CARIBBEAN COMPASS
On-line
NOVEMBER 2018 NO. 278
The Caribbean's Monthly Look at Sea & Shore

SEASON OPENERS!

St. Barth Cata-Cup and more...

— *Regatta News on page 14*

PIERRICK CONTIN - SAINT-BARTH CATA-CUP 2017

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SCOTT MASEAR

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On the cover: This month's St. Barth Cata-Cup (www.stbarthcatacup.com) starts the 2018-19 Caribbean sailing season with a bang! Photo by Pierrick Contin, 2017.

See Regatta News on page 14



Info & Updates

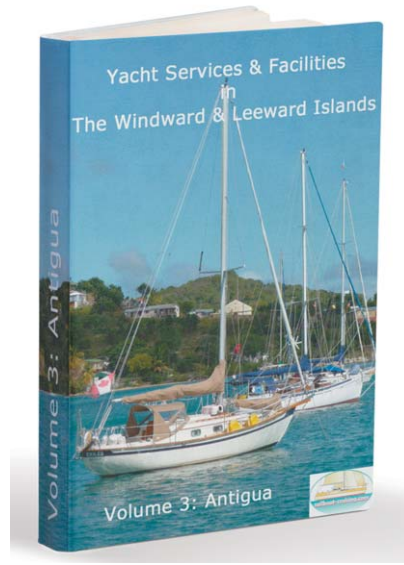
New Anchoring Restrictions in Le Marin

Chris Doyle reports: The authorities in Martinique are now enforcing new "no anchoring" areas in Le Marin. Anchoring is no longer allowed in any of the traditional "hurricane holes", EXCEPT during a hurricane. These areas are shown on the updated chart. As far as I can tell, you may anchor on the other (western) side of the harbor, as long as you are out of the channel.



Guide to the Windward Islands will be available from chandleries starting this month, and online at www.cruisingguides.com

The 2019-2020 updated edition of Chris Doyle's Sailors



New Antigua Yacht Services Directory

Dick McClary of www.sailboat-cruising.com reports: As far as I'm aware, there's no simple, searchable, downloadable directory of Yacht Services and Facilities for sailors cruising throughout the Caribbean island chain — until now!

This series of e-books sets off, somewhat incongruously, with *Volume 3 - Antigua*. Inside are the contact details of well over 100 Antigua-based companies and sole traders who can provide a wealth of yacht supplies and services ranging from chandlery and fishing gear to gas bottle refills and surveys, and from dinghy repair and yacht management to welding and laundry.

Download it now to your PC, laptop, tablet or smartphone — it's in PDF format so no e-reader is required.

www.sailboat-cruising.com/Yacht-Service-Providers-Antigua.html

More Progress in Soufriere, St. Lucia

James Crockett reports: On September 16th, a number of young men from the newly formed Soufriere Yacht Services Association (SYSA) joined forces with representatives from the Caribbean Youth Environment Network, and James and Pepsi Crockett of local charter company Jus' Sail, to undertake a litter clean-up in Soufriere Bay as part of the Ocean Conservancy's International Coastal Cleanup (oceanconservancy.org/trash-free-seas/international-coastal-cleanup). A total of over thirty 55-gallon rubbish bags of trash were collected from Soufriere Beach, Malgretoute Beach and along Rachette Point. As part of the formation of a new community group, SYSA have a stated goal of working towards keeping Soufriere litter free, and it is anticipated that they will undertake regular clean-ups throughout the year. As the organization grows, you might well be invited to join them on one of these clean-ups, with refreshments and new friends as a reward.

On October 3rd, the SYSA group totalling 38 persons came together to vote on the formation of their Executive Board, to choose a final design for their logo, and to commit to their organization's purpose, vision, mission, core values and code of conduct, which have been shared on their newly formed Facebook page. Please visit the page, read about the group, and show your support by "liking" the page. Get in touch if you are intending to visit Soufriere by yacht to ensure you get the best welcome: www.facebook.com/SoufriereYachtServicesAssocation

Over the weekend of October 13th, the group undertook seamanship training as preparation for certification with the Saint Lucia Air & Sea Ports Authority to become registered operators on the water.

—Continued on next page



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Fajardo, Puerto Rico

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Trinidad & Tobago
AMD
Chaguaramas

USVI St Croix
Wilsons' Cruzan Canvas
Christiansted

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DOYLE CARIBBEAN

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Over 40 persons took part in the two-day training, which included rules of the road and international regulations for the prevention of collisions at sea, marlinspike seamanship, basic navigation, VHF communication, anchoring, towing, man overboard recovery, and firefighting. Knot tying and line coiling were given specific focus to ensure professional service is given when tying yachts' stern lines to shore.



As the organization gets going, uniforms and IDs will be issued to make the official members easily recognizable.

Visit www.facebook.com/SoufriereYachtServicesAssocation for more information.

'Boat People' Leap to Help in T&T Flood

The rain started falling in Trinidad on Wednesday, October 17th — and it did not stop. Within 48 hours it flooded communities in the east, central and south parts of the island, in some areas as high as eight feet. By Friday night into Saturday morning, people in some areas had to climb onto their roofs to escape the floods.

On Saturday morning calls were sent out for anyone with dinghies and outboards to assist. 'Boat people' ranging from cruisers to coast guard officers to yachting-related businesspeople came to the rescue.

Jesse James, Trinidad's Seven Seas Cruising Association station host and proprietor of Members Only taxi service, together with many visiting cruisers in Chaguaramas, immediately stepped up. Susie Stanhope from the yacht *Spirited Lady* got on VHF channel 68 and within minutes had two dinghies, two outboards and two kayaks ready to go.

Partnering with the T&T Office of Disaster Preparedness & Management, Budget Marine Trinidad donated a 9.5-foot AB dinghy, as well as lending a second dinghy and engine, to aid in flood rescue efforts with transportation provided by the Trinidad & Tobago Coast Guard. Budget Marine's manager, Risa Hall, ensured the prompt handover of the equipment so assistance would be swift to those in need.



Jesse rounded up a 40-foot flatbed trailer truck and within three hours it was loaded and enroute to help. Jesse, Susie's crew James, and Ian from *S/V Leila* went along to captain the dinghies in conditions described as "unbelievable". Joining up with a group of local volunteers, they were able to get the dinghies to the areas where they were most needed and worked tirelessly for hours into the night, rescuing as many people as possible.

By evening the highway connecting the north and south of the island was impassable. Many motorists were stranded. The rescue operation continued on the Sunday, with Jesse, James, and Patrick from *S/V Foxfire* going back out to assist.

During the course of the operation they partnered with the Trinidad & Tobago Coast Guard Engineering Unit, who provided invaluable assistance. Thus a small team from the Engineering Unit, led by Commander Boodoo and Lieutenant Commander Persad, together with Jesse, members of the Yacht Services Association of Trinidad & Tobago, and some visiting cruisers, stayed on the job, helping with the rescue and clean-up, and distributing food and clean-up supplies. Many flood victims lost everything in their houses; all they were left with were the clothes they were wearing. Thankfully there were not any reports of lives lost.

Trinidad gives a big thank-you to our visiting cruisers, for their selfless efforts to assist in this disaster. Thank you also to the Trinidad & Tobago Coast Guard Engineering Unit, the Yacht Services Association of Trinidad & Tobago, Budget Marine, Power Boats, Peakes Yacht Services, the Trinidad & Tobago Sailing Association, Coral Cove and Jesse James of Members Only Maxi Taxi Services.

Many others also contributed to this operation, including Nalini Akal and team, Miss Susan from The Living Waters Community, ASJA Mosque Charlieville, Hindu Temple Cunupia, Time of Life Christian Assembly, Ramp's Logistics led by Nigel, Marisha Narinesingh, Mike's Food Truck, Roger Mustapha and many more.

Grenada Music Festival 2019 Cancellled

The Pure Grenada Music Festival team reports: The Pure Grenada Music Festival scheduled for May 3rd through 5th, 2019 has been cancelled. We have enjoyed and appreciated the amazing responses from organizers, volunteers and patrons alike to PGMF 2016, 2017 and 2018, and were excited about the possibilities for PGMF 2019.

—Continued on next page



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However, the Festival has been a great financial responsibility and expense that organizer Dieter Burkhalter has undertaken for the past three years. Although he's been happy to do what he can to ensure the success of this event, he is unable to shoulder the financial risk a fourth time.



Dieter assures the public that he remains committed to music and to its development in Grenada and will find alternative avenues to inspire the growth and progress among aspiring Grenadian musicians.

The PGMF committee and entire team hope that the future may offer solutions to the present difficulties that they are facing and that the Pure Grenada Music Festival will once again be a reality on our island's shores.

Contact info@grenadamusicfestival.com for more information.

Celebrate Havana's 500th Anniversary – All Year!

Commodore José Miguel Diaz Escrich of the Hemingway International Yacht Club of Cuba (HIYC) invites all readers of *Caribbean Compass* to participate in an extensive program of recreational and academic nautical activities surrounding the 500th Anniversary of the founding of the city of Havana.

With a rich nautical history and cultural heritage, Havana is Cuba's capital, main port, economic and cultural center, and main tourist hub. Having a population of more than 2,106,000 inhabitants, it is not only the most populated city in the country, but also the largest city in the Caribbean.

Havana's 500th Anniversary events will include numerous nautical parades and multiple editions of the 500th Anniversary of Havana Foundation Regatta. The events will begin this month and continue throughout the year, culminating on the actual anniversary date, November 16th, 2019.

This month, on November 16th, the boats of HIYC members, visiting vessels at Marina Hemingway, and those in the nautical bases of the Havana neighborhoods of Santa Fe, Jaimanitas and Río Almendares, will parade into Havana Bay to publicize the start of HIYC's Nautical Activities Program celebrating the 500th Anniversary of the founding of Havana.

The events will continue during 2019, including the St. Petersburg (Florida)-Havana Regatta, from March 16th to 23rd. On March 23rd, another nautical parade into Havana Bay will be held, with boats of the St. Petersburg-Havana Regatta and members of the HIYC. After the parade, the sailing boats will meet in front of Morro Castle in Havana to start the first edition of the 500th Anniversary of Havana Foundation Regatta, on a course parallel to the Malecon.

In April, during school recess week, another 500th Anniversary of Havana Foundation Regatta will be held, this one in coordination with the Cuban Sailing Federation, with the participation of Snipe, 470, Hobie Cat, Windsurf, Optimist and Laser classes. It will be an opportunity for young people from all over the country to greet the 500 years of life of Cuba's capital.

Next, on April 29th, Key West's Conch Republic Cup Regatta will arrive at Marina Hemingway, headquarters of the HIYC. This event, born in 1997, was one of the first to resume after the normalization of diplomatic relations between the United States and Cuba. On May 3rd, with the boats of the Conch Republic Cup Regatta and members of HIYC, another edition will be held of the 500th Anniversary of Havana Foundation Regatta.



On May 5th, boats participating in the Cuba Rally 2019, organized by Harmony Cruising, will arrive at Marina Hemingway. There will also be a nautical parade into Havana Bay and a new edition of the 500th Anniversary of Havana Foundation Regatta.

May 18th and 19th see the climax of the 27th Annual Fishing Tournament of HIYC. Along with the awarding of the winners, the 27th Anniversary of HIYC, founded on May 21st, 1992, will be celebrated.

In July, from the Malecon, the citizens of Havana will be able to enjoy a Kite Surfing Festival, and Commodore Escrich has proposed to hold, in October or November 2019, an International Colloquium on the Maritime History of the Port of Havana.

Finally, on the afternoon of November 15th, 2019, there will be a grand nautical parade from the HIYC headquarters to the landmark Christ of Havana statue, located at Havana Bay. That night, the boats participating in the parade will be located along the famous Malecon, decorated for the new day. At midnight, boats and ships will sound their horns and fireworks will illuminate the most popular Havana avenues, along which tens of thousands of Havanans will be waiting for the dawn of the 500th Anniversary of the founding of the capital of Cuba.

Commodore Escrich extends a special invitation to those heading to or sailing in the Caribbean to rendezvous at Marina Hemingway prior to November 16th, to prepare to participate in the nautical parade — gathering together as the Spanish treasure fleets once did in Havana to prepare for their journey to Spain.

For more information contact yachtclub@cnih.mh.tur.cu

Welcome Aboard!

In this issue of *Caribbean Compass* we welcome new advertisers the St. Maarten Heineken Regatta, on page 15; and International Boatlift Exchange, on page 18. Good to have you with us!



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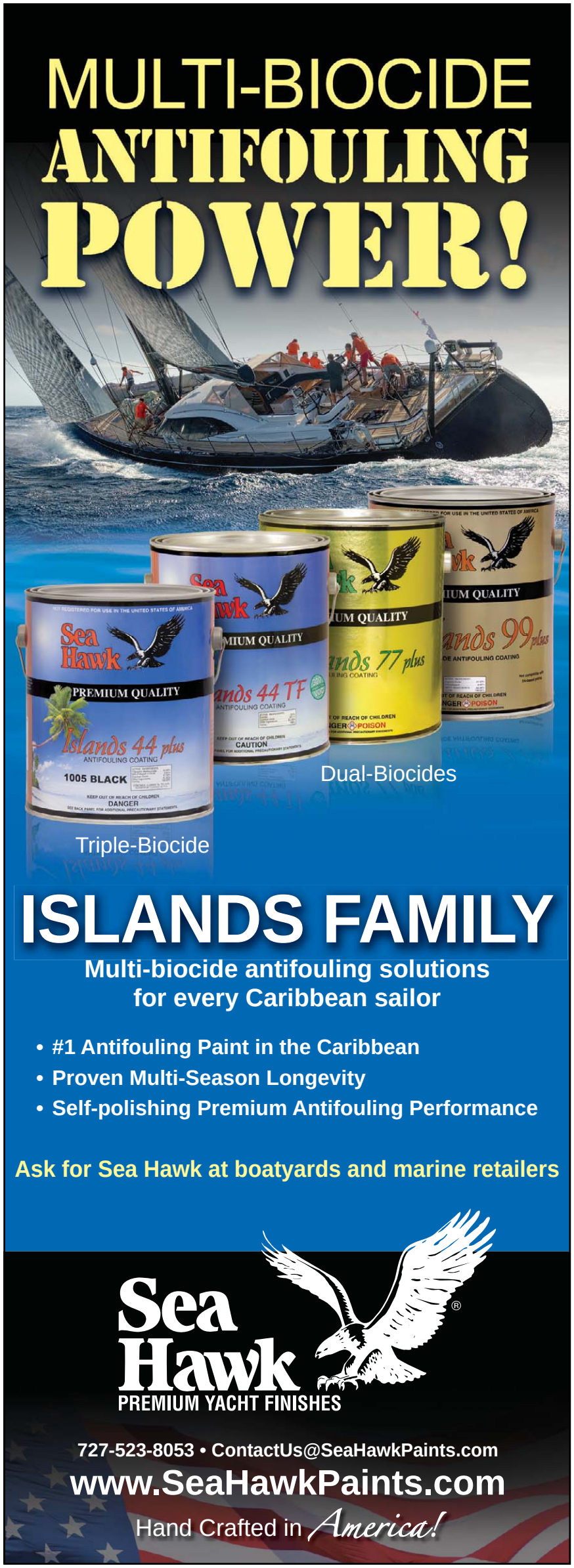
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BUSINESS BRIEFS

Dooley New General Manager of Parts & Power

Gavin Dooley has been promoted to the position of General Manager of Parts & Power, Tortola, BVI. Previously Service Manager for Parts & Power, Gavin now assumes responsibility for the Parts, Sales & Service departments.



Gavin, who hails from Trinidad & Tobago, brings a wide range of experience in the engine, generator, and heavy equipment fields. A graduate of Rutgers University School of Business, he began his career as a technician trainee, moving up to a machine operator then a mechanical technician in a rental fleet of generators and equipment.

In 2004 he started work as a Counter Sales Clerk for the T&T CAT Dealer, Tracmac Engineering. In 2006 he was promoted to Counter Sales Supervisor, then Parts Sales Supervisor in 2008. In 2010, he moved into service as a Service Team Leader, and was promoted to Service Manager in 2014.

Gavin joined the Parts & Power team in 2016, taking on the role of Service Manager. His wife and two children accompanied him to their new home in the BVI. Shortly after his family's arrival, the Territory was severely damaged by some of the worst natural disasters in the country's history, which included three floods, and Hurricanes Irma and Maria. In the face of such adversity, he was able to rise and steer his team in providing unrivalled customer support and equipment uptime. He is dedicated to the development of his team and their delivery of excellent customer service.

Founded in 1973, Parts & Power Ltd. has been serving the marine and industrial needs of the Caribbean for over 45 years. With over $1.5 million US dollars in parts and product inventory in Tortola BVI, it is the largest supplier of diesel engines, generators, parts and accessories in the Eastern Caribbean.

For more information about Parts & Power see ad on page 32.

Hawk Epoxy Adds New Distribution Partner

Hawk Epoxy has welcomed Donovan Marine, Inc. as its newest authorized distributor, wholesaling its comprehensive line of premium quality epoxy resin, catalysts, fillers, and metering pumps to the company's marine-focused recreational, commercial, and international customers.

"As one of the largest marine products distributors, Donovan Marine has the geographic reach to provide marine service professionals in both the recreational and commercial markets with just-in-time availability of our Hawk Epoxy products," says Erik Norrie, New Nautical Coatings' CEO.

New Nautical Coatings, Inc., established in 1978, is dedicated to bringing only the highest quality products and customer satisfaction to today's mariner. New Nautical Coatings is family owned and operated with a commitment to excellence. It provides a wide array of application specific marine coating products that include Hawk Epoxy, Sea Hawk antifouling systems, primers, solvents, and resins. Now offering innovative products globally, the Sea Hawk and Hawk Epoxy brands have enjoyed unprecedented growth and continue to grow as their products become more in demand worldwide.

For more information about Sea Hawk and Hawk Epoxy see ad on page 8.

Island Dreams' 2018 News

Anita Sutton reports: 2018 has been a busy year for Island Dreams in Grenada with past clients returning and lots of new clients, too, some of whom are new to Grenada having been BVI-based until Hurricane Irma caused them to change their plans.

Mark Sutton, owner of Island Dreams says, "With our offices at Port Louis Marina and Clarkes Court Boatyard in Grenada, we offer a full service for clients who want to have control over the maintenance of their boats and ensure work is complete and ready for their arrival at the start of their sailing season. Our primary concerns as projects progress are communications and scheduling.



"In terms of communication, we provide one point of contact and we work closely with the owner, supplying photos and progress reports. Inevitably when there are different projects underway, questions, issues and alternatives arise and we raise these with the client to find the solutions they need.

"Scheduling takes place once the work list is agreed with the owner or crew prior to their departure. We source and order parts in advance and allow for unforeseen delays. Weather can be a challenge at this time of year when we are re-commissioning, painting, cleaning and polishing, and we allow for this in our schedule."

For more information about Island Dreams see ad in the Market Place section, pages 42 and 43.

Electropics Now at Peake Yacht Services

Rainer Dobring reports: Electropics Marine Services of Trinidad is now located in the Peake Yacht Services compound. Electropics Marine Services is an authorized dealer for Mastervolt and Victron Energy.

For more information about Electropics Marine Services see ad in the Market Place section, pages 42 and 43.

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Christophe Harbour Launches Freehold Superyacht Berths

Molly McDaniel reports: Christophe Harbour, the 2,500-acre resort and superyacht marina destination on St. Kitts, has announced the launch of the Caribbean's first and only freehold superyacht berths for yachts from 106 to 122 metres.

Unlike traditional leasehold models, the six new superyacht berths are being offered for sale with deeded, freehold title from US$6.25m to US$7m. With alongside mooring, instead of the more common stern-to design, on state-of-the-art, fixed concrete piers, the new berths are being built to the highest standards.

The Marina at Christophe Harbour, which currently boasts 24 fully serviced yacht berths for vessels from 45-65 metres, is a designated port of entry for St. Kitts & Nevis, offering 24-hour security, tax- and duty-free fuel with in-berth fuelling as well as duty-free concessions for provisioning and imports.

Visit www.christopheharbour.com/marina for more information.

Puerto del Rey Expands Services

The largest marina in the Caribbean — Puerto del Rey in Fajardo, Puerto Rico — has announced additional services and amenities for its customers, including the opening of a beauty salon: Salty Hair @ La Marina. The salon, located in the West Building just past the entrance, provides styling services, barbershop, manicure and pedicure, among others.

Salty Hair @ La Marina joins a variety of tenants and establishments that enrich the experience featured at Puerto del Rey, making one's visit or stay a unique and exciting one.

In a single visit, guests can enjoy multiple services and amenities, all located within walking distance in the Marina. Among the attractions are East Island Excursions, Sail Caribe and Caribe Bliss, which offer trips to Icacos, Vieques, and Culebra. In addition are La Cueva del Mar, a restaurant with fresh seafood at affordable prices; and Sea Ventures, a diving center focused on tours for beginner and advanced participants. Puerto del Rey also provides furnished apartments available for rent for those interested in staying at the Marina, without necessarily having to be members or boat owners.



Carolina Corral, chief executive officer of Puerto Del Rey, explains: "We are constantly searching for new ways to add experiences for our customers and guests every time they visit the Marina. Right now, there are activities and services for everyone's enjoyment, suited for all ages. From the beauty salon and restaurant, to catamarans and sailboats for people who love sailing and want to hit the best beaches in Puerto Rico."

Situated on the eastern tip of Puerto Rico, Puerto del Rey has a capacity of 1,000 slips to accommodate boats of up to 180 feet LOA with 15 feet draught. It also has an extensive storage area, with more than 600 spaces in land. Among the services provided are diesel, gasoline, maintenance, tinwork, protection for ships during the hurricane season, and others. Members and visitors can enjoy the restaurants, shops and entertainment spaces that the Marina has to offer.

For more information about Puerto del Rey, visit www.facebook.com/MarinaPuertoDelRey, or call (787) 860-1000.

Ullman Sails Acquires Manufacturing Facility

St. Maarten Sails & Canvas NV is a Caribbean agent for Ullman Sails.

While the brand has been around for over 50 years, Ullman Sails has never before had a wholly owned and dedicated manufacturing facility to complement its strong brand and designs, choosing in the past to outsource this. The Ullman Sails group has now taken ownership of one of the largest sail-manufacturing factories in the world, based in South Africa, which gives Ullman Sails International full control over all aspects of manufacturing and the capacity to invest exponentially in research and development.

The acquisition of this facility has enhanced the value of the global loft network, which means that Ullman Sails can guarantee high-quality manufacturing to back up its market-leading technology at competitive pricing.

When it comes to sails, Ullman Sails understands that one size doesn't always fit all and their experienced sail designers have always worked hard to ensure that they identify exactly what the customer wants so that every sail is a perfect fit. The acquisition of the manufacturing facility will now ensure that these sails are built perfectly.

Ullman Sails will be attending this year's METSTRADE show, taking place in Amsterdam from November 13th through 15th. They will be located in Stand 07.539 in Hall 6/7, with a team on hand to answer all your sailmaking questions with Ullman representatives attending from our lofts in South Africa, the UK, Italy, Germany, Norway, Denmark and St. Maarten.

Visit http://ullmansails.com for more information on Ullman Sails.

For more information on St. Maarten Sails & Canvas NV/Ullman Sails St. Maarten see ad on page 23.

Horizon Yachts Grenada Expands, Ready for New Season

Sarah Baker reports: In just over one year, Horizon Yachts Grenada has undertaken further growth and expansion — in its Clarke's Court location, in its facilities and services available, and in its staff — in response to an ever-increasing workload.

The base at Clarke's Court Boatyard & Marina has been modified, with a brand new mezzanine storage area, undertaken to cater for clients' requirements for secure storage options and to provide housing for a more extensive in-stock inventory of spare parts such as anodes and filters for engines and outboards. The workshop facilities have also been extended to cater for the requirements from a broader client base. The company is seeing demands for more services in all areas: engineering, project management, guardianage, and brokerage.

Horizon has also taken on another experienced marine engineer, with Tessimy Viechweg joining the engineering team supervisor and workshop foreman, Calvin Jaldoo, and engineer Naquan Jones. Horizon's guardianage supervisor, Fedon Stroude, has also been joined by assistant Deserie Phillip to ensure the team is on top of the busy service schedule in preparing yachts for the owners' return, ensuring everything is ready for a smooth start to a new sailing season. Overall project management is overseen by Ricky Thomas and the office administration is in the capable hands of Ashiel St. Louis.

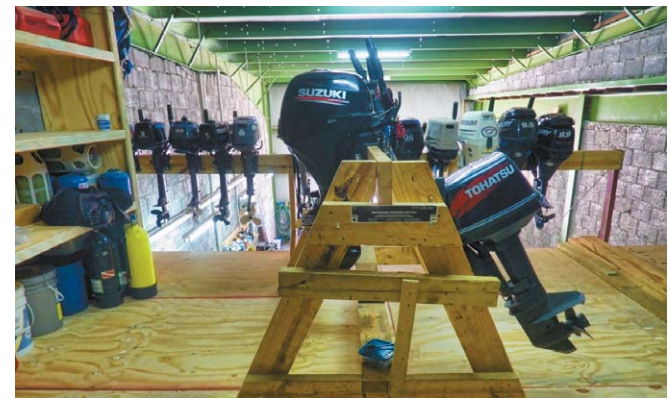
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Gary Haynes, General Manager Yacht Sales & Engineering, commented, "Over these past months we have undertaken a wider variety of maintenance and project management work, including the installation of Onan generators on some yachts in our care. Our workshop has also had a very successful year running full commissioning, service and repairs for Suzuki outboard engines, working in partnership with North Yacht Shop. Our expansion in all areas will put us in a very good position to continue to provide a high-quality level of service to all our clients."



For more information on Horizon Yachts Grenada see ad in the Market Place section, pages 42 and 43.

New Miami Service for Consumers Shipping to Caribbean

To serve consumers shipping small parcel and retail cargo to Puerto Rico, the Caribbean and Central America, Crowley Logistics announces the opening of a new, walk-up retail shipping service center in South Florida. This new space, devoted to less-than-container load (LCL) shipments, is housed within the company's expanded Medley warehouse in Miami. Catering to non-commercial shippers, the retail center is staffed with service-oriented team members who will clearly guide consumers through the packing, preparation of export documentation and shipping steps.

"Customers who are unfamiliar with the commercial shipping process will find the retail service center helpful, comfortable and convenient to use," said Crowley's Frank Larkin, senior vice president and general manager, logistics. "It's Crowley's view that shipping retail cargo throughout Latin America and the Caribbean shouldn't be confusing or intimidating. We're taking our decades of shipping and logistics knowledge, simplifying it and providing an easy option for consumers shipping all types of goods to friends or family in the islands."

The center's full package of retail services includes ocean shipping; air and ocean cargo consolidation/deconsolidation; pool-point distribution; pick, pack and sorting; labeling; packing and crating; inventory management; and customs brokerage. Crowley can also arrange for local pick-up of cargo in the Miami area for delivery to the retail center.

"Whether a customer is shipping locally bought holiday gifts, appliances, art or furniture, or any number of other retail items, Crowley's new service center will make shipping items to these locations easy and convenient," continued Ken Black, vice president, logistics. "Most customers will find that they are in and out of the office in 15 minutes or less."

Visit http://lp.crowley.com or phone (888) 246-9928. for more information.

USVI Charter Yacht Show This Month

The USVI Charter Yacht Show 2018 will be held from November 10th through 13th at IGY Marinas' Yacht Haven Grande, St. Thomas.

The opportunity to see approximately 60 yachts ranging from multihulls to 90-plus-foot motoryachts, and to be seen by top brokers from the Caribbean, US and Europe, makes the USVI Charter Yacht Show a "must do" for international yacht charter professionals. Registered show vessels can also get reduced berthing rates at IGY's American Yacht Harbor, Simpson Bay Marina and The Yacht Club at Isle de Sol in St. Maarten and IGY's Rodney Bay Marina in St. Lucia, until December 18th.

Organized for the second year in a row by the Virgin Islands Professional Charter Association (VIPCA), the 2018 show features a new marine trades expo. There will also be the "State of the Virgins Charter Industry" address by those with first-hand knowledge of what's on, what's open and what's up for the season ahead.

Not only is VIPCA welcoming a greater overall number of charter yachts, but the organization will have more 80-plus footers on display as well. This gives brokers an opportunity to see a larger number and diversity of yachts that appeal to an even broader client base.

"The US Virgin Islands have a lot yet to be discovered by the charter industry," says Oriel Blake, VIPCA executive director. "Known attractions include the islands' accessibility from the US, and a wide choice of provisioning available to fulfill preferences and provide for a hasty charter turnaround. The less-known attractions are the off-

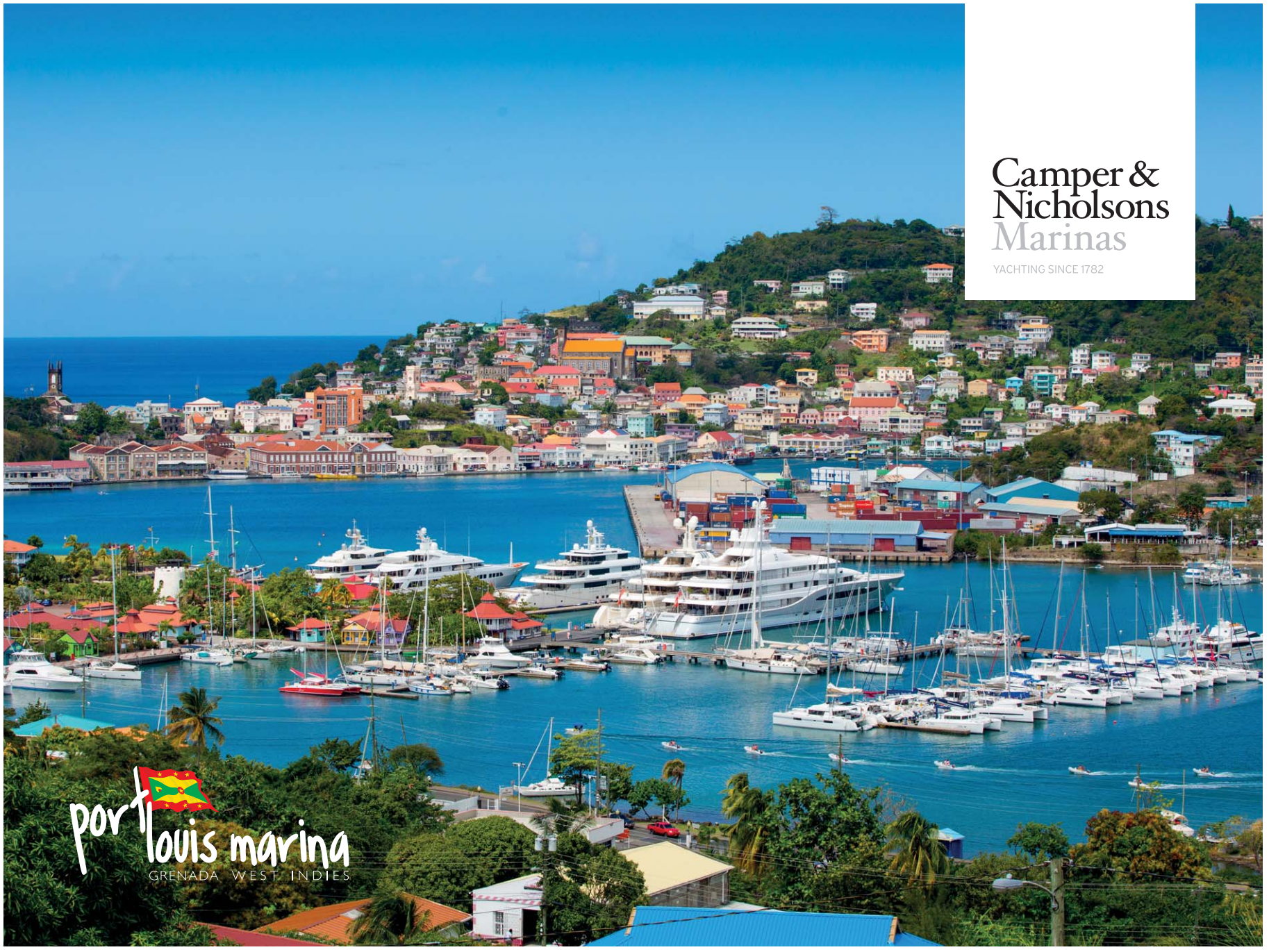


the-beaten-track discoveries of the cruising grounds: beautiful, protected private coves tucked out of view of mankind with access to impressive hikes of the St. John National Park, St. Thomas or St. Croix locations, or bays with nightlife near at hand, all within easy reach of further discoveries in the British and Spanish Virgin Islands."

"We have really seen a rebirth of the St. Thomas yacht charter industry over the past few years with many high-quality charter yachts choosing to base there," says Trish Cronan, president of Ft. Denaud, Florida-based Ocean Getaways Yacht Charters and president of the Charter Yacht Brokers Association International.

The 2018 USVI Charter Yacht Show's dynamic schedule will include a culinary competition, themed yacht-hop, cocktail party, awards dinner, sunset cruise, and industry update, as well as four days of yacht viewing.

Visit www.vipca.org for more information.



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50	$1.24	$1.12	$0.60	$0.56
60	$1.35	$1.22	$0.66	$0.62
65	$1.50	$1.35	$0.73	$0.69
75	$1.55	$1.40	$0.74	$0.70
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100	$1.75	$1.58	$0.92	$0.88

* Rates apply 1st June 2018 – 30th November 2018 and rates are quoted in US$
*The Seasonal rate is available to vessels booking and paying for 90 days or more in advance.

Terms and conditions apply. For yachts above 100 feet LOA, and for bookings of longer periods, please contact us for a personalised quote. Multihulls are charged at 1.5 times the standard rate. A deposit of one month at the monthly rate is required for monthly and seasonal stays otherwise a deposit of 10% of the value of the booking (Min US$100) applies.



See why the Caribbean is worth defending.

Join The Nature Conservancy and help us Defend Paradise.

The Nature Conservancy works throughout the region to protect seas, coastlines, and coral reefs on which we all depend. We need your help to protect our waters and our way of life. To find out how you can make a lasting impact on conservation in the Caribbean and to join our campaign to Defend Paradise, visit **nature.org/defendparadise**.

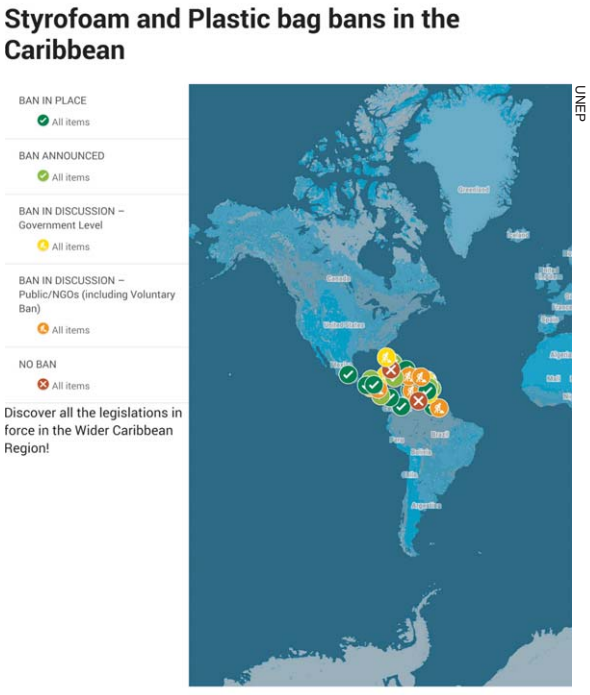
The Nature Conservancy

DEFEND Paradise

Caribbean ECO-News

Single-Use Item Bans on the Rise!

Increasing numbers of Caribbean countries and businesses alike are banning the use of single-use styrofoam and plastic products. Plastic items including bags, bottles, straws and cups litter the land, clog waterways, and foul beaches. Sea turtles mistake plastic bags for jellyfish, and die after ingesting them; juvenile sea creatures and other wildlife get stuck in containers and six-pack rings. According to



UNEP

Environment America's Wildlife Over Waste campaign, plastic fragments including styrofoam have been found in 86 percent of all sea turtle species, 44 percent of all seabird species, and 43 percent of all marine mammal species. When animals ingest styrofoam it can harm the animal's health — and people's health as well if the animal makes its way up the food chain.

In countries where the bans on single-use plastics and styrofoam are coming into effect, consumers are encouraged to utilize reusable take-away containers and cloth carrier bags, particularly those produced by local enterprises. The food industry is encouraged to manufacture and distribute paper-based and other environmentally friendly alternatives for domestic markets.

Here are some updates on styrofoam and single-use plastic restrictions in the Caribbean.

• GRENADA

Lauren Liebler reports: The Government of Grenada has implemented a far-reaching Non-Biodegradable Waste Control Act, which began with the complete ban on the importation of styrofoam effective September 1st, 2018. The importation ban will be followed by sale sanctions on styrofoam effective March 1st, 2019 and a complete embargo on its use a month later.

The Act will also bar all single-use plastics such as shopping bags, cutlery, plates, straws and cups by February 1st, 2019.

The legislation comes on the heels of robust advocacy by the Grenada Hotel & Tourism Association and the Grenada Green Group for a ban on styrofoam and single-use plastic. Already in Grenada, many hotels, restaurants and stores have transitioned to the use of alternative biodegradable products.

• JAMAICA

Starting January 1st, 2019, the Jamaican Government will impose a ban on the importation, manufacture, distribution and use of specific categories of plastic items. These include single-use plastic carrier/shopping bags, styrofoam, and plastic drinking straws.

The restriction on single-use bags applies to carriers with dimensions at and below 24 inches by 24 inches, and includes bags commonly referred to locally as "scandal bags" and "T-shirt bags", which are used primarily in the retail and wholesale trade. The ban will not apply to bags used to maintain public health or food-safety standards, such as those utilized to package raw meats, flour, sugar, rice, and baked goods.

With regard to single-use shopping bags made of polyethylene, commonly branded by retailers, the manufacturers and importers of such products must apply to the National Environment and Planning Agency for limited exemptions. These applications will be considered on a case-by-case basis for continued manufacture and importation, allowable not later than January 1st, 2021.

The Government will work with the Development Bank of Jamaica and the Ex-Im Bank to look at assisting local bag-making companies to reconfigure and/or retool in order to manufacture more environmentally safe products.

The ban on styrofoam applies to importation of the product for use as food and beverage containers. The local manufacture and distribution of styrofoam for use as finished goods in the food and beverage industry will be banned as at January 1st, 2020. The use of styrofoam for the packaging of food items such as raw meats will be exempt, and producers who utilize such packaging must apply to NEPA for limited exemptions.

The importation of plastic straws attached to juice boxes and drink pouches will be banned as of January 1st, 2021. There will be no restriction on wax-lined paper straws or other non-plastic straws. It is recognized that drinking straws made from alternative materials such as paper or bamboo are not always suitable for the medical sector and persons with disabilities, and exemptions will be examined in consultation with key stakeholders. Guidelines for application for exemptions will be developed by NEPA in consultation with the relevant public-sector agencies.

Read the full story at www.caribbean360.com/news/jamaica-govt-banning-single-use-plastic-bags-plastic-straws-and-styrofoam

• SANDALS RESORTS

Sandals Resorts International has announced that all 19 Sandals and Beaches Resorts across seven Caribbean islands and territories — Jamaica, the Bahamas, St. Lucia, Antigua & Barbuda, Grenada, Barbados, and the Turks & Caicos — will eliminate the 21,490,800 single-use plastic straws and stirrers used across the resorts each year by November 1st, 2018. Eco-friendly paper straws will be available upon request. Following the elimination of single-use plastic straws and stirrers, Sandals Resorts International will explore opportunities to eliminate other plastic across its resorts by September 2019.

The company has already made headway with the elimination of plastic laundry bags and plastic bags throughout gift shops.

This initiative is part of a larger effort to reduce plastic waste in the Caribbean region. The Sandals Foundation (www.sandalsfoundation.org), the philanthropic arm of Sandals Resorts International, has intensified efforts to reduce plastic pollution in the Caribbean and help educate communities on the dangers plastic pollution poses to the environment, health and tourism. The Sandals Foundation's recent initiatives include distributing reusable water bottles in schools across the Caribbean to reduce the use of disposable bottles among school children, delivering reusable tote bags to supermarkets across the region, and instituting a Solid Waste Reduction Project in Jamaica's south coast to clean up the communities and help inform residents on how to properly manage their waste.

• US VIRGIN ISLANDS

Lawmakers in the USVI on October 3rd approved an amendment to the territory's plastic bag ban, which became law approximately two years ago, to include plastic straws.

But, as reported on October 4th by *The Virgin Islands Consortium*, while the amendment "piles more good intention rules onto" the 2016 law, there is virtually no enforcement of the current plastic bag ban, as stores territory-wide continue to use plastic bags.

It was upon this observation that some lawmakers took issue with the amendment. Still, proponents of the measure hailed the amendment as a step in the right direction.

Read the full article at https://viconsortium.com/environment/senators-approve-amendment-to-plastic-bag-ban-to-include-plastic-straws-even-as-use-of-plastic-bags-continue-unabated

Capurganá and Cabo Tiburón Declared a Hope Spot

A new Mission Blue Hope Spot has been announced for 400 square kilometres of reefs at the boundary between Colombia and Panama, one of the world's main nesting sites for Caribbean sea turtles, including the leatherback. With this recognition by international non-profit Mission Blue, hopes are raised for this site to become an official Marine Protected Area.


THE TURTLE PROJECT MUSTIQUE

Visit https://mission-blue.org/2018/10/capurgana-and-cabo-tiburon-declared-a-hope-spot-in-support-of-leatherback-sea-turtles for more information.

Free Guided Hikes to Help St. Maarten

The destruction of buildings by Hurricane Irma can still be seen on St. Maarten a year later. Although more difficult to see, the island's hiking trails were also damaged. As part of Environmental Protection in the Caribbean's (EPIC) effort to connect people with nature and expand ecotourism opportunities, EPIC has collaborated with Tourism Cares on a new project that aims to improve hiking trails by clearing hurricane debris and overgrowth and adding informational signs. They will also create free online maps of the trails as well as printed brochures.

Leading this effort is Cadula Jones, an avid hiker and long-time resident of St. Maarten. She will be offering free guided hikes every two weeks through January.

Check out EPIC Islands' Facebook page for more information.



REGATTA NEWS

Bart's Bash Celebrated in St. Maarten

The Sint Maarten Yacht Club reports: Bart's Bash is a global sailing event taking place annually at hundreds of venues around the world, with thousands of sailors in different classes of boats. It is a fun race that is about increasing participation in raising sailing funds; the event gives people the excitement of being part of a global sailing race and introduces people to sailing.



SINT MAARTEN YACHT CLUB

On the weekend of September 15th and 16th the Sint Maarten Yacht Club organized the fifth local edition of Bart's Bash. Nineteen boats registered to compete in a four-race series. The racers were divided in two different starts, the Optimists and Laser Picos, and the Lasers and RS Visions.

In the Optimist class, Emma Lennox won all races. Jordan Pieterse copied that in the Laser Pico class. Frits Bus took the overall in the Laser class and in the RS Vision class Summer Jean Morton and Sahil Khatnani took the day.

This year SMYC had the chance to put all donations into the development of their own sailing program. The winner of most fund-raising boat was Kippy Gilders.

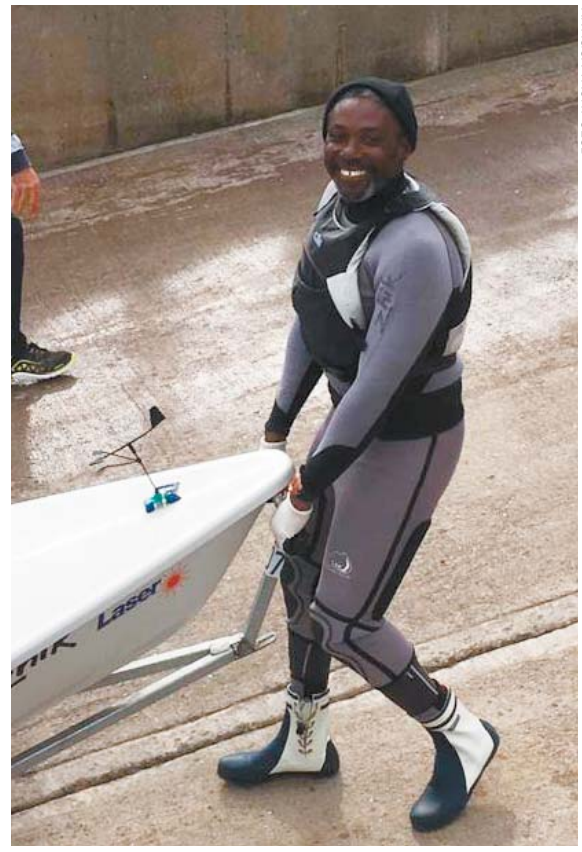
We conclude that Bart's Bash fifth edition has been well managed, especially if we look back on a year ago after Hurricane Irma. We showed Bart's Bash that we are back!

Visit www.smyc.com for more information about the Sint Maarten Yacht Club.

Antiguan Sailor 12th at Laser Master Worlds

The Antigua Yacht Club reports: Congratulations are in order for Karl James on his success at the Laser Master Worlds 2018!

Karl finished 12th out 61 competitors in the Standard Master class at the Laser Master World Championship in Ireland. It was very a competitive event, and conditions on Dublin Bay were breezy, shifty and cold. Eleven races were sailed and his best result was fifth place.



ANTIGUA YACHT CLUB

Visit www.sailwave.com/results/2018LM_SM.htm for full results.

ON THE HORIZON

Fishermen's Race at Cap Haitien

The third annual Haiti Sailing Cup for Cap Haitien's unique indigenous fishing sloops will take place from November 14th through 17th, with a final parade on November 18th, at Rival Beach, Cap Haitien, Department du Nord, Haiti.

The construction of these boats follows a design that is over 300 years old. Self-taught builders, using few tools and fastenings, construct them on the shore. The fairing of the boat is done by eye. There is no large-scale machinery used here. The boats are often painted in bright colors.

The sails are constructed out of any material that the fishermen find. For the sailing competition, the colorful sails designed by PolySail International will be a great complement to the brightly painted boats. These sails will provide superior construction and fabric, better



BRUCE LEEMING

able to withstand the elements. Each sail will have the logo of the sponsoring company or the initials of the sponsoring individual.

Haiti Sailing Cup is proud to host annual sailing competitions within small fishing villages in an effort to improve the lives of the fishermen by connecting them with sponsors.

Visit http://haitisailingcup.net for more information.

Grenada Will Again Host RORC Transat Finish

The Grenada Tourism Authority will host the finish line for the Royal Ocean Racing Club's 2018 Transatlantic Race.

—Continued on next page



ARTHUR DANIEL



—Continued from previous page

Competitors will start in Lanzarote, Canary Islands, on November 24th, racing 2,995 nautical miles before arriving to a warm Grenadian welcome at Camper & Nicholsons Port Louis Marina.

Visit http://rorctransatlantic.rorc.org for more information.

Multi-Island Course de l'Alliance

The 15th annual la Course de l'Alliance is scheduled for November 30th through December 2nd. As in previous years, sailors will sail three days from St. Maarten to St. Barths, on to Anguilla, and back to St. Maarten.

Visit www.smyc.com for more information.

St. Barth Cata-Cup This Month

The 11th edition of the St. Barth Cata-Cup will take place November 12th through 14th.

The St. Barth Cata-Cup is a high-calibre sporting event where catamaran enthusiasts of various nationalities, from world champions to locals, come together to race Formula 18 cats.

On the last Friday in September, nine Formula 18 cats were loaded into a container that left France to cross the ocean toward St. Barths, while two other large metal cases with a total of 19 more boats left on October 10th. The plan is for them all to arrive in Gustavia the week before the regatta, so that the 55 two-person teams registered to date can get their bearings.

After three editions in the early 1990s, Vincent Jordil, Jeff Ledee and Thierry Linares relaunched the event in 2008. A year after Hurricane Irma, the St. Barth Cata-Cup 2018 will be one of the first events to open the sailing season in St. Barth.

Visit www.stbarthcatacup.com, www.facebook.com/stbarthcatacup, twitter.com/stbarthcatacup and instagram.com/stbarthcatacup for more information.



TIM WRIGHT/WWW.PHOTOACTION.COM



EASY RIDE/ST. BARTH CATA-CUP 2017

Season openers!
Above: Join the 70-foot classic yawl Galatea *for her 120th birthday celebration at Grenada Sailing Week 2019*

Left: St. Barth sailor Miguel Danet-Pompidou racing a Formula 18 cat at Cata-Cup 2017. This year's edition starts on November 12th

Last Call for Early Registration for Grenada Sailing Week 2019!

Rosie Hoggarth reports: Don't miss out on this opportunity to benefit from the early registration fee for the Island Water World Grenada Sailing Week, to be held January 27th through February 3rd, 2019. Sign up and pay before November 30th for the reduced fee of US$90. After this date the fee goes up to US$130.

Building on the success of the last edition, organizers have been busy making sure that you will have the best time possible — from new and exciting courses to plenty of fun at the after parties. In addition, this year we will be helping Judd Tinias celebrate the 120th birthday of his 70-foot classic yawl, *Galatea*. Everyone is welcome to come and join the celebrations. But to all classic boats out there, we invite you to come challenge *Galatea*, winner of her class for the last two years.

We are already looking at fierce competition in Racer and Racer/Cruiser 1. And we are excited to announce that we are continuing the popular one-design J/24 class.

With two coasts to race off, offering both tactical and challenging racing, there is something for everyone. There is lots of fun to be had both on and off the water. With our two fabulous host venues, four days of racing and six nights of parties this regatta at the start of the racing season is one not to be missed.

Sign up now to "Spice It Up" in Grenada! https://yachtscoring.com/emenu.cfm?eID=5886

For more information, including NoR, check our website: www.grenadasailingweek.com and sign up for our newsletter. Email: info@grenadasailingweek.com; find us on Facebook: GrenadaSailingWeek; or at Twitter: @grenadasailweek

For more information about Grenada Sailing Week 2019 see ad on page 14.

St. Maarten Heineken Regatta's 2019 Regatta Village Venue

The organizers of the St. Maarten Heineken Regatta have announced that the 39th edition will be held from February 28th through March 3rd, 2019 at the Princess Port de Plaisance Resort, Casino & Yacht Club. In addition to its central, secure and convenient location, the Yacht Club Port de Plaisance will be offering 35 slips of free dockage in their South Basin for regatta race competitors.

—Continued on next page



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"The village will contain all the essentials of a great regatta venue: docking, registration, regatta offices, food stands, retail shops, craft vendors, live music, beer tents, entertainment, daily prizegiving, and of course world-class concerts, and ice-cold Heineken," says Michele Korteweg, general manager of the Sint Maarten Yacht Club, adding, "The Regatta Village will encourage camaraderie by bringing everyone together in one place."

Both the Princess Port de Plaisance Resort & Casino and The Yacht Club at Port de Plaisance are pleased



with the renewed partnership for the 2019 event. "We are happy to be part of this island-changing event and feel lucky to welcome everyone to the most exciting warm-water regatta in the world." says General Manager Jeff Boyd.

The Yacht Club at Port de Plaisance is offering free dockage during the week of the regatta in the South Basin for competing boats. The St. Maarten Heineken Regatta office will assign these free spaces on a first-come basis to fully paid entries. In addition, the marina will have available 60 slips in the North Basin for entrants. To book your free slip, contact the regatta office at mailto:info@heinekenregatta.com or phone (721) 544-0744. For competitors staying in other marinas or at anchor, the Sol water taxi and shuttle services will run regularly to key locations including the Sint Maarten Yacht Club during the regatta.

For more information on the St. Maarten Heineken Regatta 2019 visit http://heinekenregatta.com and see ad on page 15.

Get Ready to STIR Up the Fun!

Carol Bareuther reports: Register now and get ready to STIR-up the fun! The St. Thomas International Regatta (STIR), set for March 22nd through 24th, 2019, is the place to be for world-class racing and the chance to trade tacks and tactics with America's Cup, Volvo Ocean and Olympic crews on the water and off. Add the one-stop venue at the St. Thomas Yacht Club and quintessential Caribbean vibe and see how STIR earned its motto: "We Love It Here". You will too!

DEAN BARNES



"We look forward to welcoming STIR veterans and newcomers alike and are working hard to make the 2019 St Thomas international Regatta the best yet as our island continues to recover from last year's hurricanes," says Margo Lynch, commodore of the St. Thomas Yacht Club and STIR co-director.

Everyone is invited! STIR 2019 invites CSA (Caribbean Sailing Association handicap rule), racing, cruising and bareboat classes; IRC; ORC; Multihull, Beach Cats and One-Design classes with a minimum length of 20 feet. To date, owners of J/121s and C&C 30s have voiced an intention to race. Over 20 vessels are expected on the start line in the IC24 class. Bring your own boat or charter! Chartering especially makes it easy to fly in, jump on a race-ready yacht and set sail.

—*Continued on next page*



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Register now: pay in full for only US$150 between now and 1700 AST January 31st, 2019. Entry fees increase to US$300 between February 1st and March 19th, 2019. Registration for IC24s: US$200, Beach Cats: US$200

Visit www.stthomasinternationalregatta.com to register, and for more information.

Les Voiles de Saint-Barth's 10th Edition

In 2010, François Tolède and Luc Poupon created the first edition of Les Voiles de Saint-Barth. That year featured just 13 boats, but the race already had all the ingredients to become one of the best regattas in the Caribbean. Competition on the water, conviviality on the shore: the basics were established.

Close to 500 boats and tens of thousands of sailors have enjoyed this Caribbean "cocktail" over the past nine years.

Luc says, "After the 2018 edition, we did a poll of the crews to get an idea of their desires and allow the organization to improve. Quite a few shared their desire to have shorter and more varied courses. We listened to them and are going in that direction for the tenth edition. We are also planning for two race committees to cover a larger zone around the island and offer races adapted to each class."

The classes comprise Maxi Spinnakers, Multihulls (including the Offshore Multihull Association, a class created in 2017 for multihull owners), and Melges 24. All classes of monohulls are accepted as long as there is a minimum of five boats per class. Contact info@lesvoilesdesaintbarth for additional information.

For the special tenth anniversary edition, April 14th through 20th, the organizers have invited all former participants to return. A birthday is not celebrated without gifts! The organization of Les Voiles is pleased to offer a ten-percent discount on the cost of registration for all boats signing up before December 1st.

Visit www.lesvoilesdesaintbarth.com/voilesregister to register.

Bequia 2019 Easter Regatta NOR Announced

Bequia Sailing Club have published the Notice of Race and Sailing Instructions for next year's Bequia Sparrows Premium Rum Easter Regatta, to be held April 18th through 22nd. The official Regatta website (see below) includes a summary of the regatta events. It is hoped that, as for 2018, pre-registered non-national yachts and support vessels will have their SVG Customs entry fee waived. More information on this and other features of next April's Easter Regatta will be uploaded to the regatta website as it becomes available. Meanwhile Bequia Sailing Club are happy to respond to any queries prospective entrants may have — contact information is also on the regatta website.

Visit www.bequiaregatta.com for more information.

YOUTH SAILING NEWS

Antigua & Barbuda to Host 2019 Optiworld

Antigua & Barbuda has won the bid to host the 2019 Optimist World Championships (Optiworld), an event which will attract almost 300 young sailors (and their support teams) from more than 50 countries.



OPTIWORLD.ORG

The Optimist is a small, single-handed sailing dinghy that is seen as the foundation of sail training. It is exceedingly popular and the Optimist is the biggest youth (age 8 to 15 years) racing class in the world.

Many of the world's top Optimist sailors have become world-class adult sailors: at the 2016 Olympics at least 85 percent of the boat skippers were former Optimist sailors.

This summer the 2018 Optiworld was held at Limassol, Cyprus, and Karl James from Antigua Yacht Club was there to reconfirm Antigua's winning bid. He says, "Antigua and Barbuda won the bid over China, Sri Lanka and Tunisia — a great success not only for our islands but for the Caribbean region, especially after the devastating effects of hurricanes last year."

The 2019 Optiworld event will take place from July 6th through 16th, hosted by the Antigua Yacht Club. The nautical venue will be Nelson's Dockyard, English Harbour. Given the scale of the event, it will bring big off-season action and international coverage to the island.

Follow the event at http://2019worlds.optiworld.org



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Regional Association Committed to Sailing Development

The Caribbean Sailing Association's Annual Conference 2018, held on October 12th at the Starfish Jolly Beach Resort, Antigua, ended on a high in a final session where it was agreed that sailing development, and specifically support of youth development across the region, remains one of the biggest focuses of the organization.

Newly elected President Alison Sly-Adams of Antigua Sailing Week summarized the initiatives in her opening remarks: "The CSA Rating Rule is the backbone of the organization, it being the rule that allows us to operate fair racing across the entire region in our regattas. But to grow our regattas we have to make sailing accessible to the majority. The CSA will continue to utilize its ability to coordinate resources at a regional level in order to provide development opportunities and an increase in the numbers of people coming into the sport of sailing across all of its member countries."

The event was attended by 50 sailing professionals from around the region including regatta organizers, measurers, yacht club representatives and race programme managers.

Key focuses over the next year will include rolling out the Youth to Keel programme piloted during Antigua Sailing Week 2018, the re-launch of the rating rule on a new platform before the end of the year, support and development of the race charter market across all countries, and rolling out a Resort Sailing Instructor Course to clubs and programmes around the region.

For a few it was the first conference they have attended. Frederic Sweeney of St. Lucia, attending for the first time, was part of the measurement team but, like many others, he wears multiple hats. He is also on the board of the St. Lucia National Sailing Association, and is a sailing school manager and an instructor, as well as being involved in all of his island's local regattas. Of the conference he said, "I have never been to one of these events before and I am very grateful that I had the opportunity this time. It has been very insightful and motivating for me and I have taken a lot away from it, which will be great for the St. Lucia sailing community."

Sailing instructor Nicholas Dupre from St. Kitts, who also attended the conference for the first time, said, "It was very reassuring to understand that other islands with more developed sailing programs were so welcoming. I feel even more motivated to try to get our sailors to share in training and to attend competitions with other islands. I feel that we in the Caribbean are so much stronger as a team if we work together and continue to have one of the best sailing playgrounds in the world." He went on to say, "I was also happy to see that our work towards building sailing in St. Kitts meant something, and that our opinions and comments were valued and respected by others in the Caribbean. We all have our own challenges based on our size and where we are on the sailing development curve along with island politics, but we all want the same thing and working together will help us to achieve it."

Returning Regatta Director Michele Korteweg of the St. Maarten Heineken Regattas has been to a number of conferences over the years but still finds the event an important slot on her annual planning calendar. "It is refreshing to be in a room of people who get that although our events compete with each other to some extent, we know that if we can develop opportunities to work together, such as on promoting the Caribbean Calendar, this will bring more boats to the region and thus benefit us all. Discussing our challenges helps us rethink the way we do things and keeps all of the regattas on their toes in terms of reviewing event formats and ensuring they are still relevant. Team St Maarten would not miss this event."

The new board for the year, led by President Alison Sly-Adams from Antigua, includes returning members Pam Fuller from Tortola, Mike Green from St. Lucia, Bobby Hillier from St. Maarten, Jaime Torres from Puerto Rico, Mark Theron from Nevis, and newly elected board member Karen Stiell from Grenada. Chief Measurer remains Bastien Pouthier from Trinidad. An amendment to the by-laws was also voted on to confirm a new ex-officio board member to represent World Sailing Group O.

The CSA would like to thank the sponsors of the conference Velour Imports, Tendrr, Antigua Sailing Week, Starfish Jolly Beach Resort and Sailors for the Sea for their support as well as their active involvement in the event.

Visit https://caribbean-sailing.com for more information about the Caribbean Sailing Association.

GEOFFREY PIDDUCK



With members from across the region, the Caribbean Sailing Association has reaffirmed its focus on sailing development, especially among youth. 'We have to make sailing accessible to the majority'



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Captain Burt of *CaptainBim*

Burt Francis walked out of his Form 3 private school in Arnos Vale, St. Vincent as a young teen. "What am I doing here?" he thought. The teacher was again missing from the classroom of the school for which his parents were paying EC$134 per term. Students sat by, waiting. This thing of a teacher missing for one or more periods each day was unacceptable to Burt.

That was the end of his formal education.

Now, at 61 years of age, Vincentian Burt Francis captains a large tug. Its homeport is St. Vincent Shipyard near Kingstown. In charge of the powerful yet agile tug *CaptainBim*, Burt commands both vessel and crew, a business proposition he takes seriously. His unique life story and continuing pursuit to be full owner as well as operator continues.



When I first met the captain, I called him Captain Bim for some time, until finally corrected: "I am Burt. Burt Francis. The tug is *CaptainBim*."

"How did the tug come to be named *CaptainBim*?"

'When I first met the captain, I called him Captain Bim for some time, until finally corrected: "I am Burt. Burt Francis. The tug is CaptainBim"'

After a long breath, Burt dropped his chin and gave a serious, if mischievous grin, "You see. The owner didn't like me. He set out to foul me up when I was working to acquire the tug. "Bim" is the nickname for Barbados, or a native of Barbados. He wrote the name *CaptainBim* on the sales agreement just to spite me." With a bite on his lower lip and twinkle in his eye, it was evident that this little prank hadn't ruffled Burt Francis's feathers at all. In fact, the name still appears prominently on the massive hull.

Asked where he learned to be a businessman: "No additional education. It's in the blood. It is my love of engines. My grandmother says that at one and a half years old in Chateaubelair, I could be in the house and hear a wooden bus going by and be able to tell her the name of the bus! 'SW is comin'!'

"One morning at church (at this same young age), I blurted out during the service 'Lily M comin'!' The English pastor stopped preachin'. He walked out through the front door and looked up on the hill above the church. Coming down that (steep) bank was the Lily M bus. He came back inside the church. He just couldn't believe it."

Burt was a child when his mother married a seaman. He says he learned truck mechanics but "not like you think". From nearby diesel workshops in the village of Chateaubelair, he read Ford and Zodiac user manuals when they arrived from England. "This is how I learned about diesels."

Experience Abroad

Capt. Burt has worked for tug companies in several countries.

"Working for a prestigious company here in St. Vincent, I was making EC$250 per month. I learned that a tug captain was making EC$375 per day in another island nation." This was at the same time that a Martinique company indicated they wanted him to gain more experience before they'd hire him. He left St. Vincent and worked in St. Eustatius, where a grueling schedule there of six months on and one month off wore thin.

"'Come back from your two weeks off,' they told me. I said no."

When the company owning the tug expected too much from Captain Burt, he responded, "It not workin' out." This ended his Eustatius endeavor.

"I received a call from an owner indicating that his tanker had been drifting for two days, past Aruba and gone. 'You have sugar bound for St. Lucia?' I say to the owner 'You need to get it to St. Lucia.' I monitor everything on SSB, so I had followed the developments and knew what was happening. I would need to pick 'em up a little above Aruba. It was a big job. The tug owner wanted me to do it. It was a long way to do this project. I told the owner that ten percent of the proceeds should be divided amongst the crew. It was a EC$52,000 job. We got only EC$1,000. Owner said giving crew EC$5,000 was too much."

Burt's stories often had harsh and disappointing endings. He has seen prejudice and injustice, and persevered. He can communicate in Patois, Spanish and English.

Back to St. Vincent

St. Petersburg, Florida, is where Burt was working when he identified a tug to buy in a co-ownership arrangement with a Vincentian acquaintance, which enabled him to return home. "I brought her down through the Bahamas to SVG with crew of only three; two of them were not seamen. We works differently from them Yankees." Burt chuckles as he reminisces: "Approaching St. Kitts (he lifts his fist to his mouth as if using VHF): 'This is the *Hercules* with A Team on board'."

Now, with *CaptainBim's* home port in the St. Vincent Shipyard located close to the busy shipping port of SVG's capital city, Kingstown, Burt gets calls to do things such as place his tug into position to move a 300-foot tanker holding 1.4 million gallons of oil. His precision is critical.

"There was a 6,000-ton barge with an engine problem. At nine o'clock one night I received a call: 'Can you put this barge onto the tanker?' So, I leave the shipyard and arrive nearby (the tanker). As I pass, the Yankees are watching to see how I handle it. I approach and say 'Take the line to me.' They are cautious. They don't know me. But when I get going they say, 'You are a boat handler! You make it look so easy.'

"Checking the drift, I communicate on SSB with the vessel." Burt chuckles and in his husky, strong voice repeats, "You are a boat handler!"

Burt is keen to promote other Vincentian-owned businesses. He familiarizes some of us who are in the St. Vincent Shipyard by driving us around the south end of the island to Blue Lagoon Marina. Near a small roadside café at the top of the hill above the shipyard, Burt slows down: "That is Gemma, Back to Basics. They are a bar and a store. They do karaoke and good barbecue on Friday nights."

Burt indicates an interest in advancing youths in the marine industry but he sees challenges: "'Are you going to pay me more?' they ask. I will hire someone who really wants to learn, but don't like it when they come at it from 'how much will you pay me?'



"Young people need to wake up. Stop the pretense that they (the college and university educated) are better. Segregating doesn't mean you're better. They want to go right into management instead of serving an apprenticeship of three to five years." Regarding youth and work, perhaps injecting his own attitude: "If I went away to foreign place to make money, I'd be a bandit. Take the money and get out."

Burt succeeds in a livelihood that suits his sensibilities. Since youth, the roar of diesel engines fascinated him.

Y2A examines how the lives of Caribbean people are affected during youth, shining a light on the subject of nurturing island youth so that they can fulfill their aptitudes and interests as adults. Thanks and hats off to Burt Francis for sharing the stories of how he came to be a tugboat captain. Best wishes on his endeavors to secure full ownership of his business enterprise — *CaptainBim*!



Sauteurs — Grenada's Newest Anchorage

by Lexi Fisher



Sauteurs is a historic, rural town. Situated at the very northern tip of Grenada, it seldom sees tourists other than those visiting nearby attractions. But now, the recent addition of a breakwater, intended to protect the beachfront businesses and main street from erosion, has created a lagoon big enough for several yachts. The people of Sauteurs are warm and welcoming, and local businesspeople are excited to be able to host visiting yachtspeople.

The area is largely uncharted, so use caution, but a number of nearby historical and ecological attractions make it a worthwhile stop for experienced sailors. The Sauteurs harbor provides a convenient jumping-off point (no pun intended — *sauteurs* is French for "jumpers") for exploring the north of the island, or a stopover on your way north to Carriacou.



Navigation

Sauteurs has a consistently strong onshore wind and swell, so entering the harbor is only advisable in good weather, and best when you can clearly see the reefs on either side of the entrance. One lies along the shoreline to the west, the other is directly outside and along the breakwater. Both should be easy to avoid.

At the time of this writing, heavy seas were causing waves to break at the end of the unfinished breakwater, although the completed structure should remedy this. There were not yet any channel markers, and although the lagoon was recently dredged to 15 feet, shoaling is still occurring at an unknown rate — use caution.

The breakwater's developers assured me that the bottom is all sand, and we found this to be true when we visited. Since the construction of the breakwater, the eastern end of the beach has widened considerably (see "Shaping Our Coastlines" in last month's *Compass*). This may change with continued construction and dredging.

Local fishing boats moor and anchor within the lagoon. Give them plenty of room and be watchful of their moorings, as some are small and hard to see.

Pull your dinghy up on the beach.

Services

Jason Electrical specializes in appliance repairs and may be able to help with other problems. Find him in the restaurant at the top of the hill. If you have engine problems, he can point you in the right direction.

There are two ATMs, both on the top side of town, as are several pharmacies. New Life Medical Center is on the hill, does blood testing, and has doctors available.

Restaurants & Provisioning

A number of large, well-stocked grocery stores lie along the main road, generally open from 0800 to 1800 hours, with reduced hours or closed on Sunday. The Marketing Board (MNIB) has a large outlet here, almost directly across the street from the base of the breakwater. They have the best selection of fruit and vegetables. For fresh fish, check the fish market at the end of the fishing dock. Availability is erratic and the best time to check is in the morning.

The main road is dotted with rum shops and small restaurants, most selling local dishes for very reasonable prices. Helena's, almost at the top of the hill, is popular and has a few tables on a small balcony overlooking the harbor.

For a great country meal while here or on a day tour, visit the Petite Anse resort, which has a delightful location, hanging over its own beach, a five-minute drive west of Sauteurs. Sailors Phillip and Annie Clift built this boutique hotel after crossing the Atlantic on the ARC and chartering for some years. You can swim in the pool and walk in the beautiful garden, heading down past cottages tucked amid flowers and trees to the beach.

They serve fruits and vegetables from their own garden, fish and lobster from local fishermen, and much of their meat is from local farmers. The restaurant, with its wide-ranging menu, is popular with both locals and visitors. They offer yachtspeople their local rate for a weekend escape.

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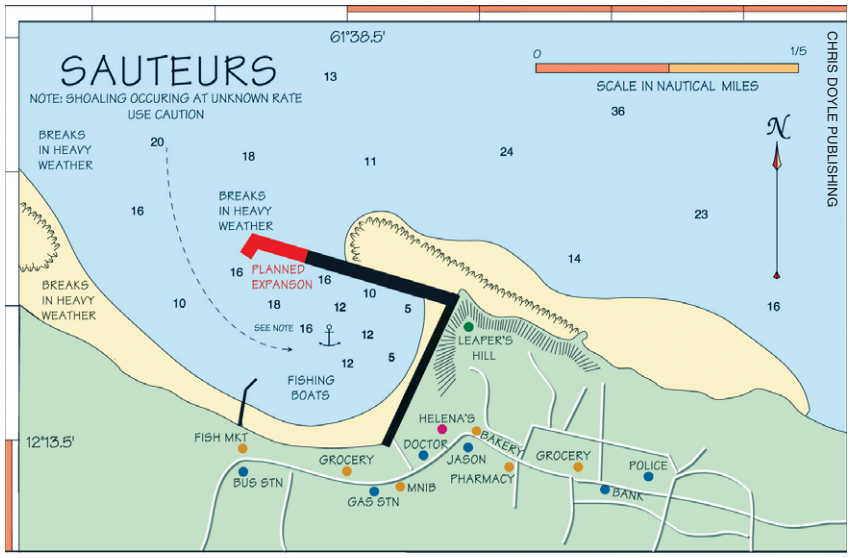
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Ashore

Leapers' Hill (le Morne des Sauteurs in French, also known as Caribs' Leap) overlooks the harbor to the west and is one of the island's most popular historic sites. After continuing conflict between French colonists and the indigenous Caribs throughout the early 1600s, the Carib population had been decimated by the French's superior weaponry. In 1651, the last remaining Caribs sensed a losing battle, and rather than be captured and killed by the French, jumped to their deaths from this high cliff to the sea below. To get to the site of this sad occurrence, turn left on the main road from the breakwater and follow the signs up from the top of the hill.

Buses run from 0600 until 2000 and will take you west (the Number 5 bus) all the way to Grenada's capitol, St. George's, or east (the Number 9) along two routes — to Hermitage, where you can visit Belmont Estate, or to River Salée, where you can ask to be dropped at Levera or Bathway beach for an additional charge. Catch the buses at the bus terminal at the western end of the main road.

Levera National Park, where leatherback turtles nest between March and August (book a tour in advance at [473] 442-2721), is a 1.5-hour walk, or short bus ride away. From here you can hike up to Welcome Rock for a spectacular view of Sugarloaf and the surrounding islands.

The Sulphur Springs, Hermitage waterfalls (a 40-minute hike), River Antoine Rum Factory, Lake Antoine, and Belmont Estate are all worthwhile destinations and a short taxi ride away. Helena, at Helena's Restaurant, can arrange a taxi for you.

Lexi Fisher is a writer and partner in Chris Doyle's Cruising Guides. *The 2019-2020 Windward Islands edition, which includes this new chapter on Sauteurs, will be available from chandleries starting this month, and online from www.cruisingguides.com.*

Caribbean Bound? Help Track Troublesome Seaweed!

by Joan Conover

Massive quantities of floating sargassum seaweed have inundated shorelines throughout the Caribbean recently. The effects on wildlife, fisheries, and tourism have been adverse, as the seaweed accumulates in piles as high as six feet (two metres) or more on many windward beaches and gives off potentially toxic levels of hydrogen sulfide gas as it rots.

The 2017-2018 period has been significantly worse than previous years.

In the short term, warning at-risk locations of approaching quantities of seaweed — sometimes described as "mats the size of islands" — would enable communities to take pre-emptive action and prepare for proper removal before any aggregation becomes too much to tackle.

In the long term, knowing more about this seaweed would help scientists figure out why it is increasingly prolific. More real-life information on the spread and timing of sargassum's migrations, and validation of the plant's growth stages, are critical.

What can sailors do to assist with both short- and long-term efforts to lessen the impact of sargassum on Caribbean coastlines? Take photos and note the location of any floating sargassum you see on your voyages, especially while crossing the Atlantic, and send them to researchers at the dedicated sargassum reporting website!

Research facilities have been developing technologies to identify the location of seaweed masses based on satellite imagery (see https://eos.org/features/sargassum-watch-warns-of-incoming-seaweed). While this seems simple, it has required on the ground — or in this case sea — knowledge of where volumes of weed are. This then allowed comparison to satellite data, to develop suitable applications.

For several years, private "citizen scientists", including cruisers and other sailors, have reported their sargassum sightings to the Gulf Coast Research Laboratory's (GCRL) sargassum research group, headed by Senior Scientist Jim Franks of the University of Southern Mississippi.

Jim asks sailors to input data about sargassum sightings — including latitude and longitude, photographs if possible, and comments — to a website designed for reporting pelagic sargassum observations. This year's reported data included close-up photographs of the weed brought on deck and placed on a dark background (such as a black garbage bag), to allow identification of the stage of development of this mobile seaweed.

Data provided to this site will continue to be used by GCRL scientists and colleagues throughout the region to identify the source of the sargassum, examine its movements, and discover the causes of the extraordinary recent infestations.

File your report at http://gcrl.usm.edu/sargassum/sargassum.observation.form.php as soon as you are able.

Another effort, to provide a satellite tracking application, has been developed by Dr. Chuanmin Hu's group at the University of South Florida. This website shows satellite imagery of sargassum that can provide "early warning" of where and/or when this seaweed will impact an area. While still in the development stages, this is a huge step forward for projecting where the weed is and where it might go, and could allow countries in the impact areas time to prepare. Check out the online Sargassum Watch System (SaWS) at http://optics.marine.usf.edu/projects/saws.html, which distributes daily images with surface currents, so others can visually estimate sargassum aggregation and movement directions.

The actual sargassum route and life cycle are not well known, but does seem to be increasing with each season's influx. Theories on why include increasing weather extremes of heat and/or additional nutrients introduced into the Atlantic, which create or enhance massive blooms of this seaweed. Recent research also suggests Atlantic algae respond positively to increased CO_2 and acidity in seawater, a major change in the former theory of slower growth. Thanks to Dr. Hu's work, along with that of Jim Franks, the sargassum's migration paths and patterns are becoming better known; ongoing research — with your help — will allow better understanding of variation and aggregation patterns.

More data points mean more accurate prediction models, and there are still various other parts of the tropical Atlantic to be added. This is especially critical for the equatorial sailing passage regions from Africa to South America, where transatlantic voyagers, such as participants in the Atlantic Rally for Cruisers, the RORC Transatlantic Race, and others, can provide valuable first-hand observations — but can also face serious impacts. Donna Lange's sailboat, during her solo 2015-2016 circumnavigation, was trapped in a huge mat of sargassum off Africa. Using a machete, she had to cut herself free from a foot deep, horizon-to-horizon mass of the seaweed.

Becoming proactive, keeping informed as to the location of floating bus-sized or larger seaweed mats, will be the new reality for sailors in the tropics. This sargassum issue will not go away, but we can help warn at-risk locations (including sailing routes) about it and help researchers learn about it.

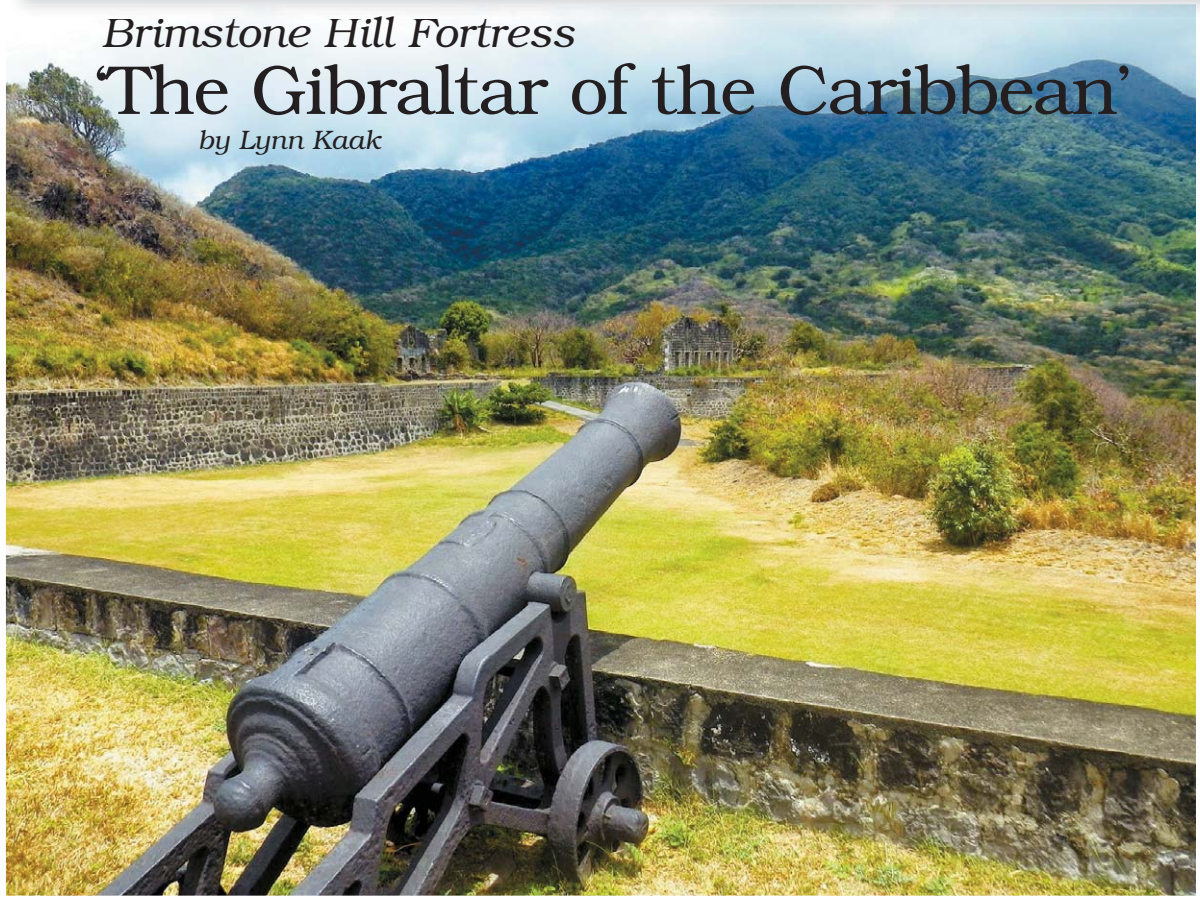
Get the word out to other concerned people and report the weed! Especially helpful will be close-up photographs. All information goes to researchers at the University of Southern Mississippi and the University of South Florida when posted at http://gcrl.usm.edu/sargassum/sargassum.observation.form.php

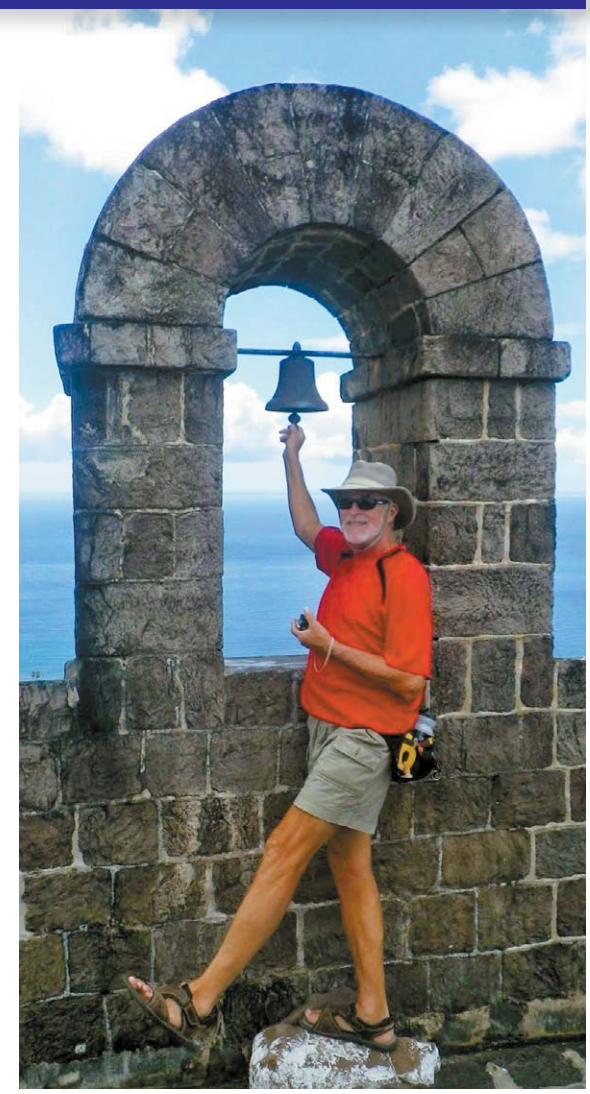


Brimstone Hill Fortress

'The Gibraltar of the Caribbean'

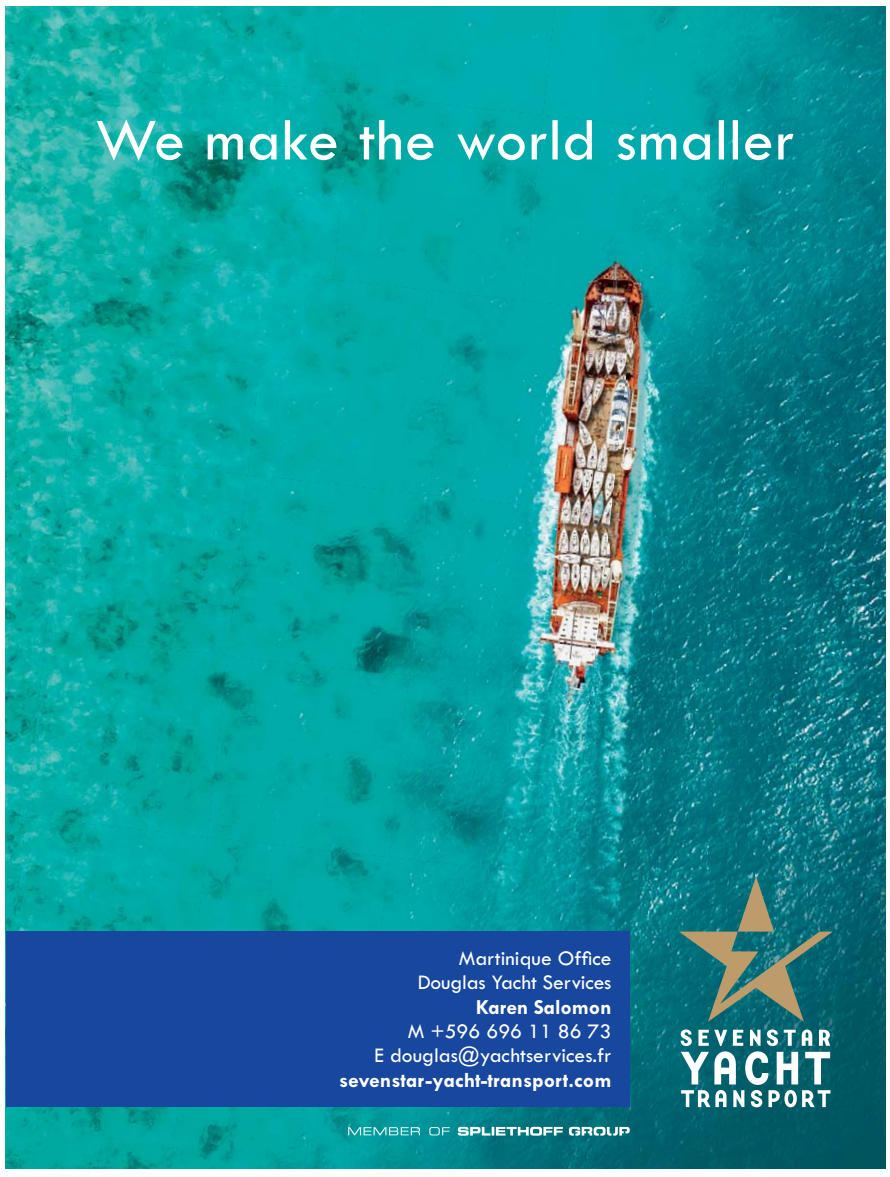
by Lynn Kaak





Sailing south along the leeward coast of St. Kitts, on the way to the the capital, Basseterre, you'll see a striking sight about halfway down the coast — Brimstone Hill Fortress. Located on the top of a volcanic plug, at an elevation close to 300 metres, this well fortified British colonial artillery emplacement commanded a view of all sea approaches on the west side of the island, with line of sight to Nevis to the south and Statia to the north. Attacking this stronghold was not an undertaking an enemy wanted to consider lightly.

—Continued on next page





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The top of the big hill was an easily defensible spot, even before the fortress was built, but the fortifications that were erected in the late 1600s and early 1700s made it even more formidable.

To visit this impressive edifice, cruisers can jump on a local bus going north from Basseterre, then walk in, and up, to the fort. Otherwise, one can hire a taxi or join a tour from the cruise ship port with no difficulty. If walking up hills doesn't excite you, get a ride up. The St. Kitts Marine Works boatyard is within walking distance, too.

If you do decide to take the bus and walk up, be sure to look up into the trees. Here you will see monkeys looking back down at you; while not as plentiful as on the sister island of Nevis, there are plenty to be seen here.

As you walk up, the first thing you will encounter is the lime kiln. The existence of limestone in the area made this a bit of an anomaly in the Eastern Caribbean, but it ensured an excellent and strong mix for the mortar for the buildings and walls, whose quality far exceeded that of the lime that was made from coral on other islands.



Top: As you walk up, the first thing you will encounter is the lime kiln



Bottom: It is well worth taking the time to explore every nook and cranny

Continue walking up (it is over 900 feet up, after all!) to the entry gate, being aware of the tour bus and taxi traffic that is also going in your direction with some blind corners and hairpin turns to negotiate. Once you get to the fortress, the trees thin out and you can appreciate the incredible view that the location offers. The adjacent islands are easily seen, and you can see the next batch of cruisers sailing south to check in at Basseterre, or heading straight down to Nevis.

The refurbishing of most of the buildings, which was begun in the early part of the 20th century, has been done with great care. Prince Charles officially reopened the facility in 1973, and in 1985 Queen Elizabeth II unveiled the plaque declaring it a National Park. UNESCO declared it a World Heritage Site in 1999.

Brimstone Hill is an awe-inspiring place for history buffs and fort junkies to wander around. While the tour groups may rush in and out, it is well worth taking the time to explore every nook and cranny to appreciate the work put into it to create it in the first place, and in the rehabilitation to restore it. Bring a lunch, or visit the on-site restaurant.

If you stop in St Kitts, Brimstone Hill is a must-see.

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Discovering the Magic of Grenada's Underwater Sculpture Park



by Darelle Snyman

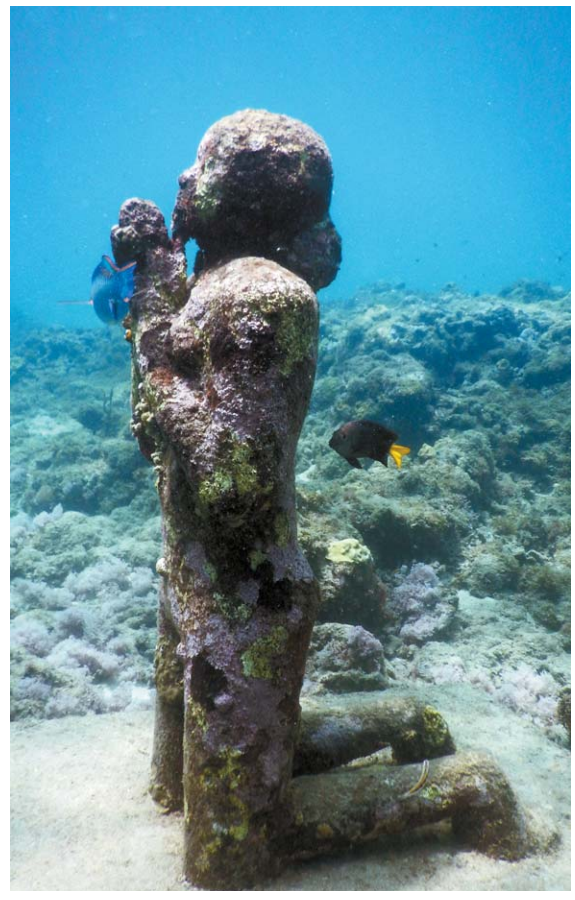
As a cruising family whose passions are diving and snorkeling, our visit to the Spice Isle without question had to include a visit to the underwater sculpture gallery at Moliniere Bay. For me personally the attraction was the chance to take photos of something unique, mind you; it does not involve any fancy equipment, just my trusty little Nikon. The ability to hold your breath helps, my preferred way of diving. For my husband and son just being in the water is enough, although if they could spearfish it would have been a bonus.



Our first visit to the park was a spur-of-the-moment dinghy ride from the St. George's anchorage with fellow cruisers. I don't really know what my expectations were, but did not expect to descend into the water and not see a single sculpture! The sculptures have been strategically placed among the craggy gullies and sandy patches to enhance the reef in depths ranging from three to 12 metres. Discovering the treasures of Moliniere Bay therefore requires exploration, so don't be disappointed — they are there. This journey of exploration allows you to discover and experience each sculpture piece by piece while surrounded by an array of marine life.

The first group of sculptures I encountered was by chance and it is also the most recognized work in the park, the "Vicissitudes" — a circle of 26 children holding hands while facing outward into the current. According to its creator, the British sculptor Jason de Caires Taylor, the "Vicissitudes" depict the adaptability of children in an ever-changing environment. Local children were used as models for these life-size sculptures.

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Top:

Vicissitudes: one of the earliest and best known works

Above: Sienna embodies a serenity that I found captivating

Left: The Lost Correspondent: how communication has changed!

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As one swims among the sculptures it is not only the sheer size of each that impresses, but closer inspection reveals the breathtaking changes each sculpture has undergone over time as colorful algae, sponges and coral left their mark. It is specifically for this reason that the sculptures were constructed from resilient and stable materials that would promote coral growth and the settlement of other marine life. The "Vicissitudes" is truly a remarkable sight to behold.

Close to the "Vicissitudes" I found "Sienna", a solitary figure kneeling in her isolated sandy spot, hands



lifted in prayer. "Sienna" is based on a character from the short story "A Different Ocean," written by the Grenadian author Jacob Ross. The story follows Sienna, a young girl gifted in free diving, whose talent was exploited in the search for lost treasure. She is probably my favourite; she embodies a serenity that I found captivating.

Another captivating sculpture is the immense "Nutmeg Princess," another statue inspired by a tale woven by a local author. The 11-foot-tall statue depicts a fairy tale princess emerging from a large nutmeg pod, reaching to the heavens with a handful of nutmeg, Grenada's most famous spice. *The Nutmeg Princess* is a popular children's book by renowned Grenadian author Ricardo Keens-Douglas.



As you navigate your way around the bay you are also likely to encounter "The Mermaid" casually reclining against the reef and "The Un-still Life," a classical still-life composition of a vase and bowl of fruit on a table. "Grace Reef" encompasses 16 female forms that lie scattered across an extensive sandy area. At the time of our visit they were mostly hidden by sand; just the odd face protruding from the sand gave evidence to their presence.

The Amerindian petroglyphs are more recent additions to the park and still relatively unmarked by time. There are apparently 14 sculptures, designed to reflect Amerindian art, culture and spiritual worship. I only found a few of them in the shallows more towards the northern side of the bay. They are the work of local craftsman Troy Lewis and the largest takes the form of a Zemi, a stone-carved idol believed to have supernatural powers.

After two hours of exploration the cold chased us out of the water and we headed back to the anchorage. As each one related their experience on the ride back I realized to my dismay that my husband and son saw more statues than I did. In my defense, I do get very preoccupied when taking photos, so we vowed to go back for a second visit, mainly to please myself.

So the second time round we went with our yacht, *Dreamcatcher 2*, and took a mooring ball at Grand Mal Bay. This time there were firm instructions: I had to be called if they found the statues I missed the first time round, specifically "Christ of the Deep," "The Lost Correspondent," "Man on a Bike" and the ring of faces referred to as the "TAMCC Faces". Well, I got lucky with two out of four.

Hidden away in a secluded gully more towards the deep nestles "The Lost Correspondent" — the sculpture that started it all, in 2006. It depicts a lone man sitting at a desk, hands poised over a typewriter. The work draws attention to the changes in the way we communicate, making "The Lost Correspondent" a relic in today's society. The surface of the desk used to be covered with a selection of newspaper articles dating back to the 1970s, some documenting Grenada's involvement with Cuba. Time however has taken its toll and the desk is now empty.

Top left: As corals and sponges grow, statues are transformed

Above: Replicas of Amerindian rock carvings honor Grenada's past

Left: The Mermaid casually reclines against the reef

Close to "The Lost Correspondent" in its own secluded gully hides "Christ of the Deep," arms outstretched towards the heavens. It is a replica of "The Christ of the Deep" statue that stands in the Carenage in Grenada's capital, St. George's.

Alas, none of us found the "Man on a Bike" and the "TAMCC Faces". The "TAMCC Faces" is a series of life-sized faces molded into the crevice of a large coral boulder and, according to literature, lies somewhere in the shallows in a depth of about two metres.

It bugs me that I did not find them; maybe third time is the charm. We chose to explore on our own, but there are numerous tour operators that do daily trips to the park who can guide you to all the sculptures.

I can definitely recommend a visit to this amazing underwater attraction. If your travels take you to Grenada, don't miss the opportunity to take the plunge!

The underwater sculptures lie within the Moliniere-Beausejour Marine Protected Area. All visitors must purchase a wristband (snorkelers US$1, scuba divers US$2) or have an MPA permit for your yacht. Dive/snorkel operators may include the fee in your package. These fees help maintain the sculpture park and the MPA. Anchoring is not permitted; use a mooring to protect the sculptures, the seabed and the marine life.

Visit www.facebook.com/GrenadaUnderwaterSculpture for more information.

REVEL WITHOUT A PAUSE — TRINIDAD CARNIVAL

Part One: Customs and Costumes

by Jo-Anne Nina Sewlal

To the people of Trinidad & Tobago, their Carnival is the "Greatest Show on Earth", full of history, culture, music and colour — and we are not afraid to show it and to share it with visitors.



MICHEL TISSOT

Worldwide, Carnival is the final opportunity at merrymaking before the Lenten season and is celebrated on the Monday and Tuesday before Ash Wednesday. In the Caribbean, it has its beginnings in the age of the sugar plantations. But our Carnival took its special character from the celebratory street parades of 1838, the year of Trinidad & Tobago's emancipation from slavery, and blends the tribal traditions of the African slaves with an imitation of the masquerade balls held at the Great Houses on the sugar estates.

Let us begin our journey into how Carnival is now — and how you can take part.

Trinidad Carnival, or "Mas" (from masquerade) as it is locally called, is a two-day event, but the preparations start months in advance. Events surrounding Carnival include fetes (parties) of all sorts, concerts, beach parties and boat rides. Carnival has gone high-tech in recent years and you can buy tickets for almost every event online. This is convenient, since a large proportion of participants are foreigners or locals that live abroad.

Carnival bands are organized groups of participants who pay for costumes fashioned by a designer and assembled by teams of volunteers. Bands reveal their costumes for sale several months before Carnival, at parties called "band launches". Here there is music and a fashion show where models show off the costumes in the band's different sections. (This is just one of the signs that Carnival has gone through a rapid evolution. A little over ten years ago, a band launch would be at the band's headquarters or "mas camp", where sketches of the costumes in the different sections would be displayed on the walls or on easels.) The cost of costumes can range from TT$2,500 to TT$5,000 (US$350 to US$700).

You do not have to be present in Trinidad at one of these band launches to purchase a costume. Just do an online search for "Trinidad carnival costume" or "Trinidad carnival bands", and order your costume, choosing your section and size. (For example, see https://carnivaltribe.com/costumes.) Some persons may not want a very revealing costume, so the band leaders cater for this by offering variations of a costume in a section.

Bands are arranged into "small", "medium" and "large" categories, according to the number of masqueraders. Each band has a "King" and a "Queen", with the Queen's costume being slightly smaller than that of the King. The King and Queen costumes are huge, weighing about 40 pounds, with most of the costume being supported by a metal frame with wheels to aid the masquerader in maneuvering it and displaying its beauty. The band leaders handpick the individuals who will wear the King and Queen costumes. But if you, too, want to stand out from the crowd, each section has an "individual", which is a more elaborate version of the costumes in that section. It is usually very expensive, ranging from TT$10,000 (nearly US$1,500) upwards.

Today, many Carnival costumes are referred to as "bikinis and beads", but costumes of Carnivals in the past were more historic in nature, depicting persons such as Cleopatra. From the mid-1960s, bands moved from historical to fantasy themes. Also, as the years passed the amount of costume decreased (not due to climate change!) and the prices increased. The decrease in costume was simply because revelers got tired of carrying around those big heavy costumes, especially in the tropical heat. But some similarities remain; for instance, each band has a general theme and each section reflects a certain aspect of that theme. For example, if the theme is "Egypt", one section may portray the pharaohs, another may portray certain Egyptian gods and another the Sphinx — you get the picture.

—Continued on next page



—*Continued from previous page*

Once you order your costume you will be given a date and time where you can come to the mas camp and collect your costume. This is usually during the month before Carnival. Some masqueraders use this time to alter their costumes, perhaps adding more beads or sequins.

All the preparation culminates on Carnival Monday with J'ouvert (pronounced "jou-vay", from the French *jour ouvert*, or daybreak), a street party that starts at 4:00AM and ends around 9:00AM, with masqueraders assembling by the various mas camps as early as 2:00AM. Like conventional carnival bands, J'ouvert bands have different sections, but the costumes are much more basic and a lot less expensive, usually



IDOBI (2)

On Carnival Tuesday masqueraders are in full regalia for a fabulous mega-parade of all the costumed bands

consisting of a band T-shirt printed with the design of the section. J'ouvert masqueraders also cover themselves in mud or body paint. Just like the other Carnival bands, now you can register to play J'ouvert online, with your payment including your simple costume, breakfast, alcohol and music. Some popular J'ouvert bands are Yellow Devils, Mudders International and Dirty Dozen, to name a few.

In addition, some steelbands put out their own J'ouvert bands, which they accompany along their route. This is a remnant of the past, when many of the conventional Carnival bands were organized by steelbands.

Some people opt to play J'ouvert and not Mas, or vice versa, or both.

After J'ouvert on Carnival Monday comes Mas — a fabulous mega-parade of all the costumed bands — on Tuesday. The highlight of Carnival is crossing "de Stage", a permanent structure set in front of the grandstand (a large pavilion) in the Queen's Park Savannah in Trinidad's capital city of Port-of-Spain. Bands are permitted to cross the stage starting at 9:00AM and on Carnival Tuesday you'll be greeted with a sea of colour as the different bands and their sections line up to make the crossing. Often masqueraders do not wear their full costume on Monday for fear that it will be damaged.



Carnival Tuesday is a marathon event. Often bands want to start at the Stage and go along the rest of the parade route after, which takes all day. Bands are assigned different routes, but all routes are arranged in such a way that the bands will pass various judging points. This is where technology is the masquerader's friend and bands have created their own mobile app that shows you the location of your band along the parade route. So, you could go and "lime" with friends, get something to eat, enjoy a snow cone, find a restroom — and join up with them when you like.

Judging is done on Carnival Tuesday when masqueraders are in their full regalia. So, if you want to help your band win the "Band of the Year" title in their category, please wear your full costume — this is one of the judging criteria. Some bands even have a section where the masqueraders perform a choreographed dance for the spectators and judges.

Another sign of the evolution of Carnival is that some bands offer an "all-inclusive" option. This means that for a higher registration fee, in addition to your costume you are provided with food, drinks, mobile washroom facilities, make-up stations, access to various after-parties, and even boat rides. Bands offer various options and packages so you can customize your all-inclusive experience.

If you are not into the "bikini and beads" costumes there are a number of "T-shirt bands", which are similar to those at J'ouvert, but without the mud and body paint. During the afternoon, smaller bands take to the stage, many of these consisting of traditional Carnival characters such as Minstrels, Bats, Devils and Sailors.

And don't despair — if your favorite band's costumes are already sold out, just come along and enjoy the show. Remember — it's the "Greatest Show on Earth".

Next month, we'll explore the music of Trinidad Carnival.

Trinidad Carnival is usually held in February. But with Easter falling late (on April 21st) next year, Carnival 2019 will take place on March 4th and 5th. Transportation from Chaguaramas to Carnival events is often provided for yachting visitors.

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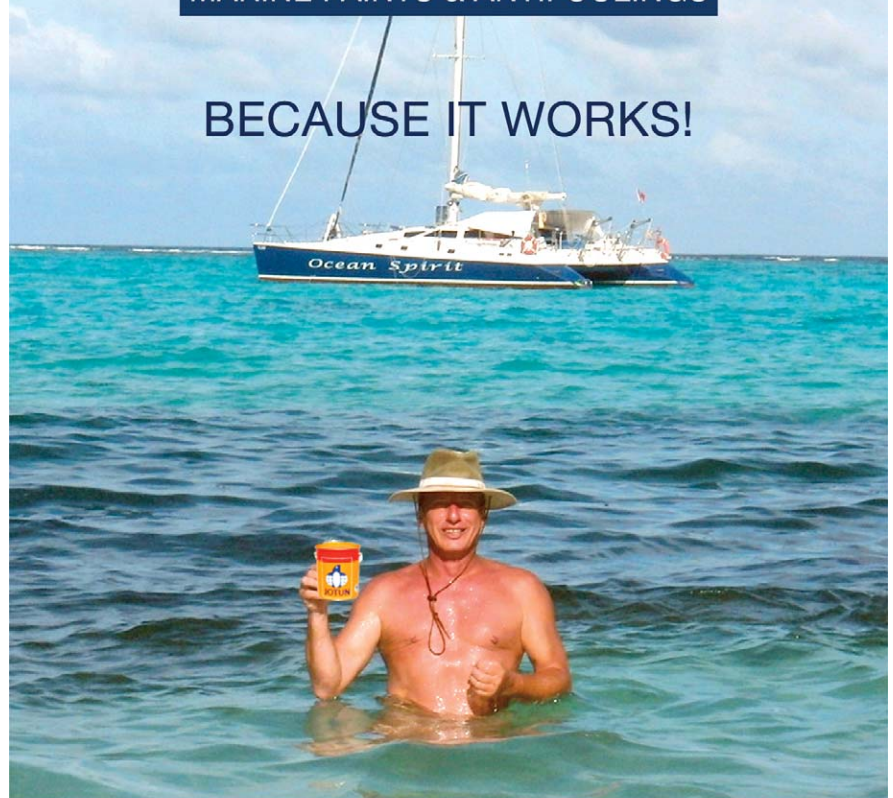
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MERIDIAN PASSAGE OF THE MOON

NOVEMBER - DECEMBER 2018

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!

November 2018	
DATE	TIME
1	0635
2	0730
3	0824
4	0913
5	1003
6	1051
7	1142
8	1245
9	1331
10	1421
11	1502
12	1552
13	1640
14	1727
15	1812
16	1857
17	1941
18	2025
19	2109
20	2156
21	2245
22	2339
23	0000 FULL MOON
24	0032
25	0131
26	0237
27	0332
28	0431
29	0527
30	0630

December 2018	
1	0719
2	0759
3	0847
4	0935
5	1023
6	1113
7	1202
8	1253
9	1323
10	1430
11	1520
12	1607
13	1651
14	1735
15	1818
16	1901
17	1945
18	2012
19	2123
20	2216
21	2313
22	0000 FULL MOON
23	0015
24	0117
25	0219
26	0319
27	0415
28	0508
29	0558
30	0646
31	0733

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- **Island Water World**
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- Polypat Boatyard
- Time Out Boat Yard



SailClear Could Boost T&T's Yachting Sector

by J. Wynner

In a meeting with boating enthusiast and CEO of Waterfall Marine Limited, Johan Van Druten, at his Chaguaramas, Trinidad office, he guided me to his computer and the www.SailClear.com website, where cruisers approaching a port of entry can complete much of the check-in procedure online. Johan, who has used this method many times, sailing to Grenada, was full of praise for SailClear. "It is so efficient," he explained. "It is hassle free and saves time."

Johan took the time to do a mock entry, responding to the questions asked, and before you knew it the form was filled out. It seemed like no more than two or three minutes to me.

"Once the vessel's captain fills out the pre-arrival online application," he continued, "when he arrives in port, the captain goes to Customs and Immigration with his passport and those of all those on board. The Customs officer pulls up the online application, prints the document, stamps it, signs it, and gives it to the captain — and that's that. Sometimes Immigration may ask to see all persons on board, but that is very seldom. And once the online pre-arrival form is submitted for that country, it is not necessary to do so again when re-entering the country — it is in their system. On following visits, the Customs officer will pull up the original application and repeat the process."

J WYNNER



CHRIS DOYLE



Local boater and marine businessman Johan Van Druten, above, says that the SailClear system is 'so efficient'. Could it replace Trinidad's current cumbersome entry procedures?

SailClear's home page states, "SailClear is an optional service available for use by yachts and other pleasure craft operators who wish to submit their Customs declarations in the form of electronic notifications, prior to arrival, in countries where the system is available.

"The overarching objective of the system is to enhance the user experience by providing a quick and seamless process of facilitation through the required authorities. What this translates to is more of your valuable time being spent in enjoying your trip," the website confirmed.

One of the frequently asked questions is: "I have filled out the SailClear form and submitted a Notification, do I still need to go through Customs and Immigration?"

The answer is: "The notification submission process facilitates the declaration process but the legal requirements cannot be replaced. Therefore you are still required to report to Customs and Immigration to present your identification documents on arrival but the time spent there will be reduced considerably."

The SailClear service is managed by the Caribbean Customs Law Enforcement Council (CCLEC), an inter-governmental organization that was established in the early 1970s to improve the level of co-operation and the exchange of information between and among its member states. The flags of the countries on SailClear's website are those that currently offer this pre-clearance option. Although CCLEC currently has 39 members, I counted only 12 Caribbean island nations now offering SailClear.

Talk to many sailors who have checked in and out of Chaguaramas, or any of the yachting stakeholders familiar with the ordeal of dealing with Customs there, and you will hear a litany of woes. Nevertheless, "The SailClear system is not yet available in T&T," Johan added.

The SailClear check-in sounds somewhat like the "electronic Pre-Arrival Notice" system proposed by T&T national agencies. This is a system whereby notification of the presence of a vessel entering or calling on port facilities can be made online, 24 hours a day, seven days a week, as put forward in the Ministry of Trade & Industry's Yachting Policy of Trinidad & Tobago, 2017-2021 (which Johan sent to my e-mail address there and then), but for now it is still a proposal. How long it will remain so is anybody's guess.

Trinidad has much to offer the yachting visitor, including location below the hurricane belt; good haul-out, storage and repair facilities; a skilled labour force; a wide range of available yachting support and ancillary services; a concentration of yachting services in one area; strong social, cultural, entertainment, recreation and environmental attributes; well-developed communications and air links; good medical and shopping facilities; and good cooperation between Government and the private sector.

But among the weaknesses identified in the Yachting Policy of T&T 2017–2021 are "Cumbersome Immigration and Customs procedures."

Providing the SailClear system, or something similar, is just one of the ways that T&T can increase the island's competitiveness as a yachting destination, recapturing or perhaps even surpassing its mid-1990 to early 2000s peak era.

Visit www.sailclear.com for more information on Sail Clear.

ONE LUCKY DOG

by JoAnne and Bill Harris



Before our full-time cruising life aboard the trimaran *Ultra*, we both had jobs that required tons of travel. We love animals, but we never were home enough to have a pet. Then, a year after we began our cruising life and after a couple of glasses of red wine, we decided to rescue a kitten that we had spotted by an abandoned house near the railway where we were hauled out. We captured him when he was barely three months old with the use of a milk crate, string and a can of sardines. We brought him back to *Ultra,* which would become his new kingdom, as we can state that he is definitely a Siamese through and through. We aptly named our kitty "Sailor". We took him to the best vet in town, where he was neutered (or as we say in Texas "fixed") and vaccinated for free, since he had been rescued. To this day, the folks at the clinic still ask us about him.

Fast forward to 2018. Recently, JoAnne had seen a thin and skittish dog hanging around the shipyard where we were in Panama. The shipyard is not a place where we usually see strays; usually the only dogs are the guard dogs within the fenced-in, dry boat storage area.

JoAnne enquired about the dog, and the onsite taxi drivers told her that he had walked from the Panama Canal locks, down the jungle road, and arrived at the marina. The distance is astounding!

We tried to approach the dog, but he was afraid, especially of men. To make him feel welcome, we put out some food and water at the Cruisers' Palapa, and one of the cruisers' children donated their SpongeBob Squarepants beach towel, which made a comfy doggie bed. The dog accepted the invitation and began to live at the Cruisers' Palapa, where the cruisers brought him lots of love. But it was time to make a serious plan. He was still homeless, there were signs of physical abuse; he needed a permanent home, and definitely a visit from the vet.

Since we hosted the morning VHF cruisers' net in the marina several times a week, we announced the newsflash of the "new dog in town". We decided a good name for him was Lucky, since he had arrived at an oasis of people who would take care of him. We announced our plan of accepting donations to have Lucky neutered, vaccinated, and given a general checkup by the vet. We also asked if anyone had a bandana they could donate to Lucky, so everyone on site would know that Lucky belonged at the marina. Immediately cruisers began dropping by *Ultra* to fill Lucky's envelope. We quickly collected the amount of money needed for the vet visit — plus a bright red bandana.

We explained Lucky's situation and the vet arrived the next day. Dr. Leydia, who is also Sailor's current Panamanian vet, quickly turned a cruisers' worktable into a proper veterinary procedure table for Lucky. There were several children in the marina at the time, who were curious to see the operation. With permission from their parents, they stood and watched as Dr. Leydia proceeded to "fix" Lucky. (What better way to get a first-hand biology lesson and learn about "the birds and the bees"!) Lucky chilled out until the anesthesia wore off, we adorned him with his red bandana, and he was ready — with just a little different hop and skip — to resume playing with the children.

He was completely spoiled with all of the attention and was beginning to warm up to everyone, even some men.

It was time for the next step. We announced on the VHF net, and another cruiser posted on Facebook, that Lucky was up for adoption. Meanwhile, yet another cruiser in the marina, who had a Master's Degree in Animal Behavior, noticed that Lucky was very intelligent and patiently taught him doggie etiquette and several tricks. We were all delighted to see, after just one week, Lucky's amazing transformation. Lucky would join JoAnne every morning down at the Cruisers' Palapa for morning yoga and demonstrate his own "downward dog" on her mat. We would love to have kept him, but we already had Sailor Kitty.

Finally, we organized a Cruisers' Bloody Mary and Pancake Breakfast, with all donations going to the Lucky Fund to purchase a supply of dogfood and medications.

A loving landlubber family quickly adopted Lucky. We painted a portrait of Lucky on a tote bag and filled it with Lucky's pet passport, dog treats, a monogrammed doggie bowl, a huge bag of dog food — and a bottle of wine for his new humans.

We must say that cruisers are some of the most wonderful people that anyone will ever meet. They are a super-fun, intelligent, generous, and compassionate group. We are very happy to be a part of this great community.

Throughout the Caribbean we have seen a handful of organizations that are supplying veterinary services free or at minimal cost. One of the best programs we have seen is on Grenada (see sidebar). However, since many small island nations have a human population that is barely getting by financially and animals might not be a priority, we feel there is so much more that can be done. We cannot save all of the animals, but if we all work together we can help significantly.

We hope that you and others will find it in your hearts to help animals in need. Whether to help an individual stray, or to support a local veterinary clinic or animal protection group, you can host your own fundraiser with a pancake party, barbecue, donations from the local bar, and more. You will quickly see how many cruisers will want to be part of this great cause!

Helping animals is just one of the causes that we support. Check out our photos and videos, or contact us to make a helpful donation at www.patreon.com/yachtultrasailingadventures or Instagram: #yachtultraadventures.



At left: Saying goodbye to Lucky

This photo: JoAnne and two young friends in Guna Yala, Panama

Where You Can Help Island Animals

Thanks to Chelsea Pyne for this selection of Caribbean animal welfare organizations:

DOMINICAN REPUBLIC: Dogs and Cats of DR Animal Rescue, www.dogsandcatsdr.com
PUERTO RICO: Second Chance Animal Rescue, www.scarpr.org
ST. MARTIN: I Love My Island Dog Association, www.ilovemyislanddog.org
ST. KITTS: Basseterre Animal Rescue Centre, www.barcstkitts.com
ANTIGUA: Protect Antiguan Animals With a Smile, www.paaws-antigua.com
GUADELOUPE: Société de Protection Animale de la Guadeloupe, www.spa-guadeloupe.org
ST. LUCIA: St. Lucia Animal Protection Society (SLAPS), www.stluciaanimals.org
ST. VINCENT & THE GRENADINES: The Vincentian Society for the Prevention of Cruelty to Animals (VSPCA), www.vincentianspca.org
BEQUIA: Bequia Animal Protection Alliance (BAPA), https://bapabequia.wixsite.com/bapa
CARRIACOU: Carriacou Animal Hospital, www.carriacouanimalclinic.com
GRENADA: Grenada Society for the Prevention of Cruelty to Animals (GSPCA), grenadaspca.com
TRINIDAD: The Animal Welfare Network, https://animalwelfarenetwork.com



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DESTINATIONS SHOW APPRECIATION FOR OCC 'SUZIE TOO' RALLY

by Jenevora Swann

There's an air of anticipation and excitement at Spanish Water in Curaçao as boats are gathering for the November 21st start of the second Ocean Cruising Club* (OCC) "Suzie Too" Rally 2018/19. Over 60 boats from nine different countries are taking part in this popular rally, which will see like-minded sailors exploring islands, ports and coves along the Caribbean coasts of South and Central America.

Rally organiser Suzanne Chappell, Roving Rear Commodore of the OCC, is working tirelessly to ensure the boats and crews can have the best adventure possible. She has planned an impressive five-month itinerary taking in Aruba, Colombia, the San Blas islands, Panama, and the Bay Islands of Honduras, culminating in Belize in April 2019. In order to avoid overpopulating some destinations, the boats are split into two groups and will start two weeks apart.

Suzanne says, "I organized a similar rally in 2016 with the aim of cruising in company to some of the more off-the-beaten-track destinations and was surprised and encouraged by the support from the governments in some countries and their willingness to assist us. By developing these contacts, this year's OCC "Suzie Too" Rally will benefit so much more. For instance, the Colombian Navy have given the rally boats permission to anchor within the Naval zone, a restricted area, which will give us added security. They will monitor our passage from entering Colombian waters and will greet us on arrival. We've also had some destinations waive their check-in fee for us, as they see the importance of bringing structured tourism into their countries. Some marinas and harbours have offered us a group discount and are going out of their way to help us organize tours and events. I am thrilled and delighted by the warm reception we are receiving."

Suzanne continues, "Curaçao offers an excellent destination for the rally start, as it is out of the hurricane zone, has a large harbour at Spanish Water for the boats to congregate in, and a fantastic boatyard and hauling facilities at Curaçao Marine, which many of our boats are utilizing. Curaçao Marine has been incredibly supportive and is one of the rally's main sponsors. I would also like to thank the Santa Barbara Beach & Golf Resort for hosting the events in the run-up to the rally, and for their wonderful welcome to all our participants. Many of the boats are also making use of the facilities at the resort's marinas."



Boats gathered on the pontoon at Santa Barbara Beach Resort for the start of the OCC 'Suzie Too' Rally. Left to right: Jenevora Swann (S/V Two Drifters); Fiona Bailey (S/V Supertramp), rally organizer, Suzanne Chappell (S/V Suzie Too); Jules Buckley (S/V Mojito). Front row: Molly (S/V Two Drifters); Chloe (S/V Mojito)

The Curaçao Ports Authority and Harbour Master have also given the OCC "Suzie Too" Rally their huge support. They have allocated a secure area in Spanish Water for the boats to anchor together, assigning additional safety, security lighting and garbage facilities and a dinghy dock.

In addition — and totally unprecedented — the Minister of Economic Development, Dr. Steven Martina; Curaçao Ports Authority Managing Director, Humberto de Castro; Chief Commercial Officer, Raul Manotas; and Harbour Master, Marlon La Roche have allowed the rally boats freedom of movement to explore Curaçao's beautiful anchorages. Mr. La Roche has arranged for the rally skippers to purchase a permit enabling them to just e-mail the Harbour Master when they change their anchorage. Normally, just a three-day permit is allocated for fixed dates and pre-agreed locations. This freedom of movement is an incredible accomplishment for Suzanne Chappell, who says, "If the trial permit is successful, the Port Authority may roll this out to other boats, which will increase the popularity of Curaçao as a destination of choice during the hurricane season as it will give cruisers the safety of Spanish Waters and the beauty of Klein Curaçao and the bays on the north west of the island to explore at their leisure."

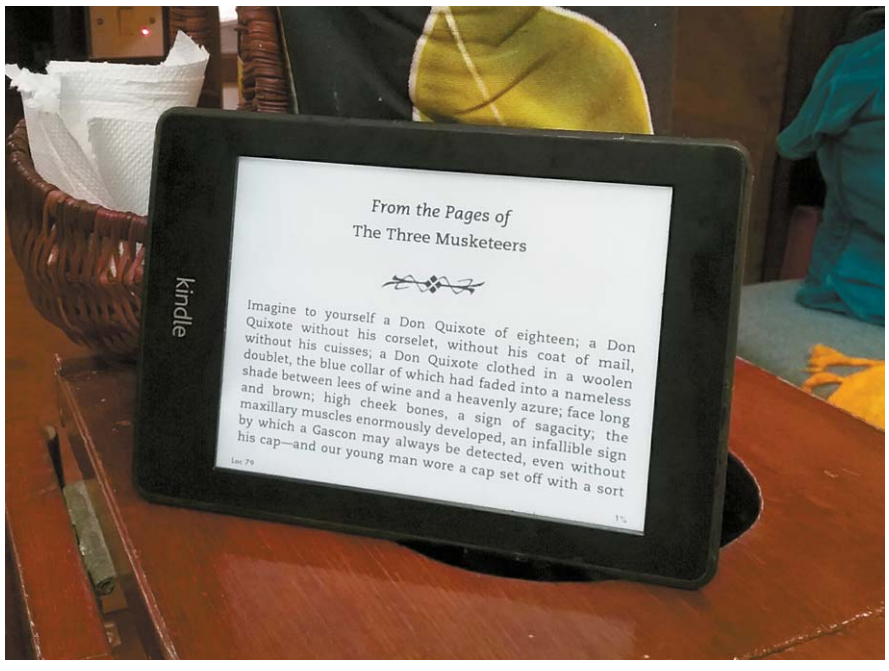
Contact Suzanne Chappell at suzanne.chappell@icloud.com for more information.

** According to the group's website, the Ocean Cruising Club (https://oceancruisingclub.org) represents "the distilled essence of the cruising community, a potent combination of accomplishment, experience, idealism, eccentricity, generosity and humility". The sole qualification for full membership entails stepping aboard a boat and making a continuous ocean passage of at least 1,000 nautical miles in a vessel not more than 70 feet overall length. Associate Members join aspiring to do the same and being inspired by those who already have.*

CRUISERS' TIPS

E-Readers vs Paperback Books Onboard

by Lynn Kaak





Hundreds of titles on one e-reader, or a shelf of vulnerable paperbacks? You decide

Recently a cruising sailboat nearly sank and was abandoned after a failed hatch flooded the boat in a severe storm and the water couldn't be pumped out. Why? The crew's collection of paperback books had fallen into the bilges after a knockdown and the pumps were irreversibly fouled by the resulting *papier maché*.

Even in less extreme situations, paperbacks onboard can be problematic. Pulp and even glossy paper books can often mildew in the typically damp, dark boat environment and create human allergens, especially in the tropics.

E-readers are a great alternative. Most e-readers are self-illuminating and offer variable font sizes. E-readers tend to be smaller and cheaper than tablets and consume far less power. You can share e-books with your family on the same e-account.

Bonus! My Kindle e-reader has a built-in dictionary and Wiki, which is very helpful. Even when there is no WiFi available, it piggybacks on cellular frequencies using data, all arranged by Amazon, totally free of charge.

We've downloaded several boat-maintenance books and stored them as PDFs on our e-readers for instant access.

I can simultaneously read books by Dumas, Churchill and Ivanovich by simply touching a screen; my e-reader remembers where I left off.

No sneezing from mouldy books, reading lights and bookmarks are not required — and I don't worry that my e-reader might ever foul the bilge pump.

Perfect!

LED versus VHF and AIS — What to Do?

by Ken Goodings

On August 15th, 2018, the US Coast Guard issued their Marine Safety Alert 13-18 concerning reports of poor VHF radio reception associated with the use of LED lighting fixtures on board vessels of all types. This alert covers AIS reception, too.

Not exactly the kind of news that we sailors would like to read after we've spent significant time, effort, and expense to install modern efficient LED lights, sophisticated VHF radios, antennas and AIS modules for convenience and safety at sea! It's more than just another boat job. If you can't hear VHF radio calls from other vessels or shoreside traffic control and Search and Rescue stations, or if your AIS receiver has been blinded by an LED masthead navigation or anchor light, then you're looking at a safety hazard on your boat.

This VHF radio interference from Light Emitting Diode fixtures was identified and discussed back in 2010 by *Practical Sailor* magazine when testing several new LED replacements for old-style incandescent lamps in tri-colour and masthead anchor lights. Indeed, they discovered that positioning a portable VHF close to one particular type of LED lamp would completely kill all VHF radio reception.

We've heard from ocean rally sailors at sea who, upon switching their masthead LED tricolour light at dusk, were horrified to see as many as half of the daytime AIS targets in their rally fleet disappear from their AIS screen within five minutes. All because the tricolour LED lamp at their masthead was desensitizing the adjacent AIS receiving antenna.

Friends on their boat only half a mile from us in the same anchorage could not hear our one-watt VHF radio calls at dinnertime after their automatic all-round LED anchor light came on after sunset. After breakfast in the morning, without adjusting their radio at all, our first radio call was received and answered promptly. When I asked them to switch on their anchor light as a test, their VHF radio became deaf to my calls once more. We had to revert to SMS texting to analyze the radio test result because they couldn't hear me when the light was switched on.

Testing for interference

How can we test our LED masthead lights to see if they're causing a VHF receiving problem?

First, if you've just purchased a new masthead anchor light or navigation tri-light, we recommend that you test it inside the boat before climbing up the mast. We'll use a modified procedure inspired by the test that is described in the USCG Safety Alert bulletin 13-18 mentioned above.

- Power up the LED temporarily from a convenient 12- or 24-volt DC source and place the light right beside your portable VHF transceiver. Then switch the LED off.
- Tune the portable VHF radio to a quiet channel, e.g. Ch 72
- With audio volume set to mid-range, adjust the VHF radio's squelch control until the radio just begins to output audio background noise.
- Re-adjust the VHF radio's squelch control until the audio noise is quiet, only slightly above the noise threshold.
- Turn on the LED light. Do you hear any change in the VHF radio's sound? Can you hear any static? Hopefully not!
- Then turn off the LED light. If you hear VHF radio static when the LED is on, but only silence when the LED is switched off, then you've identified radio frequency energy originating from the LED.

This Light Emitting Diode radio interference may be a potential impediment to the ability of your VHF radio to receive calls should you install that new LED in close proximity near your masthead VHF antenna.

If you've already installed an LED anchor or navigation tri-light near the VHF antenna on your mast, then you can perform the same tests with your main 25-watt VHF radio in your vessel. If that masthead LED is causing VHF radio interference you can identify the problem in much the same way that we've just described. Try conversing with a friend's boat on VHF with both radios set to the one-watt setting. After initiating contact at a range of somewhat exceeding half a mile or more, see if you can still hear one another when a nav light or anchor light is switched on. Please ensure that you switch off all power to the LED at the circuit breaker or fuse; smart LED lights can sometimes still be active when you control them by their integral selector switches. It's very important that the LED has no DC power applied to it whatsoever during this Off/On test.

Similarly, you can test for any potential radio interference to your AIS receiver's antenna. With the LED switched off at the circuit breaker, adjust the receiving range on your AIS to maximum radius. Then count the number of received AIS targets on your screen. Now, switch on the LED lamp. If a significant number of those targets disappear over a period of five minutes or more, then the quality of your AIS reception has shown itself to be compromised, whether you're at sea on a night passage or anchored for the night.

What can you do?

Either of these LED radio interference scenarios would be absolute "deal breakers" for our boat. This interference situation may be exacerbated if you've chosen to purchase and install a single masthead antenna that is shared by both your VHF radio and an AIS receiver/transceiver. All your radio eggs in one basket?

What can you do? Since most boaters would prefer to reap the benefits of modern reliable, energy-saving LED lighting at the masthead, then there are a few options.

Remove and return the VHF/AIS interfering LED lamp to the place of purchase and register a complaint to the manufacturer about the RF noise that it produces. Purchase a different LED lamp and test it as outlined above before you take the trouble to install it on your mast.

Since radio signals follow the inverse square law of electronic waves, and marine antennas are designed to respond to extremely weak long-distance signals, every inch of separation matters when electronics are mounted in intimate proximity.

You might choose to relocate your existing masthead antenna to increase the horizontal and/or vertical spacing between the interfering LED and the VHF or AIS antenna. This could be achieved by installing a short horizontal aluminum strut, like those used to separate a Windex from an electronic windspeed/direction sensor. Mounting the VHF and AIS antenna(s) out on the end of the strut to increase the distance between antenna and LED may help to cure the interference problem. Any practical LED-to-antenna horizontal distance exceeding 60 centimetres or two feet would probably suffice. If possible, consider mounting



the VHF/AIS antenna slightly below the top of the masthead. To be most effective at escaping the LED radio noise, the tip of the antenna should be somewhat lower than the base of your LED fixture.

You might consider separating the VHF and AIS antenna locations. Our VHF antenna is still at the masthead beside our non-interfering LED fixture, but the AIS transceiving antenna is mounted on our bimini frame. We can see AIS targets very well with that arrangement; typically ships appear on our AIS at 25 miles while smaller cruising boats show up at eight miles.

Many modern marine LED fixtures and replacement lamps have been certified to meet not only consumer CE EMC requirements for conducted and radiated electronic interference, but also the stringent Marine Radio Telephone and AIS Spec EN60945. When purchasing new LED lamps and fixtures for your vessel it pays to look for the standardized certification stickers or assurances in the documentation or packaging of these devices that indicate that they've met acceptable standards for radio wave radiation leakage. Simply relying on a US Coastguard Approved sticker is currently not sufficient to ensure that a new marine LED fixture or replacement LED for an incandescent lamp will not interfere with your electronic safety equipment. It's reasonable to assume that the more functionality an LED lamp might have, those features may be accompanied by a greater potential for radio and AIS interference. When we purchase LED lamps these days, we look for the CE certification sticker.

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THE RUDDY TURNSTONE

When the brief arctic summer comes to a close, juvenile shorebirds embark on one of nature's most extraordinary migrations.

Barely a few weeks old, with no guidance from their parents, with no technology or charts, they set off on awe-inspiring thousand-mile journeys, to wintering grounds they have never seen.

Among these remarkable migrants is the Ruddy Turnstone (*Arenaria interpres*) a shorebird which I was recently privileged to see foraging along the windward beaches of both Carriacou and Grenada, and one of the 50 species of shorebirds recorded in the Caribbean region. This medium-sized shorebird (about 21 to 26 centimetres long) is identified by short, bright orange legs and unique calico-patterned breeding plumage of white, black and rusty-orange hues. The calico pattern is used for flock members' identification, so that during the breeding season, intruders can easily be spotted and dealt with. In flight, these handsome birds display a striking white-and-dark pattern on the wings, back and tail; however, during the non-breeding season the colours fade to dusky browns and greys, yet the legs remain the same colour throughout the year.

The Ruddy Turnstone is one of the northernmost breeding birds, with circumpolar breeding range from the low to the high-arctic tundra, and one of the most widespread species in the world, found on the shorelines of all continents, except Antarctica. The species is classified into two subspecies: The Common Ruddy Turnstone (*A. interpres interpres*) breeds in Greenland, western Alaska and the Canadian high-arctic, with populations wintering in Europe, Africa, Asia, Australasia and the Pacific islands. The turnstone we see in the West Indies is the slightly smaller Canadian Ruddy Turnstone (*A. interpres morinella*) which migrates south, along both the Pacific and the Atlantic coastlines, from the Eastern Canadian Arctic and the low-Arctic regions, in gregarious flocks of ten to a hundred individuals, to wintering grounds as far south as Tierra del Fuego. During migration, Ruddy Turnstones can fly at speeds of 34 miles per hour, with some individuals flying an incredible 4,720 miles from Australia to Taiwan in just six days.

Ruddy Turnstones are named for their clever foraging habit, in which they use their slightly upturned, wedge-shaped bill to turn over pebbles, pieces of wood, shells, weed and any object that may be concealing prey. Large objects are usually pushed with the chest and turned over with the help of other individuals. These opportunistic feeders have an extremely varied diet; while at their arctic breeding grounds they eat mainly insects and insect larvae. At wintering grounds and during migration their diet consists of whatever happens to be available, from marine invertebrates and plant matter, to carrion, small fish, human food-scraps and eggs from unattended nests. They hop along rocky shores, using their bill to skilfully open barnacles and clams by delivering a sharp blow to the upper plate of the shell. On sandy beaches they may dig holes larger than themselves in pursuit of burrowing crabs. Canadian migrating turnstones stop in Delaware Bay to feast on the highly nutritious eggs of horseshoe crabs.

As with most shorebirds, Ruddy Turnstones are primarily "income breeders" — that is, they acquire the nutritional resources needed to form and lay eggs at the breeding grounds, as opposed to "capital breeders", such as the Red Knot, which use fat stores accumulated elsewhere.

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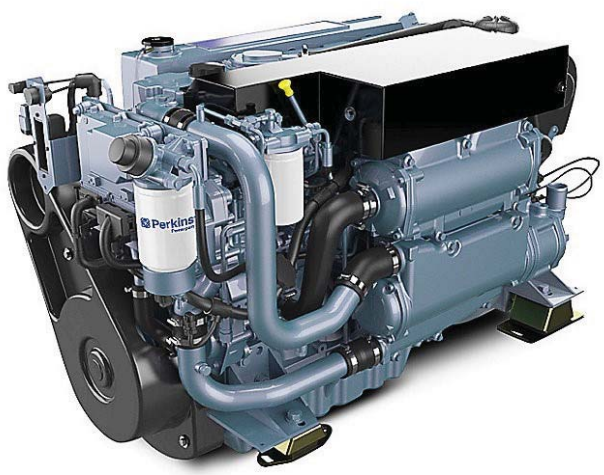


Welcome to the Caribbean! When barely a few weeks old, Ruddy Turnstones set off on thousand-mile journeys from the arctic to wintering grounds they have never seen

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So, not having any "savings" means that it's vitally important for Ruddy Turnstones to find adequate nutrition as soon as they arrive at the breeding grounds. Nevertheless, the ability to find the much-needed nutrition is highly influenced by local weather conditions and snow cover, as these factors determine the amount of insect-prey available during the pre-laying period as well as the hatching period. If the snow doesn't thaw shortly after arrival, it will throw the whole breeding cycle into shambles as chicks will be either born out of synch with the insect boom and will starve, or not be born at all.



Ruddy Turnstones nest both in isolation and in high-density groups of up to nine pairs breeding synchronously. This semi-colonial arrangement allows them to use group defence strategies against predation, where many individuals engage in aerial pursuits, raucous vocal scolding and physical aggression of predators. However, there are disadvantages to nesting in groups — once a fox finds one nest, it will not stop searching until it finds them all. In fact, research carried out in 2003, at the East Bay Migratory Bird Sanctuary, in Southampton Island, Nunavut, found that the breeding success of Ruddy Turnstones is highly influenced by local fluctuations in predator-prey dynamics. The study found that Ruddy Turnstones have higher breeding success in years when lemmings are more abundant and lower breeding success when lemming populations crash. This is because predators such as the Arctic Fox, whose numbers explode under the lemming boom, respond to the lack of lemming prey by shifting to substitutive prey such as bird eggs and vulnerable young birds.



Rudy Turnstones arrive at their arctic grounds in late May or early June and, owing to the very short breeding season, they are hard pressed to start laying eggs as soon as possible. In order to do so, male and female Ruddy Turnstones arrive simultaneously at the breeding grounds. Many are already paired from previous seasons, but nevertheless, will renew their bond with both aerial and ground courtship displays. Couples are seasonally monogamous and return to the same territory every year, while some couples may remain together for many consecutive seasons, so long as breeding remains successful. At around mid-June females lay a clutch of four eggs, which they will keep warm and safe until the moment when the unborn chicks will face the first big challenge of their lives — to break their way out of their shelled cocoon into the big wide world.

A day after hatching, the fuzzy, long-legged chicks depart the nest accompanied by their parents, never to look back. Females depart the breeding grounds a week after hatching occurs, while the males remain with the chicks until fledging occurs at 19 days of age. Once alone, these juvenile turnstones form small flocks for protection, which roam the beaches and feed on the last insects of the season, in order to build up their strength and face their second biggest challenge: to fly high and fast towards the unknown — and hopefully, to reach our Caribbean shores.



GOING WILD IN ANTIGUA

by Christine Gooch



Above: The author birdwatching at Redhead Island, and a tropic bird hovering over the nesting area on Great Bird Island

Below: 'We are like excited children, pointing and shouting; "There's a turtle — and another one!"'

After picking our way carefully through the reefs and shallows of Antigua's North Sound, in clear water of various gorgeous shades of blue from cerulean to aquamarine, my husband, Kevin, and I drop the anchor of our Prout 38 catamaran, *Sweet Sensation*, in the lee of Redhead Island. This whole area is dotted with small uninhabited islets, some clothed in scrub, others no more than large rocks. They have names like Rabbit, Great Bird, Lobster, North and South Whelk. The area reminds us of the Tobago Cays.

From December to February, Redhead Island is home to a colony of nesting pelicans. The youngsters are white and fluffy and their cries sound like those of fractious toddlers. The adults perch solemnly in the low trees or on nests that are huge untidy piles of twigs. There is no shade: "They must be very hot," I comment. We spot a youngster flapping the loose skin under its beak from side to side; Kevin thinks this is some kind of cooling mechanism. Some of the adults are fishing, returning to the colony with food for their young. A pelican in flight, although comical in appearance, is graceful, wheeling high overhead or skimming the surface of the water. But a pelican landing is not a thing of beauty. Frantically back-flapping its wings to slow down, it splays its legs and lowers its huge webbed feet like a plane dropping its undercarriage, scrabbling to touch down. Once safely landed, it lowers its huge beak to its chest, gives its wings a shake, and settles down comfortably with a look of serene self-satisfaction that seems to say "Ha! Bet you thought I couldn't do it".

When we return in March, several of the pelicans have left, but we spot a pair of white herons guarding a nest containing two fluffy white chicks.

We take the dinghy to explore some of the other islands, going ashore at nearby Great Bird Island, the only one where day-trippers are brought ashore, on one of two small sandy beaches. The island, 20 acres in size, is environmentally sensitive and a marine park, being home to some of Antigua's rarest plants and animals. This includes the Antigua Racer snake, which fortunately we don't encounter as we follow the sandy trail between the beaches and then climb 150 feet up a rocky path to the top of the island.

From here there are beautiful views over the other isles, the calm waters inside the outer reefs contrasting with the white horses outside. We can see *Sweet Sensation*, tucked between Redhead and Rabbit Islands, the only yacht in the small anchorage. There is a blowhole at the top of the island, but either the tide is wrong or the swell not high enough to make it blow.

A dozen tropic birds wheel shrieking above our heads as we stand on the top of the island, buffeted by the strong breeze. Their pure white feathers and long tails are clearly visible against the cloudless blue sky, while we can just make out their chicks, hidden in ground-level nests built in hollows underneath rocks.

As we return to sea level and launch the dinghy from the sandy beach, three boatloads of schoolchildren arrive, accompanied by Park Rangers. It's good to know that the local children are being taught to appreciate their natural environment.

We find a good snorkeling spot at Galley Island, with plenty of different types of coral and some large fish.

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One type of coral resembles ostrich feathers dyed purple; another one, rippling in the current, makes me think of drowned men's fingers beckoning — it gives me the shivers as I swim past. Sea fans wave languidly, there is white-tipped staghorn coral, while one that looks like a mound of thumbs has sea anemones fluttering in its interior and a shoal of small yellow fish hovering just out of reach. I spot what I later identify (I think) as a trunkfish. It looks like a cartoon-lady fish, with bulging eyes high on its head, pouting lips and diaphanous fins trailing as though it is wrapped in a voile scarf.

As we potter slowly back to *Sweet Sensation*, in the shallows off Rabbit Island, our dinghy disturbs a ray that glides effortlessly away through the clear water, black wings flapping like a cloak.

North Sound is wonderfully peaceful and uncrowded, but even in busy Jolly Harbour there is still wildlife to be seen. One evening a small grey heron perches on our boat's back step, watching for fish attracted by our green lights. Anchored close to the entrance to the channel to Jolly Harbour Marina, the next morning we have a grandstand view as a solitary dolphin makes its way through the anchorage, fishing for breakfast. A pair of swift-like birds has a noisy chirping discussion as they check out our boom as a possible nesting site. Kevin hastily blocks the end of the boom with a rag; we don't want any avian stowaways!

Motor-sailing at first light from Jolly Harbour to Carlisle Bay on the south coast of Antigua, to get a better slant for sailing to Guadeloupe, things get even more exciting. There is very little wind and the water is calm and clear, with the seabed clearly visible in ten metres of water. We are like excited children, pointing and shouting; "There's a turtle — and another one!" "Dolphins!" "Look at that ray!" Our hull passes over rays and turtles and a fat orange starfish. Fifty metres ahead of us a ray jumps clean out of the water, its long tail trailing behind it.

But the biggest thrill of all for us is to spot whales. Knowing that humpbacks swim in the deeper water between the islands in the Caribbean chain, on route south to Guadeloupe we scan the surface of the water for any sign of them. Suddenly Kevin shouts and points excitedly; "Over there!" as two sprays of water jet into the air 50 metres to windward of us and a pair of long dark backs break the surface of the water. The whales continue to blow repeatedly as they pass astern of us, completely ignoring this intrusion into their world, while we watch them, enthralled.



DANIEL STOLLMEYER



CHRISTINE GOOCH (2)



Clockwise from left:
Whales ignore our intrusion into their world, while we watch them, enthralled

Nesting pelicans at Redhead Island

Tropic bird nests are well hidden among the rocks on Great Bird Island





Old Boat

Island Poets

Day after day you bob at the mooring,
Tugging and straining the line that's securing
Your hull and your dreams. It holds you safe, still
It shatters your hopes. One day that rope will
Fray, break and sever, cast you adrift,
To wallow and sink, then your end will be swift.

Once you were beautiful, graceful and ranking
Best in the fleet, paintwork bright and spanking,
Sails neatly tucked in their covers securely,
Pride and joy of your skipper, your captain, who surely
Spent energy, money, to bring you to being,
So why then, oh why, is it now that I'm seeing
You sad and neglected, rejected, oh why?
Was it maybe your owner was sick? Did he die?
But surely his family, surely his heirs
Could have saved you? But maybe they just didn't care?

Old Boat, so you sit there, ashamed and alone,
Your hull all befouled by the barnacles grown,
And the bird mess that covers your bow and your deck
Old Boat, you bring tears to my eyes, I suspect
No one will grieve when you meet your demise,
They will shrug, cold, uncaring, or they may surmise
That your skipper was stupid, foolish, too old,
His boat much too much for him. Should have been sold!
For some never hear the call of the sea,
Landlubbers they are, having no wish to be
On the ocean enjoying a boat under sail,
Facing the challenges this may entail.
Each to his own. Old Boat may your spirit
Imbue itself in a new hull that inherits
Your courage and skill, thus your ghost will prevail
In another much-loved graceful yacht under sail!

— *Nan Hatch*



MANDY THODY

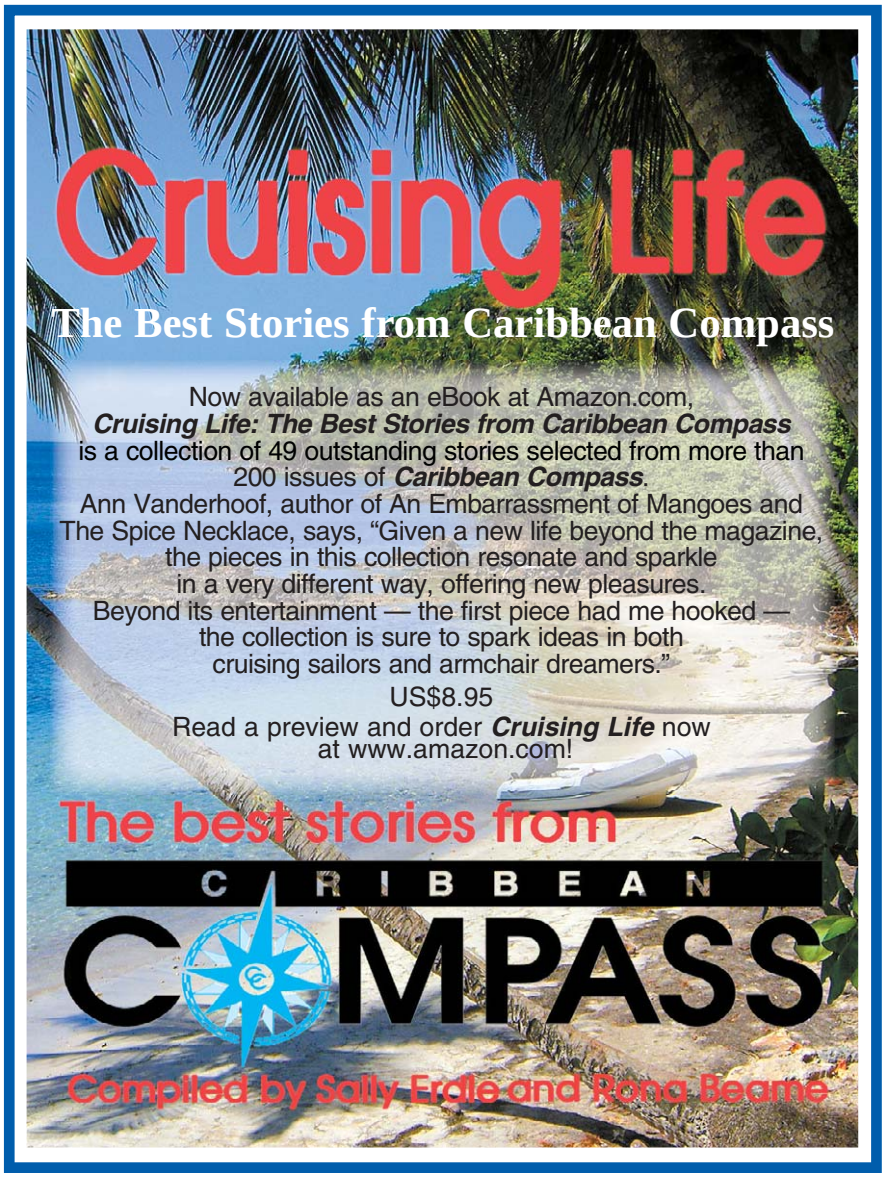
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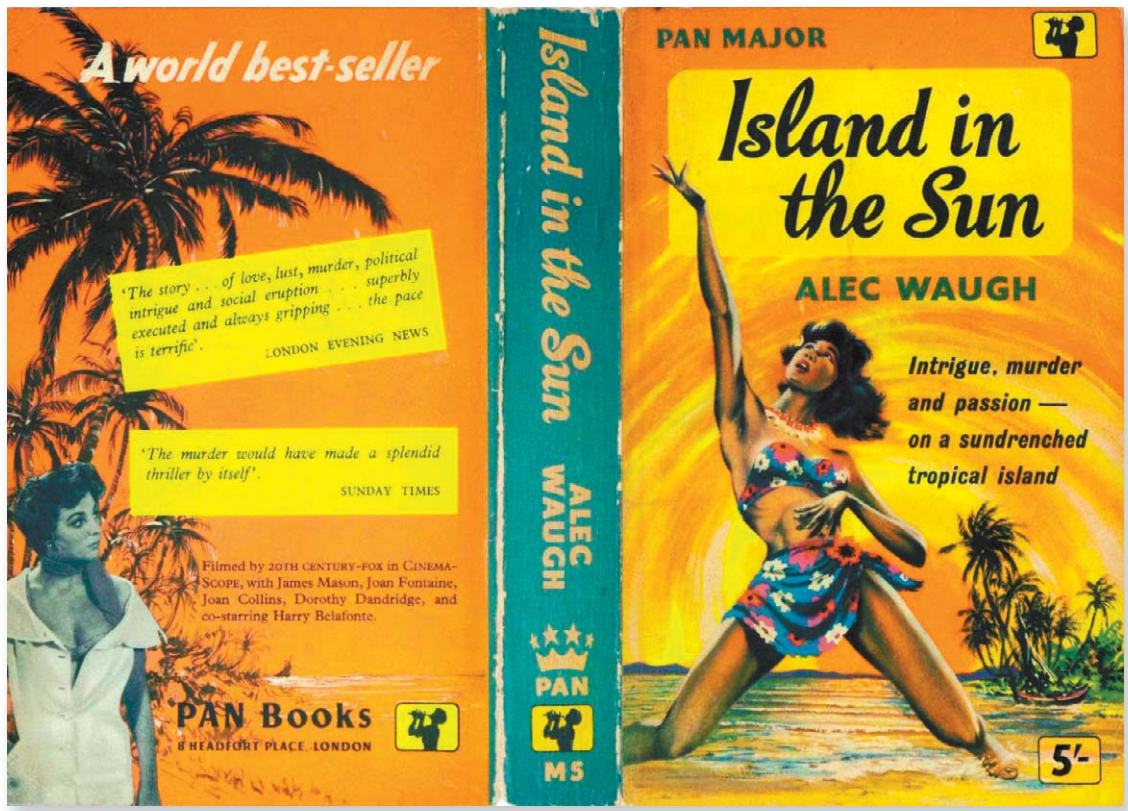
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A Classic of Crime in a Time of Transition

***Island in the Sun**, by Alec Waugh. ©1955, Farrar, Straus and Cudahy. 784 pages, ISBN 978-1-4482-0084-9*

After many decades, I recently reread Alec Waugh's novel *Island in the Sun*, first published with great success in 1955. It is, to be sure, a period novel in that it captures the initial stages of a West Indian island's transition from colonial to self-rule, and it is, in its romantic ways, dated, but it is nevertheless a very good novel — well-written, well-plotted, fast paced, reasonably complex, thought provoking, educational and entertaining. For all its insight and empathy, it is, however, written by a white Englishman, and these days that point of view might not suit all readers.



Set on the fictional island of Santa Marta, a formerly French island under British rule, somewhat like St. Lucia, it features Belfontaine, a functioning plantation with cane fields and coconut groves; Jamestown, a bustling port; an active Government House, a proper British club, and an old colonial building that serves as parliament and courthouse; and the interiors of local homes, as well as sandy beaches along crescent bays ideal for picnics.

Waugh has created archetypal colonial characters that populate the novel, from the Colonial Minister back in London, to the Governor (Major General the Lord Templeton) and his aide de camp (Captain Denis Archer), to the various members, male and female, old and young, of the white plantocracy. Waugh is a sharp observer of the class system and he knows these people inside and out. While the narrative is widely omniscient with intertwining plots and subplots, it is driven by Carl Bradshaw, an American newspaperman, whose investigative reporting helps to stir up matters in the colony.

Waugh is also a sharp observer of the local people, and sensitive to their class hierarchy, which is largely based on the white tincture of dark skin.

In local lawyer Grangier Morris, Waugh captures an irony of the British Empire, which even as it upheld white superiority sought to educate its dark-skinned subjects and in doing so, first, proved the subjects were as intellectually capable as the masters and, second, eventually hastened the undoing of British rule — the British-educated masses could rule themselves, thank you very much.

In trade union boss David Boyeur, Waugh captures a black man who represented another way that the Empire was undone, in the West Indies especially, which was by the rise of an uneducated but smart man who organized his fellow laborers into a union that could and did strike. The ability to shut down plantation production was a new power that competed against the entrenched system of colonial rule.

One evening I noted, "Instead of a West Indian novel, we get a British crime thriller set in the West Indies, not that the West Indian component isn't accurate and well-drawn. It is. The highlight of this is the animosity between Maxwell Fleury, a white planter, and Boyeur, the black union organizer. Both are symbolic, and they are pitted one against the other accurately in the time of transition from colony to statehood."

In so far as *Island in the Sun* is a crime thriller, it derives from Dostoyevsky's *Crime and Punishment*. Both novels are predicated on the idea of the "perfect crime". The real genius of *Island in the Sun*, perhaps, is the resolution to the crime story, which parallels Dostoyevsky's but only up to a point. Unlike Raskolnikov, who gives himself away, and eventually up, to detective Porfiry Petrovitch, Fleury, while he does slowly, obsessively give himself away to Colonel Whittingham, does not give himself *up;* instead he does something radically different that fits in splendidly with his antagonistic relationship with Boyeur and with his position in the evolving Creole society.

Occasionally I thought about the novel's main underlying theme of racial color and the differences it makes in society, whether black, mulatto, white or any combination thereof. The question has to do, I suppose, with time and change: Do the races in the Caribbean see themselves and one another any differently today than they did 70 years ago?

In any event, *Island in the Sun* was made into a popular movie starring James Mason (as Maxwell Fleury), Joan Collins (as Jocelyn Fleury), Joan Fontaine (as Mavis Norman), and co-starring Harry Belafonte (as Boyeur). Inevitably, the movie is not true to the novel, in no case more remarkable than in the movie's made-up interracial love affair between David Boyeur and Mavis Norman. It also skips over the politics. However, its plot omissions and changes are made up for by its rich and evocative cinematography that captures the place and time beautifully, in no place better than St. George's, Grenada.

For anyone interested in the history of the Lesser Antilles, *Island in the Sun*, in novel and/or movie form, is essential and entertaining material.

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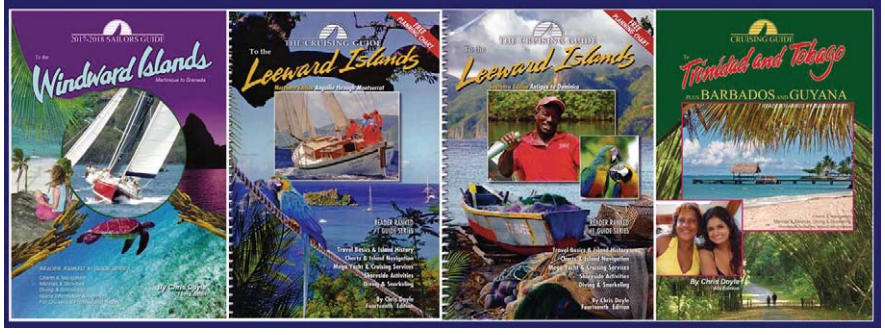
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The Sky from Mid-November to Mid-December

by Jim Ulik

Aristotle, in his *Meteorlogica* (340 BC), described shooting stars as exhalations that arise from the Earth when it is heated by the Sun. That inflammable dry heat rises to the outside of the terrestrial sphere. The composition of that heated layer can burst into flames when the celestial revolution sets it in motion.

"On the night of November 12th-13th, 1833, a tempest of falling stars broke over the Earth... The sky was scored in every direction with shining tracks and illuminated with majestic fireballs. At Boston, the frequency of meteors was estimated to be about half that of flakes of snow in an average snowstorm. Their numbers... were quite beyond counting; but as it waned, a reckoning was attempted, from which it was computed, on the basis of that much-diminished rate, that 240,000 must have been visible during the nine hours they continued to fall."

— Agnes Clerke, Victorian Astronomy Writer, describing the Meteor Storm (Leonids) of 1833

That night, astronomer Denison Olmsted observed more than 72,000 meteors per hour. Since Aristotle's time no one had known what caused the shower or where meteors came from. In an attempt to understand this storm, he solicited information from people around the country who observed the event. Citizen science was born.

"This was a seminal moment in American science journalism, really in science journalism worldwide," says Mark Littmann, author of *The Heavens on Fire: The Great Leonid Meteor Storms* (1998). "Until then, the newspapers were mostly political rags, filled with opinion, but here they did a very good job of dispassionately reporting on the meteors, calming people down that it wasn't 'The End of Days'."

Friday, November 16th

Just before sunrise there is a conjunction between Venus and Spica in the constellation Virgo. Even though Venus is only 12 percent illuminated it still outshines Spica. Over the next few days Venus will gradually shift east away from the double star Spica.

Saturday, November 17th

You will need a clear view of the western horizon and maybe a pair of binoculars to see Mercury near "the heart of the scorpion", Antares. After the Sun sets wait for Mercury and the red giant star Antares to begin brightening above the horizon in a slightly south-of-west direction. You will also find a fully illuminated Saturn positioned about seven degrees above Mercury. Keep an eye on Mars, located overhead in the southern sky in Aquarius. In a few days three spacecraft will rendezvous with the red planet.

An asteroid was discovered in 1866 with two moonlets and so named after Silvia, mother of Romulus and Remus.

Sunday, November 18th

Here come the Leonids shooting stars! The shower peaks tonight but is active from November 6th through 30th. According to an article published by the British Astronomical Association, a 13-man team recorded a rate of 150,000 meteors per hour during the Leonids of 1966. Don't expect to see anywhere near that volume.

Wednesday, November 21st

The Alpha Monocerotids meteor shower peaks this morning. The number of meteors produced can range from approximately five to 400 per hour. There is a short window to spot any meteors from this variable shower. The best viewing will last less than two hours, between moonset and sunrise. From a dark location look directly overhead to spot any falling stars.

—Continued on next page

KARL JAUSLIN AND ADOLF VOLLMY



FIGURE 1

A 19th century woodcut with an impression of the spectacular November 13th, 1833 Leonid storm



—*Continued from previous page*

Friday, November 23rd

Tonight the Moon reaches its full phase. The Moon now lies almost directly opposite the Sun. Tonight also marks a conjunction between the Moon and Aldebaran in Taurus. The Eye of the Bull is located just south of the Moon.

Monday, November 26th

The Moon will appear considerably larger this evening. It has reached its closest orbital point to the Earth this period.

Wednesday, November 28th

During the predawn hours there might be some shooting stars flying out of the eastern sky. This morning marks the peak of the November Orionids. These meteors are moderately fast, so expect the larger ones to glow brighter and travel farther. This shower is active November 14th through December 6th.

Thursday, November 29th

The Moon has left Cancer and its conjunction with the Beehive Cluster. Reaching Third Quarter phase, the Moon takes a predawn position alongside the star Regulus, in Leo. Shortly before sunrise Venus will be the third-brightest object in the sky after the Sun and Moon. It is at its greatest brightness this morning.

You might not notice much of a seasonal change in the Caribbean except for lower humidity and minimal chance for hurricanes. As for the night sky, Orion is making its reappearance as the best-known winter constellation. After dusk it will begin to shine brightly in the low eastern sky.

Monday, December 3rd and Tuesday, December 4th

On the morning of December 3rd a trio of celestial bodies will form. The Moon, Venus and Spica will be grouped in the constellation Virgo. By December 4th the Moon has shifted east, putting it in a position just below Venus.

Thursday, December 6th

Another triad occurs this morning for the early risers. Less than one hour before sunrise the Moon, Jupiter and Mercury can be seen in the low southeastern sky.

Friday, December 7th

Active from December 1st through 15th, the Puppid–Velids reaches its peak this morning, radiating out of the southwest sky. These are moderately fast shooting stars. The shower could produce up to ten meteors per hour. There will not be any interference from the Moon because it has reached the New Moon phase.

Saturday, December 8th

Showing up as a fine sliver, the Moon is making its way east of the Sun. At dusk in the low southwest sky that sliver Moon can be found just above the horizon, near Saturn in the constellation Sagittarius.

Sunday, December 9th through Wednesday, December 12th

As a prelude to the Geminids meteor shower there are three minor showers radiating out of the east. The X Orionids, the Monocerotids, and the Hydrids meteor showers will peak over the next few nights. These may be minor showers but you can still catch a glimpse of some meteors lighting up as they enter the atmosphere.

Friday, December 14th

It is one day away from the First Quarter Moon. In the southwestern sky, there is a conjunction between the Moon and Mars. It is fortunate that the Moon is setting relatively early, so the Geminids meteor shower can be seen with little interference from moonlight. The shower is active from December 7th through 17th and could produce around 120 meteors per hour.

Saturday, December 15th

In the morning are the first bright signs of Venus, Mercury and Jupiter. Over the next few mornings both Jupiter and Mercury continue to brighten leading to a conjunction between Jupiter and Mercury on December 21st.

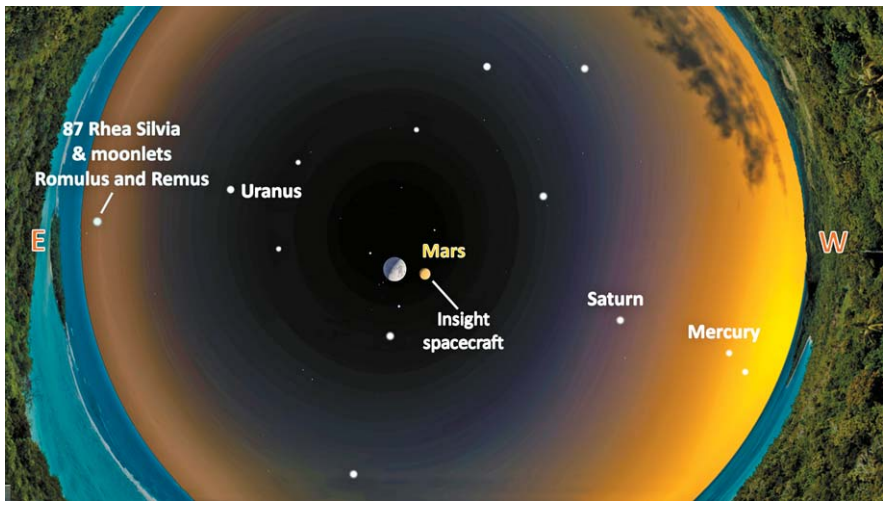
In the News

As shown in Figure 2, the spacecraft named *InSight* is scheduled to land on Mars. This is NASA's Discovery Program's 12th mission. *InSight* stands for Interior Exploration using Seismic Investigations, Geodesy and Heat Transport. The science goal is to understand the formation and evolution of terrestrial planets, determine the present level of tectonic activity and meteorite impact rate on Mars, determine the amount of heat escaping from the planet's interior, and assess perturbations of Mars's rotation axis providing information about the planet's core. Contributors to this venture are France, Germany and the US.

Launched on the same rocket are two mini-spacecraft the size of a briefcase, following *InSight*. This is the first test of miniaturized communication equipment in CubeSat technology at another planet.

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

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



Above: InSight *and* MarCO 1 *and* 2 *approaching Mars on November 18th*

Below: Mythical figures Mars and Rhea Silvia with their children Romulus and Remus, who became the founders of Rome. A planet was named for Mars and an asteroid, '87 Sylvia', for Rhea Silvia





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LOOK OUT FOR...

French Cotton

by Lynn Kaak

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

To look at *Calotropis procera*, one can easily understand why North Americans might be prone to call it Giant Milkweed. The large green fruit, and the wide leaves, are certainly reminiscent of that butterfly supporting plant. For those with a different background, the names French Cotton, cow heel, monkey apple or maybe *bwa kannon* could ring a bell. Away from the Caribbean, it is better known as the Apple of Sodom or maybe the rubber bush.

This native of northern Africa and Asia has a long history, and even has literary references made to it. The references are not particularly complimentary, as in Milton's *Paradise Lost*, where it is referred to as Satan's and his cohorts' feast after coercing Adam and Eve to eat the apple. It also has a Biblical reference as the fruit that yielded ashes with the burning of Sodom and Gomorrah. Safe to say, the fruit of this plant is not edible. The large green orbs that hang in clusters of two to four have other uses, though.

The French Cotton grows to a typical height of about three to four meters (ten to 15 feet). The bark can be a greyish colour after it grows past the pale-green stage of a younger plant. The leaves are thick and waxy, and about the size of a mostly round serving platter. They grow on opposite sides of the trunk or branches, and are also a pale green.

The flowers grow in clusters, and are purple and white. They are often found tucked under the leaves.

While mostly considered a weed in the Caribbean, it has multiple uses in other parts of the world. A silky fiber is found inside the mature fruit, once one gets past the ash-like seeds. The fine strands can be used to make high-quality fabrics, and are known for their strength. The fibers of the stalks are used for making rope. The plant has multiple medicinal uses, but the latex was also used by Amerindians to tip poison arrows, as it has properties that strongly affect the heart (digitalis, which is found in the latex, is a heart medication). The latex, while not to be taken internally, can also be used for making rubber, and even as a hydrocarbon source.

Giant Milkweed grows well in areas where other plants may not do as well. It is quite happy in semi-arid tropical areas, prefers sandy soil, and has no problem with salt in its environment. It thrives in areas where over grazing of animals might have been a problem, so this can also help inhibit erosion in those areas. It thrives by the sea, but also doesn't mind moderate elevations. It does not do well in wet areas, or in shade. You're more likely to see it in the Grenadines and Antigua than, say, in Dominica. It is often found by the side of the road.

It is a rather large, almost menacing-looking plant; maybe John Wyndham thought of them with his post-apocalyptic novel, *The Day of the Triffids*? The large leaves reach out, often keeping the rather pretty flowers tucked out of sight. The bulbous green fruit, while offering the promise of sustenance, provides no such thing. This is very much a plant of dichotomy: while being deadly, it also has the potential to be very useful.



Giant Milkweed's genus name comes from the Greek words kalos, *meaning beautiful, and* tropos, *meaning boat, in reference to the flowers*



A CHEERFUL CHANGE

Dear *Compass*,

What a great article by Tim Knight in the September issue, about the transformation of Redonda! [See page 12 at www.caribbeancompass.com/online/september18compass_online.pdf] Cheery news for a change; a great way to start the day.

Dick McClary
Owner of Sailboat-Cruising.com

FIRST 'FIGURE OF EIGHT'?

Hello *Compass* Readers,

My name is Leoni and I am currently working on behalf of UK sailor Frank Rothwell, in his quest to receive a Guinness World Record certificate. Frank believes he could possibly be the first person to circumnavigate North and South America in a route we are calling the "Figure Of Eight". We are reaching out to you, the reader, in the hopes you will able to help us achieve our goal of securing the world record.

Frank began his journey In Gran Canaria in his boat *Upchuck*, a custom-made Nauticat 515. He moved onwards to Antigua, through the Panama Canal, then onwards again to Seattle, Canada, Greenland and Scotland, before coming back to Gran Canaria.

Frank then moved onwards again to Antigua and through the Panama Canal once more, then to the Galápagos Islands, Peru, Chile and the Falklands, before finishing up once more back in Gran Canaria.

His voyage takes the shape of a figure of eight, hence the name of our route. Please consult the image for a more detailed map of the voyage.

In order to attain the world record, Frank must prove he has grounds to believe he is the first person to complete a trip of this kind, and that there is nobody out there refuting he is the first to make this specific voyage. We have reached out to yacht clubs and sailors worldwide and would now like to open the question up to you, *Compass* readers. We would like to know if you the reader have any further information of a journey of this kind taking place before 2016.

If you have completed a figure of eight, or know of anybody who might have, please let me know at franksfigureof8@outlook.com

Thank you,
Leoni Horton





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Send your letters to sally@caribbeancompass.com.

WHAT'S ON MY MIND

Why You Should Leave Your AIS On

by Ken Goodings

Turning off the AIS transmissions on your anchored boat? Whatever for?

Four boats that have gone walkabout here in the Caribbean so far in 2018 would most likely have been recovered, or recovered sooner, if their crew had enabled the transmitting AIS transceivers.

One charter sailboat was stolen from St. Vincent and recovered mastless in the Mona Passage.

One cruising sailboat broke its moorings in Guadeloupe and drifted all the way to Bonaire.

Another cruising sailboat dragged two anchors in Guadeloupe and, after drifting for three months, was last seen approaching Mexico.

A few years ago a sailboat was stolen from Clifton Harbour in Union Island in the Grenadines and eventually recovered in the straits near Trinidad by an extensive private air search.

Finally, a sailor fell overboard, at sea east of Martinique, and his wife was unable to recover him. Alone on the boat, still moving under sail, she called her family in Europe on the Satphone. A cargo ship eventually rescued her. The unmanned vessel finally went aground on a beach in Tobago.

Naysayers might complain that an AIS signal from an anchored or moored boat constitutes a nuisance on their chartplotters. That can be easily remedied by nulling out stationary AIS targets in the chartplotter's AIS setup menu.

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Leaving your AIS transmitter on full time could one day help retrieve your boat!



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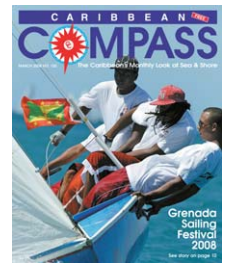
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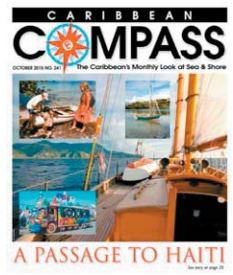
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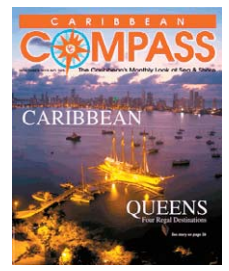
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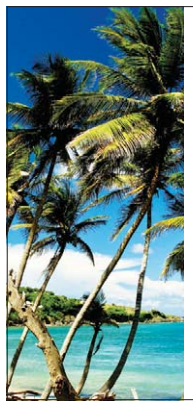
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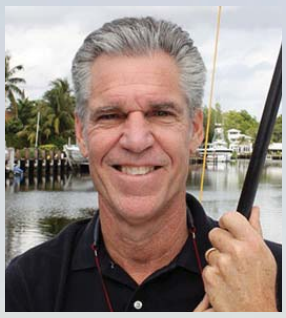
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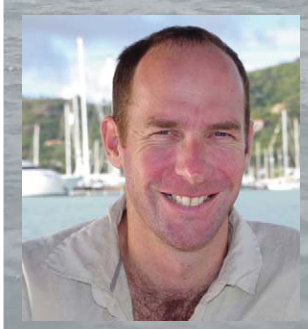
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Featured Caribbean Listings



2011 Privilege 615
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2011 Royal Cape Majestic 53
$685,000



2015 FP Sanya 57
$1,299,000



2015 ALIBI 54
$899,000



2015 Lagoon 560 S2
$1,250,000



2014 Lagoon 450
$599,000



2011 Lagoon 450
$495,000



2010 Knysna 480
$539,000



2012 Catana 47
$530,000



2012 Lagoon 500
$569,000



2014 Antares 44
$695,000



2001 Lagoon 570
$499,999

SOME RECENTLY SOLD BOATS



2016 FP Helia 44



2015 Catana 47



2009 Catana 50



2004 Dolphin 460



2013 Leopard 48



2014 LAGOON 450



2004 Switch 51



2006 Sunreef 62

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CALENDAR

NOVEMBER

1	Public holiday in Antigua (Independence Day) and some other places (All Saints' Day)
2	Public holiday in Haiti (All Souls' Day)
2	Salty Dawg Fall Rally to the Caribbean leaves Virginia, USA. www.saltydawgsailing.org
3 - 4	Public holidays in Dominica (Independence Day and Community Day)
4	Barbados National Dinghy Championships. www.barbadosyachtclub.com
5	Public holiday in Dominican Republic (Constitution Day)
5	Barbados Cruising Club AGM
5 – 9	Gulf & Caribbean Fisheries Institute annual conference, San Andres, Colombia. www.gcfi.org/gcfi_71-conference
6	Bequia Sailing Club AGM
7	Public holiday in Trinidad & Tobago and Guyana (Divali, Festival of Lights)
10 – 13	USVI Charter Yacht Show. www.VIPCA.org
11	Start of ARC+Cape Verdes rally, Gran Canaria to St. Lucia via Cape Verdes, www.worldcruising.com/arc
11	Public holiday in Puerto Rico and USVI (Veterans' Day)
12	Public holiday in Cayman Islands (Remembrance Day)
12 – 14	St. Barth Cata-Cup, www.stbarthcatacup.com
14 – 17	Haiti Sailing Cup, Cap Haitien, Haiti. http://haitisailingcup.net
15	Start of ARC+St. Vincent rally, Gran Canaria to St. Vincent via Cape Verdes, www.worldcruising.com/arc
16 – 16 Nov 2019	Havana's 500th Anniversary celebrations, Cuba. yachtclub@cnih.mh.tur.cu
17 – 18	Discover the Caribbean Dinghy Regatta, Puerto Rico. www.ponceyachtandfishingclub.com
18	Public holiday in Haiti (Battle of Vertieres Day)
19	Public holiday in Belize (Garifuna Settlement Day)
19	Antigua Yacht Club AGM
21	Start of OCC Western Caribbean Rally. https://oceancruisingclub.org/Events
21	Public holiday in Guyana (Youman Nabi)
22	Public holiday in Puerto Rico (Thanksgiving)
23	FULL MOON
24	Jolly Harbour Yacht Club Annual Regatta, Antigua. www.jhycantigua.com
24	Start of RORC Transatlantic Race, Lanzarote to Grenada, rorctransatlantic.rorc.org
24	Start of Columbus's Route La Gomera to Havana, Cuba Race. www.veloxsailing.com/product/regata-oceanica-huelva-la-gomera-2
25	Start of ARC rally, Gran Canaria to St. Lucia, www.worldcruising.com/arc
25	Public holiday in Suriname (Independence Day)
29 - 2 Dec	Carlos Aguilar Match Race, St. Thomas, USVI. http://carlosmatchrace.com
30	Public holiday in Barbados (Independence Day)
30 – 2 Dec	Mango Bowl Regatta, St. Lucia. www.stluciayachtclub.com
30 – 2 Dec	Course de l'Alliance, St. Maarten, St. Barts, Anguilla. www.smyc.com

DECEMBER

4 - 10	Antigua Charter Yacht Show. www.antiguayachtshow.com
5	Sinterklaas Birthday celebration in Bonaire
8	St. Croix Christmas Boat Parade, www.facebook/STXBoatParade.com
13	Public holiday in St. Lucia (Natio nal Day)
14	Carriacou Parang Festival, (473) 443-7647, carriacouparang@gmail.com
16 - 24	Nine Mornings Festival, St. Vincent. http://discoversvg.com
19	Public holiday in Anguilla (Separation Day)
21	Winter Solstice
22	FULL MOON
25	Public holiday in many places (Christmas Day)
26	Public holiday in many places (Boxing Day)
30	Fireworks in Fort-de-France, Martinique, www.tourismefdf.com
31	New Year's Eve/Old Year's Night: Fireworks in many places, including Trellis Bay, Tortola; Admiralty Bay, Bequia; Clifton, Union Island; Kralendijk, Bonaire. Public holiday in Cuba (Year End Celebration).
31	Nelson's Pursuit Race, Antigua. www.antiguayachtclub.com

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

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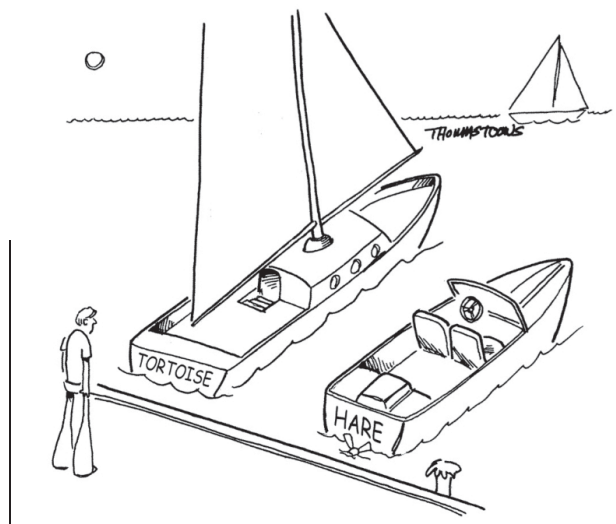
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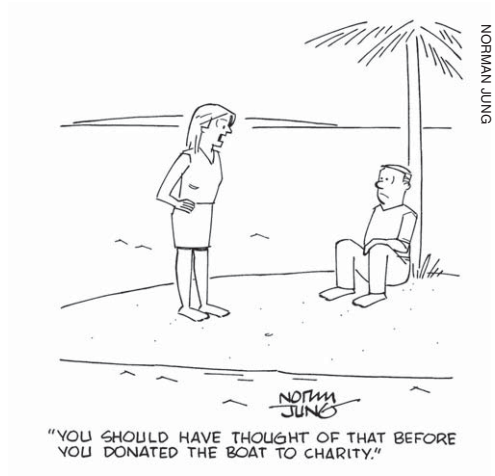
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