Straits crossings, such as those made by swimmers Susie Maroney and Diana Nyad, paddleboarder Ben Fribert and jet-ski racer Alvaro Marichalar. Roger Klüh from Germany, who in August established a one-and-a-half-hour powerboat record from Key West to Havana is excited with the idea of establishing another speed and time with the same powerboat, this time from Havana to Key West.

ON THE HORIZON…

Eat, Sleep, Row, Repeat

Dubbed Team Wadadli, after the indigenous name for their island of Antigua, Nick Fuller, Peter Smith, Archie Bailey and JD Hall have literally lived for the sea. So it is no surprise that they, in their Rannoch R45 "fours" rowboat, *Wa'Omoni*, are willing to test their skills against other competitors and the mighty Atlantic Ocean by participating in the Talisker Whisky Atlantic Challenge.

This extreme rowing competition sets off from the Canary Islands on December 15th and ends about six weeks later in Nelson's Dockyard in Antigua. This test of seamanship covers about 3,000 nautical miles. True, by the time this race begins, the Atlantic hurricane season would have ended, but open-ocean Atlantic conditions are always a challenge.

Now that the many familiarization practice rows around the island have been completed, *Wa'Omoni* has been filled with supplies and readied to be shipped to the starting point of the race in the Canaries, free of cost thanks to Geest Lines. Other sponsors include Harney Motors, Grant Thornton, The Antigua & Barbuda Ministry of Tourism, Hoo-rag, Francis Trading Agency, North Coast Hardware, ADOMS, Princeton Tech, Anjo Insurances, Massey United Insurances, Catamaran Marina, English Harbour Charity, Antigua Yacht Charter Meeting, and the Falmouth Harbour Marina, who started the ball rolling with a significant donation. All that is left now is for Team Wadadli to get to San Sebastian and await the starter's gun so that they can "eat, sleep, row, repeat" their way to Nelson's Dockyard.



This race could be considered an item on a "bucket list": there is no huge bounty for the rowers — the real beneficiaries of this race are the many causes that the various teams support. In the case of Team Wadadli, it is hoped that the media coverage generated will not only raise the awareness of the good work that the St. John Hospice has been doing in Antigua & Barbuda for the terminally ill but also spur others to become involved in this charity.

According to Nick Fuller, a "fair chunk" of the entrance fee has been paid but with a total estimated cost to the team of 122,500 euros, there's a lot more room for sponsorship cargo, so see the website below and become involved in this worthy cause.

Visit www.antiguaatlanticrowers.com for more information.

December Marks 30th Anniversary of the ARC

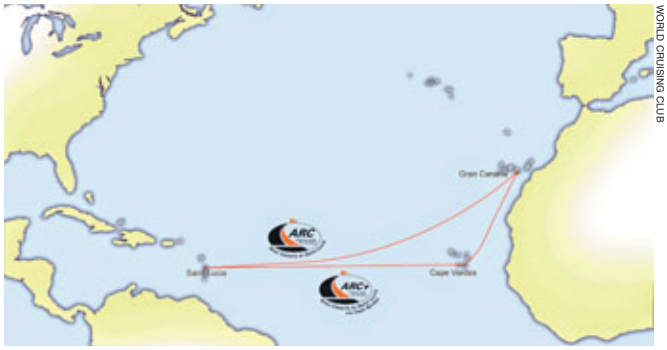
Every November since 1986, the Atlantic Rally for Cruisers has set sail from the Canary Islands, bound 2,700 nautical miles westward across the Atlantic Ocean to the Caribbean. The ARC attracts over 200 boats and 1,200 people every year to sail from Las Palmas to St. Lucia. The ARC is for everyone: families with children, tough racers, cruising couples, big boats and modest boats. The rallies are devised for the "average" cruising boat and crew, helping people to realize their dream of making a long offshore passage.

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World Cruising Club was formed by Jimmy Cornell with the very first ARC in 1986, the first-ever ocean-crossing yacht rally. Since Jimmy's retirement in 1998, the company has been run by Andrew Bishop. WCC is now the world's leading sailing rally specialist, with nine distinct rallies taking place every year: ARC, World ARC, Caribbean 1500, ARC Europe, ARC Portugal, ARC USA, ARC Baltic, ARC DelMarVa and the Malts Cruise.



WORLD CRUISING CLUB

ARC 2015 will start on November 22nd. The majority of the fleet is expected to arrive at Rodney Bay Marina between December 9th and 14th. Every boat is welcomed to Rodney Bay Marina with rum punches, fresh fruit and chilled beer.

After the gala prizegiving ceremony, which this year will be held on December 19th, there is so much to do on St. Lucia that many yachts stay on the island for Christmas. Many ARC boats continue their Caribbean cruising in small groups, often meeting other ARC friends in various Caribbean anchorages.

Visit www.worldcruising.com for more information.

St. Lucia Mango Bowl 2015 on the Start Line!

Ann Purvis reports: St. Lucia Yacht Club is counting down to the fourth St. Lucia Mango Bowl Regatta at the end of this month, and it looks like an even bigger and better event to take place in Rodney Bay on November 28th and 29th, with the Skippers' Briefing on November 27th.

At least five classes of vessels are expected to participate in the racing off Reduit Beach. Teams from Martinique, Barbados, the UK and, of course, St. Lucia have already signed up. Racing and Cruising, J/24 and Surprise Classes will participate in a series of races over the two days, and Melges skippers in Martinique have also expressed interest. Signature handmade ceramic "Mango Bowls" will be awarded to winning crews in addition to other generous prizes including those donated by sponsors Massy United Insurance and Dive Saint Lucia. Mango Bowl 2015 promises to raise the party bar with a Saturday Night Beach Party on the sand in front of the SLYC Clubhouse.

Massy United Insurance continues as a main sponsor in 2015, along with IGY Rodney Bay Marina, which has supported the event since its inception in 2011, and Dive Saint Lucia, which signed up last year. The popular and free-to-spectators catamaran, *Endless Summer*, will be there on both days to offer a close-up view on the water.

As they have every year, Mango Bowl organizers are hoping that more local sailing enthusiasts, as well as newcomers interested in seeing what a big boat regatta looks like, will join in, and an open invitation is extended to the public to come and enjoy the spectacle of sailing as well as the social events.

Visit www.stluciayachtclub.com or e-mail slycsecretary@gmail.com for the full itinerary, Notice of Race and entry forms. Register by November 13th and save ten percent of the US$100 entry fee.

New Race from US to Cuba in December

The first annual Pilar Regatta will set sail from Key West, Florida to Varadero, Cuba, on December 3rd. The race committee and judges are composed of representatives of US Sailing and the Cuban Sailing Federation. Pilar Regatta events include a VIP welcoming party at Conch Harbor Marina, Key West; an awards ceremony in the over-the-water Marina Gaviota restaurant at Varadero; and informational meetings between the US racing community and the Cuban Sailing Federation, hosted by Pilar Regatta sponsors.

The race will comply with International Sailing Federation Offshore Category 2 Regulations.

Visit www.regattadecuba.com for Notice of Race, registration forms and more information.

Round Barbados Series for Barbados' 50th Year of Independence

Sue Pelling reports: The first recorded sailboat race around Barbados was in 1936, when five trading schooners took up the challenge. The schooner *Sea Fox* was the overall winner with a time of 10 hours 20 minutes. The consolation prize of a barrel of Mount Gay Rum for the slowest yacht was discontinued several years later following the discovery that some competitors purposely stalled and remained out at sea for days to ensure they won the prize!

In 2012, The Mount Gay Round Barbados Race expanded to incorporate the Two Restaurants Race, which meant racing took place over two days. The event expanded further in 2014 and ran a series of coastal, round-the-buoy races including the Two Restaurants Race, as well as The Mount Gay Round Barbados Race. The 300-mile Ocean Race from Barbados to Antigua at the end of the regatta was designed to tie in with the start of the Superyacht Challenge in Antigua.

Now is the time to sign up for the 2016 Mount Gay Round Barbados Race Series, running from January 16th through 24th, as preparations are well underway to mark the Round Barbados Race's 80th anniversary, and to commemorate 50 years of independence for Barbados. This regatta is now one of the key events on the race circuit, and is fast becoming a speed-sailing, record-breaking favourite.

There's a chance to win your skipper's weight in Mount Gay Rum as a prize for the fastest time if any of the 14 Mount Gay Rum Round Barbados Race records are broken. At the 2015 event, three teams managed to scoop the top prizes, amassing a total of 78 cases of Mount Gay Rum.

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The racing and record-breaking opportunities, together with legendary rum-fuelled parties, a visit to the Mount Gay Rum Distillery, and the chance to soak up the colonial-style Bajan hospitality at an exhibition polo match on Lay Day, have all helped establish the unique identity of the Mount Gay Rum Round Barbados Race Series.

Organized by Barbados Cruising Club in association with Barbados Tourism Marketing Inc. and Mount Gay, this regatta always takes place during the third week in January to incorporate the headline event — the 60-nautical mile Mount Gay Rum Round Barbados Race — which traditionally takes place on January 21st, the Errol Barrow public holiday. This year Errol Barrow Day — the birthday of the first Prime Minister of Barbados, and father of independence, who was a keen sailor and member of the Barbados Cruising Club — commemorates 50 years of Independence for Barbados.



Racing? It's always hot in Barbados!

PETER MARSHALL

To mark the occasion, William Griffith, CEO of Barbados Tourism Marketing Inc., has announced a new and exciting partnership between Barbados and Team Concise, Britain's successful offshore racing team. (*See related item in Business Briefs, page 6.*)

Although out-and-out racing machines such as TP52s, MOD 70s, Volvo 70s, and local one-designs, cruisers and charter yachts, are expected to make up the bulk of the fleet for the Mount Gay Round Barbados Series, there is likely to be a fine sprinkling of classics. Among the prettiest is Mat Barker's 65-foot cutter, *The Blue Peter,* designed by Alfred Mylne in 1929 and built by W. King & Sons at Burnham-on-Crouch, UK.

The outright monohull record round the island of Barbados remains in the hands of Andy Budgen and team on the British VO70 *Monster Project* who set a time of 4 hours 42 minutes 28 seconds in 2014. However, with the likes of the Barbados-branded team on their MOD70, and a selection of super-fast monohulls taking part, the absolute multihull record and several monohull class records look set to fall.

For more information see ad on page 12.

First Budget Marine Challenge for St. Maarten

The first Budget Marine Challenge to be held in St. Maarten is scheduled for January 23rd and 24th, 2016. The Budget Marine Challenge concept originated in Curaçao, where it's one of the island's most successful sailing events. The event is unique in that it involves an anchor start rather than on a conventional starting line. Different from Curaçao, where the event is one day, the Budget Marine Challenge in St. Maarten will be an overnight event that will take the boats from Simpson Bay to Anse Marcel on the northeast corner of the island.



The marina in Anse Marcel has recently been taken over by a new management group, with many improvements already in place, including a new gas station, free WiFi and clearance facilities. The entrance to the marina is located in a channel that extends inland, providing a perfect overnight stop for competitors and a good venue for an after-race party.

The Saturday's start will be at 10:30AM. Crews will stay below deck until the signal is given, after which they will raise the anchor and race to the finish. On the Sunday, an anchor start will be repeated in Anse Marcel to return to Simpson Bay. The race is open to all sailboats, including all-out racers; cruising boats will be allocated a temporary handicap.

The course allows the Budget Marine Challenge to have a windward and a leeward leg, as well as racing along the coast on both sides of the island. Combine that with the anchor start and you will have a guaranteed source of entertainment for both participants and spectators.

Contact Robbie Ferron at robbie.ferron@budgetmarine.com for more information.

Conch Republic Cup Race Week Returns in January

Conch Republic Cup LLC had announced the return of Conch Republic Cup Key West Cuba Race Week. This had been an annual cultural-exchange sporting event from 1997 until thwarted by US government regulations in 2003. Now, with the normalization of relations between the US and Cuba, it is possible to renew this maritime tradition.

Conch Republic Cup Key West Cuba Race Week 2016 will begin on January 27th with a welcome reception in Key West and finish with the awarding of the Conch Republic Cup to the overall winner at a ceremony back in Key West on February 6th. Events in Cuba will include a parade of sail in front of the historic Malecon in Havana.

Visit www.ConchRepublicCup.com or contact info@ConchRepublicCup.com for more information.

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EASY BOATING

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Grenada Sailing Week 2016: Register Now for Discount!

Island Water World Grenada Sailing Week 2016 will take place from January 28th through February 2nd. The cut-off date for early registration is coming up on November 30th, so register online now at www.yachtscoring.com/emenu.cfm?eID=1464. Pay now and benefit from the low early-registration fee of US$90. Join the great lineup of yachts already registered, including *Category Five, Jaguar, Sam of Hamble, Spirit of Juno, Jings!, Hot Stuff, The Blue Peter, Bluefin, Whistler, Apero, Fiser* and more.



Racing will start in the calmer waters off Grand Anse Beach, and then progress around Point Saline to Grenada's south coast, where current and wind offer a different challenge.

In addition to Grenada Sailing Week's title sponsor, Island Water World, many more loyal sponsors are back on board, including Mount Gay Rum and Sea Hawk Paints.

Participants will once again enjoy a variety of venues in some of Grenada's beautiful bays, starting at the Grenada Yacht Club in St. George's (January 28th and 29th), moving to Secret Harbour Marina at Mt. Hartman Bay (January 30th and 31st) and then on to Prickly Bay Marina (February 1st and 2nd). The last two venues are located on either side of the L'Anse Aux Epines peninsula and connected via an enjoyable walk or a short ride over the hill. To ensure your place on the dock or on a mooring (Prickly Bay) it is advisable to book directly with the marinas as early as possible:

- *Grenada Yacht Club: dockinfo@grenadayachtclub.com, (473) 440-6826, www.grenadayachtclub.com*
- *Secret Harbour Marina: enquiries@secretharbourgrenada.com, (473) 444-4449, www.secretharbourgrenada.com*
- *Prickly Bay Marina: info@pricklybaymarina.com, (473) 439-5265, pricklybaymarina.com*

The GSW organizers extend a warm, special invitation to classic boats. The Classic Class is one they wish to foster, and ongoing consultation with the skippers of these traditional beauties has resulted in longer courses tailored to their needs. Mathew Barker, firm supporter of this developing regatta and captain of the well-known and well-sailed *The Blue Peter* (see photo), is registered and ready to lead the challenge in 2016, so if you have a classic boat, register online by November 30th at the lower fee for some legendary sailing and partying in Grenada.

Sign up for a newsletter www.grenadasailingweek.com or see facebook at GrenadaSailingWeek.

For more information see ad on page 13.

Gill Commodore's Cup: St. Maarten Heineken Warm-Up

The tenth annual Gill Commodore's Cup 2016 will be held in St. Maarten on March 3rd. Organizers of this pre-event for the St. Maarten Heineken Regatta are hoping to top last year's record entry of 81 boats of all types; a CSA rating is required.

Gill, the technical gear provider for the regatta, will have a new line of regatta-branded soft shells, UV Tech shirts, shorts and hats available online in the months leading up to the event, at Budget Marine St. Maarten stores beginning December 1st, and during the event at all venue locations.

To register for this one-day event, visit www.heinekenregatta.com and click on the top "register" tab. From there participants can choose to register for both the Gill Commodore's Cup and the St. Maarten Heineken Regatta. The complete Notice of Race is available to download from the online entry system.

New Classes, New Race Set for St. Thomas Regatta

Carol Bareuther reports: Gunboats and VX One boats are set to sail in first-ever classes at the St. Thomas International Regatta (STIR), scheduled for March 25th to 27th, 2016, and hosted by the St. Thomas Yacht Club. Organizers will also welcome entries into the Offshore Racing Club handicap class, plus invite all sailors to tune up in a new round-the-island race on March 24th.

"We are excited to offer these new classes. It is a perfect fit with our philosophy of giving sailors what they want within the changing trends in global yacht racing. Closer to home, we'll continue with last year's introduction of a Non-Rated Cruising Class for boats from the US Virgin Islands, British Virgin Islands and Puerto Rico," says regatta director, Chuck Pessler.

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; IRC; High Performance Rule; Multihull; CSA Bareboat; Non-Rated Cruising Class (PHRF-handicap); Beach Cats; and One-Design classes with a minimum length of 20 feet.

Entries received and paid for in full by 5:00PM AST January 31st, 2016 pay only US$250. The registration fee between February 1st and March 22nd increases to US$400 for all boats, except US $250 for beach cats and US $300 for IC24s and Non-Rated Cruising Class boats.

Register online at www.yachtscoring.com/emenu.cfm?eID=1502. The NOR is available at www.stthomasinternationalregatta.com
For more information contact stycisv@gmail.com

Inaugural Maxi Rolex Caribbean Cup for April 2016

The first Maxi Yacht World Championship was organized by the Yacht Club Costa Smeralda (YCCS) in Porto Cervo, Sardinia in 1980. Since then the event has grown into a competition for Maxi yachts racing each September in the Costa Smeralda. With the announcement of the Maxi Yacht Rolex Caribbean Cup, YCCS and their partner Rolex intend to extend the event's renowned competitive spirit to the opposite side of the Atlantic, where it will be hosted at the Club's winter home in Virgin Gorda, BVI from April 4th through 9th, 2016.



Racing will take place on coastal courses within the Virgin Islands and boats will be divided into categories ranging from the Mini Maxi and Maxi 72 classes to Supermaxis, with Wally and J-Class yachts also expected to participate. The event will be organized with the support of the International Maxi Association.

The Maxi Yacht Rolex Caribbean Cup will be held biennially starting in 2016, on alternate years to the Rolex Swan Cup Caribbean.

Visit www.yccs.com for more information.

29th Antigua Classic Yacht Regatta

The 29th edition of Antigua Classic Yacht Regatta will be held April 13th through 19th, 2016.

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SEA AFFINITY

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

According to Steve Maddox, who started a program in his Baltimore, Maryland area to serve under-privileged urban youth, "Sailing is a platform for higher life functioning."

He had home-schooled his own children, and then began assisting other parents who were home-schooling, when Maddox stumbled upon US Sailing's Reach program. It "utilizes sailing as an educational platform, challenging youth to embrace education, establishing a love of learning while exploring productive Science, Technology, Engineering and Math" according to www.reach.ussailing.org.

Maddox amended Reach modules to make them work with non-sailors and the "learning different", as he prefers to call children who are learning disabled. Although Baltimore children are located within two miles of the sea, most never go there and have no affinity for the sea. Because of transportation costs, initially Maddox took the program to the kids instead of the kids to the water. He used videos, talked concepts and offered the program at no charge. What he found out was remarkable.

The dynamics of his first "no charge" after-school program administered through Boys & Girls Clubs (a national association serving inner-city kids) were these: parents dropped kids off (the children had no choice in attendance), kids were given "stuff" (food, etcetera), kids stayed indoors fiddling around on computers. The result: kids were restless and disrespectful.

Later, Maddox tried a different format within a Christian after-school program. Here the kids walked to the facility (by choice), they were not given "stuff", they played outside, they worked in small groups (six kids/one adult), there were behavioral rules such as "raise your hand before talking", the kids were expected to write things down, computer time was limited, there was a minimal cost to attend. All these factors yielded the results Maddox and others hoped for. The kids were respectful. Time was productive.

Each lesson taught had to bring relevance. A sample of some of the lessons: hoisting sails, steering, picking up marine debris (they scooped up trash while sailing and later talked about where it came from and how kids can help reduce trash and prevent littering).

Building an affinity for the sea in turn builds appreciation. Where there is appreciation, there is understanding. Where there is understanding, there is caring. Caring and a high regard for the sea are two of junior sailing's many benefits.

Y2A Featured Youth
Luc Chevrier, 16 years old
Member: St. Lucia Yacht Club
Favorite Boat: Laser Radial



Although born in France, Luc's formative years have been in St. Lucia, a place he considers "one of the most exquisite islands in the Caribbean." He is in Grade 11/Fifth Form at Bonne Terre Preparatory High School. With favorite subjects of physics, geography, biology, physical education and math he says, "Apart from sailing, I love fishing and soccer."

At nine years old his dad introduced him to sailing, "He loves fishing and sailing and often took me out with him.

—Continued on next page



The island of Saint Lucia was made for seafaring – or perhaps it's the other way around. The prevailing warm and soothing northeast trade winds provide ideal sailing conditions. Yet, it's Saint Lucia's breathtaking scenery that attracts the finest yachts from around the world. Drop anchor near the majestic peaks of Petit and Gros Piton. Rodney Bay invites a night on the town. Or choose Marigot Bay for a chic excursion. Must-see dive spots abound, and there are plenty of hidden bays where you'll create your own Caribbean mystique. Of course, no getaway would be complete without exploring the luxurious side of Saint Lucia through its restaurants, shopping, and resorts. Immerse yourself in a luxe yachting adventure in simply beautiful Saint Lucia.

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"He was part of a J/24 sailing team and wanted me to follow in his footsteps by enrolling me into St. Lucia Yacht Club's Learn to Sail program. With my love for the sea and encouragement from my parents, I began to focus very seriously on sailing."

Meeting high-level sailors from around the world has become Luc's favorite aspect of sailing. "I now have many friends in sailing from around the world that I met at the regattas I participated in." For Luc, the adrenaline rush at the starting line as well as sailing in extreme conditions at high speed "creates a feeling that words cannot describe."

Coping with stressful situations, keeping calm, communicating with teammates and staying focused on the task at hand are some of the skills Luc has developed from junior sailing. "I am able to apply these life skills in my school work when studying, socializing and completing large amounts of homework," he says. His scariest sailing moment was being surrounded by lightning and thunder in a squall in the Dominican Republic during the 2012 Optimist Worlds.

Luc's racing has taken off. He started in Optimists at nine years old. By ten, he competed in Canada's CORK then on to Opti Worlds in the Dominican Republic in 2012. "In 2014, I raced the Byte CII at the 2014 Youth Olympics in Nanjing, China. Currently, I am improving my skills and positioning at regattas in St. Lucia, Martinique, France, Canada, USA and Italy."

Luc would like to see "more youth enrollment in our sailing program and a larger diversity of boats added to our fleet." He would like to one day represent St. Lucia in the Olympics and make a career out of sailing.

Luc's message: "I encourage Caribbean youth to try the sport of sailing. We live on islands surrounded by water so why not make use of that resource? Sailing is a fun and educational sport. You get to meet other youths from around the world, make lifetime friends and learn many things about the sea that surrounds us. Also, there are many career opportunities in sailing and the marine sector. I would love to see many young Caribbean people take to the seas!"

Y2A Featured Adult

Lennox Wallace, 53 years old

Employment: Senior Captain, Leeward Charters, St. Kitts

At 20 years old, Lennox Wallace was just finishing technical college in St. Kitts. He joined a boatyard that was yielding catamarans such as the 45-foot *Skyjack* and the 47-foot *Caona*. He began building catamarans with the late Philip Walwyn. "They told me I had to learn to sail them. I started out learning on Sunfish," Lennox explains. "Sailing helps me to deal with people, working with the elements and generally being a good person."

With a large foredeck, a beam of 22 feet and a hull speed of 25 knots, *Caona* — named after a Carib Indian princess — became much more than a catamaran to Lennox. He tells of having "a very good relationship with *Caona*, who, like his wife, took him back to Nevis many years ago." This is part of the warm hospitality Lennox shows charter guests and makes him stand out in his field. In the 1980s, after a three-week first aid and emergency/rescue operations course in the UK, he assisted with mentally and physically challenged youth, and, when he returned home, was presented to the British Queen.

Currently, Lennox lives in St. Kitts with his wife, daughter and son. He makes his livelihood sailing *Caona* for Leeward Charters, volunteers as Red Cross Youth Director and enjoys singing and playing in a rhythm-and-blues band.

Lennox's wish: "I'd like to see more teaching of children on how to sail."





Relief Run:

Cruisers Carry Cargo to Storm-Damaged Dominica

by Jennifer Simpson

All cruisers in the Eastern Caribbean share a fear of named storms, whether directly in their path or not. Even when we are safe, as travelers we most likely know people in harm's way. My husband, Mike, and I, although safely anchored in Grenada, cringed when Tropical Storm Erika developed at the end of August and moved over the Leeward Islands.

Erika wasn't a hurricane, but the storm stalled on top of Dominica and on August 27th, she dumped 15 inches of rain within a day. The island was devastated by flooding and landslides.

Mike and I had spent over three weeks in Dominica during June and it quickly became one of our favorite islands for its stunning beauty, unlike anything we had seen elsewhere in the Eastern Caribbean. In our time there, a guide paddled us up the winding Indian River, its banks dense with trees, snake-like roots reaching for the river and foliage blocking out the sun. We visited the base of the Titou Gorge, swimming in its cold, clear spring water into a cavern where a small waterfall spilled over us. We marveled at the beauty of a crater lake high in the clouds and hiked to twin waterfalls sculpting a mountaintop. We soaked in hot sulfur springs while the steam rose like a thick fog against the dense rainforest canopy, and listened to the symphony of sounds from the rainforest. Simply spectacular, Dominica earns its nickname, The Nature Island. But it was the people of Dominica who made the trip especially memorable. Everywhere we went, we were welcomed with open smiles, warm handshakes and a "Good day". We truly felt like welcomed guests and not simply tourists.

So when the initial reports of Dominica's devastation began pouring in, we were heartbroken. We immediately decided we would return to Dominica after hurricane season and bring with us as many supplies as we could. We signed up with International Rescue Group (IRG) to follow along with their relief efforts.

Then more reports came and we read about entire communities being washed away, people watching their families disappear in mudslides right before their eyes. Damage to roads cut off supply channels across the island. By the morning of Sunday, August 30th, we decided we couldn't wait until the end of hurricane season. We would announce our plans to travel to Dominica with supplies on Grenada's Cruisers' VHF radio net the next morning. While we hoped a few friends would offer help, we never expected the overwhelming outpouring of support we received from the Grenada cruising community.

When I announced our plans to collect donations over the course of the next week, I mentioned that we would be monitoring the VHF after the net to hear from anyone who might want to help. Immediately we were inundated with volunteers from each of the many anchorages around Grenada. Sharon and Jim of S/V *Somewhere* took the lead in St. George's, setting up a fundraiser the next Friday with a local musician at "Our Place," a lovely St. George's venue. James and Pam on S/V *Lovzur* took the lead in Prickly Bay, collecting, consolidating and repacking piles of donations from cruisers in their crowded bay as well as organizing transportation from other anchorages to the fundraiser in St. George's. Vanessa and Gary on S/V *Neptune II* took the lead in Secret Harbor, collecting donations from around the bay, even driving boat-to-boat to ask for help, and working with Secret Harbor Marina to store them.



Mission accomplished. Mike in Roseau with personnel from the Dominica Fire Service and Dominica Marine Center

—Continued on next page



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We were anchored in Clarkes Court Bay and cruisers brought donations to us directly or to Whisper Cove Marina, whose management was happy to store them for us. Local taxi and van drivers encouraged donations, offering to deliver anything donated to the participating marinas.

Then people — friends, other cruisers and followers on our Facebook page — started asking if they could donate cash. Initially I had suggested that cash donations go to IRG, as they had an official fundraising page, but after several requests, we agreed to accept cash donations either directly or through PayPal, assuring everyone that we'd use every dollar for a final shopping run in Grenada. Within two days we had over US$1,000 donated and by the end of the week, more than US$2,000.



Left: Red Cross volunteers taking delivery at Roseau

Right: Three Sheets, waterline restored!

We were touched beyond words, but entirely overwhelmed with the prospect of shopping with that much money and loading our boat, *Three Sheets*, with everything while on anchor. So when Port Louis Marina offered free berthing for a couple of nights so we could load up, we were more than thrilled. Then when our friend Becky on *S/V Seas the Moment*, who had local knowledge of wholesale stores and access to a vehicle, offered to take me shopping, I happily accepted. She agreed to pick up items collected in the other harbors, and then, while Mike stayed behind to organize the collected items, she and I went out and shopped.

I've never had so much fun shopping in my entire life. Becky, self-described as "an efficient shopper", knew exactly which stores to hit. We first arrived at Hubbard's, a wholesale market just across from Port Louis Marina. When we explained to the manager what we were doing and how much cash we had to spend, she happily gave recommendations for goods and kept a running tally so we could save some cash for our next stop. We spent more than US$900 in about 20 minutes, on everything from food to personal hygiene and infant supplies. Even better, Hubbard's would deliver the goods to us in the marina.

Next we made a quick stop at Huggins and spent about US$200 on supplies for seniors.

Our final stop was to CK's Super Valu supermarket, and when we told the manager we had just around US$1,000 to purchase emergency supplies for Dominica, through teary eyes she told us she had lived in Dominica for years. She pulled her staff together and they all shopped with us, helping us select goods she knew the locals would love, while one of her clerks kept a running tally to keep us within budget. When we were down to our last hundred, she loaded us up with candies and cookies for the children in emergency shelters, telling us, "We have a soft spot for the kiddies."

We were thrilled that CK's, like Hubbard's, would deliver and while I was arranging the time with them, Hubbard's was already delivering goods to *Three Sheets*. Thankfully our friends in St. George's were on standby and came to help Mike load up with that shipment and again when CK's delivered in the afternoon. By the time *Three Sheets* was loaded with well over a ton of donated goods, the waterline dropped about three inches.

We were ready to go and just needed good weather to sail north.

IRG was staged in St. Lucia and recommended we first stop there. After a few weather delays, we arrived in Rodney Bay on September 12th and met with Ray, the founder of IRG, to coordinate delivery in Portsmouth, Dominica where the Rotary Club was assisting Customs. We also took on about 15 cases of water slated for Dominica Fire Services and several more bags of clothes. While there, we received word that the Red Cross was accepting donations in Roseau and Dominica Marine Center was coordinating with Customs there. Both the Rotary Club and the Red Cross were helping those in direct need and it was decided we would deliver goods to both.

We sailed from Rodney Bay bound for Dominica on September 17th and arrived in Portsmouth on the 18th. By 10:00AM Lise and Marilyn of the local Rotary Club met Mike at Customs to review our inventory and help check us in. While waiting at the dock it warmed our hearts to see several other boats, much larger than ours, unloading pallets of donated supplies. It was incredibly hot and humid, yet people were smiling and in good spirits, even the Customs agents in full uniform who had been working non-stop since the flooding began.

We offloaded about a quarter of our supplies for the Rotary Club, who agreed the rest should go to the Red Cross in Roseau. Afterwards we headed for the Purple Turtle, a popular beach restaurant, to drop off a couple of personal "care packages" to locals we knew from our prior visit and for family of dear friends. While Portsmouth itself was largely unaffected by the storm, we learned that the rivers were still at flood stage and any rains made it impossible to travel between towns. Even as we were visiting, clouds built and dumped heavy rain and at least one of the Dominicans we were speaking with knew she wouldn't make it home that night. We also learned that the primary water supply was contaminated in many areas, and people had to boil it or purchase expensive bottled water. The woman who was stuck in the rain told us she worried that her two-month-old granddaughter would get sick from contaminated water. Mike went straight back to the boat and brought her two of the 15 cases of water we still had aboard, along with some baby formula and chocolate drink for her other grandchildren.

The next morning we sailed for Roseau to deliver the rest of the goods. Rather than have *Three Sheets* tie up at the busy Customs dock, Hubert Winston of Dominica Marine Center arranged for Customs to meet us at his private dock. When we arrived, Hubert, his friends and employees were there to catch our lines and unload our cargo. Fire Services first arrived to collect their water, perfectly happy that we had given a couple of cases away in Portsmouth. Customs then arrived to check off our inventory and, shortly after, the Red Cross volunteers came to collect the rest of our donations.

As in Portsmouth, the heat was nearly unbearable, but everyone remained in good spirits. Mike and I passed out cold drinks and happily invited people aboard to take some comfort in the shade of our cockpit. It was an exhausting day for us all, but beautiful to see how everyone was working together to help the people of Dominica. After we were done, we took a mooring ball graciously offered by Hubert and stayed in Roseau a couple more days to rest and visit a few friends on shore

We are now slowly making our way back to Grenada for the rest of hurricane season.

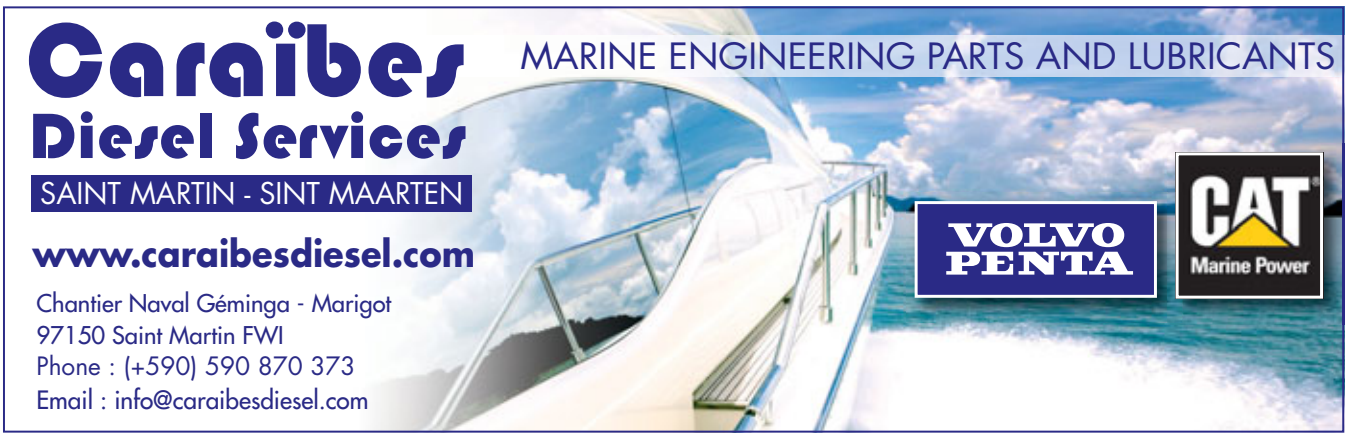
Looking back on this experience, what Mike and I will remember most is how the cruising community and local businesses came together to organize relief efforts. We were a mere delivery service in this effort and without the help of all those involved, we could never have pulled it off. We are eternally grateful to the crews of *S/V Somewhere*, *Lovezur*, and *Neptune II* for their direct efforts and for the countless cruisers, friends and even a few complete strangers who donated so much. And of course on Dominica, we cannot express enough gratitude to the Rotary Club, the Red Cross and Dominica Marine Center for not only the assistance they gave us, but for taking on the daily challenges they still face helping the people of their magnificent country. Thank you all for what you have done and continue to do.



We encourage other cruisers to visit Dominica. The island is ready for the tourist season and visitors will be welcomed with open arms.

Should you wish to deliver more supplies, donations will be most welcome, especially items for children as the holidays approach. In Roseau, you may contact Hubert of Dominica Marine Center at info@dominicamarinecenter.com, who will coordinate with the Red Cross. In Portsmouth, you can contact Rotary Club members Lise and Marilyn at Lise@hotelthechamps.com and Marilyn@selectyachts.com. And of course the members of Portsmouth Area Yacht Services (PAYS) will be happy to accept donations as well.

We also recommend that cruisers join International Rescue Group at www.internationalrescuegroup.org. It costs nothing to join and commits you to nothing other than receiving information of any coordinated relief efforts taking place



PASSAGE TO HAITI

Part Two:

Bermuda and Beyond

by Nat Benjamin



WE approached Bermuda in fair weather and light air and sailed through the cut to St. George's harbor on December 2nd, 2014, four days after our frigid departure from Vineyard Haven, Massachusetts. We had completed the first leg of our voyage with all hands in fine form and the schooner *Charlotte* at her best.

The schooner rig evolved during the 18th and 19th centuries and became very popular for its relative ease of handling by a small crew. These working vessels were used for fishing and carrying cargo coastwise as well as offshore. They were known for their good turn of speed, ability to windward and seaworthiness. The early racing yachts, such as the legendary *America*, were schooner-rigged and in recent years the schooner has been rediscovered by yacht designers for its desirable characteristics in a cruising boat. The larger the vessel, the more sail is required to drive the heavier hull through the water. Dividing up the sail area into smaller pieces spread out upon two masts makes it easier to set, trim and lower each sail. Although there are more strings to pull than on a boat with one mast (e.g. a sloop or cutter) there are also more options in sail combinations. I designed *Charlotte* to fit a job description that ranges from a family boat capable of cruising with as many as ten close relatives onboard, to day sailing with a dozen or more friends, to chartering with six guests having no sailing experience among them, as well as ocean sailing to distant ports. Compromise is the one constant in yacht design and *Charlotte* has met her multifaceted purpose mission with high marks. She is a low tech, semi-gloss, comfortable creature that sails easily and works so well for us — and she is easy on the helm and pleasant to the eye.

With our United States ensign flying from the taffrail and the Bermuda courtesy flag above the "Q" (quarantine) flag at the starboard foremast spreader, we came alongside the Customs dock for clearance. The courteous welcome from the Bermudian Customs officials set the tone for our reception in this lonely mid-Atlantic volcanic archipelago surrounded by pale turquoise sea lapping at pink white sand or colliding against rugged rock-faced bluffs and nourishing the thriving coral terrace.

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Last month, we set sail with the schooner Charlotte *from Martha's Vineyard, southward bound... Above right: Strolling the shoreline at Ile-à-Vache Right: Bermuda was a welcome pit stop on the voyage. We hiked to the old fort at the harbour entrance*





IAN RIDGEWAY

Charlotte, *'a low tech, semi-gloss, comfortable creature', at anchor in Haiti*

—Continued from previous page

The whole crew set off on a hike to stretch our legs and soak up the rich variety of colors and aromas along the trails of this gardener's paradise. Meandering out to the fort that once protected the harbor entrance, we looked out to sea and reflected on the stunning change from where we had begun four days ago in a winter landscape. Voyaging under sail was man's earliest method to discover new lands and such adventure stirs one's primordial foundation like a lost prehistoric memory rekindled.

Our bus and ferry ride to the Dockyard Museum brought home the historical significance of this colorful pastel outpost. Dockyard is a major fortification constructed by the British shortly after their embarrassing defeat by a hardscrabble collection of American colonial rebels in the War of Independence. Desperately in need of a military presence in the western Atlantic, the once indomitable Brits resolved to construct an ingenious fortification and naval base out of locally cut stone. A masterpiece of architectural and engineering expertise, regretfully, it was built at the expense of countless Bermudian lives subjected to the appalling cruelty and inhuman labor and living conditions employed by the masters of war.

This recently restored impenetrable rock-bound bulwark will soon be the center stage for another battle, one named for the victorious schooner *America* in 1851: the America's Cup. This yacht race between captains of industry is slated for 2017 in the windy environs of Dockyard.

After a flurry of provisioning, filling tanks, Brad replacing a water pump and a thorough check of the rig, engine and ship's gear, we said farewell to sailmakers Stevie and Suzanne Hollis, our dear old friends and the main reason for our visit to this secluded emerald jewel in the western ocean. We were all eager to get underway again and ride the North Atlantic 1100 nautical miles south to our winter home, Haiti.

It felt good to be back in our sea-rolling world, standing watch with our pals, five bonded boys in a boat. A fair wind from the north bolstered by a steep confused sea kept the helmsman alert and some appetites reduced as *Charlotte* boiled along, ticking off the miles day after day. We became reacquainted with the night sky overflowing with stars and stared at the wonders above in the coolness of the tropical darkness. For every 60 nautical miles gained on our southerly course, Polaris, the North Star, slid down towards the horizon astern one degree in altitude, mimicking our latitude. On rare occasions a ship would appear on the horizon and the watch captain would take a bearing to the vessel to determine its course. If your bearing doesn't change it's a collision situation and time to alter your heading. Constant vigilance!

The dawn watch is my favorite, if only for the relief of light following darkness, which in foul weather can be very nerve racking. After a long and harrowing visionless night watch, a welcome sunrise restores your ability to observe the ship and see how this complex contraption of lumber, line, bronze and canvas survived the thrashing and pitching in blindness — as if she needs to see.

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Those lucky souls who enjoy the rosy fingers are also expected to conduct a general cleanup aboard: washing down the cockpit, sweeping up below deck, organizing the galley and any other tasks required to keep the vessel shipshape.

The traditional midday ritual of calculating our noon sight position got everyone on deck and inviting estimates on the previous 24-hour day's run. We had some good ones, the best logging just over 200 nautical miles — an average speed of eight knots.



Above: A shipwright at work in Haiti. Caulking seams is something all wooden boat builders understand

At sunset we strained our eyes in search of the "green flash", an optical phenomenon that occurs, rarely, just as the upper limb of the sun touches the horizon before sinking beneath the sea. No flash this voyage, but stunning pre-prandial entertainment with the evening sky exploding with sunset colors and compositions that painters can only wish for.

The divine fish guardians were clearly in control of our yellow- and pink-feathered lures trolling astern, fouling the hooks with Sargasso weed and protecting the scaly creatures from our baking dish. No fresh barracuda, wahoo or bonita on this passage, just a comforting sense of our ecological commitment in mitigating the catastrophic overfishing of the world's oceans as we sank our forks into another bowl of rice and beans, again. Hot sauce, anyone?

At noon on December 8th, four days after departing Bermuda, we were located at latitude 22°20' north and longitude 69°49' west, or 100 nautical miles northeast of Grand Turk Island. I set a course to take us between the reef-strewn Mouchoir Bank and the Turks Islands, and from there on to Le Mole at the northwest cape of Haiti.

Although still 350 miles from our destination, I sensed a slight sea change in our attitudes and expectations. The attentive companionship, communal friendship and shared experience on an ocean voyage are unique to the exclusive nature of its special environment and purpose. Approaching soundings, where the sea floor rises to a measurable distance below the keel — from miles of depth in mid ocean to fathoms or feet and eventually breaking the liquid surface to be called land — we aboard began to shift our thoughts to anticipation of the excitement of eventual landfall and the bittersweet knowledge that our freedom from those worldly events, a significant part of the attraction of the passage, will also end. But the friendships made on a sea voyage endure with a timeless quality, like a bond with an old schoolmate from long before you had a care in the world.

We awakened in our secluded anchorage on the south coast of Ile-à-Vache to a light breeze sifting across a palm-fringed white sand beach as captivating and beautiful as it had been a few hours earlier when we arrived under moonlight at 3 o'clock in the morning. All hands dove over the side for a long swim, something we had done our best to resist during the previous six-and-a-half days since leaving Bermuda. Now we had new freedoms, and swimming in this effervescent cove was a welcome change.

Before the sun peeked over the hills to the east, a Haitian fisherman paddled out to *Charlotte* in his dugout canoe to investigate the rare arrival of an American yacht. He greeted us cheerfully and gestured to the delectable display of fresh fruit and fish on the sole of his vessel. The mangos and papayas looked like a good complement to the eggs and beans simmering on the galley stove. Conversing in French, I explained to him that we had yet to arrive at the port of entry, Port Morgan, to clear Customs and change money, so I had no Haitian currency to pay for the fruit. He asked if we had an old piece of line for trade, which of course we did, and he parted smiling and wishing us a fine visit. Not a bad first encounter in a country so distorted by foreign media as a dangerous and troubled nation.

At midday we left this idyllic anchorage and steamed around the west side of Ile-à-Vache to our homeport for the next four weeks, Port Morgan in the Baie de Ferret. This protected harbor, named for the notorious pirate Henry Morgan, is conveniently tucked in behind reefs and a headland on the northwest corner of Ile-à-Vache, about six miles south of mainland Haiti. While our anchor chain stretched out along the hard sand bottom, three dugout canoes came alongside manned by grinning ten- to 12-year-old Haitian boys excited to see a new arrival in their mostly vacant anchorage.

We chatted with these polite lads who told us that the mayor would be out soon to check us in. Official Customs agents were in Les Cayes on the main island, but they were closed until later in the week. A five-dollar bill took care of the mayor, who informed us that we could take the water taxi to Les Cayes if we so wished to clear Customs officially, or we could send someone over to do it for us — no hurry.

Now it was time to launch the dinghy, row ashore and search for Sam Alteme, our advisor and e-mail correspondent over the past year.

Next month: Making friends.

Below: The coastline is uncrowded and unspoiled

Bottom: One of our young welcoming committees at Ile-à-Vache






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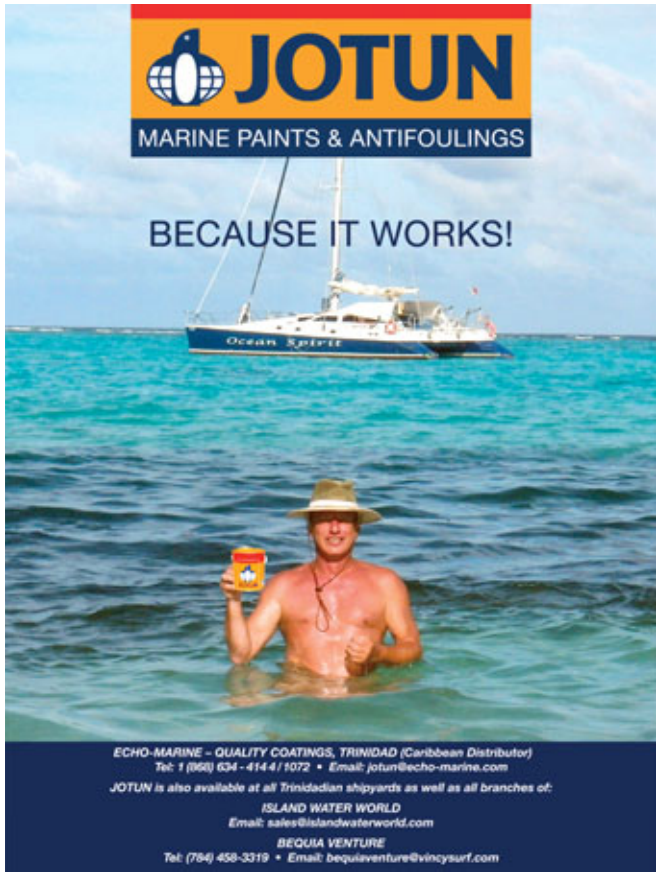
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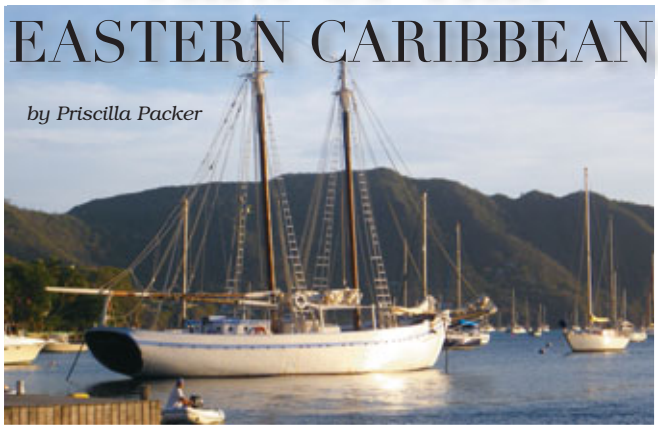
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A FIRST TIMER'S VIEW OF THE EASTERN CARIBBEAN

by Priscilla Packer



The schooner Friendship Rose *seemed to welcome us to Bequia*

In the September 2015 issue of Compass, *we featured tips from experienced sailors for new Caribbean cruisers. We'll continue delivering these "old salts'" tips in coming issues, while we also begin to share the perspectives of first-time Caribbean cruisers themselves.*

My husband Hugh and I originally planned to take three years to go around the globe, staying mostly in the tropics.

We started our circumnavigation in Turkey in May 2014. The plan was to cross the Atlantic after a short stop in Cape Verde in late December or early January 2015, and then spend some six weeks in the Caribbean before heading towards Panama and its canal.

Why so short a time in the Caribbean? Because all the books said February was the right time to cross to the Pacific, also because we did not want to stick around during the dreaded hurricane season!

However, having read Don Street's books, we decided to take his advice, altered our plans and added an extra year to our travel plans.

We spent a month exploring the islands of Cabo Verde, staying through Christmas and the New Year, had a fast January crossing (15 days) to Antigua and stayed in the Eastern Caribbean throughout the spring, summer and now almost autumn, keeping a keen weather eye opened for hurricane alerts and making sure we stayed out of the paths of any major storms.

And we have not regretted our decision. We have sailed up and down the Lesser Antilles from February to August, from the BVI to Grenada, and are now enjoying the ABCs.

So, what have been the highlights and were there any disappointments?

It is necessarily difficult to choose from such a wealth of bright memories — I feel I have lived more in the last 14 months than in the whole of my life before — but here goes:

Brava, in the Cape Verde archipelago:

Although this is not in the Caribbean, I have to mention this little island, which was our last stop before making the jump across the big pond. Like most of the Cape Verdes, it is very arid and the people there are poor, subsisting mainly on fishing. We anchored in Porto dos Ferreiros, a little bay on the southern tip of Brava, which gave us good shelter from the 30 to 35 knot winds blowing outside.

We had hardly dropped anchor before several fishermen came up in their boats to offer big smiles and fresh fish in welcome. A band of young children was playing on the pebble beach and later they swam over and asked permission to clamber aboard. They were lively and fun, and very knowledgeable about all kinds of fish. As I had my artist materials out, one of them asked for paper and a pencil and drew a picture of our boat that he gave us as a present.

One day, as Audrey, one of our crew, had swum ashore and was preparing to swim back to the boat, she was stopped by the fishermen, who said there was a shark about. They insisted and brought her back in one of their boats. We were only half convinced about the shark, until the next day when they came alongside to show us the shark they had caught, lying across the bow of their small rowing boat!

We spent three days in Brava, making final preparations for our passage to the Caribbean, and the kindness and cheerfulness of its people have made a lasting impression.

Antigua and Barbuda

We loved English Harbour, our first impressions probably enhanced by the fact that it was our landfall after the Atlantic crossing. The quaint 19th century atmosphere of Nelson's Dockyard felt both strangely familiar and exotic. The mixture of British dignity and Caribbean laid-back attitude was irresistible.

And Barbuda, with its beautiful deserted white sand beaches, was every European's dream of what the Caribbean islands are all about.

Marie-Galante

While we enjoyed all the facilities the French islands have to offer, to us, who lived in France before we started on this voyage, it was a little too much like home. We also felt that the main islands were too urbanized, Martinique especially, with so much concrete, so many roads and cars: that's what we are trying to escape from!

However we truly enjoyed Marie-Galante, because it has lagged behind the times and retained some of the charm of the early 20th century. The inside of the island is peaceful and rural, and that is also where they make some of the best *rhum agricole* we came across!

After exploring the interior, we found a lovely and quiet bay, just north of Port Saint Louis, bordered with coconut palms and a long white sand beach, dropped our anchor and did nothing for two blissful days!

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The Grenadines: Bequia and the Tobago Cays

Grenadines. The name, to a French person, evokes a sweet, red fruit syrup that you dilute with water; we used to be given it as children when invited out to tea parties. I suppose an English equivalent would be Ribena. So I subconsciously expected the Grenadines to be sweet. And they are.



Below: A smiling bread man. Rowing vendors sell, bread, fish, fruit, ice and more throughout the islands

Our first stop, Bequia, was a delight. There is a real West Indian charm to the village of Port Elizabeth. Everywhere people are smiling and friendly. We were soon visited by "Bread Man #1" in his beautiful little red rowing skiff, followed by "Mango Man" paddling his surfboard (his mangoes were delicious). A lovely old schooner, *Friendship Rose*, welcomes you in the harbour and later we visited the little Maritime Museum where Lawson Sargent told us all about the boatbuilding skills and history of this little island.

As you approach the Tobago Cays, what strikes you first are the incredible colours: the water, all shades of inky blue, turquoise and pale green; the reefs and shoals, from ochre to reddish brown; the little islets, covered in prickly blobs of vegetation ranging from bright green to purpley grey, with the odd flash of vermillion red or yellow; the sky, changing all the time, from a brilliant blue to a slate grey, followed by sheets of rain, then hazy mist that blurs the contours of neighbouring islands, then back to porcelain blue skies pouring down red-hot sunshine.

So many wonderful images trotting through my head...

But are there any regrets, things I'd like to change?

Missing Some Destinations

Well, I do have a few regrets, in particular over not visiting some islands because I did not feel safe to do so: for instance, based on what were probably out of date reports of bad encounters by yachties, we bypassed Dominica, but later heard so



The author's watercolor painting of Salt Whistle Bay, Mayreau
Inset: Hugh and Priscilla are happy that they took time to enjoy the Caribbean

many wonderful accounts of the island that we felt we had really missed out.

Perhaps it is because most of the websites dedicated to keeping track of security in the area tend to tell you about the few frightening incidents, but not about all the instances when visitors had no problems and enjoyed their stay.

For the same reasons we did not stop in the Venezuelan islands of Los Roques and the Aves, which later people said were really beautiful and perfectly safe and easy to check into.

It seems difficult to obtain accurate information *before* getting to your destination.

'Language Inhibition'

There is another aspect of the cruising life in the Caribbean I would like to see evolve. That concerns the socializing that goes on aboard yachts at anchor. We have enjoyed a lot of it and met many interesting and fun people along the way. But we have noticed that some cruisers tend to stick with their own, or other familiar, nationalities.

In particular, being a Franco-British couple, we go and meet both French speakers and English speakers, but there does not seem to be a lot of mixing going on!

This is probably mostly due to what I call "language inhibition", people being afraid that their language skills will not be up to scratch. But it is a pity!

That being said, most of the memories we will be taking away with us are warm and wonderful ones. So when the time comes, we will leave the Caribbean with regret. The chances are, though, we will be back!

Priscilla and Hugh Packer are cruising aboard S/Y Anemos.

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FOUR QUEENS: Spanish Colonial Capitals of the Caribbean

by Mira Nencheva

We — Ivo, Mira and 11-year-old Maya — started cruising aboard our 38-foot Leopard catamaran, *Fata Morgana*, in 2013 from Key West, Florida. Direction: south. In these past two years we have visited more than 30 countries in the Caribbean region, exploring most of the colonial cities, starting in Havana (Cuba), briefly visiting Santo Domingo (Dominican Republic), returning a few times to San Juan (Puerto Rico), and finishing our Colonial Capitals' Tour in Cartagena (Colombia). These four large cities with their picturesque colonial zones have impressed and surprised us, each with its own particular architectural charms and historical heritage.

Havana

The Havana of our nostalgic imagination was a vibrant city of music and love, with colonial architecture, great cathedrals and plazas, museums and galleries, colorful facades with balconies looking over narrow streets where old Soviet cars and even older American ones roar like lions; where grey-haired men sit in the coolness of parks improving the art of chess or dominoes, and beautiful Cubanas in dresses of all colors illuminate the entire town.

We arrive in Marina Hemingway, the only option to dock your boat near Havana, and for a few days we roam the streets like somnambulists, comparing our imaginary Havana with the one before us. La Habana turned out to be schizophrenic, a city of multiple personalities, and getting to know her can be heartbreaking.

La Catedral de San Cristobal, radiant in the heat of the summer, la Plaza de Armas, occupied by book vendors under shade trees; el Capitolio, a huge poster of Fidel Castro embracing Hugo Chavez in the front; el Museo de la Revolucion, rooms filled with black-and-white photographs and pages from the history of the Cuban Revolution; el Malecón, couples sitting with their backs to the city, kissing; el Museo de Bellas Artes, an interminable maze of rooms and corridors filled with Cuban paintings of all periods; la Galeria de Arte Contemporaneo, a surprisingly good exhibit of contemporary art; la Casa del Che, an empty ghostly mausoleum opposite the statue of Christ; el Morro fortress, heavy on the other side of Havana Harbor, indifferent to the rest of the city, forever facing the unpredictable seas.

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Santo Domingo's broad Plaza de España with the Alcázar de Colón. Christopher Columbus's son Diego, as Viceroy of Hispaniola and the Indies, had the Alcázar built as a family home and Viceregal seat between 1510 and 1512



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All points of interest are exactly as we expected: impressive in size and reputation. We visit them one by one as the tour guide suggests, blending in the steady flow of pink tourists with cameras, backpacks, sunglasses and hats.

But the atmosphere of this city, like a storm cloud, seems heavy and charged with anxiety. What impresses us most are not the many points of interest turned tourist



Cartagena's narrow streets and vibrant colors captivated Mira and her family

attractions but the disastrous ruins of the residential buildings next to the old cathedrals and landmarks. Behind colorful facades hide dark, humid interiors; the old apartment buildings are neglected and decaying. The carefree Habaneros of our imagination have been forever left to linger in the 1970s, succeeded by people who have lost faith.

We keep going. We only stop for beers, some ice cream, a small pizza and mango juice in the heat of July, dodging the inevitable taxi drivers offering rides and guided tours. We start noticing strange things. A beautiful woman with a bright dress comes out of a dark, forbidding apartment entrance where electrical cables form a dense tangled maze on the wall. Used and washed disposable diapers are hanging to dry on a balcony. A 15-year-old boy is sitting on the sidewalk flattening beer cans with a hammer; his friends pass by holding wooden planks and invite him to play baseball, but he has to work. The little bakery is almost empty, so are the fruit and vegetable *bodegas*. The big news on TV is that eggs will be distributed throughout the nation tomorrow. An old woman explains that the top floor of the building she lives in crumbled and fell onto her upstairs neighbors last year, killing the father. A teenage girl is kissing a very old foreigner in the park. All the refrigerators we see through the open doors of apartments are the same made-in-China model. Things don't make sense to us but we hope that they make sense to the locals. Yet the locals tell us, not really. "Hay que inventar," we hear them sigh. It means, they have to resort to their imaginations; they have to "invent" ways to survive. On the positive side, this makes them very resourceful people.

Getting to know her bit by bit, we discover La Habana is full of glory and misery. She reminds us of the Cubana posing all day on the corner of the Plaza de la Catedral in her traditional cotton dress with a huge unlit cigar in her mouth, waiting, like Mickey Mouse at Disney World, for tourists to take her picture.

Santo Domingo

The second colonial capital we visit on our two-year cruising tour of the Caribbean



is Santo Domingo de Guzmán, the capital of the Dominican Republic and the most populated metropolis in the entire Caribbean region. We leave the boat at anchor in Luperón and drive a rental car to Santo Domingo on a great impeccable highway built by the Americans not too long ago.

Founded by Christopher Columbus's younger brother Bartholomew in 1496, the city is the oldest continuously inhabited European settlement in the Americas and once the headquarters of Spanish colonial rule in the New World. Santo Domingo is the site of the first university, cathedral, castle, monastery and fortress in the New World and the city's Colonial Zone is a UNESCO World Heritage Site. We wish we had at least a week to spend here, even a month, as there are innumerable sites and events worth seeing. But we only have one day.

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We decide the best thing to do in a day is visit the Colonial Zone and the National Botanical Garden.

The Ciudad Colonial covers less than five square kilometers and the concentration of well-preserved colonial landmarks is overwhelming. We walk on Calle las Damas, the oldest paved street in the New World, dating from 1502, to Parque Colón, a square that borders a 16th-century cathedral. We see fortresses, cathedrals, ruins and buildings dating from the 1500s and 1600s. Alcázar de Colón is the oldest Viceregal residence in the Americas. The building houses the Museo Alcázar de Diego Colón, whose collection exhibits the Caribbean's most important ensemble of European late medieval and Renaissance works of art. We walk on the street populated by small coffee shops in the shade of old trees, past the French Embassy, said to once have been the home of conquistador Hernán Cortés.

After visiting the Colonial Zone we spend a few hours in the National Botanical Garden, which was founded in 1976 to study and preserve the varied plant life of the Dominican Republic. We take a small train tour inside this plant-sanctuary among bromeliads, ferns, palms, orchids and aquatic plants. A favorite spot is the Japanese Garden with its small island in the middle of a green pond.

San Juan

A few weeks later, our boat brings us to Puerto Rico. We drop anchor in Ponce on the south side of the big island and try to figure a way to get to Old San Juan, on the north side. No public transportation is available so we share a rental car with another boat family and drive.

Founded by the Spanish colonist Juan Ponce de Leon in 1521 on the northeastern coast of the island, San Juan Bautista de Puerto Rico is the capital of Puerto Rico and, after Santo Domingo, the second oldest European capital city in the New World.

Our first impression: it is full of cats! You have to be careful not to step on a cat when walking around looking up at historical buildings, for the cats, like shadows, blend with the cobblestones paving the narrow streets of the old city.

Enclosed by massive stone walls at the mouth of San Juan Bay, Old San Juan is today a major cultural tourist destination, attracting visitors with its ancient two-storied houses; a network of narrow streets covered by *adoquines*, blue bricks cast from furnace slag and brought over as ballast on Spanish ships; historical buildings housing museums and cultural organizations; public squares and cathedrals. But the most important buildings declared National Historic Sites here are the city's former defense forts: Fort San Felipe del Morro and Fort San Cristóbal, a part of humanity's cultural patrimony. Built by the Spanish government in the 16th and 17th century, the two forts defended this important seaport used by merchant and military ships traveling between Spain and the Americas.

Walking next to the massive stone walls overlooking the bay and through the narrow streets of Old San Juan, stepping on the blue cobblestones from the Spanish colonial era, roaming inside the dark humid corridors of El Morro and Fort San Cristóbal is an unforgettable journey back in history and our best experience in Puerto Rico.

Cartagena

And finally, after sailing down the Eastern Caribbean island chain all the way to Trinidad & Tobago, we turned west. Before transiting the Panama Canal, which would mark the end of the Caribbean chapter of our sailing journey around the world, we had the chance to visit one last Caribbean colonial capital: Cartagena de Indias.

After spending a month in Santa Marta, visiting Tayrona Park and flying to Bogota, we sailed 100 nautical miles from Santa Marta to Cartagena along the Caribbean coast of Colombia.

Around midnight, we approach the lights of a big city. The wind drops and we



In the historic center of Havana, a bronze statue of a nude woman riding a rooster while holding a fork is as intriguing and inscrutable as the city itself

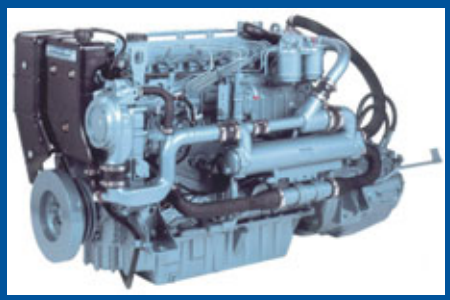
decide to spend the night at anchor at the entrance of Boca Chica channel, next to the walls of an old fort. The next morning, we slowly sail into the bay of Cartagena. Large ships circulate in channels indicated with red and green buoys, small fishing boats cross our path, and *cayucos* with homemade sails glide like ghosts in the shadows of the stone walls of a big old fort. In the distance ahead of us, standing tall, still and sparkling white on the edge of the morning seashore, the skyscrapers of a giant young city are greeting us. What an awesome sight is Cartagena, what a dramatic moment is sailing into the bay for the first time! Emerging from the barren monotony of the sea are huge buildings, straight vertical and parallel lines reflected in the mirror of the still waters.

Just before we drop anchor between many other boats in the bay near the marina, we see cathedral spires sticking above red-tiled rooftops — our first glimpse of the old colonial city of Cartagena de Indias, almost hidden behind the tall modern skyscrapers of Cartagena's downtown.

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Cartagena was founded by the Spanish conquistadors in 1533 and, thanks to its strategic location and the large bay with its many islets and inlets, it became one of South America's most important ports, where gold and other precious plunder found in this New World was loaded into Spanish galleons to be transported across the Atlantic Ocean to Spain. Soon pirates, attracted by this movement of treasure, began attacking the city and the ships. In 1586 the infamous Sir Francis Drake from England ransacked and destroyed part of Cartagena. The Spanish crown then invested in the city's defense and built the largest fortification walls in the Americas — a masterpiece of Spanish military engineering. With independence, Cartagena fell into disrepair. Many rich families left the area and the poor settled in. Many of the centuries-old colonial buildings were abandoned and in ruins until a long-term restoration project began in the 1950s to transform the city once again into the breathtaking global destination that Cartagena is today.



We spend the next couple of days roaming through the plazas and narrow busy streets of the old walled city in the shadows of museums, cathedrals and fortresses, among waterfalls of purple flowers cascading from balconies of historical buildings housing galleries, boutique hotels and restaurants.

From the anchorage we walk ten minutes, past the 17th century Castillo de San Felipe, heavy on its hill like a dinosaur standing watch over the city, and over a bridge that brings us to the walled city covering an area of only about one square mile in the northeast corner of town. Straight ahead, through narrow streets, across the Centenario Park, past the Pegasus Monument we reach the Clock Tower at La Paz Square, surrounded by yellow taxis. We walk through the gates and we now stand at Los Coches Square, full of tourists and locals selling hats and sweets or offering us a ride in a horse-drawn carriage.

Next is the old city's largest plaza, Plaza de la Aduana, surrounded by shops. We turn west and after a few more steps we arrive in front of the cathedral at Plaza de San Pedro Claver near the Museum of Modern Art with fun little metal sculptures in front depicting scenes of everyday life in Colombia.

We turn right and walk two blocks to Plaza de Bolivar where under the shade of old trees we buy a refreshing slice of pineapple from a street vendor woman dressed in traditional creole dress. The heat is intense and we find shelter inside the Palace of the Inquisition, a museum filled with instruments of torture used by the Holy Inquisition against witches and infidels. Nearby, the Museum of Gold offers displays of pre-Colombian gold objects and farther down the street we reach Plaza de Santo Domingo where we find Botero's Fat Woman statue.

We buy a couple of lifesaving cold beers for Ivo and me, and a lifesaving ice cream for Maya, and keep walking until the street ends at the large stone city wall. We climb the steps and walk on top of the wall, the Caribbean Sea on our left, a sea of old Cartagena's tiled roofs on our right, until we get to Las Bovedas: 23 dungeons transformed into tourist shops.

We are absolutely amazed. Cartagena de Indias is our favorite of all four Caribbean Queens, as I nicknamed the four major Spanish colonial capitals in the Caribbean: Havana, Santo Domingo, San Juan and Cartagena. There are places we couldn't visit in Cartagena, like the Popa Monastery up on a mount overlooking the entire city, as we were pressed for time and had to lift anchor in just a couple of days and leave Colombia. But even this short visit was enough to stock up provisions for our long stay in the remote paradise of the San Blas islands of Panama, to fill our propane tanks, and to fall in love with the old walled city, promising that we will return some day.

Mira Nencheva, her husband Ivo and their daughter Maya are sailing around the world and living off the grid full time aboard their 38-foot Leopard catamaran, Fata Morgana. *Their journey is documented in a travel-adventure blog www.thelifenomadik.com. Follow them on Facebook @The Life Nomadik.*

Roaming through the forts of Old San Juan was an unforgettable journey back in history



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Ketches and Yawls — and Their Secret Weapon

Among split-rig cruising sailboats, ketches and yawls — that is, boats with mizzenmasts — are currently more numerous in the Caribbean than the schooners that once frequented these waters. And why not? The mizzenmast provides a perfect place to mount a wind generator and can make a nice backrest for the helmsman, and the mizzen rigging is great for "strap hangers" to hang out and offer un-needed advice to the working crew. Also, it is much easier to rig a full-length awning on a yawl or ketch than it is on a sloop or cutter.

A full-length awning is a great asset in the Caribbean climate. This simple awning (see illustration on next page) is wider in the middle than at the ends because that is where the greatest beam is. A mid-awning spreader is needed; note it is a curved spreader that is secured to the ridgeline. The ridgeline and all edges are reinforced with Dacron webbing. The forward corners have big jib hanks attached to them, to snap onto the main upper shrouds. The forward and after ends of the ridgeline and the after corners of the awning have large grommets with lanyards. The ridgeline has a three-point lift.



A yawl's mizzen staysail will be approximately two-thirds the size of the mainsail.

The center ridgeline is attached to the mast with a lashing line and secured back on itself with a couple of half hitches. The forward corners are attached to the upper shrouds. The ridgeline lifts are attached to the main halyard, the curved awning spreader is attached to an eye secured to the bottom of the ridgeline where it lines up with the center of the three-part lift. The ends of the spreader are secured to the eyes in the reinforcement webbing on the edges of the awning by lashing lines to pull the awning tight. At the after end of the awning, the ridgeline is attached to the mizzenmast with a lanyard rigged as a three-part purchase. The aft corners of the awning are secured to the upper shrouds of the mizzenmast, pulled tight by a similar purchase. Once all is tensioned, the ridgeline is lifted by the main halyard, high enough so the tallest crewmember can walk under the midship spreader without ducking. This results in an awning that does not flap in even high winds.



On a ketch, the mizzen staysail can be as large as the mainsail

Today's awnings are usually made of Sunbrella. Have the awning maker fit in two one-inch plastic through-hulls into the awning, so good clean rainwater can be gathered.

In the Caribbean, side curtains on the awning are only needed on one side at a time. At anchor, the boat will usually lie head to the east. In the winter the sun is in the south, so rig a removable side curtain on the starboard side. In April the sun is overhead, so no side curtains are needed. From May until September the sun is in the north, so the removable side curtain is rigged on the port side.

Make the side curtains in two pieces, one piece from the main rigging to the mid-ship spreader, the other from the mid-ship spreader to the mizzen rigging. The two separate small side curtains are easier to rig than one big side curtain.

Finally make a small removable curtain the width of the after end of the awning, about three feet deep. When the sun is low in the west, it can shine the length of the boat for an hour or so, so rig the stern awning and enjoy your sundowner in shade.

To un-rig the awning, slack the main halyard, remove the spreader, disconnect all four corners from the rigging and the ridgeline from the mizzenmast. The awning is now dropped across the boom. Fold the awning up in about three-foot folds from aft forward until you are almost to the mainmast. Then disconnect from the mainmast, fold it back over the folded cover. Then fold each side half way to the boom, then to the boom, lift off and fold both halves together, and lash and stow. To set the awning, toss it over the boom, unroll and re-rig.

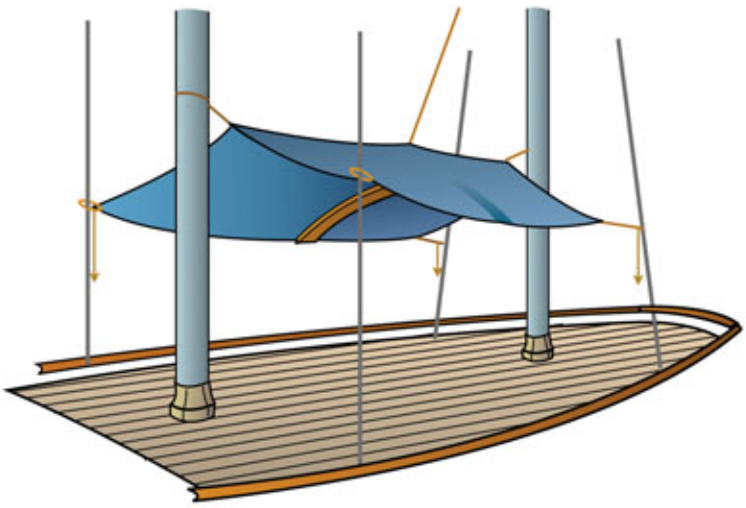
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It took me about five years to come up with this final awning design, in 1963, but when *Iolaire* was sold in 2012 she had an awning of this design, unchanged.

The advantages of ketches and yawls enumerated above are well known. But many cruisers don't avail themselves of these rigs' best weapon. The mizzen staysail is a very effective sail once the wind comes abeam or slightly forward of abeam. Setting it will increase your speed by one to one-and-a-half knots. On a ketch, a mizzen staysail is the same area as the mainsail. On a yawl, the mizzen staysail is two-thirds of the area of the main.



If properly rigged, the mizzen staysail made of 1.5-ounce rip-stop spinnaker cloth is easy to set, easy to douse. A pennant should be attached to the tack, long enough to thread through the base of the after lower shroud or a pad eye on the after side of the mast, led back through the tack of the mizzen staysail and secured to itself by a rolling hitch (see illustration). This forms a three-part tackle, which will allow the adjustment of the height of the tack of the mizzen staysail.

Two lanyards should be secured to the tack, as when the wind is abeam or slightly forward of abeam the mizzen staysail should be tacked down to the foot of the main mast. But as the wind moves aft, the tack should be moved out to the after lower shroud, hence the two tack lines. (As the wind moves aft, exactly where the tack of the mizzen staysail should be causes much argument among hot racing crews.)

The mizzen staysail halyard and sheet should be overlength, with the bitter ends of each secured. When hoisting, let the sheet run until the mizzen staysail is fully hoisted and halyard secured. Once this is done the mizzen should be sheeted.

The mizzen staysail should be stowed in a bag with the head, tack and clew marked, and with the three corners tied together with the tack pennant. The bag should have a handle on the bottom with a lanyard. When it's time to hoist, tie the pennant onto something, then attach the head, tack and clew to halyard, sheet and base of mast, then hoist away, pulling the sail out of the bag and handling halyard and sheet as described above.

When dousing the mizzen staysail, blow the halyard and hold the sheet. The sail will plaster itself up against the mainsail and it can be gathered in. Once half is gathered in, slack the mizzen staysail sheet and gather the rest in. Stuff it in the bag, with the three corners at the top tied together, as described above, ready to hoist.

On the 95-foot yawl *Gitana IV* the skipper was having trouble gathering in his mizzen staysail when chartering, because of a small crew. At my suggestion he installed a removable mizzen staysail stay of light wire, tacked down with a Dacron lashing. He put four jib hanks on his mizzen staysail and hanked it to the removable stay. This kept the sail under control when hoisting and dousing. When disconnected, the stay was coiled up at the base of the mizzenmast. Today, rather than a wire stay, a Dyneema stay could be rigged.

The mizzen staysail should be trimmed with a sheet through a block on the end of the mizzen boom then led to a winch, either on the bottom of the boom or through a block at the mizzen gooseneck and to a winch on the after face of the mizzenmast. As the wind goes aft, the mizzen sail and mizzen staysail are eased. When a point is reached where the mizzen sail is blanketing the mizzen staysail, douse the mizzen and keep the mizzen staysail flying.

Crossing the Atlantic on the yawl *Iolaire* in 2002, it blew like hell. We ended up running with the main stowed and the big yankee sheeted to the end of the main boom — doing 9 to 10 knots. When the wind eased and we needed more sail area, it was much easier to set the mizzen staysail than to re-hoist the main. And when the wind increased, it was much easier to douse the mizzen staysail than to take down a main, which would have been plastered up against the lee rigging.

Similarly, on a ketch, when sailing broad off with the headsail sheeted to the end of the main boom, if the wind goes so far aft that the headsail is being blanketed and collapsing, drop the main and continue on under headsail and mizzen staysail. Don't forget: on a ketch the mizzen staysail is the same area as the main.

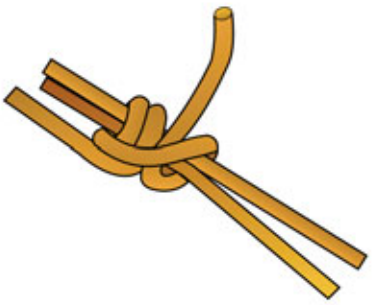
Needless to say, mizzen backstays are usually needed when flying a mizzen staysail. They can be fairly light, and except in the big sizes no tackle is needed — just set the windward one up with a high-strength line (either wire or Dyneema) from the backstay to a cleat *before* you hoist the mizzen staysail.

On *Iolaire* we had no running backstays on our mizzenmast. We had salvaged it from the wreck of the *Ondine*. When setting up the chainplates to step *Ondine's* mizzenmast on *Iolaire*, I remembered reading in one of the late Uffa Fox's books that if a shroud is given one inch of drift (distance aft of the mast) for every foot of height, the shroud in effect becomes a stay (a shroud supports a mast athwartship, a stay supports a mast fore and aft). So, to be super-safe, I set the upper shroud chainplate 36 inches aft of the mizzenmast. The spreaders are on pivots, pointing well aft. At the point that the mizzen sail is eased so much it is laying up hard against the lee shrouds and the shrouds are digging into the sail, it is time to douse it.

If your wind generator is mounted on the face of the mizzenmast, you cannot set a mizzen staysail. Move the wind generator to the top of the mizzenmast — the higher it is, the more efficient it is.

As long as the wind is abeam or forward of abeam, a ketch or yawl can be made to self-steer by trimming sails rather than by using a windvane or electronic autopilot. When going to windward, minor adjustments on the mizzen should allow the boat to self-steer. Once sheets are eased, take the mizzen staysail sheet forward and secure it to a pad-eye on the rail cap. Then trim the mizzen and set up the mizzen staysail sheet as a preventer. If the boat bears off, the extra drive supplied by the mizzen will pull her back on course. If she sails high of the course, the mizzen will go aback, but since it is held forward by the mizzen staysail sheet, it becomes a giant air rudder and kicks the boat back on course.

A rolling hitch: The mizzen staysail tack pendant, when led through a block on the deck and back through the tack eye, makes a three-part adjustable tackle and can be secured to itself with a rolling hitch



Hopefully this article will convince owners of yawls and ketches who have mizzen staysails to use them as often as possible, and to those who do not have them to go to a sailmaker and have a mizzen staysail made.

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

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MERIDIAN PASSAGE OF THE MOON

NOVEMBER & DECEMBER 2015

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				
1	0404	21	2009	11	1158
2	0456	22	2103	12	1250
3	0546	23	2158	13	1344
4	0633	24	2305	14	1437
5	0717	25	2353	15	1530
6	0800	26	0000 (full moon)	16	1622
7	0843	27	0052	17	1714
8	0925	28	0149	18	1805
9	1008	29	0244	19	1857
10	1051	30	0326	20	1949
11	1137	**December 2015**		21	2043
12	1224	1	0426	22	2139
13	1313	2	0512	23	2236
14	1404	3	0557	24	2334
15	1455	4	0639	25	0000 (full moon)
16	1548	5	0722	26	0024
17	1640	6	0804	27	0123
18	1743	7	0857	28	0215
19	1825	8	0932	29	0304
20	1917	9	1018	30	0330
		10	1107	31	0434

A Cruiser's Guide to VHF Use and Nets in the Eastern Caribbean

by Ken Goodings

Recognizing that maritime VHF is a shared resource, it's important to be community-minded when using your radio. It's not a private telephone; everyone hears every word you say!

Here are a few tips for more efficient VHF operation so that you won't trigger groans from your anchored neighbours or garner the reputation of being "That Boat".

Calling Channels

It's a worldwide boating practice to listen to VHF channel 16 while your vessel is underway. Yachters who are new to these sun-drenched islands of the Lesser Antilles might like to know that many of their fellow cruisers are using channel 68 as an informal calling channel while they are "limin'" in the various anchorages. Some cruising boats monitor 68 overnight as a security net while at anchor. After stopping for the night, we switch to 68 so that we don't have to listen to ships, pilot boats, port control stations and coast guard weather announcements when we're not at sea.

Scanning both channel 16 and channel 68 during the daytime is a great idea if you don't want to miss anything. Then you'll hear all of the commercial traffic on 16 and cruisers on 68 calling one another as well. Note that as channel 68 is one of the ITU ship-to-ship channels, from time to time you'll likely hear fishing boats and other chatter from a freighter's deck crew. When sailing along between anchorages while conversing with a friend on 68, there's a great likelihood that a great number of yachts are listening to every word on their agreed calling channel.

The informal use of 68 as a cruisers' calling channel is only an ad hoc convention, not an exclusive right. Whenever you happen to hear someone unknowingly chatting away on a local calling channel such as 68, please try to be kind. Keying over someone with your microphone won't solve anything and this kind of passive-aggressive behaviour is considered to be boorish, low class and infantile. Politely advising them that there may be a hundred or more boats hearing their conversation on 68 is probably sufficient. Cruisers often forget to switch to a working channel. At the end of their conversation, it's quite amusing to hear them say on 68, "This is Soggy Bottom going back to 68.... Oops!!!" I should mention now that in St. Martin, cruisers have adopted channel 10 instead of 68 for their morning net and calling channel while at anchor.

Buddy Channels

Groups of boats that are constantly calling back and forth all day should consider scanning another "Buddy" calling channel of their own. This will help to reduce the number of calls on 16 or 68, especially in the early morning or after 10:00 in the evening. As a convenient alternative or buddy channel, channel 77 immediately comes to mind. It's well off the beaten path and seldom used by businesses, ships or cruisers. All VHF radios and handies can be easily set to scan two or more channels, e.g. 16, 68 and 77.

We know that buddy boats calling one another quite frequently on 16 or 68 will often cause many people to simply switch off their radios. When cruisers turn off their VHFs for any reason it diminishes the security network for all of us. It's a polite practice, should you need to wake up your friend to haul anchor at "oh-dark-thirty", to use a pre-arranged channel other than 68 to avoid unnecessarily awakening the multitude of cruisers who are monitoring overnight as an anchorage security precaution.

Voice Procedure

Short-range VHF radio procedures can be very different from the methods used for "weak signal" High Frequency SSB.

After activating your VHF microphone's push-to-talk button, pause for a half second, and then speak clearly and slowly, especially when giving phone numbers or your boat name. Familiarity and use of the International Phonetic Alphabet to spell out difficult words or phrases is a boon to those listeners for whom English is not their first language.

Remember that when using a VHF cockpit microphone or portable hand-held radio, ambient engine or wind noise has a debilitating effect on the clarity of your voice.

On a popular calling channel such as 68, the traditional "three by three" call ("Leaky Tub, Leaky Tub, Leaky Tub this is yacht Soggy Bottom, yacht Soggy Bottom, yacht Soggy Bottom, how do you read me?") isn't really necessary on VHF in a crowded anchorage. Either the boat's crew has heard you after hearing their own boat's name twice, or they're busy or ashore. Please wait at least five minutes before calling them again. I don't know of any cruisers with a VHF radio mounted in the heads!

Similarly, after an unsuccessful attempt to contact another boat, we might hear the phrase, "Nothing heard, this is Soggy Bottom monitoring channel 68". These procedures are common practice on long distance, HF-SSB frequencies, but are redundant on shorter range, full-quieting, FM-modulated VHF radio.

Better yet, instead of calling on 16 or 68, why not page your friend's boat privately using the capabilities of your boat's VHF-DSC. We discussed this in "A DSC Primer for Caribbean Cruisers" in last month's *Compass* (www.caribbeancompass.com, October 2015 issue, page 33).

When hearing a boat being called unsuccessfully, keying up your radio to point out that the crew has left the boat to go shopping or take an island tour is a disservice. You've now advertised the name of this vacant boat to everyone with a VHF radio within five miles. Similarly, making onshore dinner reservations on the VHF can very well put your vacant boat at risk. Not everyone on VHF has honourable intentions.

After failing to contact their party we often hear a station calling for a "radio check." They've automatically assumed that their radio has become defective since they last used it.

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You might agree that the chance of a complete radio system failure within half a day is probably very low.

Checking the operation of your radio anonymously by blowing into the mike while tuned to a calling channel is inconsiderate. Please respect your neighbours and test your radio on another vacant working channel. If you do hear "Radio check", take them to a vacant working channel and give them your location and an honest opinion of their signal quality. This is much more helpful than responding to every "Radio check" with "Loud and clear," especially if they're a bit weak or scratchy.

Whenever you feel the need to interrupt an ongoing VHF conversation or want to be heard on a VHF net, shouting "Break" isn't good radio etiquette. It's an artifact from the old Citizens Band Radio days. Saying "Break" on the radio indicates a separation between parts of your long message. Never use the term "Break" three times in succession unless there is immediate threat to life or property. It's much better to wait for a pause between transmissions and throw in your boat name.

Incidentally, when your conversation is finished with someone on the radio, wait a second or two before going back to the calling channel. It is not uncommon that someone else may have been waiting patiently to speak with you. There's no rush after all, is there?

We've all heard the entertaining result of a boat's microphone accidentally jammed under a cushion; all the while transmitting a complete and embarrassing play by play of a theoretically "private" conversation on a calling channel. Again, clicking your mike or calling out, "Check your microphone!" will only add to the general entertainment. That boat can't hear anything on the radio, they're transmitting!

It's accepted practice to switch your VHF radio from high power (25 watts) to low power (one watt) when anchored or in a marina. It's an unfortunate idiosyncrasy of the receiving circuitry of most VHF radios that you will hear the voice of a neighbouring boat's 25-watt signal on many other channels at once. There's nothing wrong with anyone's radio. When you are speaking to another boat using the high power transmit setting, you will likely create local interference (intermodulation) on your neighbours' radios on 16, 68 and several other channels simultaneously. Try to use high transmit power when at sea, and low power in port. It's a one-button courtesy. Of course, if you need to contact someone farther away, by all means use high power, but low power should be your VHF radio's default setting when at anchor.

'71 and Up'

After making contact we often hear a vessel say, "Go one up" or, "Go one down" i.e. from 68 to 69 or 67. The odds are good that 67 and 69 will likely be occupied during those busy radio times in the morning and at dinnertime. This means that the two boats wanting to talk need to switch back to 68, call one another, make contact a second time, and then decide where to go next. One neat trick that we've learned is the "71 and Up" rule. This is an easy adaptation from Ham Radio and it works well for Maritime VHF. Make first contact on 68. Then say, "Go 71 and up." Both stations flip up to channel 71, and if it's busy, then click slowly up to 72, 73, 74, 75, 76 and 77 until you find a vacant channel. Then announce yourself and wait for your party to arrive. This efficient method is tried and true. The beauty of it is that there needn't be several time-consuming, hit-and-miss trips back to 68.

Maritime VHF Band Plans:

'U' United States, 'C' Canadian and 'I' International

If you've been using your VHF radio in the US or Canadian mode since leaving North America, it's a good idea to make a change now that you're sailing in international waters. We highly recommend that you consult your VHF radio manual and switch your VHF from "U" to "I", the international band plan.

This is because many US and Canadian channels are *simplex* (send and receive on the same frequency.) However, many of the same channels in International mode are *duplex* (send and receive on two different frequencies). Confusion often arises when a North American yacht whose VHF is in US mode asks a ship or another vessel to meet them on another channel. Channel 18 is a great example of this: it's simplex in US and Canadian mode but duplex in International. The result will be a very unsatisfactory non-contact. For example, US VHF 18 can only function for simplex ship-to-ship communications, while International VHF 18 is duplex and can only enable ship-to-shore communications, not boat-to-boat.

Many cruisers that we've met don't really understand this issue of the three channel sets or band plans. For example, you might think that if you're operating a US- or Canadian-registered boat, then you stick with the US or Canadian channels, regardless of where you're sailing. This is not so.

Conversing on simplex 66 in US mode anywhere within 30 miles of Grenada will result in serious interference with the cruiser's repeater on channel 66 International. You would never be aware of this, as because you're in US mode, you're not hearing the Grenada duplex repeater at all.

To sum up, it's not the best idea to cruise internationally using the US or Canadian VHF band plan, as most vessels from other countries may not be able to reach you reliably on other channels other than channels 16 and 68. Curiously enough, Trinidad & Tobago may have adopted the US band plan. It's important to check with local VHF radio convention whenever you sail to a new country.

VHF Nets

Many popular anchorages have morning VHF nets to share weather forecasts, safety and security bulletins, cruiser activities and local events.

Nets operate on a common set of procedures to keep some semblance of order to these "on air" meetings. There will be one station designated as a net controller, who acts as the "chair" of the meeting. All comments and responses should be coordinated through this single person.

If you have something to say, wait until the net controller has invited members to transmit. Then state your boat name clearly, not just "Break" or "Info," and wait for the controller to tell you specifically to go ahead.

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HELP TRACK HUMPBACK WHALE MIGRATION

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Transmitting to the group before you have been recognized will result in a mashup, as the net controller or someone else might be transmitting at the same time. VHF nets allow only one speaker at a time. With upward of 100 people participating, an unstructured net will turn into anarchy if everyone tries to speak at once. Always identify yourself by boat name. Waiting for the net controller to acknowledge your boat name is the key to a well-run net.



Recognizing that maritime VHF is a shared resource, it's important to be community-minded when using your radio. It's not a private telephone — others can hear every word you say!

• In St Martin, you can participate in Mike's (a.k.a. Shrimpy's) popular and entertaining net from Monday to Saturday on channel 10 at 0730 hours.
• From English Harbour Radio in Antigua, you can often hear weather and other announcements on channel 06 at 0900.
• Rodney Bay in St. Lucia enjoys a regular Monday-to-Saturday weather and security net. It's held by volunteers in the marina on channel 68 at 0830.
• From Bequia's Admiralty Bay, Cheryl Johnson at The Fig Tree restaurant holds an excellent and informative net every morning on channel 68 at 0800.
• Covering the wide area of the Southern Grenadines, Carriacou, Petite Martinique and Grenada, the Grenada Cruiser's VHF Net is held from Monday through Saturday on channel 66 (International) at 0730. This net originates from various volunteers on yachts in Carriacou or Grenada. The net utilizes a powerful VHF repeater in Grenada, which is set to channel 66 International and has a fantastic coverage area. To participate fully, please ensure that your VHF radio is set to International mode, not Canadian or US, as mentioned previously. When listening to the Grenada repeater on 66 (not 66A as some radios are equipped to do), if you don't hear the musical "beep" after every transmission, your radio is not on the correct setting. You're probably in US mode and you won't be able to hear everything that's said.

Operating from an elevation of 640 metres, the Grenadian mountaintop repeater affords cruisers reliable 24-hour communication between yachts, anywhere from Grenada to North Trinidad, and as far north as Union Island and Mayreau. Many yachters monitor the channel 66 repeater as well as 68. This radio repeater facility may be used for long-distance communications whenever the morning net is not on the air. The free and exclusive cruiser use of this 66 repeater, which was installed especially for yachters, is thanks to the financial generosity and ongoing technical support of a Grenadian private citizen. In addition, Grenada's Department of Fisheries generously provides the mountaintop tower infrastructure, radio antenna, and pays the electric bill, too!

• In Trinidad you can participate in the cruisers' morning net, seven days a week on channel 68 at 0800.

VHF nets are a great way to ease into the day while sipping your morning coffee. Your active participation in these early nets will help keep you in tune with what's happening in the bays around you. Since VHF radios are both our lifeline and primary form of communication while cruising, efficient usage depends on mutual consideration and respect.

Go "71 and up!"

Ken Goodings cruises Eastern Caribbean with his wife Lynn Kaak on S/V Silverheels III.

As a Designated Maritime Radio Examiner with Industry Canada, he taught and examined students in VHF and HF-SSB DSC Maritime Radio boating classes in Toronto from 2002 to 2008.

Working as a broadcast television and radio electronics technologist for 38 years at Ryerson University in Toronto, Ontario, Ken was licensed for Canadian Amateur Radio in 1981 with Ham call sign VE0SH.



—Continued from page 5 ...Info & Updates

Anegada Lobster Festival 2015 is a two-day culinary event held on Anegada on November 28th and 29th. The British Virgin Islands Tourist Board, together with the population of Anegada, will feature talented local chefs who will be on hand to prepare, cook and serve plated sample lobster dishes at participating Anegada restaurants. Over the course of two days, attendees will embark on an island adventure that will take them on a culinary journey via safari, scooter or rental car.



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Visit http://bvifoodfete.com/taste-of-the-bvi for more information.

Old Sails Wanted

The Pure Grenada Music Festival's organizers have established a "Go Green Initiative" committed to environmentally friendly best practices to reduce, reuse and recycle waste.

One such initiative is the use of old sails in the creation of the canopy covering in required areas of the festival village. The organizers are therefore appealing to all seafarers to assist through the donation of their worn-out sails. Anyone wishing to donate their old sails is asked to contact admin@grenadamusicfestival.com for further information and to make arrangements for delivery or collection.

The Pure Grenada Music Festival will take place over six days, April 5th through 10th, 2016.

Visit www.grenadamusicfestival.com for more information.

Welcome Aboard!

In this issue of *Compass* we welcome new advertisers Dive Saint Lucia on page 17; the Business Point of St. Maarten, on page 44; and Desulfater in the Market Please section, pages 41 through 43.

Good to have you with us!



DAN ROSANDICH

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The Sky from Mid-November to Mid-December

by Jim Ulik

Orion is on the horizon. The Orion constellation will rise in the early evening and take its place in the night sky until dawn. This prominent constellation, located on the celestial equator, will be in the winter sky from November to February.

As shown in Figure 1, use Orion's Belt to find Aldebaran, the Bull's eye in Taurus. Follow the belt in the other direction to find Sirius, the brightest star in the night sky.

A construction, a spacecraft named *Orion*, is also on the horizon. *Orion* is designed to take astronauts into deep space and bring them back alive. One mission will launch astronauts to Mars no later than April 2023. Another mission will capture an asteroid and place it into an orbit around Earth. There is scientific and technological value in the process of acquiring, studying and mining asteroids. Looking back to my article of November/December 2014 (http://www.caribbeancompass.com/online/november14compass_online.pdf, page 36), the mineral wealth of the asteroids between Mars and Jupiter is valued at $100,000,000.00 for every person on Earth. I will need a bigger wallet.

Monday, November 16th

You will need a clear view of the eastern sky at around 0530 hours to see the comet C/2013 US10 Catalina. The highest planet in the eastern sky is Jupiter (see Figure 2). Follow the line from Jupiter through Mars and past Venus towards the horizon and that is where the comet is located. It is a short viewing window because the sunrise is at 0605. It is hard to predict how bright it will be but the comet has just made its closest approach to the Sun this morning.

Tuesday, November 17th

The Moon will set at 2256 allowing for good viewing of the Leonids Meteor Shower. The shower produces hundreds of meteors every 33 years. Unfortunately the last high-volume shower was in 2001. Tonight, expect around 15 meteors per hour originating from Leo the Lion. These are slow-moving meteors so they will appear red or orange in color. The Leonids shower is produced by dust grains left behind by comet Tempel-Tuttle, which was discovered in 1865. The shower is active from November 10th through 23rd, but tonight is the peak.

Friday, November 20th

At midnight the Seven Sisters (Pleiades) reaches its highest point in the night sky. The star cluster's conjunction with the Sun in spring and opposition in fall marked the start and end of the summer sailing season in ancient Greece. Six of the stars are brighter, and the dimmer seventh star became known as the Lost Pleiad. Of course there are more stars in the cluster but throughout history the number seven has mystical significance.

Saturday, November 21st

Another source of meteors in this period is a point between Canis Minor and Monoceros. Tonight is the peak event for the Alpha Monocerotids Shower. These are fast-moving meteors appearing blue or white in color, so you will be able to tell the difference between these meteors and the Leonids. This shower is active from November 15th to 25th. There appears to be a ten-year cycle of a high number of meteors, as noted in the observations of 1925 and 1935. In 1935 it was reported that over 2,000 meteors per hour lit the night sky. Tonight it is anticipated that more than 400 meteors per hour could enter the Earth's atmosphere.

Sunday, November 22nd

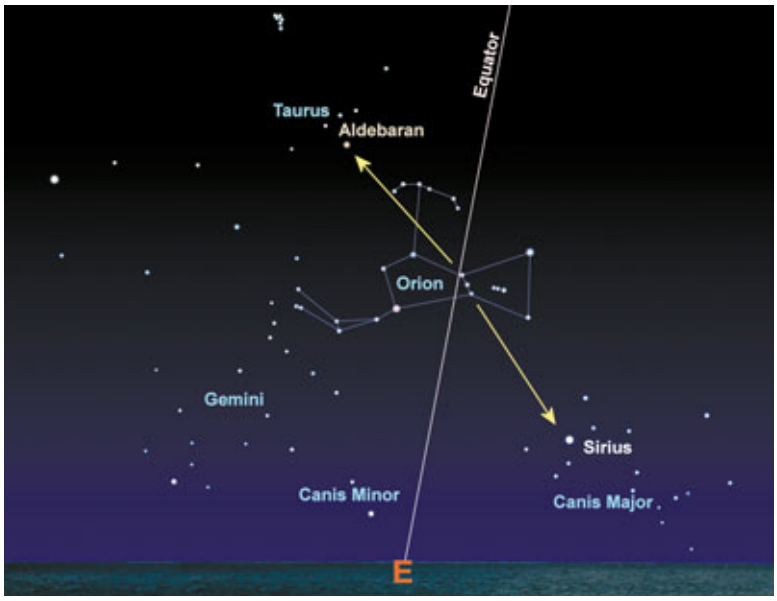
The Moon is a few days past the first quarter phase and rising at 1502. After nightfall you will have to use some imagination but know that Uranus is only three degrees above or westward from the Moon.

Monday, November 23rd

The Sun has left Libra and is now entering the constellation Scorpius.

The Moon has reached its closest orbital point to Earth. The moonset is at 0339 and rising again at 1553. Watch the tides because the closeness of the Moon increases the tidal effect.

FIGURE1



Orion following the equator with pointer stars to Aldebaran and Sirius at 2230

Wednesday, November 25th

The Moon reaches the Full Moon phase while directly over central Africa at 1844 Atlantic Standard Time. Tomorrow morning in the western sky just before sunrise you will see that Aldebaran is one degree above the Moon.

Sunday, November 29th

Venus has approached Spica. The close conjunction between the planet and star will occur over the next few mornings.

—Continued on next page

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—Continued from previous page

There is also a chance that the comet C/2013 X1 PanSTARRS will be bright enough to be seen with a pair of binoculars. At 2230 look north towards the Andromeda constellation about 60 degrees above the horizon for the comet. The comet will continue to get brighter over the next few days.

For those keeping track, the Sun will enter the constellation Ophiuchus.

Friday, December 4th

The Moon is one day past last quarter. There is a conjunction between the Moon and Jupiter. As is the characteristic case for celestial events, it occurs just after midnight. This close approach between these bodies for our viewing happens at 0100.

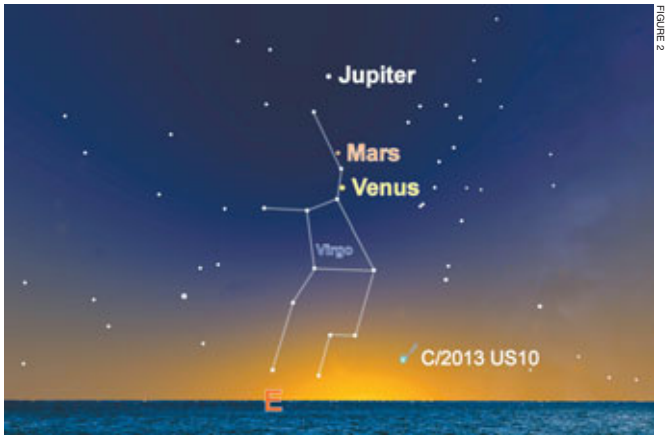


FIGURE 2



FIGURE 3

Sunday, December 6th & Monday, December 7th

The Moon will pair up with Mars on the morning of December 6th. On December 7th the Moon will be near Venus. Include comet C/2013 US 10, which will be towards the north and slightly lower than Venus. The comet may be visible because the Moon is only 14 percent illuminated. The viewing time for both days is at 0530.

Wednesday, December 9th

Meteors from the Puppid–Velid shower can be seen anytime between November 17th and January. The peak night is tonight. The meteors will enter our skies from Puppis, the stern of Argo Navis. Moonlight will not interfere and there could be 15 meteors per hour.

Monday, December 14th

One of the best meteor showers of the year is the Geminids. This shower will reach its maximum rate of activity on December 14th. There could be as many as 100 meteors per hour coming from the constellation Gemini. These meteors have been known to produce varying colors as they enter the atmosphere.

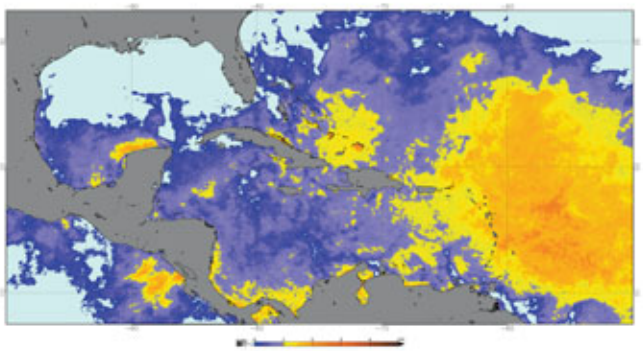


Figure 2: Jupiter, Mars and Venus pointing the direction to comet C/2013 US10 at 0530

Figure 3: An early morning conjunction between the Moon, Venus and comet C/2013 US10 on December 7th

Figure 4: Sea temperature hotspots based on night temperatures

In the News

In November, the ocean temperatures begin to decrease as the Sun moves over the southern hemisphere. Ocean temperatures increase and decrease with the seasons and satellites measure these global changes. The data is showing an overall annual increase in the sea temperature for the Caribbean Sea and Atlantic Ocean. This increase has a measured effect on coral health, coral bleaching and fish habitat. Another satellite will be added to the list that is gathering the data. Sentinel-3 is the European Organization for the Exploitation of Meteorological Satellites (EUMETSAT) spacecraft that will be placed in orbit this quarter. The spacecraft will monitor the state of the ocean surface, including surface temperature, ocean ecosystems, water quality and pollution. The satellite will also provide additional environmental and climate monitoring based on land use. The land services will monitor land-use change, forest cover, photosynthetic activity, soil quality and fire detection.

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

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





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CARIBBEAN Street CRUISING GUIDES

LOOK OUT FOR...

Caribbean Cocoa — It's Growing!

by Lynn Kaak

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

It is pretty hard to not notice the increase in "homegrown" chocolate manufacturers in the Eastern Caribbean, ranging from the Grenada Chocolate Factory's organic offerings; to the new farmers' cooperative, Jouvay, also in Grenada; to Alan Napier's Pointe Baptiste Chocolate (featured in the June 2015 issue of *Compass*) in Dominica. There are other boutique offerings, and spas featuring locally grown chocolate in a variety of ways. A brewpub in St. Lucia is even offering a chocolate stout!

But what about the tree, *Theobroma cacao*, and the pods that create this special treat — or possibly even a necessity for some of us?

The cocoa tree is a native of the rainforest. While truly a tropical tree growing between the lines of Cancer and Capricorn, with 75 percent of the world's cultivated cocoa coming from land snuggled up closer to the Equator, it is not particularly fond of the strong sun. The wild tree enjoys the protection of the rainforest canopy, and many of the smaller plantations that are found in the Caribbean employ the technique of planting the cocoa trees with other fruit-bearing trees that share the same love of acidic, well-watered soil, but which are more tolerant of sun. Cocoa trees in Grenada, Dominica and other islands are often interspersed with guava, nutmeg, and citrus trees. This provides a little extra income for the farmers and gives a good habitat for the midges and bats that pollinate the trees.

Cocoa trees are hermaphrodites, but they are not able to self-pollinate. Pollination is normally done by tiny flying midges, and some bats. In the larger plantations, where they may use more typical cultivation techniques, this creates a problem, as the midges are not always inclined to go very far to pollinate acres of trees. The bats seem to be of the same opinion. These trees can frequently underproduce, which is why many farmers have chosen to go back to a more balanced manner of cultivating, using the mixed crop technique. While the mixed crop technique may not be as efficient for humans, the trees and crop do much better. Some experts feel that the monoculture technique of planting is actually contributing to a threatened cocoa shortage.



The cocoa tree is deciduous, so it does lose its smooth leaves seasonally. The young leaves grow out reddish, which provides better protection from the sun, but they eventually become bright green. The leaves are approximately the size of an outstretched adult's hand (roughly 15 by eight centimetres), and grow from where a fruit has already grown. Trees will grow new leaves from two to four times a year. In an area where it is required, the tree may adapt and grow slightly larger shade leaves. The tree also has an adaptation that the leaves can change their angle by 90 degrees during the day (similar to sunflowers, in a way).

The trunk, or 'chupon' grows straight for about 1.5 metres, and then starts branching out. It is not uncommon at all to see fruit growing directly from the chupon. Left to its own devices, the trees can grow to a height of up to 15 metres, but cultivated trees may be pruned to make harvesting the pods easier.

The flowers of the cocoa tree are white, and have no discernable scent. They grow along the trunk and branches, and can be found on the tree at the same time as the pods, as the tree can bear fruit all year long. The flowers live for 24 hours, after which they will die unless fertilized. A pod will take four to five months to develop to size, and then another month to ripen. A ripe pod can stay on the tree without rotting for two to three weeks, making them less time-sensitive than some crops to the need for perfect timing for picking.

The pods can be yellow or red when ripe, depending on the species of the tree. Inside the thick skin are pulp-encapsulated seeds. The pulp is edible, and has been referred to as "mountain M&M's" and "jungle candy" by some guides. The seeds are dispersed by monkeys or other animals breaking through the skin to enjoy the sweet, slightly tart pulp. The pods can develop to the size of an American football, or rugby ball, but tend to be about 30 centimetres in length, with an elliptical shape.

If you have not availed yourself of the chance to take a tour of a chocolate plantation or factory, it's highly recommended. The guides will delve into the details of how the pod becomes that wonderful, smooth, and truly wonderful combination of two or three ingredients that finally becomes chocolate. Yes, when done by small manufacturers, cocoa and sugar are the only two ingredients, unless local spices or flavourings are added.

Once you have tried real Caribbean-grown chocolate, you really won't want to go back.



WHEN TO FALL OVERBOARD

Ahoy *Compass*!

I liked your September issue's "Tip-Top Tips For First-Time Caribbean Cruisers", which is a good refresher for some of us saltier dogs as well.

Jan de Groot, *Ring Anderson*, showed that even the seasoned can forget to establish the price of a mooring beforehand. And don't forget to specify EC or US dollars… and see if you can figure out whom the mooring actually belongs to.

Heed what Jim Hutchins, *Boldly Go*, says about anchoring.

Under "Subjective Advice", Tor Pinney, *Silverheels*, said a lot in a few words about us being visitors. And I'll listen to anything that Angelika Grüner, *Angelos*, has to say on us being here… or anywhere.

That's just some highlights. I thought all of it was good — even though I do some of it differently.

And don't overlook the two most important sailing tips. Stay as high as you can on the wind and current — which doesn't always mean close hauled. And don't fall overboard — make sure that everyone aboard knows that one, as a priority.

On the other hand, don't forget to fall overboard once you're anchored and secured. And snorkel your anchor while you're at it.

Nice job, *Compass*, thanks.

Hutch
S/Y Ambia

Dear* Compass *Readers,

Hutch is one of the saltiest old salts we know. You can read more from this seasoned singlehander by going to www.caribbeancompass.com, scrolling down to the Back Issues Archive and typing "Jim Hutchinson" in the Search field. Enjoy!

CC

ARUBA RULES ARE DIFFERENT

Dear *Compass*,

I just read your October issue with the item in Info & Updates on "Clearing in Aruba".

Our personal experience: We arrived in Aruba and were boarded by the Coast Guard at 3:00AM. We called the Port Authority and they did not have space available and were told to anchor in Oranjestad. We informed them that our boat has no engine and could not go to a dock.

After the Coast Guard left we proceeded to spend time out until daybreak and anchored at Nikki Beach. We went ashore and spent three hours looking for Customs and Immigration. We eventually found a Customs office that took our form and after approximately an hour and a half (and getting rained on, because we were attended to through a service window), we were told to go to Barcadera to clear Immigration.

We got into our small dinghy with a two-horsepower motor and went to Barcadera and did the proper procedures with Immigration and Customs in a very professional way. We were given a form to be filled out at departure and told we could do it in Barcadera.

On the 29th of September 2015 we hired a car and proceeded to Barcadera to clear out and were directed to a trailer where Immigration would be. The officer in charge talked to us in a very unprofessional way. I insisted we had no motor, so could not come to the dock, but she refused to even talk to us. I just lifted my hands and said, "Let's go". I was so ashamed of the way this officer mistreated us.

We were dropped off in the city and went to the Customs office that we had gone to on arrival. When we explained the situation, they proceeded to stamp the form and we were directed to Immigration at the cruiseship dock. The security station and officers were very professional and the Immigration officers as well.

When one goes into a country the first impression you get is what remains, and definitely "Aruba, The Happy Island" is not a cruiser friendly island. We have been cruising the Caribbean since December 5th, 2014 and have cleared in and out of all the islands. We had excellent experiences and were treated very professionally, and at the same time the officers did their job in a strict manner. You can be strict, but not mistreat people who are visiting the island to learn about your culture and spend money as well.

We proceeded to Santa Marta, Colombia and we were delighted with the way we were treated.

Digna Feliciano & Ignacio Estrada
S/V Espiritu Libre

Compass *asked the Immigration department at Barcadera Harbor for their response, which follows.*

Dear *Compass*,

We as Immigration officers cannot work against the law to suit anyone. We have to work as it is written in the law. Nikki Beach is a public beach and not a port of entry. In Aruba we have two harbours where you can officially be cleared by Immigration, and those are Barcadera and Oranjestad. The couple said that they had a motor problem on the way in and that they could not go into either of those harbours on that day. It was explained to them that it is not possible to clear a boat located at Nikki Beach.

—Continued on next page



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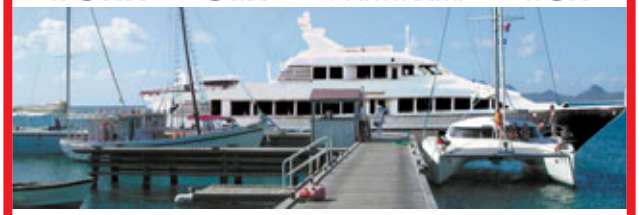
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—Continued from previous page

If they had a motor problem, they were here from the 7th of September up to the 29th of September. My question: could they have looked for a mechanic to fix the motor? Other boats have come to Aruba with a motor problem and while here they got it fixed.

If you have a problem with your boat and you want to leave, you need to come to the Immigration office a few days before you leave, explain what your problem is and find out if there is a solution suitable for both parties without breaking the law. But this couple was not abiding by the law. They had already been told that Nikki Beach is not a place where Immigration can legally do their work. The day they came to Immigration they declared that Customs had told them to go to Immigration and they will clear them out. However, Customs cannot make a decision for us, nor can we make a decision for them.

In any case, they were helped against our normal and legal work procedure, and still complain. Aruba is one happy island and will remain one happy island for all who abide by the rules and regulations that are the law.

Lori Simmons, Immigration
Government of Aruba

Dear Compass Readers,

Further to the correspondence above, there seems to have been a misunderstanding: Espiritu Libre is engineless, but Immigration officials apparently understood that its engine was out of order. Regardless, any cruisers heading that way should keep in mind that clearance procedures in Aruba are much stricter than those in many other places. Unlike some of the Eastern Caribbean islands, Aruba has laws pertaining to ships but no separate regulations for yachts.

It's easy to become complacent after visiting a number of countries where you can anchor pretty much wherever you like when you arrive, and then go by dinghy or by road to clear Customs and Immigration. However, in Aruba you can only clear in and out with your vessel actually located at one of the two ports of entry, giving border officers the option of doing an onboard inspection alongside the dock. Aruba is only 18 miles from the South American mainland, and we're told that a lot of smuggling takes place, of both goods and people, into and out of the island, so they are extra vigilant.

Visit the Renaissance Marina website, www.renaissancemarina.com/clearance-procedures, for procedure details and clearance forms for Aruba.

CC

LIONFISH LEARNING IN CARRIACOU

Dear *Compass*,

My fascination with the Caribbean Sea is growing with every dive I make around Carriacou. I am an 18-year-old Swiss and I visit the island twice a year with my family.

For my final year of high school, I had to write a paper on a topic of my choice. I decided to do research that's connected to my passion of scuba diving. From my diving experiences in the past seven years I realized there is an ongoing lionfish invasion in several of the places I dive. Therefore, I decided to write my paper on the invasion taking place.

I started my research in Carriacou with a three-week stay in July of 2015. I dived at two dive sites, Seaview and Barrel, to compare the lionfish invasions. The dive sites are located on the southwest coast of Carriacou in the outlet on the right side of Tyrrel Bay. I investigated the lionfish population and the populations and variety of other species. A measuring grid was used to count the different species in an area for a set time. At the same time, I also measured the depth of the water, water temperature, the current and the distance of the lionfish to the reef. With this information I was able to form a conclusion. The results were represented in charts and photographs, always followed by a discussion to interpret their connections to the invasion.

The results indicated that there was a difference between the two dive sites, related to the strength of the current. The influence that the lionfish have on the remaining variety and population of fish was remarkable, leading to a change in the life of the reef. At Seaview, the current is stronger, which dispels the lionfish. But at Barrel, there were more lionfish and fewer of the other species, and its reef showed a greater growth of soft corals.

I was extremely excited and motivated throughout the whole process of my research and the conclusion made. As a diver and biology student it is interesting to see how small incidents can affect a whole area and cause changes in an aquatic fauna.

Luana Haller
Swtitzerland

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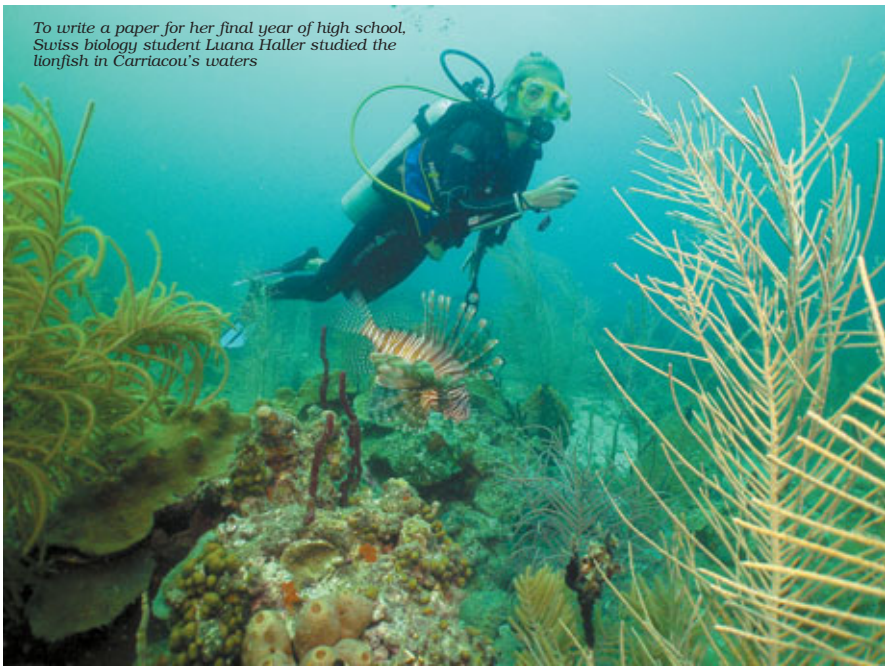
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To write a paper for her final year of high school, Swiss biology student Luana Haller studied the lionfish in Carriacou's waters

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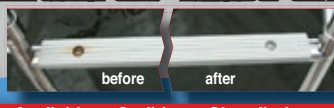


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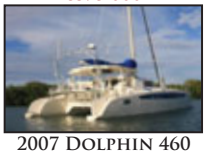
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Rare centerboard two owner boat. Extremely well maintained by second owner. The centerboard and all centerboard brackets and hardware have been re-engineered. Also added, a rudder keel strap not on early IP's of this year. New rudder bearings and epoxy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



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CALENDAR

NOVEMBER

1	Start of North American Rally to the Caribbean (NARC), Rhode Island, USA to St. Maarten. www.sailopo.com
1	Public holiday in Antigua (Independence Day) and some other places (All Saints' Day)
2	Public holiday in Haiti (All Souls' Day)
3	Public holiday in Dominica (Independence Day)
7 – 8	SOL Sint Maarten Optimist Championship. St. Maarten Yacht Club (SMYC), smyccoach@gmail.com
8	Start of ARC+ rally from Canary Islands to St. Lucia via Cape Verdes. World Cruising Club (WCC), www.worldcruising.com/arc
8	Start of Caribbean 1500 and ARC Bahamas rallies from Virginia, USA to Tortola BVI and Abacos, Bahamas respectively. WCC, www.worldcruising.com/carib1500
8 – 9	Pete Sheals Memorial Match Race, Tortola. Royal British Virgin Islands Yacht Club (RBVIYC), www.royalbviyc.org
9	Public holiday in the Cayman Islands (Remembrance Day)
11	Public holiday in French islands (Remembrance Day) and Colombia (Independence of Cartagena Day)
13 – 15	St. Croix International Regatta. St. Croix Yacht Club (SCYC), www.stcroixyc.com
18	Public holiday in Haiti (Battle of Vertieres Day)
18	Start of Atlantic Odyssey I rally from Canary Islands to Martinique. http://cornellsailing.com/sail-the-odyssey
19	Public holiday in Belize (Garifuna Settlement Day) and Cayman Islands (Remembrance Day)
21 – 22	Jolly Harbour Yacht Club Annual Regatta. www.jhycantigua.com
22	Start of 30th Annual ARC rally from Canary Islands to St. Lucia. WCC, www.worldcruising.com/arc
23	Public holiday in Montserrat (Liberation Day)
24 – 29	RC44 BVI Regatta, Virgin Gorda. Yacht Club Costa Smeralda (YCCS), www.yccs.it/marina
25	FULL MOON
25	Public holiday in Suriname (Republic Day)
27 – 29	Mango Bowl Regatta, St. Lucia. St. Lucia Yacht Club (SLYC), www.stluciayachtclub.com
27 – 29	Course de L'Alliance, St. Maarten, St. Barts, Anguilla. St. Maarten Yacht Club (SMYC), www.smyc.com
28	Start of RORC Transatlantic Race, Canary Islands to Grenada. Royal Ocean Racing Club (RORC), http://rorctransatlantic.rorc.org
30	Public holiday in Barbados (Independence Day)

DECEMBER

1 - 12	Bahamas International Film Festival, Nassau. www.bintlfilmfest.com
3 – 6	Carlos Aguilar Match Race, St. Thomas, USVI. www.carlosmatchrace.com
4 – 6	Course de L'Alliance race, St. Maarten, St. Barth, Anguilla. SMYC
4 – 10	Antigua Charter Yacht Show. www.antiguayachtshow.com
5	Christmas Regatta, Puerto Rico. Borinquen Islands Sailing Association, smileandwavesailing@gmail.com
6	Start of Christmas Caribbean Rally, Canary Islands to Antigua. www.sailingrallies.com
8	Public holiday in Colombia (Immaculate Conception)
9	Public holiday in Antigua & Barbuda (National Heroes' Day)
13	Public holiday in St. Lucia (National Day)
15	Public holiday in Bonaire (Kingdom Day)
16 - 24	Nine Mornings Festival, St. Vincent. http://discoversvg.com
19	Public holiday in Anguilla (National Heroes' Day)
19 – 20	San Juan Sailing Championships, Puerto Rico. Club Náutico de San Juan (CNSJ), www.nauticodesanjuan.com
21	Winter Solstice
25	FULL MOON
25	Public holiday in many places (Christmas Day)
26	Public holiday in many places (Boxing Day)
26 – 27	Dominica Christmas Regatta. info@dominicamarinecenter.com
31	Nelson's Pursuit Race, Antigua. Antigua Yacht Club (AYC), www.antiguayachtclub.com
31	Public holiday in Montserrat (Festival Day)
31	New Year's Eve/Old Year's Night. Fireworks in many places, including Trellis Bay, Tortola; Admiralty Bay, Bequia; Kralendijk, Bonaire; and Fort-de-France, Martinique. Public holiday in Montserrat; half-day holiday in Curaçao

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

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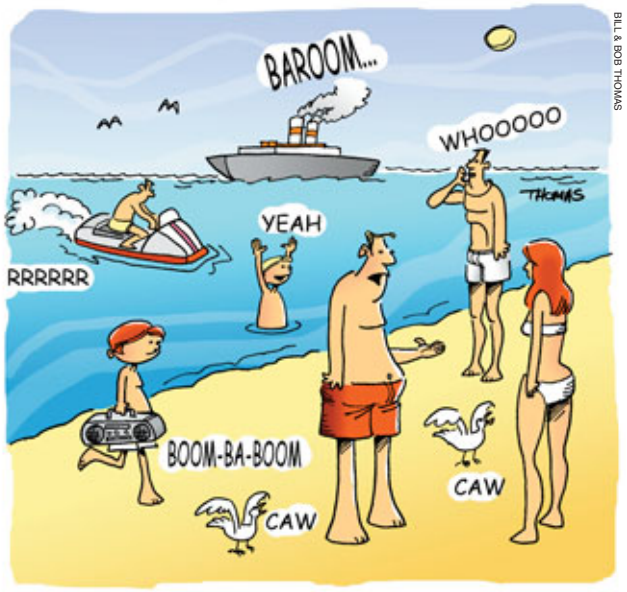
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—Continued from page 11 ...Grenadine Reefs' Health

Although there has been a decline since 1999 in coral cover at the survey site in SVG's Tobago Cays Marine Park, which is possibly due to hurricanes and coral bleaching, the low level of fleshy macroalgae and increasing herbivorous fish biomass means there is good potential for more coral recovery. The highest levels of fleshy macroalgae are at Grenada's Moliniere-Beausejour Marine Protected Area, which is a concern especially as the marine protected area is helping herbivorous fish populations recover and numerous lobsters to thrive.

The news about reef fish in the Grenadines is less positive. Total fish biomass is much lower than both the Caribbean and Mesoamerican Reef region averages. This likely reflects heavy fishing pressure in the region and also that marine protection is newer than in other areas of the Caribbean. Focusing on herbivorous fish biomass, the Grenadines ranks as poor, on average, and biomass is lower than the Mesoamerican Reef average at every site except for Tobago Cays Marine Park, which benefits from the longest history of protection. Even there, although there are more herbivorous fish in Tobago Cays than in 1999, the average size of herbivorous fish is now smaller.

Commercial fish biomass — snappers and groupers — is, on average, critical across the Grenadines survey sites and below both Caribbean and the Mesoamerican Reef averages. Only at Tobago Cays Marine Park (with patrols since 2007) has commercial fish biomass improved compared with 1999 levels. At the newer Sandy Island/Oyster Bed Marine Protected Area (launched in 2010), commercially important fish are low, but have the potential to increase with more time and continued protection, like herbivorous fish abundance has increased.

What of the other sites?

Coral reefs in the proposed South Coast Marine Managed Area around Blue Lagoon, St. Vincent, have good coral cover but they also have critically low levels of commercially important fish. The reefs have potential to improve but will need management actions to protect fish and to reduce pollutants and sediment entering from land. Mustique has been proactive in minimizing human influences by prohibiting the use of phosphates (e.g. in household detergents), taking steps to reduce erosion, to conserve water and to treat wastewater. Together with additional protection of herbivorous and commercial fish, these steps will help improve reef health in the Mustique Marine Conservation Area.

Of course interpreting natural science data means considering a whole host of other factors, such as hurricanes, coral bleaching, changes in local population, levels of tourism and major developments. And as anyone who has snorkeled will know, a coral reef can look quite different on different sides of the same island, for example. So the results can vary greatly depending on the site that we're surveying. Nonetheless, knowing about change in coral reef health is vitally important for marine protected areas as they decide how best to focus their management and enforcement effort, where to target education activities and with which partner agencies on land to collaborate. The information generated by the expedition is being used by the managers of the Grenadines marine protected areas to help focus on these priority needs.

How can you help?

As individuals, we may start by doing some simple things: respect no-fishing rules; use fixed moorings or anchor only in sand (with no coral heads or seagrass); use holding tanks whenever possible, especially in marine protected areas, and if needed discharge when on passages between islands; reduce the amount of garbage you create and plastics you use and pick up trash underwater or along beaches. Next time you go snorkelling, take a child by the hand and look at coral from a fish-eye view. Think like a baby coral and work out where you would land and grow. Or follow a fish and watch where it goes and what it eats.

Keep an eye out for warmer waters and "white" corals. Forecasts from the NOAA Coral Reef Watch program's 'Coral Bleaching Thermal Stress Outlook' (coralreefwatch.noaa.gov) are highlighting a very real possibility of higher than normal sea surface temperatures in the Caribbean towards the end of 2015, which can stress corals and cause them to "bleach" (turn white from expelling their symbiotic algae). Please contact the local marine protected area manager if you start to notice coral bleaching in reefs that you know well.

The monitoring expedition is now helping managers of the marine protected areas in the Grenadines better understand the health of their reefs and the threats facing them so they can take actions to protect coral reefs for a sustainable future. The expedition was organized by Sustainable Grenadines, Inc. and made possible through sponsorship from the US National Fish and Wildlife Foundation to strengthen coral reef management practices on the Grenada Bank. Why not stop by SusGren's office in Clifton when you're next on Union Island, to learn more about conservation efforts in the wonderful Grenadines?

Emma Doyle is Advisor on Marine Protected Areas to Sustainable Grenadines Inc. and Patricia Kramer is with the Atlantic and Gulf Rapid Reef Assessment Program (www.agrra.org).

—Continued from page 15 Regatta News

The Antigua Classic Yacht Regatta, sponsored by Panerai, invites entries that have a full keel, are of moderate to heavy displacement, are built of wood or steel and are of traditional rig and appearance. Old craft restored using modern materials such as epoxy or glass sheathing, or new craft built along the lines of an old design are accepted. Vessels built of ferro-cement may be eligible if they have a gaff or traditional schooner rig, and fibreglass yachts must have a long keel with a keel-hung rudder and be a descendant of a wooden hull design. Exceptional yachts not


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fitting in the above categories may be eligible for entry into the Spirit of Tradition Class and should apply in writing with photographs or drawings to support their request for entry to entry@antiguaclassics.com.

Visit www.antiguaclassics.com for more information.

David de Vries to be 2016 Olympic Judge

David de Vries, a partner in Budget Marine chandleries, has been named a sailing judge for the Olympic Games to be held in Rio de Janeiro, Brazil, August 5th through 12th, 2016.



This will be his second time officiating at the Olympics, an excellent achievement given the stringent selection process that takes place for each Olympic event. Olympic International Judges are chosen from the best of the best International Judges from the International Sailing Federation's member nation authorities worldwide.

Becoming a Judge involves attending ISAF seminars, passing written examinations and serving at principal fleet racing events both inside and outside one's own geographic territory. Becoming an International Judge is much more difficult and is based on the individual's performance judging at some of the world's top international sailing events.

David de Vries has been through this process for many years. Knowing the racing rules and their applications is just the start. The big challenge is to determine the sequence of events that led to a protest: the "who, what, where, when" factors that brought the protagonists to the position that caused the incident. Dave's ability to focus clearly, contribute special skills and expertise, and work well in a team are the qualities that have made him a successful Olympic International Judge.

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up to 50	$1.22	$1.10	$1.04
up to 60	$1.33	$1.19	$1.13
up to 65	$1.48	$1.34	$1.25
up to 75	$1.53	$1.38	$1.31
up to 80	$1.68	$1.52	$1.43
up to 100	$1.73	$1.56	$1.48

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