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COMPASS
NOVEMBER 2019 NO. 290
The Caribbean's Monthly Look at Sea & Shore

CEIBA

See story on page 18

J. STARN

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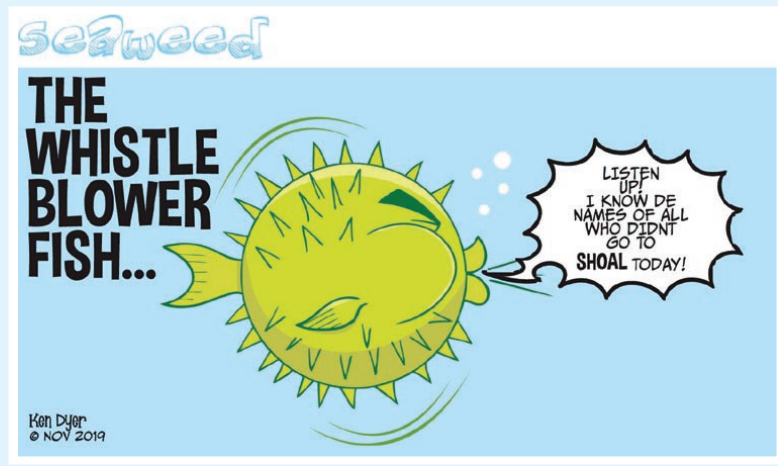

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On the cover: Now under construction in Costa Rica, the 150-foot, three-masted wooden schooner Ceiba *aims to be the first carbon-negative cargo ship in the business. See the story on page 18.*



Info & Updates

Grenada's Carenage Will Be a Christmas Wonderland

Grenada's newest event will provide a first taste of Christmas, set in St. George's picturesque Carenage. The Festival of Lights will take place on December 6th and 7th.

Day One will feature a dinghy concert and a light show. The Carenage is the perfect backdrop for a dinghy concert, which will see yachties pulling up to enjoy the island vibes.

Day Two will feature local cuisine, a chance for children to meet Santa Claus, and a Christmas night market with local produce, art and crafts. The cuisine will include local Christmas favourites such as sorrel and ginger beer. The local entertainers on that night will offer traditional carols, stringband music and local parang.

The organizing committee led by Chairman of the Grenada Tourism Authority Brenda Hood is encouraging everyone to mark their calendars. She says, "We invite everyone to Grenada to experience a Spice Christmas. The Festival of Lights is perfect for families and offers activities that everyone can enjoy."

Visit www.puregrenada.com/festivaloflights for more information.



DIETMAR DENGER / FESTIVAL OF LIGHT

SSB Coconut Telegraph to Resume

The single side band (SSB) radio's Coconut Telegraph will resume its cruisers' net on November 11th. Its main objective is to share active cruiser information in real time and to be a means of communication between cruisers. It is a controlled net, and all are invited to join — no need to be a member of any sailing or cruising organization.

The Net operates Monday through Saturday at 8:00AM AST (-4GMT) on 4.060 MHz and covers the Eastern Caribbean island chain.

The Coconut Telegraph can be used for check-in with any safety or security issues, your location or underway position, local activities or conditions, requests to contact other cruisers, and general questions and advice.

In cooperation with SSB station KPK, the Coconut Net Controller will check in on that net at 8:15. KPK operates daily as part of the SSCA and the Caribbean Safety and Security net on 8.104mHz. KPK handles traffic from all the Caribbean.

More and more cruisers have access to cell phones, WiFi, sat phones, and local VHF nets and may consider SSB an outdated communication method. Not true! SSB is alive and well and serves many useful purposes as most other methods have restricted coverage or capabilities. Getting weather reports, GRIB files and international news, sending and receiving e-mail, and having the ability to communicate long distances with multiple cruisers for free makes SSB more than a hobby.

In times of emergency, you can always count on SSB to get you connected to the proper authorities. At those times you may even use the expanded HAM frequencies and nets without the need of a HAM license.

—Continued on next page



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The Renaissance Marina, located in the heart of Oranjestad is part of the Renaissance Aruba Resort and Casino and can accommodate more than 50 yachts.

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The marina supplies fresh running water and 110/220/360V 60Hz electricity, satellite TV with security guards on duty 24 hours a day.

Contact us by phone at +297 588-0260
or visit our website: www.renaissancemarina.com

Operating Hours: Mon - Sat, from 8am to 6pm

—*Continued from previous page*

The Coconut Telegraph can always use volunteer net controllers so if you would like to be one just call in and volunteer for one day a week.



Volunteer Relay Stations Needed for SSCA HF Radio

Glenn Tuttle reports: The SSCA HF Radio Service, FCC call sign KPK, operates daily at 0815 hours Eastern time on frequency 8.104. The purpose of the brief net is to pass emergency and priority traffic as well as traffic and information from our partners the Caribbean Safety and Security Net (safetyandsecuritynet.org). The net can also assist with radio checks, float plans, and phone patches to medical, veterinarian, and mechanical professionals. This is a free service of the SSCA and membership is not required to participate in the net.

The net's area of operation is from Nova Scotia to South America.

The Doo Dah/SSCA Transatlantic Cruisers Net (1700 – 1730 hours Eastern time on 8.151 and 12.350) was hugely successful this season, primarily due to the help of relay stations. We followed many boats making the transatlantic passage from the US and Caribbean to Bermuda, the Azores, and on to Europe.

The time of the net has been planned so as not to conflict with the daily Cruiseheimers Net, which begins at 0830 hours Eastern time on frequency 8.152. Our regular relay stations are Jim West (KJM) in Northern Georgia, Ken on *S/V Griffin* in Grenada, and Kim on *S/V Gabriel* in Curaçao.

All HF nets depend on relay stations to be efficient. If you have an SSB radio on your boat and a few minutes to spare in the morning, please consider helping out as a relay station on the SSCA Net.

You never know when a cruiser in a remote location without cellular service will be in need of a phone patch or other assistance. We can sure use everyone's help with relays.

Anyone interested in being a regular relay station please contact Glenn Tuttle at KPK@ssca.org.

Be Aware of Dengue Fever in Cuba

Amid reports of numerous cases of dengue fever in Cuba, Dr. Dalsy Torres Avila, director of the Manuel Fajardo University Hospital, says that increased actions have been taken against the Aedes aegypti mosquito in 36 Cuban municipalities that display higher levels of infestation, including all of Havana's municipalities and municipalities in other provincial capitals.

The virus causing dengue fever is transmitted by the Aedes aegypti mosquito. Late September until early November is the season when there has historically been a peak in Aedes aegypti mosquito infestation. According to Dr. Carilda Pena, Cuba's national director of Vector Surveillance and Control at the Public Health Ministry, "This is the most dangerous time because it's when factors that encourage concentrations of Aedes aegypti increase."

Early symptoms of dengue fever include joint and muscle pain, pain around or behind the eyes, and sometimes fever.

Visitors are urged to take precautions against being bitten. Use effective insect repellents, wear light-colored clothing, and wear long trousers when ashore, especially in early morning and evening.



New Northern Caribbean Nautical Magazine

Launched earlier this year, the Puerto Rico-based nautical magazine *Por los Mares* reports on trends, sports, destinations, exhibitions, fishing, profiles of figures in the maritime industry, marine events and more. The quarterly magazine emphasizes the conservation of our coasts and seas for the enjoyment of all. The content is mainly in Spanish, with brief English language summaries provided.

—*Continued on next page*



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Copies are distributed in marinas and recreational marine related businesses in Puerto Rico, the Dominican Republic and the BVI. The digital version is available through porlosmares.com.

Grenada Extension Fee Raised

Grenada's Legal Affairs Minister, Kindra Mathurine Stewart, has announced that as of November 1st, fees for extension of stay will increase for non-nationals who wish to continue to legally stay in the country after the time provided by the Immigration officer upon entrance has expired.

For each month for which an extension of stay is granted, the fee has been raised from EC$25 (approximately US$9.25) to EC$75 (approximately US$27.75).

Amuseum Naturalis Reopens for the Season

Amuseum Naturalis has reopened. Located at The Old House in St. Martin's French Quarter, on the hill above Galion Beach, the free museum of St. Martin's nature, heritage and culture is open Tuesday to Saturday from 9:00AM to noon.

Amuseum Naturalis opened at The Old House in July, 2018. Since then, it has had over 6,000 visitors. Over 2,000 kids visited with schools, youth groups and summer camps. Created by the Les Fruits de Mer association, it is an all-volunteer project.

Upcoming events at the Amuseum include the seventh annual Migratory Bird Festival, which will be held at the Amuseum on November 9th.

More information and a map are available at amuseumnaturalis.com.



Welcome Aboard!

In this issue of *Compass* we welcome aboard new advertisers Antigua Slipway of Antigua on page 39, Pirate Lights Caribbean-wide on page 8, and Woodstock Boatbuilders of Antigua on page 19. Good to have you with us!




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www.piratelights.com

BUSINESS BRIEFS

New Budget Marine Chandlery in Carriacou

Nicole Corvellec reports: Budget Marine Grenada has been paying close attention to Tyrell Bay Marina in Carriacou, the sister island of Grenada. Since opening for business in the second half of 2018, the marina has experienced exponential growth and now has to ensure that customers find everything they need. The Budget Marine Group is proud to announce a partnership with the developers of Tyrell Bay Marina. A full-service 2,100-square-foot boatyard store, located in the Tyrell Bay Marina yard, will open in January 2020.

Nicholas George, Manager of Budget Marine Grenada and driver for this new development, said: "We consider ourselves fortunate to align with a yard that offers their customers a wealth of knowledge from professionals within the industry. Budget Marine Grenada, along with the Budget Marine Group, is very happy to be welcomed onboard by the Tyrell Bay Marina developers. We plan to use our expertise and systems to further expand our footprint throughout the Caribbean. This relatively small location will be the only fully-stocked chandlery in the Grenadines. We are confident that it will not only benefit Tyrell Bay Marina and its customers, but also the marine industry as a whole in the Southern Caribbean."



Tyrell Bay Marina is equipped with a 150-ton TravelLift that is capable of hauling boats up to 130 feet long. It also has a 30-ton shore crane for engine and mast lifts. The yard offers long- and short-term storage for over 200 boats and an 18-foot maximum depth in the TravelLift bay. The location is advantageous as well, right below the hurricane belt. The Carriacou staff has a wealth of knowledge from their long-standing history with seamanship and boat building.

See ad on page 2 for more information about Budget Marine.

Parts & Power Employee of the Quarter

Ronald Hilliman and his brother Germain showed up to work the day after Hurricane Irma hit Tortola in 2017. They had lost their entire house and all of their possessions. The only thing left was the foundation of the building. When asked what they wanted to do, they said "We need to work." And work they did. For 12 to 14 hours a day, seven days a week, they worked to help Parts & Power's customers recover. They have never stopped that commitment to customer service and excellence.


Brothers Germain James and Ronald Hilliman

As the complexity of new electronic diesel engines mandated by new emission laws has increased, so have the training requirements to maintain and repair them. Ronald has distinguished himself by consistently finishing all the training made available to him in the shortest amount of time. That, combined with his high reviews by customers and the high regard of his peers, made Ronald the outstanding Employee of the Quarter.

Parts & Power Ltd, based in Tortola, British Virgin Islands, was founded in 1973. The company has been serving the marine and industrial needs of the Caribbean for over 45 years.

For more information on Parts & Power see ad on page 22.

Sea Hawk Acquires Blue Water Marine Paints

New Nautical Coatings, Inc., parent company of Sea Hawk Paints, has announced the acquisition of Blue Water Marine Paints (BWMP) from Valentus Specialty Chemicals, establishing New Nautical Coatings as America's quintessential marine coatings company. BWMP's mission is to provide value-based coatings for the pleasure craft and commercial marine markets.

"The acquisition of BWMP as a value-based brand will complement our existing Sea Hawk Paints premium brand position in the marine coatings market and provide New Nautical Coatings with an additional growth platform, while diversifying beyond pleasure craft and into the brown water commercial marine coatings market," said Erik Norrie, New Nautical Coatings' CEO. "We believe this transaction will provide unique opportunities that create value for the customers of both brands."

The Blue Water Marine Paints product line includes antifoulings, topside finishes, epoxy primers, and marine urethanes. The company sells its products under its own brand to marine distributors and resellers as well as leading private-label partners in the marine service industry.

A trendsetter of marine bottom paints, New Nautical Coatings, Inc. was established in 1978 and 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 antifouling systems, primers, solvents, and resins. Now offering innovative products globally, the Sea Hawk brand has enjoyed unprecedented growth and continues to grow worldwide.

For more information on Sea Hawk Paints see ad on page 9.

Pirate Lights Marine Security Systems

Pirates of the Caribbean beware! Pirate Lights has partnered with Turbulence Ltd. to distribute the Pirate Lights Marine Security System. Located in Prickly Bay,

—Continued on next page

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…Grenada, Turbulence provides a factory trained electronics/electrical department specializing in problem-solving component placement and wiring while installing the Pirate Lights Security System.



Jeff Cohen, the developer of the security system, stated, "Turbulence's ability to solve problems while installing the Pirate Lights system made for a natural alliance in meeting our goals for local distribution.

"Theft while cruising isn't specific to any area. Pirate Lights provides peace of mind, knowing your valuables will be protected whether you're off the boat for a day excursion or comfortably sleeping in your berth."

Contact Pirate Lights at sales@piratelights.com for a current list of local distributors.

For more information on Pirate Lights see ad on page 8.
For more information on Turbulence see ad on page 33.

Epifanes & Budget Marine – Business Partners for Decades

Nicole Corvellec reports: Budget Marine St. Maarten was pleased to receive a visit from Alexander Zonjee, the Sales Manager of Epifanes. Budget Marine has been doing business with Epifanes since its inception in 1982, when Robbie Ferron was running the business from the back bedroom of his house and the first tiny shipments of their excellent varnish arrived on the island. At that time, the production company W.H. Heeren & Zoon was operated by Alexander's grandfather. His father took over later and has been leading the company since, holding a strong position as one of the smallest yet most highly specialized paint companies in an industry that is dominated by giant corporations. During his visit, Alexander did several training sessions at Budget Marine on the Epifanes product, both for staff and customers, which received good feedback. Epifanes has been successful in keeping a strong brand name by delivering a very consistent high-quality product supply, particularly in the clear coatings.



Alexander Zonjee with Jolyon Ferron, Sales Manager Budget Marine St. Maarten — a new generation continuing the long-lasting partnership.

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

Cooperation Between Centenario & Oliver Yacht Agents

Erick Galvez reports: Centenario & Co SA and Oliver Yacht Agents have successfully cooperated since last year, assisting yachts going through the Panama Canal.

As a bonafide agent registered with the Autoridad Maritima de Panama and Autoridad del Canal de Panama, we have the capacity to register you with our previous advance information sheet through the Canal Authorities Electronic Data Collection System. Request an inspection the day after your arrival. We will visit you and collect transit fees with Visa or Mastercard.



Welcome to Panama! An agent's support can enhance your experience.

Guarantee your transit at once and request the first spot available in the queue, minimizing your waiting time and costs involved. We provide experienced linehandlers with more than a hundred transits under their belts and we can assist you with the Port Captain and Immigration check-in and Cruising Permit requests.

As an agent, we may assist you during an emergency or inconvenience while in the Canal waterway; without an official agent you are on your own. After the transit, we will check you out when you are ready, through the canal authorities EDCS, and get you stamped out with Immigration.

We are the experts on getting you through the Panama Canal as quickly as possible, in order to give you time to enjoy Panama's Pacific side and to prepare for your onward journey.

We also provide professional yacht support while on charter or for refits in the Mediterranean Sea, Palma de Mallorca, Ibiza, or Sardinia in Italy to name a few destinations.

—Continued on next page





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Contact Erick Galvez via mobile/whatsapp (507) 6676 1376 or e-mail info@centenarioconsulting.com.

For more information on Centenario see ad on page 39.

Mac's in Bequia Keeps It Fresh!

Kevin Carr reports: Though Mac's Pizza & Kitchen has been serving sailors on the Bequia waterfront for over 41 years, we continue to keep it fresh and lively. In addition to guest favorites, this season's menu includes new items such as Barbecue Ribs, Shrimp Tacos, and Very Rummy Cake.

On November 2nd, we'll have a Hawaiian Luau party with free leis for everyone, fresh coconut drinks, Hawaiian style barbecue, music, and secret prizes. On November 30th, Mac's will turn into a nightclub with "elevated cocktail music," sophisticated drinks, and hors d'oeuvres all night.

So pull out that nice shirt or little black dress and come have a swinging time at Mac's Pizza & Kitchen, located on the Belmont Walkway. Dinghy tie-up is available next door, at Bequia Dive Adventures.

For more information about Mac's Pizza & Kitchen see ad the Market Place section, pages 44 and 45.

Art Fabrik Invites You into a Different World



Lilo and Chris report: There is a place on fabulous Young Street in St. George's, Grenada, that has its own pure art beat. Stop and take some time off during your speedy running-around visit; enter the boutique door, where the Lion of Zion is the door handle guardian.

It's like going into a different world of vibrant colors, design, art, craft, batik clothing, and accessories, handmade of high-standard quality and style. The magical challenge is to choose what to take home with you. Art Fabrik is a true shopping delight where art and fashion meet.

In the backstage art gallery, pieces from more than a dozen local artists are exhibited on walls, stairways, panels, windows, and doors of a 300-year-old fishmonger house. A newly expanded gallery provides more space to showcase artworks on the walls of the passageway to the courtyard. Special island vibes seduce you to buy and support Grenadian art. Don't miss it!

For more information on Art Fabrik see ad in the Market Place section, pages 44 and 45.

New Charter Opportunities in Spanish Virgins

Carol Bareuther reports: Visiting Puerto Rico's eastern islands such as Culebra, Culebrita, and Vieques — the "Spanish Virgin Islands" — has become easier for members of the Virgin Islands Professional Charter Association (VIPCA). The Association has received a ruling from United States Customs and Border Patrol (CBP) clarifying entrance and departure requirements specifically for its approximately 120 member yachts.

SUE KLUMB



For these yachts, based in the United States Virgin Islands (USVI), this development offers an alternative destination to the British Virgin Islands. For charter guests, it provides the chance to see, explore, and enjoy lesser-traveled cruising grounds.

In an effort to present guests with new, exciting, and nearby itineraries, the VIPCA board worked with CBP legal staff in Washington, DC for over a year. In August, the board received the official ruling that makes it easier for VIPCA-member vessels to charter with guests between the USVI and Puerto Rico.

Vessels, crews, and brokers can learn more about chartering in Puerto Rico's offshore Spanish Virgin Islands during the "State of the Industry" address presented at the USVI Charter Yacht Show, November 11th through 14th, at the IGY marina Yacht Haven Grande on St. Thomas.

Visit www.vipca.org for more information.

Dream Yacht Charter Sponsors Antigua Sailing Week

Antigua Sailing Week (ASW) has announced a new three-year agreement with Dream Yacht Charter to continue as the Official Exclusive Bareboat and "By the Cabin" Charter Sponsor.

The Dream Yacht Charter fleet consists of over 1,000 yachts in more than 50 locations worldwide, many of which have participated in ASW and won in respective classes over a number of years. DYC has had a charter base in Antigua for the past six years.

New for 2020, DYC has launched skippered yacht charters, both for cruising and racing. This offers a great alternative for crews who wish to have an experienced skipper on board. Sailors wishing to participate in ASW, from April 25th to May 1st, on a Dream Yacht Charter, can visit www.sailingweek.com/bareboat-charter.

Visit www.dreamyachtcharter.com for more information about Dream Yacht Charter and visit www.sailingweek.com for more information about ASW.

SAILORS CAN HELP WITH BAHAMAS RELIEF NOW

by Donna Lange

If you plan to make a stop in the Bahamas on your passage to the Caribbean this fall, you can help alleviate some of the devastation caused by Hurricane Dorian.

All involved in the hurricane relief are strongly encouraging visiting yachts, volunteers and cruising organizations to coordinate and work directly with the grassroots organizations already in place in the island communities and outlying cays (see sidebar).

HopeTownSailingClub.com has been a reliable source of government policy and Abaco updates from local organizations.

How can you help?

Donate

Most relief organizations have Amazon Wish Lists; the right supplies go direct to the organization's warehouse for delivery.

Raise your own donations and see the sidebar for groups accepting funds.

Oceans Watch NA (OWNA, oceanswatchnorthamerica.org) is sponsoring an Adopt-A-Roof Campaign.

Come to the Bahamas

You can bring supplies to unaffected areas with refugees. Eleuthera, Nassau, the Exumas, and Bimini have all taken in many refugees; schools are overwhelmed and resources stretched. They desperately need school supplies.

Explore new cruising grounds. In the Berry Islands, Eleuthera, Andros, the Exumas, and Nassau, there are full service marinas and services unaffected by the hurricane, and they need your business.

Volunteer

The most effective way to volunteer is with established organizations providing sustainable accommodations and making zero impact on the Bahamas' infrastructure.

On your way to your winter cruising grounds, stop in West Palm Beach, Florida and join a Bahamas Paradise cruise for less than half the usual cost and enjoy a voluntourism experience with Bahamas Cruise relief.

World Central Kitchen needs volunteers in Nassau, Freeport, and Marsh Harbor.

Hope4Hopetown has room for 37 on a large yacht, *True North*. They need mechanics (car, truck, diesel, outboard), and electricians to help set up home generators. They need mental health professionals. Put your professional skills and able hands to work.

On the ground organizations have volunteer forms; see the sidebar and check Facebook.

Self-Sufficient Yachts

If you have a larger, very well maintained, totally self-sustained sail or power yacht, contact the organizations below or others. They have forms for captains, pilots, and available vessels (Hope4Hopetown especially).

Smaller (25 to 38 foot) open fishing boats are being used to distribute supplies to the western islands from the Florida coast and from barges that cannot get onshore in lower islands.

As of this writing in early October, there are only three places selling fuel. Local fuel is needed primarily to support resident generators and relief efforts.

If your yacht has a tender that can help, sustained by a larger vessel, contact the organizations listed in the sidebar.

Recovery

Conditions are changing rapidly. Once the Bahamas enter the rebuilding stage, opportunities to spend extended periods there as both tourist and volunteer will improve. By the end of the winter season, a new Abaco and Grand Bahama will emerge, albeit with many scars to heal.

'Cruise With a Cause'

Since 2008, the OWNA vision has been to support the cruising community to "Cruise With a Cause". Since Hurricane Irma in 2017, we have developed logistical remote data-gathering software, developed by Eagles Wings Disaster Solutions, to aid in coordination of sustainable projects with interactive functionality for relief and follow up. The OWNA app from Virtual Badge enables individuals or vessels to use a smartphone for satellite location and to gather information related to security, locations of need, supplies, resources and other data, and then download it when in WiFi range, whether via a WiFi satellite system (e.g. GMN Aurora Satellite) or a land-based hotspot. OWNA sponsors include globalmarinenetworks.com and virtualbadge.com.

Grand Bahama and the Abaco Islands need the expertise the yachting community has to offer. The key message is not about who does or gets what, but the fact that it is happening, someone is being helped, and their lives are on the mend in a sustainable way.

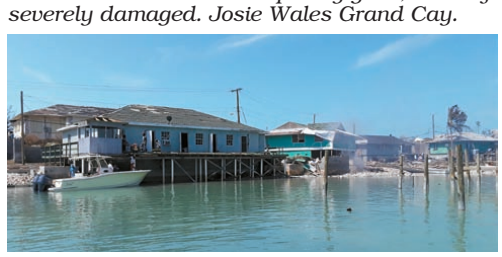
Some Organizations Providing Bahamas Relief

Organizations on the Ground
AbacoReliefAlliance.org
bahamareliefcruise.org
Eagleswingspathfinders.org
globalempowermentmission.org
Hope4hopetown.com
Hopetownsailingclub.com,
idearelief.org
internationalrescuegroup.org
oceanswatchnorthamerica.org
samaritanspurse.org
Worldcentralkitchen.org
yachtaidglobal.org



Above: Rosie's after Dorian

Below: The docks are completely gone, the roof severely damaged. Josie Wales Grand Cay.



Organizations Receiving Donations and Supplies
(all above accept supplies as well)
#Bahamasstrong
htvfr.org
op300.org
palmbeachcountycares.org
sailfishclubfoundation.org
Ushurricanerelieffund.org

The Optimist dinghy sailing community has also initiated fundraising activities to help Bahamian sailors and families that were affected by the storm.
See approveddoriandonations.com/agencies.html

Please add to this list by contacting donna@oceanswatch.org





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

Indigenous Wisdom Against Climate Change

The Commonwealth has launched a regenerative climate change model that marries the wisdom of indigenous groups with emerging innovations, technologies and scientific approaches. The program Common Earth aims to create a network of projects that could be replicated and adapted to any community, country or region. Commonwealth countries in the Caribbean include Antigua & Barbuda, Barbados, Belize, Dominica, Grenada, Guyana, Jamaica, St. Kitts & Nevis, St. Lucia, St. Vincent & the Grenadines, and Trinidad & Tobago.

Representatives from indigenous groups from around the Commonwealth have met with government officials, environmentalists, scientists and economists to discuss how the initiative can achieve sustainable development while protecting the planet.

Secretary-General Patricia Scotland says, "This is about looking at practical, existing strategies to clean streams, restore forests and damaged ecosystems, protect marine health, educate our populations and challenge the economic and development approaches that led to the decline of our planet. It is about a development model that takes into account the ancient wisdom of the indigenous peoples who found a way to live in harmony with their environments, and integrates it into our scientific advances and solutions to climate change."

Nichie Abo, former chairman of the Tribal Council for the Kalinago people in Dominica, described the Kalinago Global Resilience projects that have created approaches to building infrastructure and farming that can help to protect, preserve and restore natural resources: "The Kalinago way is simple, it is not materialistic, not extractive; it has respect for the earth and the entire environment and we view ourselves as one element in the circle of life. What has brought us to this point is that we are not spiritually connected to the earth. And this indigenous philosophy is what the world is now returning to because Western societies have recognized and science has proven the benefits of the indigenous way of life."

In addition to delivering pilot projects from Belize and Dominica, delegates formed working groups on blue green trade, indigenous affairs, regenerative finance and gender and climate change. All participants agreed to take coordinated action on regeneration in their regions.

Trinidadian Judge Awarded for Marine Environment Work

As reported by Azard Ali in *Trinidad & Tobago Newsday*: For his judgments and articles on the marine environment, Justice Anthony Lucky was among four Caribbean jurists inducted into the ranks of the Caribbean Court of Justice's Eminent Caribbean International Law Jurists.

The former Court of Appeal judge sits as a judge of the International Tribunal for the Law of the Sea. He has served as president of the tribunal's chamber for Marine Environmental Disputes and president of the tribunal's Chamber for Fisheries disputes.

Lucky has lectured and published articles in international journals on rising sea levels, protection of the marine environment and climate change. He has also delivered dissenting judgments, including a recent one concerning the United Nations drawing a new maritime border in the Bay of Bengal, which awarded more than three-quarters of a disputed area to Bangladesh, opening more energy exploration in the sea.

In an article hailed as a classic thesis on the environment, Lucky pondered on the environment as a living organism, which perhaps could assert the constitutional right to life. He is currently exploring the argument on how the environment can defend that right and avoid being trampled upon at the whims and fancies of those responsible for protecting the environment.

Read the full story at newsday.co.tt/2019/10/11/anthony-lucky-among-4-caribbean-jurists-honoured.

Green Up Grenada Coastal Cleanup Project

Coastal clean-ups took place in Grenada in September at La Sagesse Beach, Grand Anse Beach, Bathway and Long Wall Beach in St. Patrick as the first phase of Green Up Grenada, a coastal cleanup and climate-crisis awareness initiative founded by True Blue Bay Boutique Resort and Australian online eco-influencers The Dharma Trails.

Over 3,000 pounds of garbage were collected. The words "Green Up Grenada" were spelled from the found trash and photographed together with the volunteers. This formed a crucial part of the social media awareness campaign as each week a new word would be shared.

On September 27th, members of the Green Up Grenada team joined the Global Climate Strike. Road users at the roundabout near Wall Street in Grand Anse were engaged about the climate crisis. The first phase of this project culminated with a mini Green Up Grenada Summit held on September 28th at Dodgy Dock. There were presentations on the potential of social media as a catalyst for social change, the responsibility of business owners in creating less waste, and turning plastic trash into art. A brainstorming session followed the presentations to chart a way forward for future Green Up Grenada projects beyond coastal cleanups.



On September 27th, Green Up Grenada joined the Global Climate Strike.

For information follow @greenupgrenada on Instagram.

Cayman Teen Activists Ask Cruise Ships to Stop Project

As reported by the Cayman News Service, a group of young activists in the Cayman Islands called Protect Our Future says that a planned cruise ship berthing development should not happen because of the environmental destruction it will cause. The goal of Protect Our Future is to maintain sustainability in Cayman and protect the beaches, reefs and the marine environment.

Fifteen acres of coral reef, which is home to critically endangered sea turtles, could be destroyed to make way for two cruise ship docks. Environmental campaigners also warn that the George Town Harbour project will see 22 acres of the seabed dredged, resulting in further damage from silt sedimentation. Handing over a petition with more than 200,000 names from visitors and others supporting the local opposition to the project, the students stressed that these threatened reefs are critical to their future.

The proponents of the cruise ship project, the Verdant Isle consortium, include Carnival Cruise Line and Royal Caribbean in conjunction with McAlpine and Orion Marine. Speaking directly to the president of Royal Caribbean Cruises, Michael Bayley, who has adopted the role of chief spokesperson for the consortium, the students said the reefs are what makes Cayman a world-renowned destination.

Ben Somerville, age 16, said that while Protect our Future appreciates the potential benefit and profit for some in Cayman who stand to gain from the cruise berthing facility, "Our organization strongly believes that based upon available research, the economic benefits are far outweighed by the negative consequences to the environment."

He said Cayman is recognized globally for the beauty of its waters and surrounding marine life, and the proposal to remove around 68,000 square metres of seabed would be detrimental to local marine ecosystems. He added that more than 12 dive sites will be impacted in George Town Harbour, including several popular wreck dives.

Reports that the consortium will be conducting a "relocation" programme to try to save some of the critically endangered corals in the area have been met with skepticism. The consortium admitted, "It is clear that coral relocation will never completely mitigate impacts of proposed projects."

Sommerville made it clear the young activists will press on with their campaign against the proposed berthing facility. The students pressed home the point that destroying their island's reefs so a few more tourists can step off a boat onto their shores for a few hours not only flies in the face of the National Conservation Law but also contradicts Royal Caribbean's own claims about their desire to protect the environment.

Next month, the first publicly initiated referendum on the islands will decide the reef's future, after 25 percent of the electorate signed a petition to take the decision to a vote. There is no flexibility on the threshold for people-initiated referendums. More than 50 percent of the entire Cayman electorate must vote "no" to the cruise ship plan for the outcome to be binding on the government; a simple majority on the day will not be enough. If the critical number of 10,609 "no" votes is not reached, the project will go ahead. Anyone who does not vote will effectively be counted in the "yes" column. A freedom of information report has revealed that the Cayman Islands government has spent more than US$130,000 in public money to promote the proposed cruise port project.

As of this writing, Protect Protect Our Future intends to press on with the online petition, which is open not just to locals but everyone around the world who loves Cayman. In one October week alone, another 30,000 signatures were added from visitors and supporters who are standing with the students against plans to dredge the reefs for the port.

Read the full story at caymannewsservice.com/2019/10/teen-activists-ask-cruise-partners-to-stop-project.

Record Number of Seabird Surveys in Grenadines

St. Vincent & the Grenadines is home to some of the most globally and regionally significant seabird breeding sites, yet they are little known and unprotected. Despite the remoteness of these sites, Environmental Protection in the Caribbean's (EPIC's) group of community conservationists has managed to complete a record number of nesting surveys during the past year. These surveys allow EPIC to track changes in the population, a crucial tool when we consider that, globally, seabirds have declined approximately 70 percent over the past 60 years.

In partnership with members of the Volunteer Patrol and marine protected areas staff, 67 surveys were conducted throughout the Grenadines archipelago.

The Grenada Birding Club was particularly enthusiastic about seeing the astonishing numbers of seabirds concentrated on the offshore islands during their training course to become members of EPIC's Volunteer Patrol. Accompanied by EPIC Project Coordinator Juliana Coffey and Capt. Vaughn Thomas, the group visited Lee Rocks, Upper Rock and Diamond Rock, which are areas typically only accessible by fisherfolk and passing yachts, to view thousands of seabirds nesting and roosting on the islands.



The Grenada Birding Club was particularly enthusiastic about seeing the astonishing numbers of seabirds concentrated on the offshore islands.

Members were also engaged with a before-and-after seabird quiz to test their seabird knowledge and participated in discussions of EPIC's project "Conservation of Key Offshore Island Reserves," funded by USAID and the US Fish and Wildlife Service. This project aims to build awareness of seabirds in the Grenadines, through outreach, education and training throughout the entire Grenadine archipelago. While EPIC encourages visitors to view the seabirds, the organization does not promote accessing these colonies by land as it can disrupt nesting.

EPIC will also be hosting a series of community presentations with fisherfolk, schools, NGOs and government officials from Grenada to St. Vincent, with activities planned for each Grenadine island.

Contact Juliana Coffey, Project Coordinator at juliana@epicislands.org for more information.

Expanding Hiking Opportunities in St. Maarten

Ten free public hiking trails on St. Maarten are now cleared and mapped in an effort to promote healthy outdoor activities that connect people to nature. The initiative is part of a just-completed one-year project that also included placing informational signs at trailheads and providing free guided hikes. The work was made possible through funding from Tourism Cares and the Caribbean Hotel and Tourism Association to support post-hurricane rebuilding after many of the trails had been covered with debris.

EPIC partnered with TriSport to lead a Hero Hike, during which volunteers collected 66 kilograms of rubbish, mainly plastic, from Geneve Bay, and then hiked back with it so it could be responsibly thrown away. In March, many volunteers helped to clean the Sentry Hill trail and in August the Dutch Marines helped clean up and install the trailhead signs. In addition, in May the Dutch Representative's Office made a donation to EPIC that will maintain three of the hikes for a year after the Tourism Cares funding finishes.

EPIC selected a mix of urban, coastal, grassland and secondary forest trails for improvement. The trails give hikers the opportunity to enjoy the biodiversity and natural beauty of St. Maarten.

Trail maps can be downloaded free from avenzamaps.com by searching for St. Maarten. The hiking difficulty and approximate amount of time needed to complete the trail is also included.

The project will continue as a core group of volunteers will continue leading the EPIC hikes on the first Sunday of each month. The EPIC Facebook page provides details on each event and hikers can download the maps and go anytime on their own.

REGATTA NEWS

Bart's Bash in St. Maarten Helps Bahamas

SMYC reports: Bart's Bash is an annual global sailing event with thousands of sailors gathering at 257 venues throughout 31 different countries in every type of boat imaginable. On September 14th, the Sint Maarten Yacht Club (SMYC) took part in the sixth edition of Bart's Bash. Thirty sailors participated in five different classes: Laser, Optimist, RS Vision, Laser Pico, and Sunfast 20s. The Bash is a fundraiser for the Andrew Simpson Foundation or a project of the Club's choosing. This year, funds were collected for the youth sailing programs on the northern islands of the Bahamas, after they sustained massive destruction by Hurricane Dorian.

The competitors headed out in a shower of rain with a good breeze. All classes sailed four races in challenging conditions. Among the six Optimist sailors, Rio Stomp got third place, Adriaan Coppelmans took second, and the overall class winner was Emma Lennox, who, after capsizing on the start line of race one, made an impressive comeback.



Overall Opti class winner, Emma Lennox, who made an impressive comeback after capsizing on the start line of Race One.

Four teams sailed in the Laser Pico class, where Jayden Aventurin and Melina de Vries won third place and, after a close race, Ajani Blake took second place and Louka Williams came first. Two teams, captained by Garth Steyn and Robbie Ferron, joined the racing in Sunfast 20s. Garth Steyn claimed the overall first place.

Summer Jean Morton and Mathijs Detering dominated the RS Vision class and accomplished an overall win. Competition was fierce, with the family teams Arthur and Caii Banting taking second place and Ajani and Veronica Destin ending up third.

The Laser fleet had six participants. SMYC board member John Leone returned to the racecourse after a three-year break from Laser sailing. Ryan Hope-Ross, a new SMYC Sailing Committee member, helped recruit participants for the event and finished fourth himself. The teenage brother and sister, Justin and Jordan Pieterse, took home third and fifth place. Veteran Laser sailors Frits Bus and Christopher Cilliers reached to the top, with the latter taking home the overall class win.

"This year we had the largest group of participants for Bart's Bash since its initiation in 2014," said Reinier Calkhoven, sailing instructor at the SMYC. But the racing wasn't the only successful part of the day. The fundraising efforts collected a total of US$1,300.

"Having sustained significant damage in Hurricane Irma ourselves, we understand how difficult it is to raise funds as a sailing school. The importance for kids to have some distraction and fun by going back sailing can't be underestimated," said Michele Korteweg, General Manager of the SMYC.

Races for All Ages in the BVI

The 2019 Back to School Regatta for young Opti sailors, and the second BVI Laser Masters Championship, both took place on September 14th in the Sir Francis Drake Channel. Twenty sailors raced across five classes.

In the Laser Standard fleet, Christian Thompson was not to be beaten; with six bullets he retained his title from 2018. Second place went to Mike Hirst, and Oliver Alsop claimed third overall, just three points ahead of Joe McIvor.

Rayne Duff, sailing a Laser Radial, posted a perfect score card of first places. Max Reshetiloff claimed second.

Samuel Allen picked up the Laser 4.7 title.

Three RS Fevas took to the water with 2019 Dinghy Champs winners, Victoria Rowlette and Amanda Plaxton, eager for another trophy. Ashley and Chris Brockbank shared the helming and fired out of the blocks with two bullets. The two teams ended on equal points and the exact same positions from the six races. The win was therefore decided by the results in the final race, which gave the title to Rowlette and Plaxton. Kenny Jones and Theo bookended their day with a second in the first and last races.

Among the five Opti (Green fleet) competitors, Wil Seddon from Virgin Gorda was the standout sailor, picking up a string of bullets. Ethan George took second place.



The battle for third and fourth came down to just two points between Zaed Chalwell (third) and Josiah Morris (fourth).

All entry fees and donations collected at the Back to School Regatta were donated to youth sailors in the Bahamas who were affected by Hurricane Dorian.

ON THE HORIZON

Barbados Sailing Week Goes Anti-Clockwise

Sue Pelling reports: Next January, for the first time in many years, the course of

PETER MARSHALL



Barbados Sailing Week's signature event — the Round Barbados Race — will take the fleet anti-clockwise. This means the original anti-clockwise record of 10 hours and 15 minutes, set by a schooner in 1936, is up for grabs, as are other records.

To make the event more inclusive for locals and showcase sailing as a sport for all, the organizers — Barbados Cruising Club in association with Barbados Tourism Marketing Inc. and Mount Gay — have new incentives lined up for the 2020 event, which runs from January 17th through 23rd.

—Continued on next page



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—Continued from previous page

Starting off the 2020 Caribbean Sailing Association regatta circuit, Barbados Sailing Week attracts a diverse fleet. Among those who have signed up already are Mat Barker aboard his beautiful Alfred Mylne 65 classic, *The Blue Peter*, OnDeck's Farr 65, *Spirit of Juno*, Peter Lewis' J/105, *Whistler*, and longstanding event supporter and Round the Island Race Windsurfing record-breaker Trevor Hunte.

Franchero Ellis will compete aboard his 19-foot Pen Duick 600, *Oiseau – Noir*. Ellis and his young team were presented with the Spirit of Barbados award for perseverance in both the Coastal Series and the Round Barbados Race in 2018.

So far, two classics are participating: *Ruth*, the locally built 33-metre schooner, and *Tres Hombres*, the 33-metre working brigantine that regularly races with barrels of rum on board.

Racing commences over the weekend of January 18th and 19th in Carlisle Bay, with two days of coastal races for racing yachts, cruisers, windsurfers, kite surfers, dinghies, and paddleboards. There will be a mark off one of the viewing platforms and plenty of activity for those on shore. Barbados Cruising Club is the hub of the regatta, with social events, live music, parties, and breadfruit/pig roasts on the beach after the first day of racing. Everyone is welcome.

The Round Barbados Race traditionally takes place on January 21st. This 60-nautical-mile sprint around the island gives teams a chance to win their skipper's weight in Mount Gay Extra Old Rum. Mount Gay will take spectators on a bus tour to watch the race and visit rum shops. The Round Barbados Race prizegiving happens at the Mount Gay Visitor Center on the evening of January 22nd.

Visit www.roundbarbados.com, www.facebook.com/BarbadosSailingWeek, or www.twitter.com/MGRRBR for more information.

Fishermen's Haiti Sailing Cup 2019

Patrick Beliard reports: More than 15 fishermen have signed up for this year's Haiti Sailing Cup, which runs from November 1st through 3rd in Cap Haitien, with a final parade on Sunday, November 3rd at Rival Beach.

The Haiti Sailing Cup was created to promote maritime activities in and around Cap Haïtien Bay and to assist the local fishermen who sail out to sea for the day's catch. Its mission is to better organize these fishermen and boost the economic and social



activity in the community through the support of sponsors. As sponsors provide new sails and equipment for the boats, the fishermen are able to venture farther into the ocean, giving them the opportunity to better contribute to the local economy.

This friendly annual race among the fishing boats is unique, and these fishermen are incredible sailors. Their boats are made from native materials and powered only by handmade sails. They possess no keel, centerboard, dagger board, or leeboard, so the crew must use their body weight to control their boats.

Contact info@haitisailingcup.com for more information,

Sign Up Now for Grenada Sailing Week!

Rosie Hoggarth reports: Island Water World Grenada Sailing Week (GSW), from January 26th through 31st, is just around the corner. Join some of the best racers on



TIM WRIGHT

the beautiful island of Grenada, compete off the stunning Grand Anse Beach, where strategic skills are called for, and battle it out on the more challenging south coast.

Signing up for GSW is easy; just follow the link https://yachtscoring.com/emenu.cfm?eID=9522.
If you sign up and pay now, you can take advantage of the reduced registration fee of US$90. This offer ends on November 30th.

The regatta already attracts fierce competition, from long-time rivals Mathew Barker on his 65-foot Alfred Mylne, *The Blue Peter*, and Judd Tinius (overall winner of GSW Classic Class 2019) on his 90-foot classic yawl, *Galatea*, to Pamela Baldwin, winner of last year's Caribbean Sailing Association Travellers Trophy with her J/122, *Liquid*, and Rob Butlers on his Reflex 38, *Touch2Play Racing*.

Organizers are keen to promote the availability of both skippered and non-skippered charters for the event. Tick a Caribbean regatta off your bucket list with Island Water World Grenada Sailing Week 2020! Compete against some of the best and party with them afterwards!

Grenada Sailing Week is proud to have been awarded bronze as part of the Sailors for the Sea clean regatta program. This year, we are following the program's Steps to Sustainability and going for gold, with the help of our Green Team, led by Richard Beadle of Premier Marketing Grenada. Help us make this a clean regatta by keeping our oceans pristine.

Visit http://grenadasailingweek.com/charters for more info on charters and sign up for an early registration discount on www.grenadasailingweek.com.

For more information see ad on this page.

All Welcome at St. Lucia's Mango Bowl!

This small but growing three-day event held in Rodney Bay each year is St. Lucia's signature sailing event and a great way to start the season. Taking place this year from November 29th through December 1st, the annual event brings participants from all over the Caribbean region. The St. Lucia Yacht Club provides a warm welcome, and the top trophy is a unique locally crafted bowl!

For more information see ad on page 14.

New Dates for Antigua Classics 2020

Inspired by an informal race down to Guadeloupe at the end of the charter season in the days when the charter yachts were classics, Antigua Sailing Week was formed in 1967. However, over the next 24 years, the classic yachts were slowly outnumbered by modern racing yachts.

—Continued on next page



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ANNA LANDRY

Look for these home-grown classics in the 'Carriacou Corner'!

A small number of classics still racing in 1987 found themselves grouped with Cruising Class 3, which was less than ideal for these harder-to-manoeuvre vessels. So Uli Pruesse and Kenny Coombs hosted a meeting with other classic skippers onboard the schooner *Ashanti of Saba* and, several rums later, the Antigua Classic Yacht Regatta was born.

By popular demand, the dates of the 33rd Antigua Classic Yacht Regatta have been changed to April 1st through 7th, 2020.

For more information see ad on page 17.

Formula 18 Champs for St. Barth Cata Cup

The 12th edition of the St. Barth Cata Cup, organized by the St. Barth Multihulls Association, takes place from November 20th through 24th. So far, 59 two-person racing teams representing 11 nations have confirmed their participation in this competitive event, reserved for Formula 18 catamarans. Participants include regulars, newcomers, and a few superstars who enjoy the high-level island racing.

Since the beginning, the St. Barth Cata Cup has attracted the best of the current Formula 18 racers and that holds true again this year, with the presence of Argentineans Cruz Gonzales Smith and Mariano Heuser and Konstantinos Trigonis from Greece. These three stood on the podium at the F18 world championships in July in Spain.

Follow the 12th edition of the St. Barth Cata Cup at www.stbarthcatacup.com, www.facebook.com/stbarthcatacup, twitter.com/stbarthcatacup or www.instagram.com/stbarthcatacup.

YOUTH SAILING NEWS

OPTINAM Championship in the Bahamas

The 2019 Optimist North American Championship was hosted in the Bahamas by the Nassau Yacht Club from September 28th through October 4th.

Following the destruction of Hurricane Dorian on Abaco and Grand Bahama, the Bahamas Sailing Association and the Bahamas National Sailing School contemplated canceling the event. But after deciding to continue, the Championship — the largest sailing event ever held in the Bahamas — was not only a success, but a morale booster as well.

Regatta organizers had been justifiably concerned that the tragic effects of Hurricane Dorian would lower registrations, and that other regional weather events in general could affect the ability to run a top-flight event. As it happened, neither was the case.

Overall, 167 sailors competed, representing 20 countries and territories: Antigua & Barbuda, Argentina, Bermuda, Brazil, Canada, the Cayman Islands, Ecuador, Ireland, Japan, Mexico, the Netherlands, New Zealand, Peru, Puerto Rico, Switzerland, the Turks & Caicos, the United States of America, Uruguay, the US Virgin Islands, and the Bahamas. Performances on the first two days resulted in placements for gold, silver, and bronze classes, competing in the final six-race series to determine the overall champions.

Brazilian Gustavo Campos was victorious in the gold fleet, becoming the top overall boy, with Irish Rocco Wright in second, and Lucas de Freitas, also from Brazil, in third place.

Tanner Krygsveld of the US Virgin Islands came in fourth and becomes the top North American Champion.

The Team Racing event also saw stiff competition, but the USA team took the top three places to prevail.

After the final prizegiving, Optinam 2019 was officially declared over and the class flag was passed from Team Bahamas to the team from Mexico, where the event will be hosted next year.

Visit http://2019northamericans.optiworld.org/en/default/races/race for full results.



MATIAS CAPIZZANO

Hurricane Dorian didn't prevent the successful running of the Optimist North American Championship in the Bahamas just a month later.

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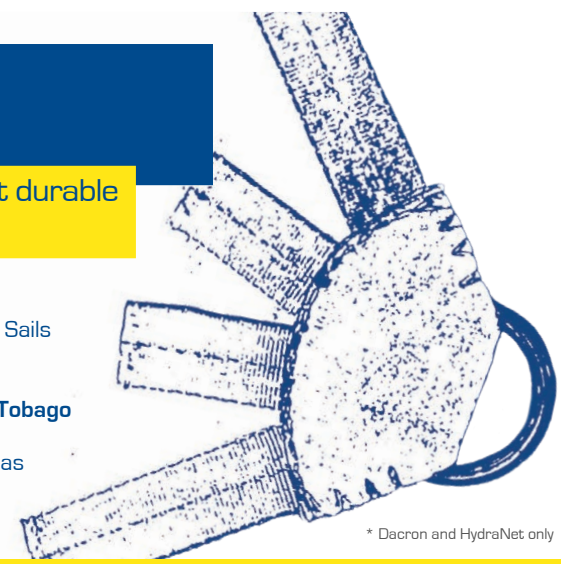
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The IC24's Role in Growing Youth Racing

Youth2Adult — Y2A — is a series of articles celebrating sailing's role in youth development for Caribbean children.

IC24 Class founder, Chris Rosenberg of St. Thomas, was ten years old when his family moved its permanent residence to St. Thomas in the US Virgin Islands. He grew up seeing his island, like so many other Caribbean islands, host a single



DAVID FRANZEL

annual international sailing event. Keelboats from around the region and the world would arrive for the event — and then, largely, be gone.

"I was in the first group of junior sailors at St. Thomas Yacht Club back in the '60s," says Chris.

It was Chris' vision to one day build ongoing local sailing. That time came in the late '90s. According to Julie Schneider of Tortola, "Hurricane activity during the '90s had reduced the local racing fleet." Another person's catastrophe was Chris Rosenberg's opportunity.

J/24 boats had hit the marketplace in the late 1970s and caught on rapidly. There were approximately 3,000 J/24s in the US alone. Approximately 500 of them were actively racing. While Puerto Rico's J/24 racing remained active in the '90s, there were also many sidelined boats, unused and sitting in people's backyards. Over dinner, Chris and Dan Neri, current vice-president of North Sails, got the idea that by taking older J/24s and modifying them, a fleet of racing boats could be developed.

"The beauty of this concept is that you take an older J/24 sitting around in someone's backyard and modify it. Some of the modifications include taking one foot out of the leach of the sail, which brings the boom up higher off the cockpit and the boom level with the deck. Basically, we adapted the J/24 cockpit to be like a Melges 24, which is comfortable to sail and race."

With Chris Rosenberg's funding and Morgan Avery's boat building, the region stepped toward having an ongoing local racing fleet.

IC24s derive their name from "Inter-Club". Chris explains, "Basically, we've taken a Melges 24-style cockpit and put it in a J/24 body. We don't want to kill off the J/24, but with only one in six actually racing, we wanted to take some of the inactive hulls and actually do something with them. If you can pick up an old J/24 hull for say US$6,000, the conversion with re-decking and all brand new deck gear and rigging costs around $10,000. You have a really competitive exciting boat for just $16,000.

"The main differences between the J/24 and its remodeled self as an IC24 are that the deck is wider, there is no spinnaker or bow pulpit or traveler, it has a closed transom and it carries five crew. (Spinnakers were later added.) With the stanchions lower and covered, the IC24 has a more comfortable cockpit and is therefore more attractive to a wider swath of sailors, not strictly those gymnastically inclined."

Youth Aspect of IC24s

Chris used Taylor Canfield, now one of the top five match racers in the world, as an example of what can be. "Taylor jumped right from racing Optis into IC24s. He was soon match racing in them. High school teams here learn keelboat sailing with our IC24 fleet."

IC24 fleet rules require a minimum combined crew weight of 800 pounds. That can mean four larger or as many as six smaller persons on each boat.

Equally enthused about progressing his club toward ongoing, locally-based activities, Chris effuses over the distance they've come in two decades: "For the past 20 years, I have been trying to redirect the St. Thomas Yacht Club to a club-centered sailing program instead of single event (an international big-boat regatta) per year. With our Sailing Center's platform of teaching and the benefit of members having a fleet of Hobie Waves and IC24s that members can sail for fun or racing, STYC is averaging five percent membership growth each year."

Chris commissioned the building of two IC24 molds, one in Texas and one in St. Thomas that has since moved to Puerto Rico. "With a fleet here in St. Thomas of 15 IC24s, we wanted to see numbers grow in Puerto Rico." It worked! Now, IC24 numbers in Puerto Rico have reached 20.

The ability for the region to see dozens of IC24s on the starting line could make this, by far, the largest one-design class in the Caribbean islands. "Comfy, easy to sail, economical and fast. We wanted a performance boat that was also user-friendly. Inner-club racing between Puerto Rico, St. Thomas, St. John and Tortola is a dream come true for all ages and walks of life."

In June, Puerto Rican sailor Jaime Torres said, "There are about 16 IC24s in Puerto Rico, with about 12 in race-ready condition and eight to 11 racing regularly. They are spread around the island with most in San Juan, many in Ponce and a few in the east side."

This brings us to what Chris is most talkative about: St. Thomas Sailing Center. Located within STYC, the center holds regular events. Some appeal to businesses, some to youth, some to families. "We are making it barrier-free in terms of types of memberships and access points," Chris explains. "The Open Houses we hold twice per year attract all kinds of people. This year, they got 140 people out sailing in a four-hour period on IC24s!

"We are completing changes to the website that will allow sailors to join the club, choosing from a variety of membership options, such as 'Blue Water' trial memberships lasting just 30 days with a commensurate low price tag. A cruiser can see what it is like here for 30 days at a price that takes away any barrier. Members can purchase boat access and sail Hobie Waves and IC24s at will. STYC is also creating a 501(c)(3) foundation that will allow donations for the capital improvements that the clubhouse building and grounds desperately need."

At the turn of the new millennium IC24 fleet numbers were tripling.

Jaime Torres, who switched from a Melges 32 to an IC24 in 2016, said, "The IC24 Class is a hotbed of Caribbean high-performance sailors. It's so unforgiving and there's no room to make a mistake or you really feel it on the scoreboard."

By 2017, the St. Thomas International Regatta news read, "The homegrown IC24 Class completed the most races of any class. After eight races over two days, only one point separates the leader, St. Thomas' Chris Rosenberg's *Bill T* from Puerto Rico's Ramon Gonzalez's *Sembrador*."

David Franzel, Director of the St. Thomas Sailing Center, shared his thoughts: "Sailing offers opportunities for young people that nothing else quite does. On a boat you are in the natural world — engaging with wind, water and waves. As you begin to figure it out, become comfortable and relax into it, you realize that you are developing a mastery of these things and with that comes a great sense of accomplishment. This can be the case for a great many young people who have the opportunity to sail small boats, and the power that accompanies feelings of mastery and accomplishment can then extend to other aspects of one's life."

The IC24 has played a big role in developing year-round local sailing for the Virgin Islands/Puerto Rico region, ushering local youth from small centerboard boats into keelboat racing. For adults and youth alike, IC24s continue to play a part in bringing an understanding and appreciation for sailing to people of all walks of life in the Virgin Islands and Puerto Rico.

Since 2014, Ellen Birrell & Capt. James Hutchins have hosted 68 six-day High Adventure Scouting USA charters. This summer, with support from the University of the Virgin Islands, they introduced STEM citizen science to Scouts onboard S/V Boldly Go, *conducting turtle counts and benthic surveys.*



CHANGE IS COMING — CHANGE IS REAL

by Chelsea Pyne





Thinking big. Ceiba's *massive frames are taking shape.*

As a US citizen, I have a pretty dreadful view of our environmental situation. With current EPA regulations being rolled back, it appears we care more about coal and cattle ranchers than clear water and clean food. As a Caribbean cruiser, the intensifying weather systems also add to my concerns about where our future is headed. I truly believe we are in a crisis, not some political hoax. Environmental problems are real news. As irrefutable evidence by means of rigorous science shows: WE MUST DO BETTER.

Danielle Doggett, Chief Executive Officer of Ceiba Marítimas, brings hope to my dreary outlook. A glimmer of light as I begrudgingly get knocked around my boat from the wake of a passing cruise ship. She and her team aren't just doing BETTER... that could be easy, after all. Just make a few changes here and there. Eat local, don't buy single-use bottles, etcetera. Instead, she's upended the foundation of the shipbuilding industry and decided she will do what's BEST.

Doggett's aim is to coexist with nature through a resurgence of sailing cargo ships. A 150-foot, three-masted wooden schooner, *Ceiba*, is being built in Costa Rica with aims for completion by the end of 2021. Named after the sacred tree of the Mayans, *Ceiba* will be the first vessel of its kind, not just carbon-neutral but the first *carbon-negative* cargo ship in business. SailCargo Inc, the umbrella company, is using a regenerative business model which is actually the next step above sustainable.

Doggett and crew started laying the groundwork in 2016. Since then, more than 75,000 hours have been contributed to the *Ceiba* project by more than 130 people hailing from 25 nations. "Our aim is to have half of our team members from Latin America.

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A standard of our program is that all team members from Latin America should be paid for their work and not asked to volunteer. Long-term shipbuilding crew come from around the world, primarily hailing from developed northern countries such as Germany, the Netherlands, France, the UK and Canada, and the Scandinavian countries. Our shipyard is an accredited workplace educational center, as recognized by the government of the Netherlands. To date, *Ceiba* has received eight official interns from three unique academies in the Netherlands and the United States. We have welcomed a combination of shipbuilding and business interns."

The last update we shared on *Ceiba* was published in the December 2017 issue of *Compass* (*see page 16 at caribbeancompass.com/online/december17compass_online.pdf*). If you want the full story on where this idea came from and how they got started, visit sailcargo.org/media-stories.

Since our first visit with *Ceiba*, the crew has had their fair share of struggles and successes. "The most significant setback was when a strong windstorm hit the shipyard. We woke up from the stormy night to find all of the canvas roof panels had fallen down, and some of them ripped to shreds. Though we were thankful only the canvas ripped and nothing more, it felt like a big setback. Costa Rican grandmothers using a 1958 Singer sewing machine had just sewed the canvas, so the roof panels represented a lot of work.

—*Continued on next page*



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Robert Long, owner of Hylas 46 *Ocean Leaper* following an extensive refit after severe fire damage.

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"This has been the third abnormally strong tropical storm that we've experienced in the three years that I've been here. While I'm not one to jump to climate-change conclusions, this is significant, as in 2016 Costa Rica had its first-ever hurricane touch down in all the recorded history of the country**.** A positive of this is that we were able to source our keel from the wind-fallen trees that the hurricane brought down, which is quite symbolic as our ship is being built specifically to help reverse climate change," Doggett explained.

Beyond this obstacle, *Ceiba* has seen some notable progress. Here is a quick recap:

• *Ceiba* won the chance to present twice at the United Nations Convention on Climate Change in Bonn, Germany in 2017 (COP23).

• Recently, *Ceiba* became the first winner of the John Long Positive Legacy Award, winning a grant of $10,000.

• The innovative company was selected to be part of a business incubator, a seven-month development program provided by ParqueTec, which began March 2019.

Awards aside, a huge accomplishment is that their jungle shipyard is complete. The crew built a lofting floor, shipbuilding hangar, shops and an amazing tree house office. After years of efforts, the custom design of *Ceiba* is complete. From sawmills to tilting ship's saws, they now own the most important shipbuilding tools. They've acquired all sustainably sourced wood: frames, keel, deck beams and more, which are sawn to dimension and dried at the shipyard in Punta Morales, Costa Rica. The keel and 20 frames are complete, as is the stem. More frames and the keelson are currently under construction.

"We have reached a significant achievement with the frames and stem, as it is such a technical and iconic assembly. We are thankful to source all of the spars (masts, topmasts, yards, booms, gaffs and the bowsprit) with environmentally and culturally responsible Sitka Spruce (*Picea sitchensis*). People from all over the world turn to British Columbia for superior ship masts. This will be the first timber sourced outside of Costa Rica, so it is important that it is the best quality, and that it hails from the highest moral standards," Doggett says.

It's safe to say the shipyard has had a busy few years. If you'd like to see them in action, visit their YouTube channel for amazing videos of the crew building *Ceiba*. In the video, "Assembling Ceiba's Frames" you can watch the crew hoist the massive stem (the forward-most curve of the front of the ship) by heaving ropes through pulleys. There's something about this nitty-gritty, old school style of shipbuilding that is so natural, authentic and heartwarming all at the same time. But this dreamy way of living, building, and working is actually sustainable, in more ways than one.

In fact, *Ceiba* will have the largest self-sufficiently charged electric engine in the world. Yes, a US$700,000 engine worthy of all those adjectives. Having an engine that uses onboard battery banks that are charged by the ship's propellers when sailing means there is no oil being burned or spilled. Moreover, *Ceiba* is designed to transport between 250 and 300 tons of cargo at speeds up to 14 knots, making her competitive in the shipping industry. Think about this: the 15 largest cargo ships produce as much sulfur oxide pollution as all the world's 1.2 billion cars. So you can see that in numbers: 15 cargo ships = 1,200,000,000 cars. This is also due to the low-grade fuel ships use at sea, which is horrid for the atmosphere.

Beyond boatbuilding, the group is focused on giving back to local Costa Ricans through community involvement. "We're really thankful to work with two women's associations in the area who help us with the gardens and more. Our tree nursery and vegetable gardens are coming along nicely. We give fruit-tree saplings away all the time, which of course helps with carbon sequestration, but also with food security in our nearly impoverished area. We've also done a community beach cleanup and have donated materials to a national beach-cleanup and beautification effort. Last Christmas our whole crew came together to help build our neighbor's house, and we're already thinking of what we can do this Christmas. On top of that, we're planning on offering a forging and tool making course so our neighboring communities can learn to make their own tools from readily available materials, such as trucks' leaf springs, old oil drums, worn out saw blades, and more. I'm really looking forward to it, especially as we'll be putting our new educational center to good use."



The jungle shipyard has a lofting floor, shipbuilding hangar, shops and an amazing tree house office.

Ceiba's crew is going full steam ahead now that they have secured grants, shareholders and donations to continue their mission. The current focus is to put up three frames a month, while working on all their other side projects, of course!

As our environment is in such a fragile position, there is no other option but to act our best, give back and protect the earth. We can all look to *Ceiba* as a prime example of how we can live and work with nature.

To stay up to date with their progress, join the crew yourself, or become a shareholder, visit sailcargo.org. *Ceiba* is also on Facebook, YouTube and Instagram #SeaShippingChange.

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TIP-TOP TIPS FOR FIRST-TIME CARIBBEAN CRUISERS

Heading out for your first Caribbean cruise? One of the best things you'll find is the willingness of the Caribbean cruising community to give advice! We asked a wide selection of experienced Caribbean "old salts" for their top tips, just for you. (Our correspondent Brian Samuel remarked, however, "I object to the term old salt! I'm not an old salt, I'm a person of mature years and saline disposition!")

We received a wealth of information, ranging from the objective and practical to the subjective and offbeat. Thanks to everyone who so generously shared the wisdom of their experience. We hope all you first-time Caribbean cruisers will find many helpful hints here to enhance your experience.



Growltiger *at Crown Bay, St. Thomas, USVI*

Before You Come

Register all your emergency devices correctly!

Make sure all your emergency devices that use an MMSI number have *your* registered MMSI number in them, and in them correctly! The same for those satellite locator GPS systems, such as GARMIN InReach, or SPOT, those SOS buttons!

Make sure you have a good point of contact (POC) for emergencies on the registration(s), along with a float plan (with boat description, who is aboard, what communication gear you have, and what you want your POC to do if you do not check in on schedule). It's kind of like the advance directive given for medical situations, but for your vessel in response to emergencies. Just walk through in your mind how you want people to respond to an emergency request for help, or lack of contact while offshore, and give the responders the information to help you. Otherwise, valuable time is lost! Time is not your friend in an emergency off shore. [See more on this subject page 28.]

— Joan, Greg and Josh Conover
Growltiger, Morgan 511

Download audiobooks or podcasts — they are the best cure for seasickness!

— Kasia Kaminska
Cruising schoolteacher

Learn about the tradewinds. When I first came to the Caribbean I wished I'd better understood the wind — that there's lots of it, consistently!

— Rick Martell
Land's End, 39-foot wooden Crocker ketch

Don't wait for the boat to be "ready." They are never truly ready. When you get close to ready, cast off and head out. The most vitally needed upgrades will then present themselves with unmistakable clarity!

— Ray Jason
Aventura, 30-foot sloop

Our advice to newbies is to definitely GO FOR IT! DO IT NOW! DON'T WAIT! You will never have all of your boat projects completed, you will never feel like you have enough money, but you do have the most significant things in your life, *your time and your health*.

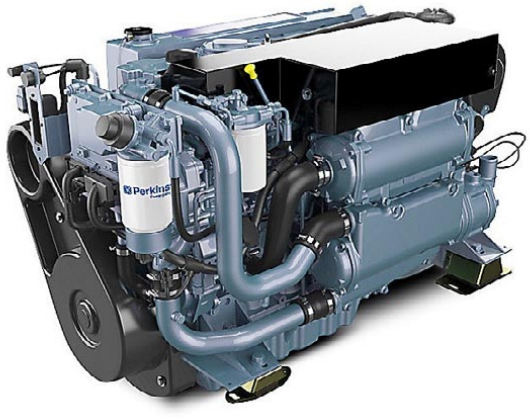
In this cruising life, we have been super-frustrated at times but we quickly adapted to the liveaboard realities, such as everything aboard being currently broken or soon to be broken. We learned to repair several things aboard ourselves, since we knew that one day in our liveaboard life out at sea, we could not just "call the guy" to repair it. It is definitely hard work maintaining a seaworthy boat. However, all of this maintenance can be achieved while you are still exploring and experiencing this great world. Just keep your sense of humor and that positive attitude sailing you forward.

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There's one thing we wish we had known when we sailed to the Caribbean the first time. Captain Wayne, our dock neighbor and a professional delivery captain, had advised us that we did not need the US$5,000 Raymarine C120 chartplotter that we were about include in an extremely large Kemah Port Supply order. He suggested that we just purchase an IPad designated solely for navigation. However, back then we were in the mindset that we needed all of the fancy boat gadgets and gizmos.



'Go for it! Do it now! Don't wait!'

In the end, Captain Wayne was absolutely right. That first year we met many a professional megayacht captain who told us the very same thing. When their electronics failed on a multimillion-dollar yacht, they were forced to bring the boat back with a laptop, an IPad or even a cellphone by just using a navigation app. No problem, just a smaller screen. And yes, this has happened to us too, several times, due to equipment failure. We still have our Raymarine chartplotter (which sometimes has a mind of its own), so in addition we have a laptop, IPad, Android tablet, and a smartphone — all as navigation backups.

— Bill and JoAnne Harris
Ultra, 53-foot Norman Cross designed custom trimaran

Tips for newbie cruisers? It ain't always paradise! Don't expect everything to work, don't expect immediate service, lock up your boats (it ain't only the locals that'll rob you!) and keep a good stock of spare parts, especially the hard-to-get ones.

And if you do all that — it may very well be paradise indeed!

— Brian Samuel
Jump-Up, 26-foot sloop

Don't be misled into believing that your dinghy and motor are perfectly safe from theft when hoisted on davits or alongside with a halyard. Chain it to the mother ship! Vinyl-covered wire cables, while convenient and relatively inexpensive when compared to chain, are no longer an effective theft deterrent anywhere in Caribbean.

Why not upgrade your dinghy security tether from a simple vinyl-covered wire to eight- or ten-millimetre stainless steel chain?



'Why not upgrade your dinghy security tether?'

For only US$300 to $400 US in the Eastern Caribbean, 15 feet of brand new eight-millimetre stainless chain (used chain is cheaper), a stainless steel motor lock, a U-style bicycle lock for the end of the chain, and two large stainless shackles can outperform basic steel cables and troublesome outboard motor padlocks anytime!

Compare US$400 invested in hanging onto your dinghy, its fuel tank and outboard motor with the nuisance and cost of leaving an anchorage and paying to stay on a dock while you shop for and finance a replacement dinghy and outboard.

— Ken Goodings
Silverheels III, Niagara 35

Remember Your Manners

Some months back a large yacht anchored too close. I hailed that it was so. He thought not. We exchanged some of the usual stuff across the water then he asked, "Have you ever been to the Mediterranean?"



'My little yacht gets as much room as everybody else.'

"I've heard about the Med," I replied. "And you won't find me in Rodney Bay or the Virgin Islands either!" The bay we were in was large and roomy. Everybody was giving everybody lots of elbowroom.

I finally prevailed by repeatedly saying, "Look around you. I get as much room as everybody else!"

Chris Doyle says that there are now anchorages so crowded that one has to accept another boat hanging over or inside of their anchor.

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You won't find me there.

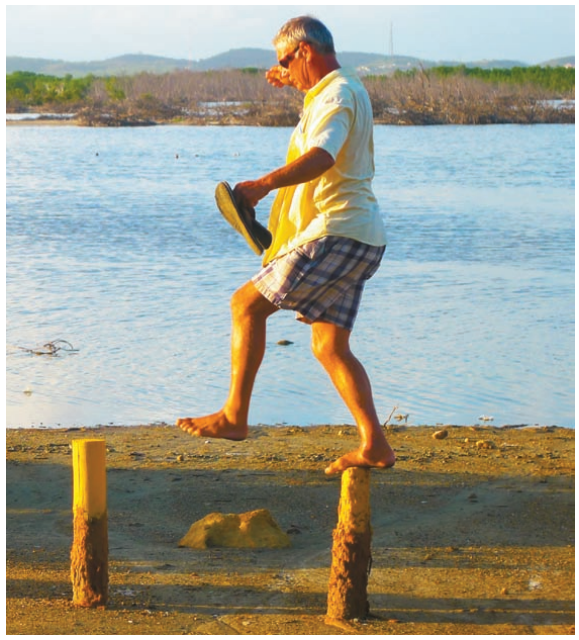
There are a diminishing number of places where a yacht can have enough elbowroom for peace and quiet and privacy (and other reasons as well). But the price is increasing: being farther out, more chop, more swell, more rock and roll, deeper water (longer anchor rode), sometimes in currents or their eddies, along with longer and wetter dinghy rides ashore and weaker WiFi (if any). I'm not out here for the downsides. I'm out here for the elbowroom.

So when you come into the bay, look at the anchoring interval in the part of the bay that you choose before you decide where to drop the hook.

And my little yacht gets as much room as everybody else. Thank you.

— Jim Hutchinson
Ambia, Bristol 24

Be formal and polite with Customs and Immigration.
—Jim Hutchins
Boldly Go, Jeanneau Sun Odyssey 40



Protect the Environment

Don't take that clear, blue water for granted. If you don't spend all winter enjoying the water, you're doing the sea an injustice. I know several people who think the water in St. Maarten is cold in December and they refuse to get in. That's because they forget what real coldness feels like. They've never had to scrub their hull in icy Rhode Island water!

But remember, the Caribbean Sea is as fragile as it is refreshing and inviting. We must do everything in our power to be gentle to the islands and waters — to ensure they are kept in pristine condition. The Caribbean has been through a lot, to say the least. We need to make it as easy on her as possible. Try to use boat products that don't harm marine life. If you can't find these products available, look for alternatives, or develop your own product and become a billionaire if you like. Always reuse when possible and go without single-use items.

Cruising in the Caribbean is a simple life, where you can't always find the things you want until you realize you never truly needed them to begin with.

— Chelsea Pyne
Stardust, Seawind 1160 catamaran



'Spend all winter enjoying the water!'

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How you spend your money determines what locals will sell. Beware the "deforestation" of our reefs and



Shop with marine conservation in mind.

over-fishing of our seas based on islanders endlessly harvesting the conch, lobster and fishes of the local area to provide dining entertainment for visiting foreigners.

— Ellen Birrell
Boldly Go, Jeanneau Sun Odyssey 40

Babies aboard? Disposable diapers are among the most un-biodegradable products in the world. Landfills on small Caribbean islands don't need any more of them!

We raised four children on *Iolaire* without ever using a disposable diaper. You only need four cloth diapers per child, one per step. The first step is the baby's bottom. When the diaper comes off the child, step two: tie it to a lanyard and throw it over the side — the fish do a wonderful job of cleaning it. Step three: it gets thoroughly rinsed in fresh water and hung on the lifeline to dry. Step four: back on baby's bottom!

As soon as the child was old enough to sit up unaided, three or four times a day the child was set on a plastic potty and given a small book with pretty pictures to look at. Once something happened, child was praised. This routine was used on all four children; all



Don Street at 89, sailing his Dragon at the class's recent 90th Anniversary Regatta.

were house-trained at a very young age. However, the method came back later to haunt us.

"Why are you taking so long on the head?"

"I'm reading!"

— Don and Trich Street
Formerly *Iolaire*, 46-foot classic yawl

Check the Moorings

When you arrive in the Caribbean, keep in mind that while we have a lot of yacht services including moorings for rent, moorings are something we do not always do well. If you come from Europe, you are probably used to the idea that if you pick up a mooring it will be well maintained and secure. You cannot make that assumption in the Caribbean.

Sometimes moorings are privately owned with no quality control. Even when moorings are owned by governments, it does not always go well. In Martinique, Les Anses D'Arlet put down about a hundred public moorings. Many of them went walkabout with yachts attached to them. Eventually the officials realized it was beyond their ability to maintain the moorings and they removed the chain and lines, leaving the concrete blocks.

Luckily the sea here is warm, and generally clear. So if the water isn't too deep, it is not hard to check much of the mooring gear visually with a snorkel and mask, making sure the line or chain is in good shape, and that any shackles have been seized and are taking the strain in the right direction (not from side to side, so it will pull apart).

When using moorings in the Caribbean you need to make your own decisions, and, if you are insured, be sure you do the due diligence your insurance company will demand if something goes wrong.

— Chris Doyle
Ti Kanot, custom Sampson 42 catamaran

Make Music

I'm sure there are great tips for newbies sailing to the Caribbean. Many can be found in the multiple guidebooks, YouTube videos, internet forums and rally organizers' briefings.

—Continued on next page



A jam session aboard Kalunamoo.



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Mine basically is this: learn to sing! There is an amazing subgroup of cruisers with musical talent and it's fun, entertaining and educational to tap into that resource. Before cruising and living aboard full time, we (my wife, kids and I) always had a piano in the house. Never a "professional," but somewhat entertaining, I loved to play. After sailing to the Caribbean, I realized I needed to add a portable keyboard to the list of "boat parts" to participate in the many musical jam sessions cruisers and locals held in almost every port, both ashore and afloat. So, newbies, bring your instruments (guitar, banjo, ukulele, violin, harmonica, and conga-type drums are the most popular) and join in.

Better yet, don't be afraid to sing! You will find that rum is an amazing enhancer that soothes that off-key, scratchy, sailor's lament into a melodious song of delight.

— Bill Woodroffe
Kalunamoo, 47-foot Vagabond ketch

Think Local

My tip is to always take local transportation — buses, vans, and local ferries — as that is a fantastic way to meet local people. Taxis isolate you as a tourist.

— Carolyn Goodlander
Ganesh, Wauquiez 43

Get out of the "cruiser ghetto." Hanging around with fellow cruisers is not exploring different cultures. This means going beyond taking local buses and saying "good morning." It requires exploring and asking questions beyond other cruisers. Talk to locals, even if you don't require anything from them.

The various Facebook cruiser groups can be excellent resources for information, but use other forms of research as well. Remember the old adage, ask three sailors, get four opinions!

Some cruisers think they can "hang a shingle" in a foreign country and help their cruising kitty by doing odd jobs or outright working under the radar. This is both illegal and unfair; registered businesses pay taxes and have overhead, and many Caribbean countries have unemployment hovering around 40 percent. We are guests, not a cheap alternative workforce. Hiring fellow cruisers to do jobs that local people do for a living also falls into the "no-no" category.

— Lynn Kaak
Silverheels III, Niagara 35

Seek out the old people who remember what the islands were like as little as 40 years ago. Ask the old folks if they remember harvesting and carrying 60-pound stalks of "Windward Islands Bananas" on their heads to the loading dock. Ask how many remember what the sound of a conch horn really



STEVE BROWN

'Seek out the old people who remember…'

meant: a fishing boat arriving with a fresh catch, and a social opportunity to not only share out the bounty but to meet with friends on the beach. Look into their eyes and grasp a hand — most likely a working hand: you will feel it! And then you might truly be able to understand West Indian history, appreciate its magnificent spirit, and maybe even make a friend. Nicest people in the world!

— John Smith
Mermaid of Carriacou, 44-foot Carriacou sloop

Finally, Don't Rush!

Don't rush! The Caribbean is an amazing region, full of beauty, diversity, and culture. Each island is unique, so take your time exploring villages, strolling beaches, hiking to waterfalls, snorkeling with colorful creatures, savoring foods and drinks, immersing yourself in local events, and making new friends. You never know when you'll be back.

We cruised the Caribbean for five years. Once we entered the South Pacific, we missed the Caribbean, especially its happy hours, social scene, and "easy" sailing! When a same-aged European couple told us they skipped the Eastern Caribbean "because of its



'Take your time exploring!'

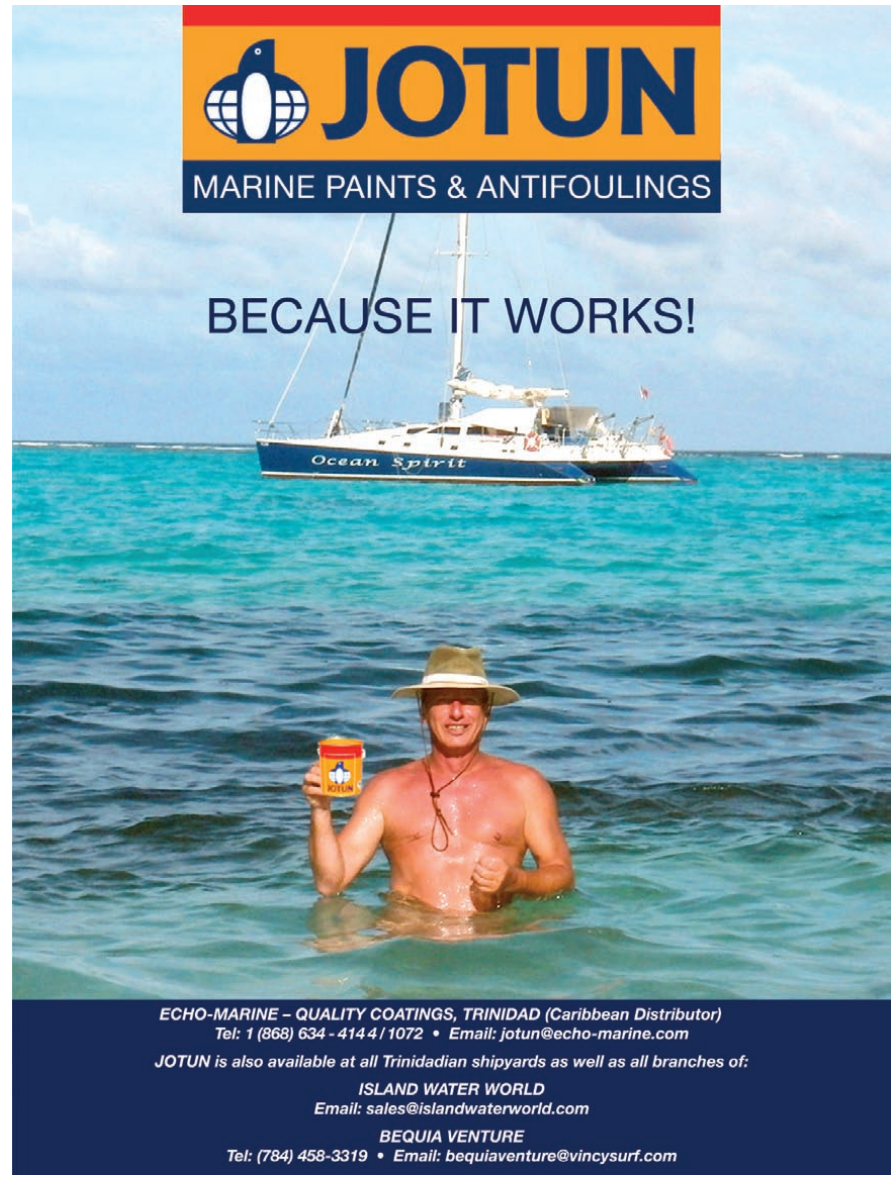
popularity," our mouths fell open and we elaborated on why that was a mistake.

— Liesbet Collaert and Mark Kilty
Formerly *Irie*, 35-foot Fountaine Pajot Tobago catamaran

Want more first-hand advice from experienced Caribbean cruisers? See page 23 at www.caribbean-compass.com/online/september17compass_online.pdf

Also, read the Compass *every month, check out the various Caribbean islands' cruisers groups on Facebook — or just join the nearest Happy Hour!*







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65	$1.51	$1.36	$0.75	$0.70
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Understanding EMERGENCY Notification Devices

by Joan Conover

Planning to sail from the US East Coast or Europe to the Caribbean? Before heading out, give thought to your emergency notification devices.

In an offshore emergency, Emergency Position Indicating Radio Beacons (EPIRBs), Personal Locator Beacons (PLBs) and satellite emergency locator devices with SOS functions such as Garmin InReach, SPOT, Globalstar and others, are viable emergency notification devices.

The EPIRBs and PLBs use specific satellite systems to alert government organizations. Satellite emergency locators, such as satellite phones or Global Position Systems (GPS), use a different system, sending SOS messages to a commercial emergency satellite service, geosresponse.com (GEOS).

The two systems — one governmental with various satellite assets, and one commercial — complement each other, as GEOS will contact the governmental services as well as other emergency contacts.

But to utilize any of these emergency services, you have to do a few critical things. These include providing suitable power for the device and useful information for any rescue attempt. An understanding of the processes involved is useful.

Provide Power

First of all, devices need power. For those using batteries, good batteries should be used. It is especially important for EPIRBs and PLBs that only approved batteries be used, not secondary vendor batteries. This is not a place to save a few dollars. For other battery-supported devices, new Lithium batteries, or those recommended by the manufacturer, are critical for best transmission.

Schedule battery check/replacement as a part of your pre-voyage activities. For some satellite emergency locators, a low battery may not be immediately known. When batteries are low, strength of transmission is jeopardized. Incorrect or low batteries may mean your emergency signal is not sent properly.

Register Correctly

All types of emergency notification devices require registration giving details of the vessel and/or individuals aboard. These details support rescue efforts. Unregistered or incorrectly registered devices may cause delayed or no emergency assistance. In an emergency, both EPIRB and satellite locator devices (with SOS function) can be used together to complement rescue efforts, so correct registration of both is key.

EPRIBs are registered with the vessel's home country through their appropriate governmental agencies. For satellite locator devices, registration is a private service. In fact, SOS buttons send to the same vendor, GEOS, and its GEOS International Emergency Response Coordination Center. This is the only global search and rescue coordination center for satellite emergency notification devices. They offer services for yearly fees, through the vendors of the devices or separately.

EPIRBs and PLBs also require re-registering; don't let your service agreement or registration expire. If expired, the data and information is dropped from the databases after a certain time. When no data is available for a device, rescue efforts may not be deployed rapidly; in some third world countries they may not be deployed at all.

Satellite locator devices usually have a yearly plan with a fee; the GEOS SOS function is purchased in addition, unless the device includes the service in their bundled product. Check to determine your active devices, services and expiration dates.

Choose Your Contact Person

Most important when registering a device is providing a well-informed and dependable contact person who can be reached via phone to verify the emergency. This should not be anyone aboard, nor should it be the owner of the device. (The listed owner will also be contacted.)

The emergency contact person is critically important. It does not help if the person has no idea the vessel is on passage, or can provide no details about the vessel, or can't be reached because they are camping.

This person should have information on the vessel, its location/passage plans, and all crewmembers on board. Include the type of vessel, life raft description, EPIRB information, MMSI numbers, details on other safety and communications equipment (such as satellite phone numbers, radio types, etcetera) and any special health needs of crewmembers.



A good example of information to give your contact person is provided in the US Power Squadron's float plan; anyone can download and use this form: usps.org/o_stuff/fp_form.html. They state, "Complete this form before boating and leave it with a reliable person who can be depended upon to notify the Coast Guard or other rescue organization in case you do not return as scheduled.... A word of caution: In case you are delayed and it is not an emergency, inform those with your float plan... of your delay in order to avoid an unnecessary search!"

Test Your Devices

Most devices can and should be be tested before heading offshore. Be sure to follow the correct protocols in order to prevent false alerts; most have a non-transmit testing mode. Never test devices with a real emergency message.

If an alert is transmitted by accident, immediately contact the device's emergency response point of contact and stop the rescue process. An accidental emergency transmission causes deployment of rescue assets, a very expensive activity that can involve ground stations, ships and planes.

Also, many devices have inspection dates; past the date specified, there is no guarantee the device will operate correctly.

So, How Do They Work?

The EPIRB sends a distress call with GPS location via satellite link to government agencies. These systems cover the globe, with some areas having stronger signals than others. The EPIRB then continues to send a secondary homing signal so that nearby large ships with specialized receiving systems can proceed to the distressed vessel's location.

The EPIRB signal received by satellite is sent to a processing center, sometimes with a person in the loop, to verify the emergency. The diagram shows the various steps a message takes during this process. It was provided by fcc.gov/bureau-divisions/mobility-division/ship-radio-stations/global-maritime-distress-and-safety-system.

It is the verification step that makes your registration so important — agencies need to know this is a valid emergency. The center then determines the location of distress and sends out notification to the country responsible for the area. It is the responsibility of that country's rescue coordination center to perform search and rescue efforts. The newer PLBs perform in the same way, however, they have a much more limited range and battery life. Again, registration is critical.

A Cautionary Tale

A solo sailor who was lost on passage in the Western Caribbean earlier this year had two EPIRBs aboard. One was registered in the owner's country and was valid. The second was an older EPIRB borrowed from another vessel with a different MMSI number and a different country registration. It had been dropped from the databases.

When a distress message was received from the registered EPIRB, which had been deployed manually and was floating in the water, boats were deployed to its homing signal. The floating device was picked up but neither the yacht nor its skipper were seen.

Many hours later and in a different location, the older EPIRB was activated, but this distress signal was not recognized as the device was not in any registry; it was considered an error. (The second EPIRB's identity was only verified by its former vessel's MMSI number/name after a secondary search was started weeks after the yacht was reported lost.)

It is not known why the singlehander manually deployed two EPIRBs at locations almost a hundred miles apart. The yacht and its skipper are still considered lost at sea several months later.

In addition, the vessel did have a satellite locator device (a satellite phone). A search afterwards of the INMARSAT number with service providers indicated the phone system was not in service. Its emergency SOS capability still could have been used, but was not. If the SOS system had been switched on and transmitting to satellites (in service or not) the vessel could have been traced. Unfortunately, an opportunity to rescue this sailor may have been lost.

A few simple steps to make sure emergency notification devices do their job can make all the difference in an emergency at sea. Agencies stand by to attempt rescues. It's up to us to make sure the information acted on when an emergency request is received is correct.

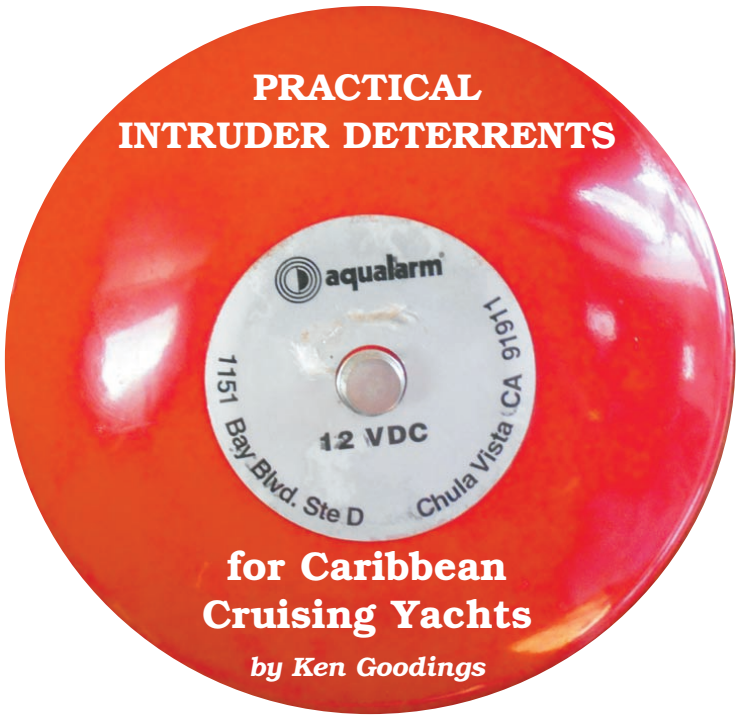


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Much has been written about security aboard yachts in the Caribbean, but we can say that most of our fellow cruisers enjoy their time here without incident, usually because they have taken a few commonsense precautions, just as they would in most parts of the world. When it comes to burglary or theft aboard, why be the low-hanging fruit?

There are many ways to add an extra margin of security to your vessel when you're sleeping down below or are away. This article addresses the pros and cons of some of the practical methods of discouraging unwanted boarders when your yacht is moored or anchored. There are other means, such as custom-made hatch and companionway grates, that merit other discussions.

One caveat: We've met many dog-owning cruisers who assert that their fur babies are all they need to sound the alarm when someone approaches or attempts to board their boat. We have direct knowledge of two instances where the presence of dogs didn't help at all. On a catamaran carrying two usually vocal Jack Russells, the dogs gave no alarm at all and hid throughout a violent nighttime attack. On another boat, the intruder simply tossed a small dog overboard and the yachties had to choose between finding and rescuing their dog in the dark or chasing down the interloper.

Some yacht security ideas can be passive and simple.

Solo circumnavigator Joshua Slocum in his book *Sailing Alone Around the World*, described how, in 1900, he sprinkled steel carpet tacks on the decks of his sailboat, *Spray*, when overnighting at anchor near the Straits of Magellan in an area aptly named "Thieves Bay." While endeavouring not to step on the tacks, he took pains to ensure that many of them stood "business side up!"

However, since 1900, mariners have devised various less tactile methods!

Let There Be Lights



Our own basic strategy is to illuminate our cockpit to make our vessel seem less attractive to a potential stealth boarder than the other, completely blacked out, yachts around us.

• Inexpensive solar-powered patio lights can offer very basic protection, and many cruisers depend on them.

Pros: Self-powered, they may often cost less than US$8 each.

Cons: Most patio lights provide only minimal brightness levels and may require shifting to maximize exposure to full sunlight during the day in order to recharge.

• A simple 12-volt LED cockpit lighting fixture can also help.

Pros: Sufficiently bright enough to illuminate the whole cockpit, very simple installation.

Cons: Some cruisers prefer a darkened cockpit for evening relaxation and stargazing, but they may forget to switch the light on when retiring for the night.

Sensor-Triggered Alarms

Other intrusion warning systems may be more sophisticated, for example infrared proximity alarms, trip wires or deck sensor mats that trigger lights and sirens.

• Some hardware stores stock simple button cell or AAA battery-powered magnetic sensor alarms to monitor the movement of companionway slides and deck hatches. These little alarms have shrill ear-piercing sirens that would virtually wake the dead!

Pros: Easy to install, self-powered, and they can operate independently of one another.

Cons: Most hardware store alarms are not very resistant to tropical heat and moisture conditions and keeping up with their battery replacement is key to their reliable operation. Of course, you must also remember to arm them when going to bed or leaving the yacht.

• There are commercially available infrared-triggered security lights. These may be self-contained, internally battery-powered, or they may work on 12/24-volt ship's battery power or from alternating current. Depending on how you aim the motion sensor, they'll trigger a light and/or an alarm when a person approaches or boards your boat, whether they're in a dinghy, on a paddleboard or simply swimming.

Pros: Relatively inexpensive and easily installed.

Cons: These budget-priced sensor alarm devices may have only marginal weather resistance, and if powered by internal batteries, they must be maintained. The nuisance value of infrared false alarms from pets, passing dinghies and wet towels swinging in the breeze may discourage the use of this alarm. When installing infrared sensors, effective sensor positioning may require some experimentation and great care in installation to achieve the most reliable operation.

• Automotive accessory shops sell 12-volt alarm-only kits. They're made for vehicles, but they might be easily adaptable to a yacht.

Pros: Easy availability in your homeport before you set out to cruise.

Cons: You may have to add your own floodlights to this alarm kit if it can handle the increased current demands to power bright lights.

A relatively recent arrival on the yacht-alarm market is Pirate Lights. Utilizing a long-range infrared sensor, the system can sense human movement, both in the cockpit and in the water, within 32 feet (9.75 metres). It is factory-adjusted to ignore your pets weighing less than 45 pounds (20 kilos) and will function in daylight or full darkness.

Pirate Lights owners can arm or disarm the 130-dB siren and 5,000 lumens of light from their nearby dinghy with a waterproof wireless control key fob. Dual LED floods can be programmed to provide various multicoloured patterns, or just plain white. An optional white "blinding light" is available for companionway installation to dazzle an intruder.

Pirate Lights may be ordered online or by telephone (see ad on page 8). To view the system in action, visit Turbulence Ltd riggers and sailmakers Grenada (see ad on page 33); they are the Grenadian distributor and installer for Piratelights.com

Manually Operated Alarms

If you're moderately skilled at modifying DC wiring, then it's possible to build your own basic "panic alarm" system using inexpensive (US$4) automobile horn relays, LED floodlights, and a few small switches. With the touch of a button in our boat's sleeping berth or main salon, powerful deck and cockpit floodlights are switched on to brightly illuminate the entire deck and cockpit. At the same time, two large fire bells and various other sirens will sound. We've mounted a powerful LED blinding light (see photo) near our companionway that is designed to dazzle and distract an "uninvited guest". A secondary switch at each panic-button location will trigger only the outside lights, to quickly illuminate the exterior. Adding a 12-volt infrared sensor makes this into an automatic intrusion alarm.

• We've also added a nearly invisible, breakable wire tether that can be looped through our dinghy. Should the dinghy ever go walkabout, this light-gauge wire will break, instantly triggering lights and alarms.

Pros: Powered from the house battery. No batteries to change.

Cons: Home-built systems usually require an increased familiarity with electronic circuit design and marine wiring.

Finally, there's a plethora of dedicated systems which are specifically designed to trigger lights and alarms on every sized vessel imaginable. Mega-yachts docked at Caribbean marinas have even been seen to have fancy keypads and sensors at the entrances to their boarding ramps!

The intruder-deterring system or systems you choose will depend on where you cruise. For a romp around the BVI, a garden light in the cockpit might be all you want. For overnighting in an area where boardings have been reported, you'll want more robust deterrents. But wherever you cruise, knowing you have some practical deterrents in place will add to your peace of mind.



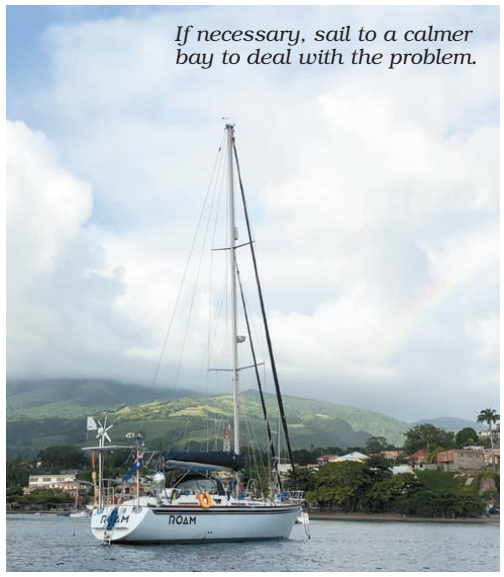
TANGLED UP IN THE TOBAGO CAYS

by David Carey

My wife, Erin, and I had heard of the beauty of the famous Tobago Cays and were very keen to visit these islands. The thought of swimming with turtles in brilliantly clear water was something our children had been waiting for since we splashed our yacht in Grenada.



We had sailed most of the day and were making our approach to the pristine anchorage. A couple of miles out, we dropped the sails and began motoring between the patches of coral reef. After a short while, we noticed a vibration in the boat. With an increase in engine speed the vibration worsened. There was a definite feeling that something wasn't quite right.



If necessary, sail to a calmer bay to deal with the problem.

Not wanting to drop anchor amid the reefs, we decided to press on. As we made our way into the mouth of the anchorage, the current was running strongly in the opposite direction. There were quite a few boats already anchored around us.

Picking a tight spot behind one yacht and in front of another, we dropped anchor in about five metres of turquoise water. As I was paying out the anchor chain, and with the boat moving backward very quickly due to the current, Erin yelled to me from the helm that the motor had died. I had no time to react as our boat quickly drifted toward the boat behind us; a collision was imminent. Luckily, thanks to the shallow depth and good holding in the sandy bottom, the anchor snapped tight as it dug in, almost ripping the windlass out of the boat! It had grabbed just in time. We were stationary.

Donning my snorkeling gear, and with a rope tied around my waist to stop me from being carried out to sea by the current, I inspected under the boat. As I suspected, a substantial green fishing net was firmly wrapped around our propeller. I couldn't even see the propeller, the net was so big. It took half an hour to cut the tangled mess away.

Later, Erin and I laughed at how close we had come to disaster. We were still new to cruising, and these boating mishaps were becoming a little too common for us! In hindsight, we did not give the possibility of snagging a net or a fish trap line the attention it deserved. Fishing nets and traps (locally known as fish pots) are ubiquitous in Eastern Caribbean waters. Now we know that in certain areas it pays to have a lookout on the bow watching for nets, fish trap buoys and other uncharted hazards, but we were too inexperienced to know that then.

Dealing With a Fouled Prop

If you feel unusual engine vibration, use a strong torch/flashlight to inspect your engine for other obvious faults that could cause it. Look for broken engine mounts, loose transmission coupling bolts, or issues with your propeller shaft as it exits the boat. Put the engine in neutral and increase the revs; if the vibration goes away, you can eliminate the engine itself as the source of vibration.

Here's a sure sign of a fouled propeller. When the engine is in neutral, and with the engine compartment open, the propeller shaft can't be rotated by hand.

If you do have a net or line in the propeller, and you feel physically capable of cutting it away, put safety controls in place to make sure no one can inadvertently start the engine and put it in gear while you are under the boat. Remove the keys from the ignition and put them away in a secure place.

Always keep snorkeling gear on the boat and a decent, sharp marine knife. Be sure that you have used your mask and fins before; it can be quite daunting diving under your boat in deep water, and you don't want this to be the first time you have attempted it! Try not to look down if you begin to feel nervous under the boat. Identify the problem, and begin to come up with a strategy to overcome it.

The process of removing a net will involve holding your breath, diving under the boat with a sharp knife, and cutting sections of the net away. Be extremely careful when doing this — it is a tedious job, you will be out of breath, full of adrenaline, and using a very sharp knife under water. Stay calm and take your time.

If the boat is riding up and down in a chop or swell, it may not be safe to dive under it. Perhaps sailing to another, calmer nearby anchorage with room to drop anchor under sail would be a safer option. If possible, anchor to leeward of the main anchorage, away from other boats. Have an escape plan in place; keep the headsail ready to unfurl if you need to sail away from danger if the engine fails.

Depending on the location and circumstances, don't rush to enter an anchorage to inspect below the waterline. If you have sea room, and with weather and sea condition permitting, it might better to heave to in open water and dive under the boat to see if you can see anything obvious.

If your engine is vibrating and you cannot find the reason, don't ignore the problem. Have a competent person assist in finding the issue. It may be that you have a bent propeller shaft, that the engine is not aligned with the shaft, or that your cutlass bearing is worn beyond limits. Although these issues won't stop you motoring into the anchorage, they will need to be rectified before more serious problems arise due to the vibration.



PRODUCT POSTINGS

Getting ready for your first or fifteenth season of Caribbean cruising, there's always something you can get for the boat — from new cozy off-grid lighting to a more effective bottom paint — that can optimize your experience. There are excellent, well-stocked chandleries in the Caribbean such as Island Water World (see page 48), Clippers Ship (see page 18), and Budget Marine (see page 2). If you don't find what you're looking for there, see the websites given for more information.

Off the Grid LED Lamp Uses One Tea Candle

Little things mean a lot. In the cockpit or down below, few things are as comforting as the soft flicker of a candle, but one flame doesn't produce much useful light — unless it's in the JOI Lamp from Caframo. Using thermoelectric technology, it transforms the heat from one common tea candle into 100 times the light of its single flame without batteries, cords or even solar energy.



Assembled in Canada from stainless steel, the JOI Lamp is designed to be used outdoors, yet is safe for indoors. Within minutes of lighting the candle, the heat collector begins to generate electricity to power its eight bright integrated LEDs. It delivers light for as long as the candle lasts — about four to five hours. A unique safety feature signals when the candle is burning incorrectly.

The JOI Lamp provides two types of illumination. Used by itself, the stylish lantern delivers elegant ambient lighting. With the head roof of the unit extended, it becomes an LED task light, ideal for reading and working.

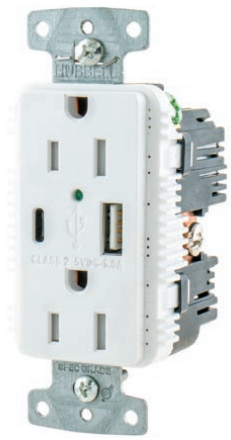
Measuring 172mm L x 172mm W x 241mm H, the patented JOI Candle Powered LED Lamp from Caframo fits any décor and comes with a one-year warranty.

Visit www.caframo.com for more information.

USB Receptacles Directly Charge Electronics

Keeping myriad portable electronic devices charged while on a boat used to require sacrificing electrical outlets to plug-in adapters. Hubbell Marine USB receptacles have room for both electronics and two- or three-pronged connections in a stylish design that's still a standard size.

Hubbell Marine USB Charger Receptacles are available in configurations of two standard inlets plus two Type-C ports, two legacy Type-A or a combination of one of each. The 5 amp, 5V DC USB output is powerful enough to charge two tablets simultaneously. It also effortlessly handles cell phones, handheld games, wireless headphones and other devices.



For additional durability, Hubbell offers a weather-resistant version of the combination Type-A and -C model that, with a cover, meets Section 406.9 of the National Electrical Code. It features an LED light to indicate power is on. Hubbell Marine USB Charger Receptacles are rated tamper-resistant.

But wait — there's more! If you want to mount receptacles in exposed areas where they need to be protected with covers, traditional plastic caps don't always suit. Hubbell Marine Stainless Steel Flip Covers provide superior weatherproof and watertight protection, and the smooth exterior design allows easy cleaning. Manufactured from heavy-duty 316 stainless steel for exceptionally long life, these covers offer the ultimate in corrosion resistance. They're available in US Duplex and GFCI configurations and can mount either horizontally or vertically. With a mounted profile of only 20.1mm closed and 70mm open, the stainless covers take up less space than traditional plastic units.

UL Type 3R covers are self-closing, rain-tight and fully ice-resistant for use in even extreme environments. UL Type 4X covers have a latch for enhanced security and are watertight, dust-tight and fully corrosion-resistant. Each Hubbell Marine Stainless Steel Flip Cover features an elastomer base gasket and EVA back gasket to ensure a lifetime of fully waterproof operation.

Visit www.hubbell-marine.com for more information.

Quick — the Quick Release Drink Holders!

Yes, drink holders aboard are a thing. One problem with traditional drink holders, whether permanently or temporarily mounted, is that their bulky design limits where they can be used. Innovative single and double drink holders from Accon Marine instead utilize a thin, quick-release base that fits nearly anywhere.

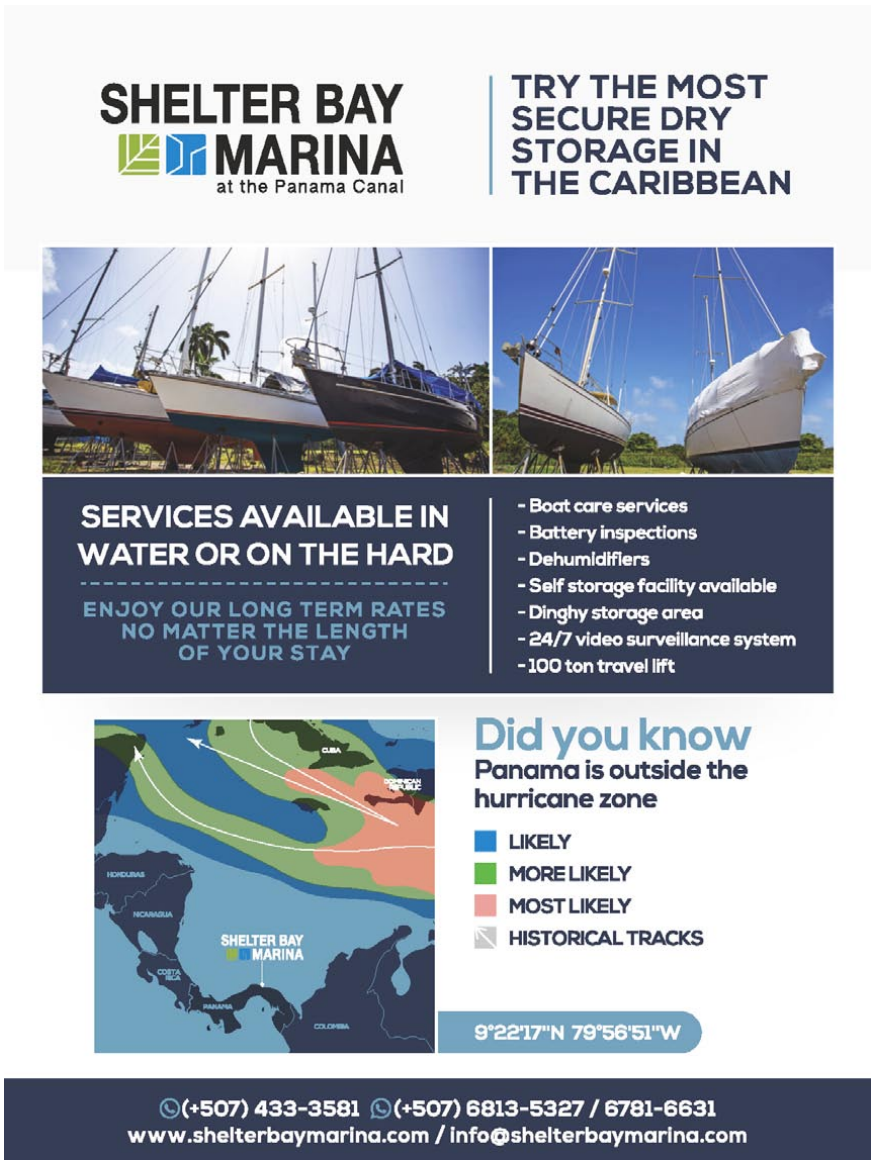


Both single and double Accon Marine Quick Release Drink Holder models use a common base that surface-mounts with just two #10 screws. It measures a svelte 91.4mm L x 30.2mm W, fitting where traditional drink holders simply won't.

A wide variety of bottles, cans and glasses nestle within the curved 88.9mm opening on each drink holder. Stemware can be further secured with the optional wine glass holder accessory.

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The sleek, open styling of Accon Marine drink holders eliminates the tendency to collect debris and rainwater common to traditional designs. Their 316 stainless steel construction adds both elegance and durability.

Best of all, both the single and double Accon Marine drink holders snap in and out of the quick-release base as needed. This frees up space when happy hour is over. If additional bases are mounted, beverages can also be moved about the boat with ease. For unique installation needs, vertical mounts are available.

Visit www.acconmarine.com for more information.

Glomeasy Cures Antenna Installation Headaches

The traditional method of mounting a boat antenna is slow and painstaking. It includes cutting and soldering coax cable and then carefully twisting it in reverse so it will unwind as the mast is threaded onto the hardware. With the Glomeasy line from Glomex, it's fast and easy to install — and remove — high-performance VHF, AIS, FM and DAB antennas. Like all Glomex products, the line comes with a lifetime warranty.



Ideal for DIY installation, Glomeasy antennas are easier to use because of their pre-wired FME (for mobile equipment) waterproof connector that allows the RG-8X coax connection to rotate freely, so there's no chance of it twisting or shearing. It also offers less signal attenuation than standard RG-58C/U cable for greater transmission and reception performance. The combination provides an unprecedented level of reliability.

Professional-caliber Glomeasy antennas are available for VHF, AIS, FM and DAB systems. Engineered to perform in extreme environments, they have a sleek white glossy finish that resists yellowing. Glomex, the leading global manufacturer of commercial and recreational marine connectivity products, offers a wide range of Glomeasy mounts for a wide range of applications, including masthead.

Visit www.glomex.it for more information.

Keep Cool with High-Performance Fans

Many boat owners choose the cooling comfort of a fan over air conditioning due to the reduced cost, noise and energy consumption.

Enjoy quiet yet powerful airflow with the Bora three-speed touch control fan from SEEKR by Caframo. Available in 12V or 24V, the Bora's high-efficiency fan blades move massive amounts of air without noisy verberation. Its robust motor is also whisper-quiet and rated for over 5,000 hours for a long service life.

The center button turns the device on to the lowest speed. Additional presses cycle through mid-speed, high and off. This provides the ability to find the ideal air movement for the application and environmental conditions.

The Bora fan boasts a battery-friendly low power draw: a mere 0.15A on speed setting one, 0.18A at the mid-point and only 0.27A at its most powerful. Compact, it measures 89mm L x 165mm W x 241mm H.

Installation requires only a Phillips screwdriver to attach the fan base with the two provided screws. It mounts upright, overhead or sideways on a bukhead. A 182cm wire lead connects to the power source using wire nuts. By using the locking cam and base nut, the fan can be adjusted for optimal airflow direction, but stays in place when in rough seas.



The premium Sirocco II cabin fan offers timer presets and automatic voltage-sensing. Made in Canada, the Sirocco II builds on the Sirocco I's success as the world's first gimbaled fan. Its unique design provides for 360-degree directional airflow to create the ideal interior comfort zone and allows it to be folded flat when not in use. It has simple, easy to access controls, including three speeds and four timer settings: three, six, nine and 12 hours.

Ultra-quiet, the Sirocco II has a long-life motor with a minimal power draw that auto-senses between 12V and 24V. On 12V, it uses 0.21, 0.27 and 0.34 amps on low, medium and high speed, respectively. Running on 24V, it draws a mere 0.12, 0.18 and 0.23 amps.

Mounting the Sirocco II is simple with an easy-to-install baseplate. Wiring is straightforward and the power supply can run through the back of the plate for hidden installation or out the side if on a bulkhead.

Visit www.caframo.com for more information.

Biodegradable Brite Wash

Many owners mistakenly use strong generic soap on their boats, thinking harsh equals effective. Nothing could be further from the truth. It instead removes any previously applied protective products, is difficult to rinse, and pollutes the environment with chemical runoff. Brite Wash from Shurhold is different. Safe to use on any onboard surface without stripping wax or polish, it leaves a brilliant, clean finish and is harmless to aquatic life.

Brite Wash is scientifically formulated to powerfully clean gelcoat, clear coat, paint, metal and vinyl. It's even safe to use on delicate surfaces such as isinglass, plastic and vinyl. Made in the USA, Brite Wash is highly concentrated, so a mere 90ml is all that's needed to make 7.5l of solution. It effortlessly cuts through dirt, grime, bird droppings and salt without leaving spots behind.

Visit www.shurhold.com for more information.

—Continued on next page



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—*Continued from previous page*

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BOOK REVIEW BY SALLY ERDLE

Cruising, in Your Own Hands

Self Sufficient Sailor, *by Lin and Larry Pardey. Revised and expanded third edition, L&L Pardey Publications, ©2019. 328 pages, ISBN: 978 1 929214 87 7. Hardcover US$29.95, eBook US$22.95*

"It is exciting to see that there are young and young-at-heart folks setting off voyaging on limited budgets and finding fine adventures."
— Lin Pardey

For many, the allure of cruising aboard one's own boat is the prospect of finding personal freedom and independence. But how free are you when you're stuck in port waiting for parts? And how independent are you if you can't install those parts yourself? Lin and Larry Pardey, with over 200,000 sea miles under their belts, are firm advocates of self-reliance. This book, now in its third edition, details how to choose and outfit your boat to make it simpler and easier to maintain, and offers advice on developing your own capabilities and competence. As Lin writes, "If your goal is a lifestyle and adventure that leaves you feeling in control and deeply satisfied, self-sufficiency is the answer."

Lin tells *Compass*, "I am really excited about this new edition of the book that so many folks say helped them make the break and head off sailing. The first two editions of *Self Sufficient Sailor* have sold more than 60,000 copies and are still selling nicely. But when I headed off cruising again after seven years of helping Larry through his ever-worsening Parkinsonian dementia, I realized how out of date the previous edition had become. So as I voyaged for another 12,000 miles, I re-wrote much of this book and expanded it a lot."

It's been four decades since the first edition was written, and Lin says, "There have been a lot of changes for potential cruisers since the first edition of this book.... Much of the 'need to have' equipment I see on boats today does not work as well as expected, which means frequent stops in towns and cities for repairs; replacements or complete refits see a lot of today's cruisers frustrated that they don't have time to visit islands they have dreamed of."

Although the fundamental premise of the book remains the same — choosing and outfitting your boat to make it simpler and easier to maintain, and learning to be comfortable with cruising and with being at sea — Lin writes that now, "There are far more cruising guides, far more cruising rallies, and probably more cruisers out there to potentially crowd the wonderful places where once people could sail to on their own. Fortunately, change is not interfering with the ability to find special cruising adventures along the way. Year after year, the vast majority of people choose to stick to the same routes, to visit the same favorite ports. For those with leisurely timetables and a willingness to go only 30 or 40 miles off the beaten track, there are still wonderful, less-visited places to explore, spots where local people are eager to invite new friends into their lives.

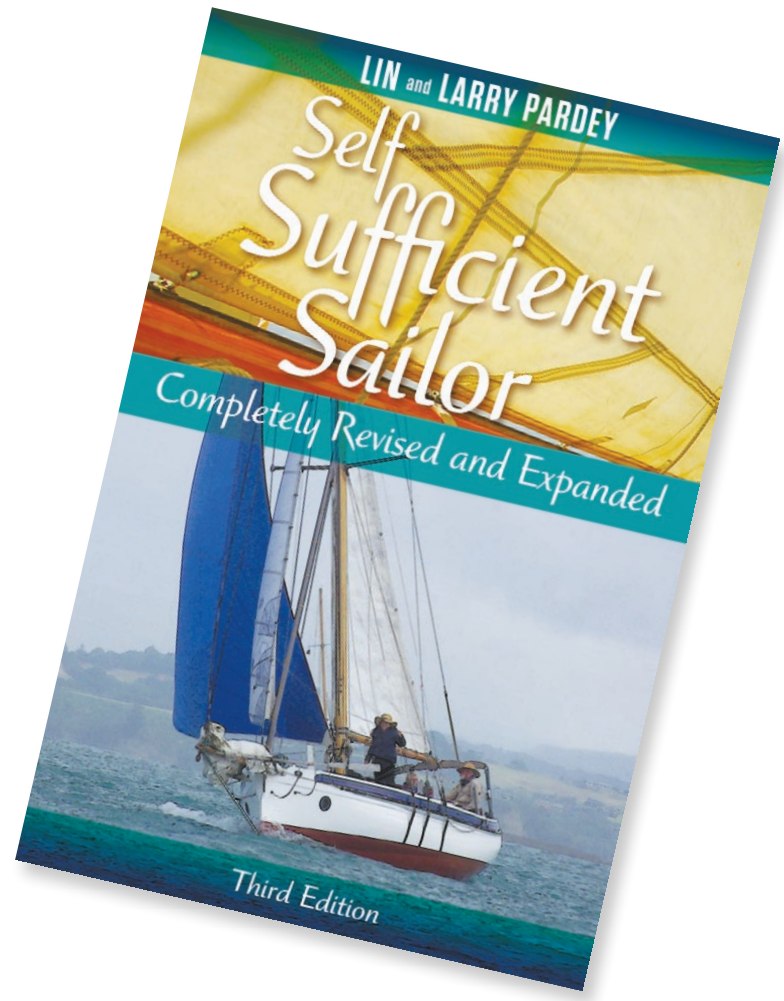
She adds, "The sea doesn't change at all. It is still a highway to wonderful new adventures — a place where, if you are prepared and willing to be occasionally uncomfortable, you can feel as if you are in control of your own life, your own destiny. But because the sea never changes, the message in this book is doubly important during a time when so many people offer electrical and mechanical devices as answers to all of the potential problems you could encounter out cruising. The key to successful voyaging today is the same as it always has been: self-sufficiency. That is why I have chosen to revise and expand this book.

"All of the original chapters have been updated, in many cases extensively so. I would estimate 55 percent of the material in this edition is published in book form for the very first time. Thus, there is enough brand new material and new lessons that it will, I hope, be worthwhile reading for those who have already enjoyed the previous editions."

Self Sufficient Sailor contains nitty-gritty advice such as *really* learning to sail, anchor and maintain your vessel. It also discusses subjective topics including the perils of over planning, the challenge of getting along with your partner in close quarters, and the fun of meeting other cruisers and getting to know local people in the places you visit. There isn't much this book leaves out. Yet such a detailed and comprehensive book has one main theme: simplify for cruising satisfaction.

Sailing author John Kretschmer says, "The sense of simplicity, patience, honesty and quiet competence that are the cornerstones of all of Lin and Larry's books are never more apparent than in this wonderful new release of a sailing classic."

Available from online booksellers.
See also Lin Pardey's Newsletter, Cruising Tips and Podcasts at pardeytime.com



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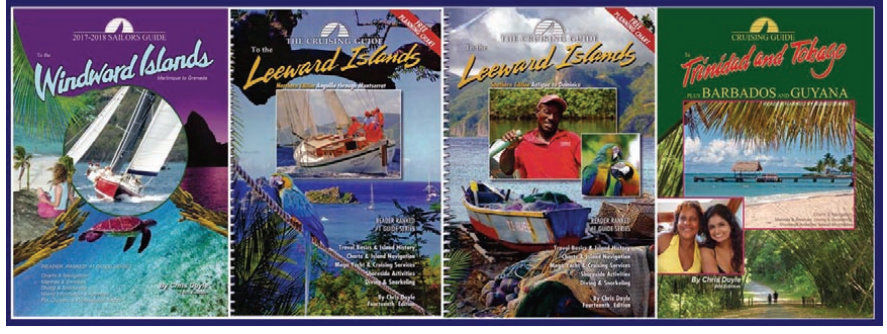
Other guides are best for shore-side information & are provided to the charter fleets so what harbours & anchorages they do include are more crowded. Street's pilots include: south east & east coast Grenada, the south & east coast of Carriacou, & the east coasts of Cannouan & Martinique. These are not covered by other guides but Street considers them the best in the eastern Caribbean now Venezuela is no longer safe.

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LOOK OUT FOR...

Hostile and Beautiful:

THE CROWN OF THORNS

by Lynn Kaak

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

When you're out walking in the islands and you see this attractive plant peeping over a garden fence — look, but don't touch!

The name Crown of Thorns comes from the fact that this decorative plant does, indeed, have thorns. Folklore has it that this plant may have been used for the crown placed on Jesus's head at the time of the crucifixion. This seems unlikely, though, since these plants are indigenous to Madagascar, and it was initially the French who brought them from that island into the Mediterranean.



Besides its protective thorns, Crown of Thorns also has a backup plan to deter would-be diners — a poisonous sap or latex. One does not want to get it in the eyes or on the skin, and one definitely does not ingest it, as stomach cramps could be the least of your concerns. Generally, just admire these handsome euphorbias.

Euphorbia is a large family, with approximately 2,000 members including the well-known poinsettia. Like every large family, there is a great deal of diversity among its members, with some being far taller than others, while others are more showy, and some providing a formidable front to the world. However, not all of them answer to the common name of "Crown of Thorns" — these tend to be the more standoffish-looking members.

Euphorbia milii and *Euphorbia lophogona Lam.* have enough similarities to be considered siblings, and are close enough to get lumped together into this article. They both answer to the name Crown of Thorns. They are also known in some circles as Spurge.

The only real value that these plants have to humans, besides as a questionable choice in tiaras, is their beauty. They make excellent houseplants (keep the kids and pets away), as they enjoy the same range of temperatures that humans do. Something in the mid-20 degrees C (75° or so F) and not too humid is just fine. They don't enjoy the cold, and will not tolerate anything less than about 10°C (50°F). They are your typical tropical plant that way. They love the sun, and will provide lots of colour with full exposure, but they can take some shade without trouble. They aren't swamp dwellers, so they won't be found in rainforests or wetlands, as they can suffer from root rot if the soil remains too damp for them; drainage is important. They are succulents, so can handle a little dry weather, making them popular in gardens on the drier islands such as Antigua, Barbados, and the Grenadines.

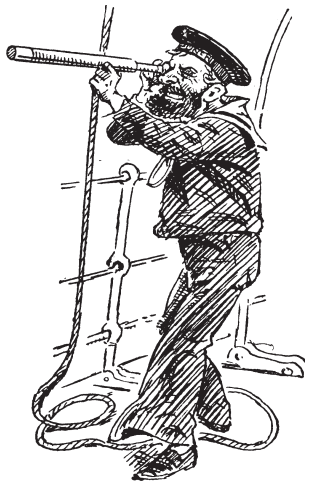
They have oval leaves and extremely small flowers surrounded by a showy bract with a diameter of about one to two centimetres (less than an inch). The bract is a collection of specialized leaves that change colour and surround the actual flower, just as with the bougainvillea or the poinsettia. The bracts help to attract pollinators to the tiny flower nestled into the middle. Bracts on Crown of Thorns can be white, red, or anything in between. The flowers can be yellow, white or a shade of pink, depending on the species. Some types of Crown of Thorns will grow into shrubs up to about 150 centimetres (five feet) tall, while others prefer to hang down over porch rails or retaining walls.

In the Caribbean, the Crown of Thorns can commonly be found planted in gardens or ensconced in pots on verandas and patios, and sometimes even seen in the wild where it survived an old estate garden. Sadly, they are on the IUCN "threatened" list of plants, as civilization is overrunning their natural habitat. Hopefully they won't be relegated to greenhouses and tropical gardens in the future.

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The Colonizing Cattle Egret

Dressed in white plumage, with relatively short legs and a yellow bill, the charismatic Cattle Egret, *Bulbucus ibis,* is a common fixture of the open land on many Caribbean islands. This fascinating creature boasts one of the fastest and widest-ranging natural colonizations of any bird.

The Cattle Egret is a handsome globetrotter native to Africa. It flew across the Atlantic with the help of the prevailing tradewinds to colonize the new world in the late 1800s, landing in Suriname around 1877 and then extending into South America, North America and finally the Caribbean, where Cattle Egrets were first recorded in 1933, on Colombia's Old Providence Island. The second recording was in Aruba, in 1944.

Within four years, individuals were recorded in Puerto Rico and Jamaica, more than 800 kilometres north of Aruba. By 1957 the species was nesting successfully in Cuba and St Croix. Further down the island chain, the nomadic Cattle Egret was first recorded in Barbados in 1956, as an occasional wintering visitor from North America, but by 1972 the species had established a successful breeding colony at Graeme Hall Swamp.

Today, the Cattle Egret is the most abundant heron in more than 50 islands throughout the Caribbean basin. Cattle Egrets are now permanent residents of the tropical and semitropical Americas and migrate to warmer regions from the northern and southern latitudes, where winters are harsh.

The Cattle Egret is a unique bird, whose rapid global colonization is largely due to a highly dispersive and migratory nature — and, as its name strongly suggests, a close association with cattle. Known as the Cow Bird, Cow Heron, Elephant Bird, Buff-Backed Heron, Cow Crane and Tick Bird, the cosmopolitan Cattle Egret can be found in most parts of the world, either as a resident, migrant or vagrant.

Scientists have been uncertain in what genus to place this heron. Its adaptation to terrestrial feeding and unsuitability for aquatic feeding, due to its inability to cope with light refraction in the water, distinguish it from other herons. Although it resembles the small white egrets of the genus *Egretta*, recent phylogenetic analysis relates it more closely to herons of the genus *Ardea.* Ultimately, they have given it its own genus *Bulbucus*, meaning herdsman in Latin.

Cattle Egrets are also classified into two geographical subspecies: the Western Cattle Egret, *Bulbucus ibis*, which we find in the Caribbean, and the Eastern Cattle Egret, *Bulbucus ibis coromandus*, based in Asia.

Cattle Egrets are easily recognized by their head-pumping walk while stalking prey. They feed mainly on land insects such as beetles, flies, grasshoppers, locusts, ticks and crickets, but may supplement their diet with frogs, lizards, snakes, rats, fish and small birds. They can often be seen alongside cattle and horses, standing near the heads of their hoofed companions, feeding on the prey that these animals flush out of their paths while grazing, or daringly picking ticks and flies from their hosts' bodies. Cattle Egrets appear to favor the larger grazing animals, supposedly because these animals flush out more prey than smaller ones, but when there are no cattle or horses available, goats and sheep will do just as well.

These handsome white herons are highly adaptable to various types of grassland habitats ranging from dry pastures to recently flooded or poorly drained land, as well as riverbanks, shallow marshes, pond edges and marine shorelines. In the West Indies, they may be seen foraging alone or in flocks on man-made sites such agricultural land, lawns, dumps, golf courses and sports fields, or harvesting the insects flushed out by grass mowers, construction machinery and bush fires.

Although Cattle Egrets manage very well without a host, research shows that their symbiotic association with grazing livestock allows them to optimize prey intake while minimizing the energy spent. According to one calculation, while foraging with cattle, egrets capture as many as two or three insects per minute. In fact, scientists believe that this association may increase their prey capture by 50 percent and reduce energy expenditure by 30 percent.



During courtship, they acquire lovely filamentous plumes and soft yellow-ochre hues on the crown, breast and back.

In the West Indies, Cattle Egrets breed throughout the year in mixed species colonies, often sharing trees with other species such as Little Blue Herons and Snowy Egrets. These colonies can be extremely rowdy, as males establish and aggressively defend small territories from intruding males and females alike with highly vocal twig-shaking displays and challenging upright postures. These can turn into furious chases or outright bill jabbing, face-to-face scuffles and aerial fights.

During courtship, both males and females acquire lovely filamentous plumes and soft yellow-ochre hues on the crown, breast and back. The legs, bill, lores and irises become bright red for a short period, just before pairing takes place.

Unpaired males advertise to females with upward neck stretches, leg flexing and bill snapping. Once pairing takes place, bonding develops rapidly with gentle mutual back-biting sessions and neck stretches accompanied by soft *rooo* calls; males also shake sticks.

Nest building is an unruly affair, as Cattle Egrets steal sticks from their neighbors' nests and vice versa. Males are responsible for the arduous task of collecting sticks and carrying them back to the female, who arranges them into a flat platform. When returning to the nest, couples greet one another with fully raised back plumes, stick offerings and soft calls. Although Cattle Egrets are seasonally monogamous, failed breeders will re-nest with different mates.

Cattle Egrets lay three eggs, which they incubate for a period of 24 days. In high temperatures they are known to fly to the nearest water source, submerge their abdominal feathers and quickly return to the eggs, thus keeping them cool and preventing desiccation. The new hatchlings are born semi-altricial (incapable of much movement) and require constant care from their parents, yet from three days old onwards they become noisy and aggressive, threatening intruders that approach the nest with forward stabs and open bills. By ten days old, they actively and successfully defend their nest from intruders.

During feeding sibling aggression is frequent and natural selection favors the most aggressive, loudest and most dominant chicks. In times of food shortage, the oldest chick receives more food, while its younger siblings are often left fighting over the remainder, sometimes resulting in the middle chick forcing its youngest sibling out of the nest and causing its death. Once there are only two chicks left on the nest, aggression stops and both are fed equal amounts. Parents rarely interfere with sibling rivalry, yet they make sure that the two older chicks have the upper hand. Research carried out at the University of Oklahoma found that Cattle Egrets instinctively arm their two older offspring with high doses of testosterone in the egg yolk, with as much as twice the amount of androgens as their youngest, thus giving the two older chicks a tremendous advantage in life. Despite this, usually all of the chicks are successfully raised with little extra effort from the parents. Chicks threaten their parents while demanding food and will not tolerate trespassing neighboring chicks, although they will associate with them away from the nest. The young become fully independent at about 42 days and are capable of setting a home range with night roosts and feeding grounds, as well as flying long distances.

As you see, Cattle Egrets begin their world dominance at the nest; however, their success may be partly due to the way humans have changed the natural world by clearing vast amounts of land for grazing and irrigating fields for agriculture, thus creating perfect empty niches swarming with insects, which the assertive Cattle Egret quickly fills, remarkably quietly and with great enthusiasm.

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The Grunting Fish

by Darelle Snyman

Anyone who has donned a mask and snorkel and dunked their heads into the turquoise water of the Caribbean Sea has surely encountered a grunt: they are some of the most common fish on Caribbean reefs. During the day you will find many of them drifting in large schools over the reef in a blur of yellow. These almond-shaped fish are known individually by a number of names, among them porkfish, tomtate, margate, sweetlips and sailor's choice. Their mouths are bright red on the inside, a feature that earned them the family name *Haemulidae*, which is derived from the Greek *haimaleos*, meaning bloody. They are closely related to snappers but differ in having a smaller mouth and no canine teeth.

The common name of these vividly colored fish relates to their acoustic contribution to the symphony of sound below the ocean surface. They are all named for the pig-like grunting sounds they produce by grinding together the specialized teeth in their throats, amplifying the noise with their taut air bladders. These sounds are produced during feeding and when the fish is distressed, such as when it is captured and handled, something the fishermen among us might be more familiar with.

Their strong teeth are not only important for sound production but are essential for feeding. Grunt fish typically feed on crustaceans and shellfish, crunchy treats that require strong teeth. As nocturnal bottom feeders they typically venture out into the surrounding reef community after sunset in search of unsuspecting prey. Studies have shown that these twilight feeding migrations of grunts are an important mechanism for transferring nutrients and organic matter across habitat boundaries.

Two grunt species that have become a familiar sight on my underwater explorations are the blue-striped grunt (*Haemulon sciurus*) and the French grunt (*Haemulon flavolineatum*). These schooling species are found on virtually all shallow Caribbean reefs and they often travel together in mixed schools. The key to distinguishing between these two species is to take a closer look at their stripes. True to their name, the body of the blue-striped grunt is covered in numerous thin, horizontal blue lines on a yellow-gold background. The slightly smaller French grunt has a silvery body covered with yellow stripes that run both horizontally and diagonally. Aside from the stripes, a blue-striped grunt has a black tail fin while all the fins of French grunts are yellow. Grunts school for protection and the long, bright stripes are an adaptation to distract predators, creating a swirling mass of color and confusion. This confusion makes it difficult for predator and photographer alike to target a single individual.

Another striped Caribbean grunt resident often seen is the smallmouth grunt (*Haemulon chrysargyreum*). It is silvery and has five or six wide, bronze-yellow stripes that run down the length of the body. Their mouths, as the name indicates, are noticeably smaller than those of other grunt species. They feed mainly on zooplankton but will also feed on small crustaceans and mollusks.

A more unusual member of the grunt family is the Atlantic porkfish (*Anisotremus virginicus*), I just love this little fish, which I first encountered in Isla Mujeres, Mexico, where it was hanging around under the dock with other grunt species. It can easily be distinguished from its relatives in having a deeper body and two distinctive black vertical bars on the head, one that extends across the eye. The juveniles lack these bars but have a distinctive blotch near the base of the tail. Juvenile porkfish act as cleaners, feeding on the ectoparasites of other fish species. The porkfish was not an easy customer to photograph as it hid among the other schooling grunts. But its curiosity got the better of it and I was able to get a few shots of it unobscured by a school of blue-striped grunts. Hard to believe anyone would want to eat this cutie, but consumption of porkfish flesh has been linked to ciguatera poisoning.

Another grunt species that caught my eye during our visit to Isla Mujeres, hiding among its grunt relatives, was the white grunt (*Haemulon plumierii*). White grunts can be found near reefs, mangroves, docks and other structures in its range. Closer inspection will reveal that these silvery-bodied fishes are actually stunningly beautiful with their finely blue striped heads and blue spotted body. If you are lucky enough you might witness their territorial kissing displays, a behavior I have yet to see. It involves two males pushing each other on the lips with mouths wide open, a behavior believed to establish dominance without wounding another member of the school. This behavior is exhibited by other grunt species and is not unique to white grunts. White grunts can grow up to 45 centimetres (1.5 feet) in length. Being considered a good quality fish for human consumption, they are often used to prepare a historic Florida dish called Grits and Grunts.

This article only highlighted five of the most common grunt species you are likely to encounter; there are many more to discover and enjoy.

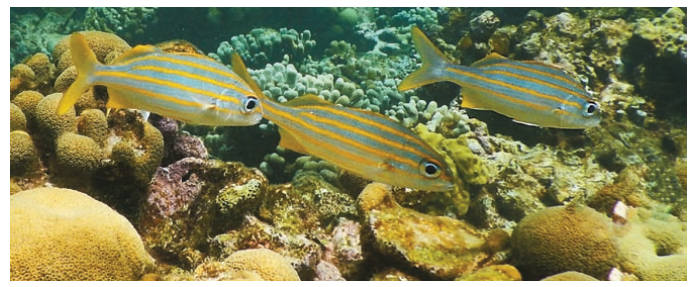




Left: White grunts can be found near reefs, mangroves and docks.
Right: French grunts are found on virtually all shallow Caribbean reefs.



Grunts school for protection and their bright stripes are an adaptation to distract predators.



Smallmouth grunts feed mainly on zooplankton.



Hard to believe anyone would want to eat this cutie.

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The Sky from Mid-November to Mid-December

by Jim Ulik

"Exploration is in our nature. We began as wanderers, and we are wanderers still. We have lingered long enough on the shores of the cosmic ocean. We are ready at last to set sail for the stars."
— Carl Sagan
"Exploration is what you do when you don't know what you're doing. That's what scientists do every day. If a scientist already knew what they were doing, they wouldn't be discovering anything, because they already knew what they were doing."
— Neil de Grasse Tyson

This column references science and shooting stars. Over 400 years ago, individuals responsible for advancing science during the Age of Exploration combined art, astronomy, religion and math with observation and exploration. The sources of shooting stars observable today are asteroids and comets that are or have been orbiting our Sun for hundreds of years. Eventually science catches up with the natural world or cosmos.

Dutch astronomer, cartographer and Calvinist minister Petrus Plancius (1552–1622) requested the assistance of ships' captains and navigators to acquire a catalog of stars in the areas between established constellations. To aid in the identification of these additional stars he created new constellations that navigators and explorers might accept. The catalog of new and established constellations was constructed into a celestial globe. A few of the 22 star formations Plancius named are the Southern Cross, Dorado and Phoenix. The new cataloged stars in the southern hemisphere, combined with the numerous nautical charts he illustrated, enhanced navigation along the trade routes to the Dutch East Indies. Newly cataloged stars in the northern hemisphere were used as a navigational aid in establishing the Northeast Passage.

November 18th

The night belongs to the lion. As midnight approaches Leo slowly climbs out of the east. The lion will rise up shooting fireballs because the radiant of the Leonid meteor shower is in the constellation Leo. The Leonid meteor shower will be active from November 6th through 30th, producing its peak rate of meteors tonight.

One day away from third quarter phase the Moon has a close approach with the beehive cluster this evening. Binoculars will be required to see the more than 1,000 stars comprising this cluster of suns. The Beehive cluster is one of the closest star clusters to our solar system. The light from this cluster takes 600 years to reach Earth. Light reflected off the Moon takes 1.3 seconds to reach Earth.

November 21st

Rising right below Orion is one of the star groupings Plancius named in the northern hemisphere. It is called Monoceros (the Unicorn). One of two meteor showers that radiate out of this constellation is the Alpha Monocerotids (AMO). This variable shower peaks overnight with the potential to produce from five to 400 meteors per hour. It is active November 15th through 25th. The velocity of the meteor shower particles entering Earth's atmosphere is 227,000 kilometers per hour (141,000 mph).

November 24th

If you are up before dawn you will find four objects in the eastern sky. The first to rise along the ecliptic is Spica. Mars and the crescent Moon are next as they are positioned close together. A little later Mercury rises and is visible for about one half hour before sunrise.

There are three planets shining brightly in the western sky at dusk. Low in the west-southwest are Venus and Jupiter appearing close to each other. Of these two planets Venus is the brightest located south or left of Jupiter. A bit higher, Saturn is located in Sagittarius.

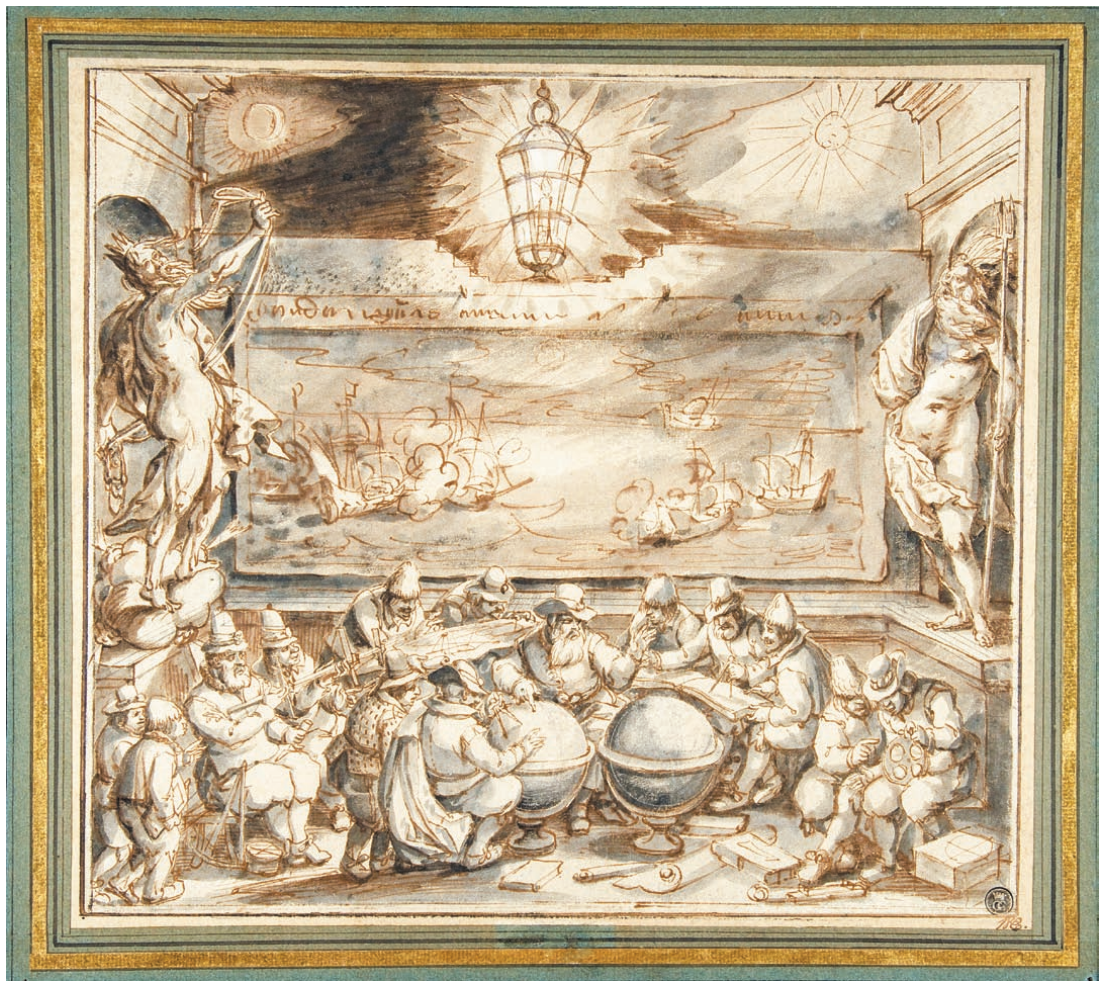
November 26th

Today is the New Moon. The combined gravitational pull of the Sun and Moon will influence the tides today. They are aligned on the same side of Earth throughout the day.

November 28th

Before dawn breaks in the east Mercury reaches its highest point in the sky. It is located just below Mars.

—Continued on next page



Ink drawing of Petrus Plancius instructing students in the art of navigation by David Vinckboons, created 1591–1629.

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—Continued from previous page

In the western sky this evening there is a conjunction between the Moon and Venus. While Jupiter has shifted away from Venus over the last few days it still appears relatively close. Saturn holds it position in Sagittarius currently above or east of the Moon and Venus.



A celestial globe example from 1640 similar to the one created by Petrus Plancius through collaboration with colleague Jodocus Hondius in 1598. No copies of that globe survive.

As Orion rises in the eastern sky a few shooting stars may appear radiating from an area near Betelgeuse. The November Orionids reaches its peak tonight and best viewing will be when Orion is high overhead. This shower is active from November 14th through December 6th.

November 29th

The Moon's gradual drift eastward puts it right next to Saturn this evening. The Moon is only illuminated about six percent yet very bright. The Moon's level of brightness shouldn't prevent spotting Saturn without binoculars.

December 6th

As mentioned above, one of the 22 constellations conceived by Petrus Plancius was Phoenix. Tonight the sacred firebird that rises from its own ashes is making flight across the southern night sky. As it passes through there will be a few shooting stars radiating out from this constellation. Tonight is the peak of the Phoenicids meteor shower. Who knows what this shower will produce? Phoenix could fire from zero to 100 fireballs per hour.

A second more unpredictable shower, the December phi-Cassiopeiids (DPC), is expected to peak tonight. This outburst of meteors is associated with meteoroids released from 3D/Biela comet nucleus in 1649.

December 7th

Trailing behind Phoenix is Jason and the Argonauts' Great Ship Argo Navis. The ship has been dismantled and placed into smaller constellations. A meteor shower within the border of the original Argo Navis peaks tonight. It originates out of the constellations Puppis the Poop (high stern) and Vela (the sails). The Puppid-Velids meteor shower is active from December 1st through 15th, producing up to ten meteors per hour.

December 9th

Debris left behind from asteroid impacts generate the second meteor shower radiating out of the Monoceros constellation. The Monocerotids (MON) meteor shower is active November 27th through December 17th.

December 10th

Another day another shower. Any shooting stars flying out of Orion are the Chi Orionids. This minor shower peaks tonight. The shower is active December 2nd through 18th.

December 11th

In the western sky after sunset is a conjunction between Venus and Saturn. The two actually appear relatively close over the next few days. Low and just above the horizon is Jupiter.

December 12th

The Sigma Hydrid meteor shower will be active from December 3rd through 15th. The shower will be producing its peak rate of meteors tonight. The best viewing time should be just before midnight.

December 14th

A major meteor shower takes place from December 7th through 17th. Although the Geminids peak tonight there will be some interference this evening because the Moon is situated very close to the source of meteors. Even though the volume of meteors may be less the better times to view this shower are on December 7th, 8th, 16th and 17th.

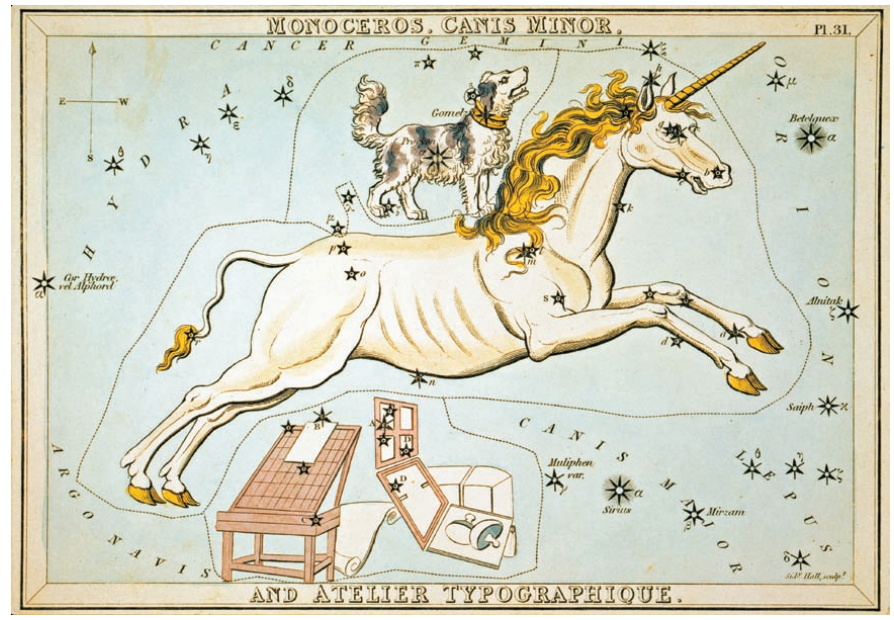
All times are given as Atlantic Standard Time (AST) unless otherwise noted. The times are based on a viewing position in Grenada and may vary by only a few minutes in different Caribbean locations.

Jim Ulik cruises aboard S/V Merengue.



Above: Close up segment of the celestial globe. Jacob Aertsz Colom, 1640. Constellation credit to Petrus Plancius.

Below: Monoceros the Unicorn and Canis Minor. Sidney Hall, 1825.





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Receta Means Recipe!

by Christine Scheibly Burstein

One day this past winter I met Ann Vanderhoof on the floating bar in Admiralty Bay, Bequia. As I'm a person who loves to cook, meeting Ann was a treat. A writer and former magazine editor, she has written two books about breaking away from land-based life and sailing south, An *Embarrassment of Mangoes* and *The Spice*





Above: Ann has written two well-received books about travel, Caribbean people and food.

Left: Former cruising guide publisher Steve now spends time perfecting his photography and fishing.

Necklace. The books (available at shops in the islands and via online booksellers) focus on the people, food and culture of the Caribbean. Ann's husband, Steve Manley, is a former magazine and book designer and publisher of a series of cruising guides to the Great Lakes.

Ann and Steve live on a 1981 Sparkman and Stevens designed Tartan T42 — a cruising version of the Tartan 41, which was an IOR racer in the early '70s. Ann and Steve love their floating home, which they refer to as "our lovely *Receta*." During the process of finding the perfect yacht, Ann and Steve had some criteria. *Receta* fulfilled their criteria for the perfect yacht with her lovely lines, her warmth down below, her interior design and especially the way that she made them feel whenever they approached her. Whether they approach by dinghy or walking down the dock, *Receta* always brings a smile to their faces.

Ann and Steve love living on their boat. The changing scenes observed from the cockpit entertain them. Whether it is watching birds, turtles or people, it brings them joy. They love meeting people along the way and welcome the friendships that might come from those encounters. They also find magic in sailing when the wind and seas cooperate.

When I asked them about their favorite port their answers varied. Of course they love a calm protected harbor with no roll and good holding. For them that would be Hog Island, Grenada. For hiking, their pick is Portsmouth, Dominica. Fabulous food, wine and fresh baguettes? That would be Ste. Anne and Le Marin, Martinique. The only place they tie up (unless for repairs) is Chaguaramas, Trinidad. Tying up there affords them easy access to the music, culture and food of the island as well as their Trini friends. But Chatham Bay on Union Island is their all-around favorite. Great holding, lots of bird and sea life, wonderful snorkeling and the potential for a green-flash sunset. The addition of a lovely long beach for a relaxing stroll and places for sundowners tops it all off for a perfect Caribbean cruising destination.

I asked Ann and Steve about themselves. They critiqued each other. Ann said that Steve should be considered a photographer. She went on to say that she complains about the time he takes to get the "perfect" shot, but loves the outcome. Steve says that Ann had to be a travel planner in a previous life. She is able to ferret out fantastic off-the-beaten-track places and, of course, great places to eat!

On board, in addition to the usual boat projects and maintenance, Steve spends time on his laptop working on his photos, while Ann spends time experimenting in the galley developing recipes and writing. At night it's reading — especially good mysteries.

Since Ann has written two books about sailing and cooking, I was really interested in what she would share about Caribbean meal making.

Ann substitutes locally grown ingredients in her back-home recipes. Berry crisp becomes mango crisp, zucchini bread becomes cristophene bread, homemade pizza is topped with lobster or lambi (conch) instead of pepperoni, callaloo can replace kale or spinach (unless the local vine spinach can be found), seasoning peppers (a.k.a. pimientos) replace jalapeños, and beef curry becomes West Indian goat curry.

Ann and Steve's top suggestion of all is to frequent the markets, talk to the people there, and ask questions. When do I know this is ready? How do I cook this? Etcetera, etcetera.

When queried about her favorite recipe, Ann said that she particularly likes recipes for easy snacks, such as Trinidadian mango chow, to go with spur-of-the moment sundowners with friends. Chow is quick to make, only requires five ingredients, and can be adapted to whatever fruit is in season. In the islands it may be pineapple, golden apples, portugals or Mandarin oranges or guavas. In Canada this recipe is made with peaches. Another recipe that she loves is her Chilled Curried Pumpkin Soup with Ginger. She makes it early in the day when it's cool and then the flavors have melded by the time dinner comes around. If you want, this can be served hot. A little plop of yogurt on top is great as well.

Hope you all enjoy these recipes from a pro!



Mango Chow

The recipe is meant to be only a general guideline: "Make it to your taste," the Trinis say.

2 half-ripe mangoes, peeled and sliced (see tip, below)
1/4 Cup finely chopped chadon beni or cilantro
1/4 Scotch bonnet pepper, preferably red (for colour), finely chopped (or less, depending on heat tolerance)
2 teaspoons coarse kosher or sea salt
juice of half a lime

Place mangoes in a serving bowl. Add some of each of the remaining ingredients and toss well.

Taste and adjust balance of hot/tart/salty/sweet by adding more of the ingredients as you please.

Serve with toothpicks. Makes 4 to 6 snack-size servings.

Ann's tip: We like the chow with a hint of sweetness, so we use mangoes that lean towards the ripe side.

Pickled Christophene Cocktail Cubes

2 Tablespoons white wine vinegar
1 Tablespoon lime juice
1/2 Cup water
1 clove garlic, chopped
1/2 small onion, chopped
1/4 teaspoon black peppercorns
1/4 teaspoon mustard seeds
1 bay leaf
1 teaspoon kosher or sea salt
1 large christophene, peeled, seed removed, and cut into 1/2 or 3/4 inch cubes
1/4 Scotch bonnet or other hot pepper, preferably red (for color), chopped (or to taste)
1 Tablespoon finely chopped chadon beni or cilantro
1 Tablespoon finely chopped parsley

In a small pot, combine vinegar, lime juice, water, garlic, onion, peppercorns, mustard seeds, bay leaf, and salt. Bring to a boil, reduce heat and simmer for 10 minutes.

Put christophene cubes in a non-reactive container and strain vinegar mixture over top. Cover and set aside until cool, stirring occasionally, then refrigerate for several hours, to allow cubes to pickle.

Drain cubes, discarding liquid. Add hot pepper, chadon beni or cilantro, and parsley and stir to combine.

Serve with toothpicks alongside other cocktail snacks, such as salted nuts and olives. Makes 1 generous Cup.



Chilled Curried Pumpkin Soup with Ginger

1 Tablespoon olive oil
1 Tablespoon butter
1 onion, chopped
2 cloves garlic, chopped
1 two-inch piece fresh ginger, peeled and chopped
2 to 3 teaspoons West Indian curry powder
1 pound local pumpkin, peeled and cut into cubes
2 or 3 small carrots, peeled and chopped
2 green onions, chopped (if you have them onboard)
2 1/4 Cups vegetable stock
freshly ground black pepper
salt
1/4 Cup yogurt or sour cream (approximately, for garnishing)

Heat butter and oil in a large pot. Cook onion, garlic and ginger for a few minutes until softened and fragrant, but not brown.

Stir in curry and cook for a couple more minutes, then toss in pumpkin, carrots, and green onions (if using). Continue cooking for a couple more minutes, stirring the vegetables so they are coated with the curry mixture.

Add stock and bring to a boil. Lower heat, cover, and continue cooking for 30 minutes (approximately) until pumpkin and carrots are soft. Taste for seasoning, and adjust as necessary.

Purée soup until smooth.

Chill for several hours.

When ready to serve, pour into bowls and swirl about one Tablespoon of yogurt or sour cream into each bowl. Serves four.



CIG HARVEY

As always, please write me with your favorite Caribbean recipe, your tips and secrets about boat life and most importantly I'd love to know about you!

Contact csbmaine@yahoo.com or find me in Bequia this winter!

The End of an Era, Alan Hooper

by Chris Doyle



Alan Hooper's recent death marks the end of an era for those of us who sailed into the Eastern Caribbean in the late 1960s and '70s. If you could take a time machine back five decades you would recognize the islands but be shocked at the differences. Except for the main towns, most of the inhabited areas you see today were bush. Most islands had lovely anchorages but no yacht services. Fishing boats operated under sail. VHF radio had not yet arrived down island and charter yachts used clunky AM sets that drained batteries faster than a sailor downs a Carib. Electricity had not yet come to many of the Grenadines. As you sailed along Grenada's south coast, Prickly Bay was the only place you would see a few yachts. The action was in the Lagoon in St. George's, where a new marina and synchrolift haul-out had been built: Grenada Yacht Services (GYS).

When I sailed into Grenada in 1969, I dropped anchor in St. George's Lagoon, which in those days had plenty of room. GYS was the southern center of the fledgling Caribbean charter industry and was base for about a dozen grand old sailing yachts. It was here I first met Alan Hooper, affectionately known as "Hooper" or "Hoops," who had recently arrived from England. His first job in the Caribbean was as engineer on the famous 114-foot *Ring Andersen*, skippered by Dutchman Jan de Groot. Now he was GYS's mechanic.

Alan was born in Torquay, England. As an engineer in the British Merchant Marine he served on both the *Queen Mary* and the *Queen Elizabeth*. In Torquay Alan had met Shirley (née Glean) from Sauteurs in Grenada, who lured him to the Spice Isle.

This couple quickly became pivotal in my life, as they were in the lives of many. The list of those who will miss Alan would be a bit like a telephone directory. Apart from his family there are some old friends among the yachting community whose names may still be familiar, such as charter captain David Price, who married Joan, a Grenadian, both now retired and ashore in L'Anse aux Epines; Ian Cowen, who married Rosemary, a Vincentian, and who together now run Island Water World in St. Lucia; charter and delivery skipper Selwyn Maxwell; charter and delivery skipper Vincent Cleary; Geoffrey and Gillian Thompson and Andrew and Michelle Bierzinski of Grenada's Best Little Liquor Store in Town; Verrol Nichols, and Paddy and Tipi Punnett in St. Vincent; Sally Erdle and Tom Hopman of *Caribbean Compass*; Bob Berlinghof and his Vincentian wife, Maranne (Alan introduced them, and Bob proposed to Maranne in the Hoopers' living room) of Maranne's Ice Cream in Bequia; Gerry Debruin of Sugar & Spice ice cream in Grenada; and Graham of *Essex Girl*; the list could go on and on. Don Street called Alan "one of the very best of the sailors who have arrived in the Caribbean from UK."

I have never met a couple who loved people and their company more than Alan and Shirley. The quality and generosity of their welcome was legendary. Once I was in the bar in Blue Lagoon, St. Vincent with about seven fellow itinerant and impecunious yachting folk, having a drink with Alan. Alan suddenly said, "Let's all go up to the house and get something to eat!" My thought was "Wow, I wonder how Shirley will react?" But Shirley loved it. People would come to stay with them for a couple of days and end up staying for weeks, sometimes months. The Hoopers provided a home away from home.

Vin Cleary recalls, "Our periodic visits to St. Vincent — whether aboard *Misty*, across Blue Lagoon at the Stevens Yachts base of operations, or aboard *Annaliisa* in the Young Island Cut — always included a visit to 'Hooper's Honky Hostel' where sailors and landlubbers alike would recreate, swim, laugh, imbibe and, of course, tell the latest tales as well as re-tell some old ones. Those were fine times."

In 1976 Alan's good friend Joe Browne asked if he would come from Grenada to St. Vincent to be assistant manager of the charter company CSY (Caribbean Sailing Yachts) at Blue Lagoon. Alan and Shirley moved, and when Joe left for the US Alan took over as manager. Alan saw the company through two hurricanes. Then there was the refueling incident. One day an open powerboat came to CSY's fuel dock with four people on board. Alan gassed it up. But apparently the crew hadn't ventilated the engine compartment after fuelling and vapors had collected below. They fired up one engine, and then as they started the other a giant explosion erupted. Remarkably, the blast blew the large engine cover, with all four sitting people on it, onto the dock, where they fell off with no one seriously injured. But the boat was an inferno. Thinking fast, Alan threw an anchor and chain into the blazing wreck and towed it to open water before the fuel dock caught fire and the storage tank exploded.

He was always good to us yachties. I had just rebuilt my old Carib 41, *Helos*, spent most of my money, and still needed some stainless steel to make new stanchions. I mentioned it to Alan. We went out to the back of CSY where there was giant heap of bent and broken pulpits from bareboat accidents. He said, "Bring a hacksaw and help yourself."

In 1980 the Hoopers came back to Grenada, where Alan managed Spice Island Charters in the place that is now Spice Island Marina. It was during that time that I adopted Alan as my engine guru. The old Perkins 4-108 in *Helos* was making a horrible death clunk every time I started it. Alan had a stethoscope so I asked him if he would come give me a diagnosis. I started the engine and it did its "kthunk kthunk". Alan roared with laughter. "I don't need a stethoscope for that, I need earmuffs! It is all going to have to come apart." Thereafter I did my first and only complete engine rebuild, with visits to Alan several times a day for advice. I managed to put it together wrongly the first time and it would not start. After another conference with Alan, we figured out what I had done wrong, and finally I got I right. No one was more surprised than I when it started.

After three years in Grenada, CSY begged Alan to come back to St. Vincent, so back the Hoopers went till 1986, when they returned to Grenada to stay. Shirley opened several successful boutiques and they bought the minimart in Spice Island Marina, which Alan presided over. He would brew a huge pot of coffee in the morning, and for years my ritual was to turn up when the shop opened, wait for the coffee to brew, and chat with Alan and others who came in. This was enshrined on Sundays when a large group of regulars would come in to shoot the breeze and laugh away the morning.

Bob Berlinghof wrote, "Alan was beloved by yachtsmen for his genuine helpfulness, keen wit, humor, and bad puns. He was often spotted hoisting a brew after hours, in addition to being a loving husband, father, and grandfather."

Alan and Shirley have two delightful children, Robert and Karen. They were not too far apart in age and always the best of friends and enjoyed their time in both Grenada and St. Vincent. Many of us yachties babysat them. I watched them grow in wonder, comparing their upbringing to mine. In my family there was strict hierarchy, with Dad the boss. There was no apparent hierarchy chez Hoops. I asked Shirley about discipline, and she said that sometimes she did a little. Alan, never. But the kids just seemed to run themselves, a testament to the Hoopers' method of child raising. Robert is now an aeronautical engineer, specializing in Rolls Royce jet engines, and is married to Gosia from Poland; they have two children. While in France Karen met Badre from Morocco. She brought him back to Grenada and they live at Helvellyn, the Glean family home where Shirley was raised. They have four children and run a tourism business that includes the Carib Cats day charter catamarans, Calypso Island, a fleet of the old wooden buses that used to be the mainstay of the Grenada transport system, and Helvellyn as a lunch destination. Shirley started a trend by marrying Alan, a Brit, and their family is now almost a United Nations.

I say goodbye to Alan with sadness at parting, but with much greater gratitude for what he and his family have given to me over many years. Alan had a wicked sense of humor that left no stone unturned without finding a laugh underneath. He was always a joy to be with and the world's most effective cure for a bad mood. To hang out with Alan was to be happy; making people laugh was his forté.

Let me end with one of his charter stories.

Yesterday one of our bareboats left Canouan bound for St. Vincent. They called us on the radio.

'CSY, CSY, this is Moonbow. *Our engine made a grinding noise and then stopped.'*

*'*Moonbow, Moonbow, *CSY. Look in your engine room. Are you taking on water?'*

'No, we took on water in Union Island yesterday!'

Alan found humor in everything and appreciated the *Don't Stop the Carnival* aspect of the West Indies, or as Ian Cowan says, "He was one who could put a smile on any disaster." He kept newspaper clippings in his office in Grenada, with such gems as "Suicide Bomber Strikes Again" and "Errata: Last week we reported that Joe Baptiste died at the age of 145. That, of course, was impossible; he died at the age of 170." But something Alan would have appreciated even more was the entirely unintentional paperwork that came from the crematorium with Alan's ashes, and only at Alan's memorial service would everyone have found it hilarious. The label on the urn said: "Alan Hooper, died August 27th, cremated August 24th."

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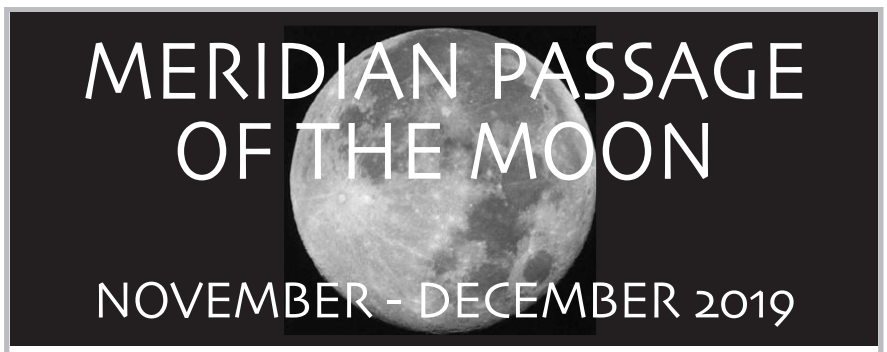
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MERIDIAN PASSAGE OF THE MOON

NOVEMBER - DECEMBER 2019

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 2019								
DATE	TIME		21	0721		11	0000	FULL MOON
1	1549		22	0813		12	0037	
2	1642		23	0904		13	0135	
3	1731		24	0955		14	0233	
4	1822		25	1048		15	0330	
5	1907		26	1142		16	0426	
6	1951		27	1238		17	0519	
7	2033		28	1334		18	0610	
8	2114		29	1429		19	0659	
9	2158		30	1529		20	0749	
10	2238		**December 2019**			21	0839	
11	2322		1	1613		22	0931	
12	0000	FULL MOON	2	1701		23	1025	
13	0009		3	1746		24	1120	
14	0058		4	1829		25	1216	
15	0151		5	1910		26	1311	
16	0246		6	1951		27	1403	
17	0342		7	2035		28	1453	
18	0437		8	2116		29	1539	
19	0535		9	2250		30	1623	
20	0629		10	2342		31	1705	

CALENDAR

NOVEMBER

1	Public holiday in Antigua (Independence Day) and some other places (All Saints' Day)
1 – 3	Haiti Sailing Cup Race, Cap Haitien, Haiti. Pbeliard@fatimagroup.ht
2	RBVIYC Double Handed Race, BVI. admin@royalbviyc.org
2	Start of Salty Dawg Fall Rally to the Caribbean. www.saltydawgsailing.org
3	Barbados National Dinghy Championships. www.barbadosyachtclub.com
3	Public holiday in Dominica (Independence Day)
7 – 10	BVI Charter Yacht Show, Tortola. www.crewedyachtsbvi.com
8 – 10	Discover the Caribbean Regatta, Ponce, PR. www.ponceyachtand fishingclub.com
9 – 10	Sol St. Maarten Opti Championship. leonde@smyc.com
9 – 13	USVI Charter Show, St. Thomas. www.vipca.org
10	Start of ARC+Cape Verdes from Canary Islands to St. Lucia or St. Vincent. WCC, www.worldcruising.com
10	Piscadera Race, Curaçao. info2cya@gmail.com
11 – 14	USVI Charter Yacht Show, www.vipca.org
12	FULL MOON
15	500th Anniversary of Havana Boat Parade. Havana, Cuba. yachtclub@cnih.mh.tur.cu
16	Nanny Cay Round Tortola Race, BVI. admin@royalbviyc.org
16 – 18	Jolly Harbour YC Regatta, Antigua. www.jhycantigua.com
17	Wim van der Gulik Zeewedstrijden Trophy (Sunfish), Curaçao. tiki-mas@hotmail.com
22 – 24	Jolly Harbour Yacht Club Annual Regatta, Antigua. www.jhycantigua.com
24	Start of ARC from Canary Islands to St. Lucia. WCC, www.worldcruising.com
29 – 1 Dec	Mango Bowl Regatta, St. Lucia. mangobowlslyc@gmail.com. **See ad on page 14.**
29 – 1 Dec	Course de L'Alliance, St. Maarten, St. Barts, Anguilla. www.smyc.com
30	Public holiday in Barbados (Independence Day)

DECEMBER

1	Open Sail & Surf, Curaçao. cursailing@gmail.com
4 - 10	Antigua Charter Yacht Show. www.antiguayachtshow.com
12	FULL MOON
13	Public holiday in St. Lucia (National Day)
14	O'Neal & Mundy Commodore's Race, BVI. RBVIYC, admin@royalbviyc.org
14	Diamond Dash Race, St. Lucia. www.stluciayachtclub.com
15	Yay Ray Laser Fleet Races, Grenada. PCYC, www.pcycgrenada.com
16 - 24	Nine Mornings Festival, St. Vincent. http://discoversvg.com
21 – 22	Winter Challenge, Puerto Rico. CNSJ, www.nauticodesanjuan.com
22	Winter Solstice
24 – 26	Dominica Christmas Regatta. info@dominicamarinecenter.com
25	Public holiday in many places (Christmas Day)
26	Public holiday in many places (Boxing Day)
29	Year-End Race, Curaçao. palapivo@icloud.com_
30	Fireworks in Fort-de-France, Martinique, www.tourismefdf.com
31	Nelson's Pursuit Race, Antigua. AYC, www.antiguayachtclub.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).

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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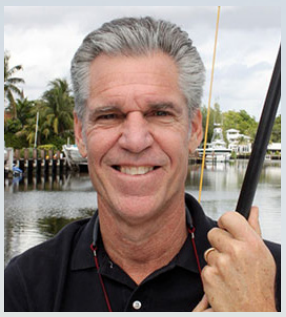
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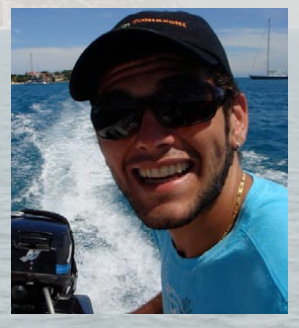
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2015 Royal Cape 530
$652,000



2015 FP Sanya 57
$999,000



2015 ALIBI 54
$899,000



2015 Lagoon 560 S2
$1,250,000



2008 Catana 50
$620,000



2011 Lagoon 450
$479,000



2008 Leopard 46
$420,000



2007 Catana 50
$659,000



2015 Bali 4.3
$499,000



2007 Lagoon 440
$410,000



2003 Privilege 465
$395,000

Some Recently Sold Boats



2016 FP Helia 44



2015 Catana 47



2009 Catana 50



2014 FP Helia 44



2011 Privilege 615



2014 LAGOON 450



2010 Outremer 49



2006 Sunreef 62

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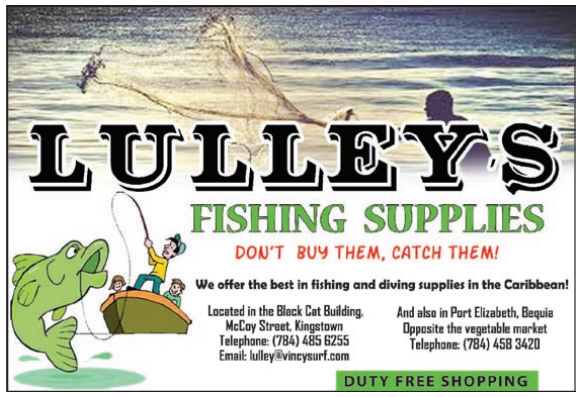
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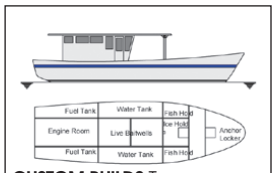
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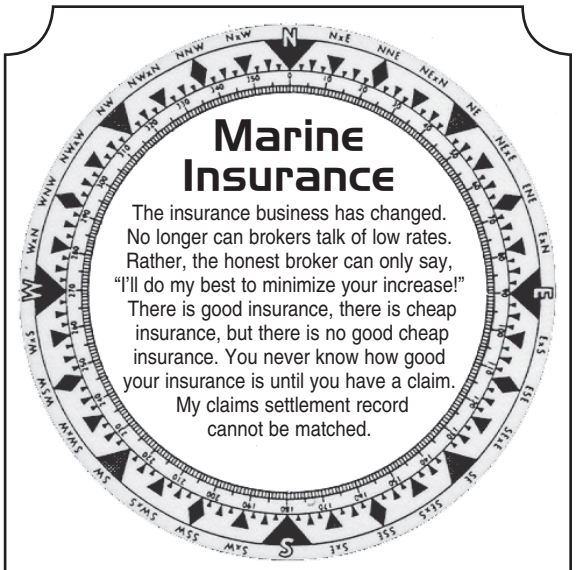
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