CARIBBEAN On-line
COMPASS
OCTOBER 2015 NO. 241
The Caribbean's Monthly Look at Sea & Shore



NAT BENJAMIN

A PASSAGE TO HAITI

See story on page 20

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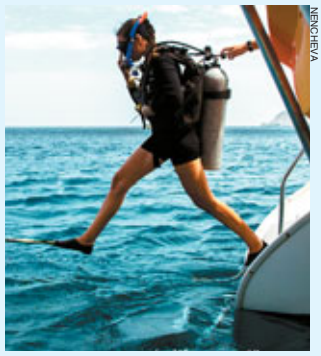
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Cover Photo: On the cover, the schooner Charlotte *eases down the Windward Passage toward a Haitian landfall, where an unforgettable experience awaits her crew*



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

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— Stan Louden
St. Thomas, USVI

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Info & Updates

Clearing in Aruba

A reminder: Until last year, yachts cleared into Aruba at Barcadera harbor. However, since that harbor started renovation in 2014, the Port Authorities have made an ISPS-free section in Oranjestad port for yachts to clear in there instead.

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

Watch for Nets in Gouyave, Grenada

Fish Fridays are a justly popular event in the seaside city of Gouyave on Grenada's west coast. But cruiser Ken Goodings says if you're thinking about sailing your own boat there, you might consider going by bus instead. Fishermen set seine nets throughout the bay several times per night, and getting your boat's prop fouled in the dark is not unlikely. The fishermen wouldn't be pleased about the resulting net damage, either. Also the commercial concrete dock is very rough and quite high for dinghies, and is wall-to-wall with large fishing trawlers every evening.

No 'Private Island' in Tobago Cays Park

Contrary to articles currently circulating in some international media, the entire island of Jamesby in the Tobago Cays cannot be rented "like a hotel room" for anyone's exclusive use.

All of the Tobago Cays, a group of tiny uninhabited islands in the Grenadines, are within the boundaries of the Tobago Cays Marine Park, the only National Park in St. Vincent & the Grenadines.

Certain reports in publications aimed at super-yachts and the luxury-lifestyle market have indicated that the "exclusive rental of Jamesby, an uninhabited island in the middle of the Tobago Cays Marine Park" is available through an agency "for a single day, or longer if needed", and furthermore that guests will enjoy a "private beach" and that "nobody else will be there". The price mentioned for such exclusive "private island" rental was US$2,000 to $3,000 per day.

However, Tobago Cays Marine Park (TCMP) Public Relations Officer, Lesroy Noel, assures *Compass* readers, "As it relates to the articles regarding Jamesby 'for rent', please note that this is not a practice of the management of the TCMP."

He adds, "As you might be aware, picnicking is only allowed on the island of Petit Bateau, however there have been occasions when there is not enough space on the island's picnic area — for example, when small cruise ships are in and all the tables and chairs are filled — to comfortably cater for all visitors to the park. Therefore, we do, upon request of the visitor or their agent, allow for an additional fee for the use of one of the other islands (Jamesby included) for the sole purpose of picnicking."

CHRIS DOYLE



We can all enjoy the view on Jamesby island in SVG's Tobago Cays Marine Park

Mr. Noel notes that permission to picnic on another island can only be obtained from the management of the TCMP. Others may still enjoy that island.

He emphasizes, "There is no exclusivity when it comes to the use of the islands. There are isolated cases where we are asked, because of security concerns, to ensure a particular beach is reserved for a brief period of the day, for example during lunch." Otherwise, everyone who pays the Marine Park entry fee is entitled to use (within Park regulations, of course) Jamesby and all other land and sea areas of the TCMP, except for private property on the inhabited island of Mayreau, which also falls within the Park boundaries.

Moreover, under the national laws of St. Vincent & the Grenadines, all beaches throughout the country are accessible to the public.

—Continued on next page



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USVI St Croix
Wilsons' Cruzan Canvas
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DOYLE CARIBBEAN

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The entry fee to the Tobago Cays Marine Park is EC$10 per person per day; monthly or yearly licenses are available for charter boats. You can pay your park entry fee at Bequia Customs when clearing in there, at the TCMP Office at Clifton on Union Island, or to Park Rangers upon arrival in the Cays. Yacht moorings are available (but not mandatory) at EC$45 per day.

Visit www.tobagocays.org for more information on the Tobago Cays Marine Park.

Tropical Weather Disturbance Website

Mark Jensen reports: The best website explaining each tropical disturbance, with some information in real time, is TropicalTidBits.com. Levi Cowan is a young, hip dude who knows his weather stuff and how to explain it. Each day during an event he will post a video that is simply brilliant. He also gives up to the moment updates on Twitter @TropicalTidBits.

Click on www.tropicaltidbits.com and bookmark it.

SSCA High-Frequency Voice Service

The Seven Seas Cruising Association (SSCA) is now authorized to operate a Voice Service (not a formal net) on the HF radio band under the call sign "KPK". The FCC license authorizes the SSCA to operate on 8.104, 8.137, and 8.152 MHz.

This service will assist cruisers in remote locations who are without cellular and internet access to relay priority and emergency information and will help any vessels needing assistance such as radio checks, float plans, telephone contact with family/friends, boat-to-boat relays, access to medical or mechanical professionals, marinas, etcetera. The suggestion to establish this service came from SSCA Board member Glenn Tuttle, full-time live-aboard for over 30 years, who's cruised for ten years in remote areas of the southern and southwestern Caribbean. All vessels are welcome to participate in this service provided by the SSCA.

The SSCA is involved in discussions with cruisers active on SSB nets regarding the most effective time and frequency to conduct this service, and would welcome any comments and suggestions from cruisers regarding this proposed service.

Please send any suggestions and comments to SSCAVoiceNet@gmail.com.

Yachts Assist in Dominica's Recovery

"We've had lots of assistance from small vessels, yachts and fishing boats coming from neighboring islands," says Hubert Winston of Dominica Marine Services, who has been helping coordinate the delivery of relief supplies on the island, which was devastated by landslides and severe flooding owing to the passage of Tropical Storm Erika on August 27th. Damage to homes and local businesses left hundreds homeless and many without a means of income.

Since Dominica's main airport was closed for several weeks after the storm, the island relied on boats more than ever for everything coming in: "In addition to the big ships, the small vessels were doing a lot of work, especially bringing food and water." Fundraising events were organized at marinas and yacht clubs up and down the islands and sailing groups such as the SSCA and Yacht Aid Global facilitated supply deliveries by yachts. Other yachts brought relief supplies independently, and Dominica Marine Services was instrumental in getting Customs waivers and coordinating delivery of the supplies to agencies such as the Dominica Red Cross.

Hubert tells *Compass* readers that while the need for clothing and shoes has subsided, food and water are still needed, since many homes, and indeed entire villages, were destroyed and the many people still living in shelters need three meals a day. Yachts planning on visiting Dominica can help by bringing non-perishable food, drinking water and school supplies. Send Hubert an inventory at info@dominicamarinecenter.com to expedite the waiver of Customs duties. Any items for the Dominica Red Cross should be labeled "Dominica Red Cross c/o the Government of Dominica for TS Erika Relief" and the inventory list should be copied to jmpinardbyrne@gmail.com. Ask Hubert what's currently needed the most.



Mike of the yacht Three Sheets, *which brought a big load of relief supplies, with Dominica Fire Services personnel and Hubert and Kurt of Dominica Marine Services*

Meanwhile, "the season will be open!" Hubert assures us. "The moorings in Roseau are okay, and in Portsmouth, even though the Indian River 'came down', the infrastructure is good. I've spoken to the Parks Department and most of the sites are okay." Hiking trails continue to be assessed for accessibility and safety. Dive operators are functional. Commercial flights to the island resumed on September 8th.

If you aren't lucky enough to be visiting Dominica this season, you can still help. Cash donations can be made as below:

- Officially endorsed Dominica Government GoFundMe account: www.gofundme.com/DA-ErikaReliefFund
- Red Cross of Dominica: www.youcaring.com/red-cross-of-dominica-421257
- Dominica Marine Association: www.youcaring.com/the-people-directly-affected-by-tropical-storm-erika-423803

Also, Hands Across the Sea will have a shipment of new books going to Dominica this month and will gladly accept monetary donations toward the costs of books, shipping and everything that goes into helping Dominica schools set up libraries. Make a donation on Hands' website, www.handsacrossthesea.net/index.htm, and specify that you'd like the funds to go towards a school library in Dominica.

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Eight Bells: James Dobbs

One of the Caribbean's greatest racing sailors, James Dobbs, passed away on September 4th. For a quarter of a century, aboard a series of boats all named *Lost Horizon*, James was a dominant force on the Caribbean yacht racing circuit. As reported in Antigua's Yachting Insider newsletter, he won the Caribbean Sailing Association's Travellers' Trophy so many times that he was ruled ineligible to win it again.

With his partner, Nicola Pears, he crossed the Atlantic under sail more than 30 times.

An article, originally published in the 2012 *Antigua Sailing Week Magazine*, about James and Nicola and their many boats named *Lost Horizon* can be found at www.antiguanice.com/v2/client.php?id=920&news=8547

Vanishing Sail 'Best Overall' Film at Toronto Festival

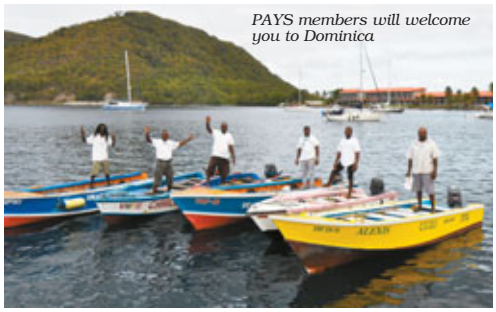
Vanishing Sail, the recently released film about the indigenous sailing cargo vessels of the Lesser Antilles, exemplified by the iconic Carriacou sloops, has won the highest honor at the 2015 Caribbean Tales International Film Festival in Toronto. This award, the Caribbean Spirit Award for Best Overall Feature Film, is given to a film that contributes to a deepening understanding of Caribbean culture and life.

Filmmaker Alexis Andrews says, "Receiving this award is a massive compliment to all the people that contributed to the entire transmedia project that is Vanishing Sail... the award is a great encouragement not only to the filmmakers but also to the people of Windward, Carriacou, who entrusted us with their stories. This film began with the passion to share something very special — and it now continues through our audience. A great big thank you to the jury for recognizing our efforts!"

Visit www.vanishingsail.com for more information.

'Yachtie Appreciation Week' 2016 for Dominica

The first annual Portsmouth Association of Yacht Services (PAYS) "Yachtie Appreciation Week" on the island of Dominica is scheduled to take place February 14th to 21st, 2016.



PAYS members will welcome you to Dominica

PAYS is a non-profit organization aimed at providing yacht services and security to visiting yachts, thereby assuring future development of the yachting industry in Dominica. Yachtie Appreciation Week has been organized to celebrate the installation of a new mooring field that Hank Schmitt (organizer of the NARC yacht rally and CEO of Offshore Passage Opportunities) has been orchestrating in Prince Rupert's Bay, working with PAYS, the Tourism Board of Dominica and other sailors.

During Yachtie Appreciation Week, all visiting yachts will receive free mooring, discounted island tours and nightly socials.

Visit www.sailopo.com/News.aspx for more information.

Plan Ahead: Pure Grenada Music Festival

The Pure Grenada Music Festival will showcase the music of the island of Grenada and beyond at four distinct locations from April 5th through 10th, 2016. The Festival Village and Main Stage will be located on the green at Port Louis Marina; the VIP Stage will be at Calivigny Island; the Floating Stage in St. George's Harbour at the Carenage; and the Mobile Stage will feature free concerts in the towns of Grenville and Gouyave.



Steering Committee members and founders of Pure Grenada Music Festival

Local artistes will perform alongside internationally renowned performers including soul singer Joss Stone; international reggae band Steel Pulse; world music sensation Angélique Kidjo; and contemporary jazz artist Eddie Bullen.

Visit www.grenadamusicfestival.com for more information.

Welcome Aboard!

In this issue of *Caribbean Compass* we welcome new advertisers Copper Coat Paint of the US on page 44; and Suzuki Marine Caribbean-wide, on page 5.

Good to have you with us!



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BUSINESS BRIEFS

Budget Marine is on the Move!
Adding new outlets, moving into new buildings and expanding in size in five different locations are some of the highlights of Budget Marine Chandleries in 2015.

A new Budget Marine store in the new North Sound Marine boatyard in Antigua opened in August. The positioning of Budget Marine's third Antigua location in this yard helps to make the destination an outstanding one in the Caribbean. The Budget Marine North Sound outlet provides all the typical boatyard requirements, including fasteners, cleaning products and support material for Antigua's skilled refit specialists, joiners, painters and electrical contractors, many of whom are spending an increasing amount of work time in the North Sound location.



Doors also opened for the new Budget Marine BVI Chandlery and superstore in September. The new Budget Marine chandlery in Nanny Cay Marina is a two-level building with over 4,000 square feet of retail space on the ground floor including offices and 2,000 square feet of warehouse space on the second floor. Theresa Williams, manager of Budget Marine BVI, stated, "Over the coming weeks we will be adding more inventory as the increased space will enable us to offer a larger selection of products and maintain a larger inventory on-island."

For more information contact Nicole at (721) 544-5577 ext 1288, Nicole.corvellec@budgetmarine.com

For information about Budget Marine Caribbean-wide see ad on page 2.

Marina Santa Marta: South America's Star
Linda Lucia Linero reports: Marina Santa Marta is the first and only IGY Destination Marina in South America. We are well known for our services and infrastructure.

Santa Marta, the oldest city in South America, is privileged to be a place of natural, historical and cultural heritage, making it an ideal destination to enjoy and discover — and later on, to return to. Enriched by its network of unique ecosystems and beautiful beaches with pristine waters, Santa Marta is a pleasant place with a natural charm. Cruisers can have the pleasure of observing from the sea the amazing contrast between the tropical Samaria (a nickname for the local people) coastline and the permanently snow-capped Sierra Nevada mountains.

Moreover, just ten minutes from Marina Santa Marta you can find spectacular beaches such as Chengue, Neguanje, and Bahía Concha, to name just a few, all of which are ideal places for ecological tourism and watersports.

The Marina Santa Marta is located well out of the hurricane zone. Owing to the location of the Sierra Nevada, the tradewinds are modified, resulting in a dry climate with minimal salinity, which of course favors the maintenance of vessels.



Marina Santa Marta in Colombia is now hauling boats on a 65-ton travelift

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Office hours are weekdays from 8:00AM to 12:00PM and from 2:00PM to 6:00PM. On weekends we are open from 8:00AM to 5:00PM

For more information about IGY marinas visit www.igymarinas.com.

For more information about Marina Santa Marta contact us at operaciones@marinasantamarta.com.co; comercial@marinasantamarta.com.co or visit our new website: www.marinasantamarta.com.co or www.igy-marinasantamarta.com

For more information about Marina Santa Marta see ad on page 6.

More Certifications at Spice Island Marine Services
Susie Grey reports: Spice Island Marine Services in Grenada now have in their service Raymarine Certified technicians on site, and a Master Technician as well as ABYC-certified technicians in Electrical Systems, Marine Systems, Diesel Engines and Gas Engines. We're very proud of our guys' achievements, as we continue to meet our customers' needs.

For more information about Spice Island Marine Services see ad on page 18.

Venezuelan Pick-Up Service from Curaçao Yacht Agency
Nicole van Beusekom reports: Attention all Venezuelan yacht owners! Curaçao Marine offers an extra service: in cooperation with Curaçao Yacht Agency we can provide you with a trusted and experienced personal project manager. Curaçao Yacht Agency can pick up your yacht from any port in Venezuela (other countries can be considered; contact us for info) and deliver it to Curaçao Marine for docking, maintenance and/or storage.

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For more information contact www.curacaomarine.com or www.curacaoyachtagency.com.
For more information on Curaçao Marine see ad on page 27.

Elevated Staff Skills at Grenada Marine

Laura Fletcher reports: Grenada Marine is all about improving our staff in as many ways as possible. Recently members have attended programmes designed to elevate skills in a number of areas.

Kelly Lewis from the mechanical department attended a training course off island, specializing in the 5-40 kW product line; the marketing department comprising Tracy St. Louis and Laura Fletcher attended a workshop hosted by the Grenada Hotel & Tourism Association (GHTA) to strengthen our competitiveness, targeting our niche market and helping to grow the business. Several internationally renowned marketing and social media specialists gave valuable information and advice that will be incorporated in our strategy going forward. There is a lot going on right now and all will be revealed in the coming weeks!



To further improve our customer experience, every employee — including our CEO — has attended a three-day workshop held September 9th through 11th. The goal of the workshop was to boost self-confidence, self-awareness and self-management in all our staff. The intention is to inspire and motivate the team to perform to a higher standard and better understand the reason for the best possible customer care.

It is hoped that clients feel the improved attitude and we would appreciate any feedback info@grenadamarine.com to encourage us!

For more information on Grenada Marine see ad on page 26.

Suzuki 4-Stroke Outboards Now at Budget Marine Trinidad

Boating may be your pastime, providing freedom, action and excitement, or your profession, requiring a dependable business partner to make light work of a tough



day. Either way, take a look at Budget Marine Trinidad's newly received range of sleek, high performance, fuel-efficient 4-stroke outboards from Suzuki Marine.

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From the lightweight sports models to the robust, big power V6 engines and the versatile medium range between, customers may order any of the Suzuki range, including multi-function tiller handle steering options for certain models. Suzuki's innovative Lean Burn technology has received acclaim worldwide. Boaters are finding they can go farther and faster for less, as these outboards provide remarkable fuel savings while maintaining power.

For more information visit Budget Marine Trinidad on Western Main Road in Chaguaramas, e-mail Trinidad@budgetmarine.com, or phone (868) 634-2006.

For more information on Budget Marine Caribbean-wide see ad on page 2.

New Wedding Venue in St. Vincent

Patrick Doyle reports: If any of you yachting/sailor types are thinking of getting married, the recently refurbished Blue Lagoon Hotel and Marina on the south coast of St. Vincent is already becoming a popular wedding venue. With the fabulous pool area and tropical gardens for the photographs, plus a choice of restaurants, it is a perfect location for a wedding. Guests can stay in the luxurious rooms and really get into the wedding spirit.

Check us out at bluelagoonsvg.com then talk to our wedding coordinator, Danesha Deane.

For more information on Blue Lagoon Hotel and Marina see ad on page 21.

20-Percent Discount on Selected Perkins Parts

Parts and Power announces a Hurricane Season special offer on selected Perkins engine parts. They're giving a massive 20-percent discount on the list prices of selected parts until November 30th!

Contact info@partsandpower.com for more information on this discount.

For more information on Parts and Power see ad on page 8.

Moonlight Nights at Driftwood, St. Vincent

"AJ" reports: Driftwood Restaurant & Lounge at Barefoot Yacht Charters & Marine Centre is now St. Vincent's premier Full Moon Party spot. We invite everyone to come sit and lime on our dock under the moonlight. Feel free to dangle your feet in the water while enjoying one of our signature cocktails, cold beers or hard cider, or sipping a glass of wine or two.

Dinghy access is right onto our party dock, and the bar and restaurant are just far enough up the hill to offer amazing views across Blue Lagoon bay. Enjoy appetizer specials and drink specials, and our world-famous pizza will be on special as well. Come play Liar's Dice (the game made famous in "Pirates of the Caribbean") under the full moon. Specials start at dusk; the kitchen closes at 10:00PM but the bar is open until the party stops.

Driftwood is also open for breakfast daily for that perfect hangover helper starting at 8:00AM.

Look for the stone buildings on the north side of the bay when entering. Free moorings for parties of four or more purchasing any of our dinner entrees. Always free WiFi and showers available.

We are located at Barefoot Marine Centre, so don't forget that full marine services are available. Barefoot even has a boutique with the owners' organic locally grown coffee for sale (supplies are limited).

Reservations not needed but always encouraged. Call us at (784) 456-8999. Find us on Facebook at Driftwood Restaurant and Lounge.

For more information on Barefoot Yacht Charters & Marine Centre see ad on page 20.

Clarkes Court Boatyard & Marina Boat Lift 'The Hulk' Flexes Its Muscles

Arlene Telesford reports: At 10:55AM on September 4th, Clarkes Court Boatyard & Marina's new Boat Lift, known as "The Hulk", flexed its muscles by lifting its first megayacht — a custom 2010-built Monte Fino Motor Yacht, *Picnic*, weighing in at 154 tons with a length overall of 101 feet, a width of 23 feet and draft of 6.5 feet.

This historic moment is not just the beginning of something new for Clarkes Court Boatyard & Marina but also for Grenada, Carriacou & Petite Martinique as the boatyard is now in the position to accommodate large yachts with The Hulk's lifting capacity of 242 tons, maximum draft of 13 feet and a maximum width of 40 feet.



The expected increase of yachts to the country will result in increased employment in the yachting sector.

Picnic's captain, Pablo Gonzales, stated, "To be the first megayacht to be lifted was fantastic. Everybody did a very good job." Performing the haulout was the team from Boat Lift Italy, with Emanuele Desaanso on Operations, along with Niels Lund, Clarkes Court Boatyard & Marina Yard Manager, and his team. Clarkes Court Boatyard & Marina General Manager, Conor Holmes, had high praise for this accomplishment and said, "Our team did a magnificent job."

At Clarkes Court Boatyard & Marina it is our aim to provide customer satisfaction, from the first point of contact right up to when you leave our facility.

For more information on Clarkes Court Boatyard & Marina visit www.clarkescourtmarina.com

News from Puerto Velero, Colombia

The facilities at Marina Puerto Velero, Colombia are expected to expand by the end of the year. Construction has begun for a hardstand area and haul-out equipped with a boat lift. There are currently around 200 berths available, and more to come.

—Continued on page 29

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CARIBBEAN ECO-NEWS

Eastern Caribbean Marine Conservation Campaign Contest

The Eastern Caribbean Marine Managed Areas Network (ECMMAN) public awareness campaign competition brings communities together to sing out "This is Who We Are" to the beat of their country's unique rhythm.

Each of the six island nations participating in the project recently launched an innovative campaign as part of the 2015 Conservation Awards. Participating countries include Antigua & Barbuda, Dominica, Grenada, St. Kitts & Nevis, St. Lucia and St. Vincent & the Grenadines. These campaigns educate local communities about marine area management by promoting sustainable use of resources, improving opportunities for fishers, supporting sustainable tourism, and reducing vulnerability to the impacts of climate change and natural disasters.

Campaign teams reach audiences such as government officials, tourism businesses, artists, schools, and residents of coastal and fishing communities.

MARJO AHO



'This is who we are!' — a new public awareness campaign for Eastern Caribbean marine managed areas

The campaigns receive ongoing support from The Nature Conservancy and PCI Media Impact, with funding from the German Federal Ministry for the Environment, Nature Conservation, Building and Nuclear Safety.

Each country received US$10,000 in seed funding to launch their campaign and leverage additional support through partnerships and fundraisers. In recent months, each country hosted extraordinary campaign launch activities:

The St. Kitts & Nevis campaign launched with a large event to cheer on swimmers in the 13th annual cross-island swim from Nevis to St. Kitts as they crossed through the Narrows Marine Managed Area. The event featured prizes, remarks from officials and an original dance performance, "Let's Eat Lionfish". The team also hosted a Narrows Awareness week with local schools.

In Antigua & Barbuda, the Organization of Eastern Caribbean States Commission and The Nature Conservancy presented checks to beneficiaries of Livelihood Support Fund grants and enjoyed musical performances, such as popular Soca artist HardKnaxs' version of the "This is Who We Are" campaign theme song. This July, at an ECMMAN summer camp in Antigua, students painted a mural celebrating marine life.

The St. Lucia campaign launched with an open-air ceremony at Sandy Beach within the Point Sables Environmental Protection Area on Earth Day, April 22nd. In addition to several radio talk shows, the campaign team plans to host youth photography and video competitions that expose important issues in conservation. Most recently, a radio talk show featured the campaign and discussed fishing regulations with their listeners.

Attendees at the St. Vincent & the Grenadines launch listened to musical performances by Mark Cyrus, Keith Currency, Mentalis and New Starzz, and tasted lionfish samples passed out by a model painted as an endangered sea turtle. In June, a flash-mob in Heritage Square promoted marine awareness with a surprise dance performance. In-Country Project Coordinator for SVG, Tasheka Haynes, said, "Our campaign seeks to engender national pride, widespread stakeholder participation and sustainable use of our marine resources. It also focuses on how meaningful the marine environment is — economically, socially and environmentally — to our people."

The Dominica campaign launch, focused on recognizing the value of the Cabrits Marine Reserve, featured traditional dance performances and environmental presentations by school children. This July, the campaign team hosted a beach clean-up and trash bin painting competition and is planning a fishing competition.

With table displays of blackened, spicy and even live lionfish, the Grenada team held their campaign launch with a Marine Protected Areas Information Fair outside the Fish Market in St. George's. They worked with creative partners, and declared "Marine Protected Area Awareness" as the 2015 theme for the national beauty-meets-activism contest, "Face of Grenada".

The winning country will be determined by a panel of judges, selected from ECMMAN partners, at an Award Ceremony in November.

Visit www.facebook.com/pages/ECMMAN for more information.

USAID Launches Regional Marine Biodiversity Program

In an effort to protect critical marine ecosystems and reduce threats to the region's fisheries and tourism sectors, the United States Agency for International Development (USAID) has launched a US$12.5 million Caribbean Marine Biodiversity Program (CMBP), to promote conservation in high priority areas across the Caribbean.

The five-year initiative seeks to improve the management of marine protected areas (MPAs); reduce threats to the environment including coral reefs, mangroves, and sea grass beds; strengthen fisheries management, and promote sustainable livelihoods for coastal residents in four seascapes across five countries.

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Against the backdrop of the Grenadine island of Carriacou, United States Ambassador to Barbados, the Eastern Caribbean, and the Organization of Eastern Caribbean States Larry Palmer, on August 21st, officially launched the Grenadine Bank component of the CMBP.

In reiterating the US Government's commitment to protecting the region's key marine areas, Ambassador Palmer emphasized, "While we appreciate the tremendous beauty of this Grenadine seascape, we are very mindful that it is currently under threat."

He told his audience, which included government Ministers, environmentalists, and other key stakeholders, that while the Caribbean region had been described as one of the world's most important biodiversity centers, the region's biodiversity was being degraded "at an alarming rate", with coral reef coverage reduced by nearly one-third since the 1980s.

"Several reef-building species are acutely endangered or at risk of extinction… Economic sectors like tourism and fisheries, which depend heavily upon the quality of the marine environment, are particularly affected," noted Ambassador Palmer.

The CMBP is primarily funded through a USD$10 million investment by USAID, with an additional USD$2.5 million contribution by The Nature Conservancy (TNC), which leads an NGO consortium charged with its implementation.

NGO partners will implement various activities at the local and regional levels, with CARIBSAVE and Sustainable Grenadines working in the Grenadine Bank.

Addressing the launch, St. Vincent & the Grenadines' Minister of Fisheries, Saboto Caesar, said the initiative sought to ensure that "Mother Nature is protected and that generations to come can enjoy some of the resources that we enjoy today. In St. Vincent & the Grenadines we are moving towards private/public sector joint venture enterprises to ensure that we further explore our marine resources. But in our quest to develop as small multi-island states, we have to ensure that we do not take the word exploitation to illogical conclusions; it is very easy to do so," he cautioned.

Describing Carriacou as "one of the few remaining unspoilt spots in the region," Grenada's Fisheries and Environment Minister, Roland Bhola, lamented that through our everyday activities as humans, we were "rapidly destroying " our natural environment.

Providing an overview of the multi-country project, Shelden Cohen, the CMBP's Chief of Party, said its focus was on promoting healthy marine environments and the associated tangible benefits for fishers and community members. "Human benefits are really at the heart of this program, and I can't emphasize that enough," he stressed.

Cohen further noted that the CMBP supported effective governance of marine resources in order to foster long-term conservation of marine life and biodiversity; maintain economic benefits derived from a healthy marine environment; and to improve the well-being of local communities adjacent to targeted marine sites.

The launch allowed stakeholders, including youth participants, to discuss priorities and determine strategies for moving forward.

'SeaBC' Has Sailors Reporting Unusual Birds

Word is getting out among sailors worldwide to report on the birds they see at sea — and they are spotting some unusual birds, from the Caribbean to the Arctic's Northwest Passage. The "SeaBC" is a citizen science project coordinated by long-distance birdwatching sailors from around the world. Reports are added to Cornell University's eBird database (www.ebird.org), so boaters' sightings become a resource for scientists and conservationists worldwide. Participation is designed to be simple for non-birders juggling navigation and boat-handling. They are simply asked to photograph any birds seen at least two miles from shore, followed by a snapshot of their navigation display's coordinates if their camera is not geo-tagged.



ELLEN MASSEY-LEONARD

Tropicbirds are commonly reported to the Birding Aboard project, perhaps because they have a habit of circling the mast, but rare birds are reported, too

"The reports and photographs that are starting to come in are phenomenal," says founder Diana Doyle. "Inexpensive portable zoom cameras let scientists tap into the sightings of recreational boats as they transit seldom-birded waters. They can be our eyes on the water." Because there is so little coverage of pelagic areas, the odds are high for a "birder aboard" to contribute a notable sighting. Here are a few examples:

• A 24-year-old who crossed the Atlantic with his father on *S/V Themi* as part of the Atlantic Odyssey fleet, captured stunning photographs of a Trindade Petrel about 1,000 miles east of Martinique. A Trindade Petrel also was reported independently by *S/V Joyant* about 900 miles east of Antigua. The Trindade Petrel is considered vulnerable, with uncertain global population and range.

• Two homeschooled children, ages 10 and 11, logged all the birds they saw during their two-week transatlantic, scoring a Red-billed Tropicbird and Masked Booby closer to Cape Verdes than to their expected stronghold in the Caribbean.

• In that same fleet, *S/V Gemme* and *S/V Fleur de Sel* documented flocks of cattle egrets in the middle of the Atlantic Ocean, over a thousand miles from Africa or South America. The cattle egret has had one of the most wide-reaching and rapid expansions from its native range in Africa, spreading northward through South and North America since first sighted in Guiana in 1877. They are presumed to have flown across the Atlantic Ocean, given that immature cattle egrets will disperse up to 3,100 miles from their breeding area. So Lanzarote to Martinique (the Atlantic Odyssey's passage) is just a jump across the pond!

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• Birding Aboard advisor and UK marine conservationist Colin Speedie on *S/V Pelerin* sailed through the Lesser Antilles, only to spot several notable birds common to him from his northern homeport. These included the Great Skua, Pomarine and Parasitic Jaeger, and Cory's Shearwater.

Although the majority of SeaBC reports are not flagged as eBird rarities, the regular sightings hold equal value. Because boaters pass by inaccessible island nesting sites, many reports have notably high counts of common species. Reports of tropicbirds, boobies, noddies, gulls, terns, auks, puffins, fulmars — along with photographs of difficult-to-identify shearwaters and albatrosses — make up the bulk of the Birding Aboard project. There are also reports of hitchhiking land birds, such as the bobolink, golden-crowned kinglet, barn swallow, mangrove swallow, Caribbean martin, northern flicker, and blackpoll warbler. These sightings reinforce recent tracking evidence that tiny songbirds are able to migrate long distances over the ocean and are not all "storm waifs."

The SeaBC is a Clean Wake Project of the Seven Seas Cruising Association, an Environmental Programme of the Ocean Cruising Club, and a Project of the Blue Planet Odyssey.

Visit www.birdingaboard.org for more information.

The Bahamas Pioneers MPAs and Their Financing

The Bahamas continues to be a leader in protected area designation.

Beginning in 1958 with the creation of the first land and sea park in the world — the Exuma Cays Land and Sea Park — the nation became a signatory to the Convention on Biological Diversity in 1993, doubled its protected area system in 2002, and in 2008 accepted the Caribbean Challenge Initiative and committed to protecting 20 percent of its near-shore and marine environment by 2020.

In recent years, the government of The Bahamas has been implementing the Global Environmental Facility Full-Sized Project, "Building a sustainable network of marine protected areas for The Bahamas", which will expand the country's marine protected area system, aiming at the protection of 2.5 million hectares. These new areas have undergone scientific assessment and extensive community outreach. The new additions to The Bahamas' protected areas system are:

• In Abaco: The Marls of Abaco National Park, East Abaco Creeks National Park, Cross Harbour National Park, South Abaco Blue Holes National Park

• In Crooked Island / Acklins: Southeast Bahamas Marine Managed Area, Bight of Acklins National Park

• In Andros: Andros Green Cay National Park, The Joulter Cays National Park, The Cay Sal Marine Managed Area

• In Grand Bahama: The North Shore - The Gap National Park, East Grand Bahama National Park, Lucayan National Park Expansion, Peterson Cay National Park expansion (further consultations are being held with the key Grand Bahama Stakeholders; all Grand Bahama Parks exclude Grand Bahama Development Company holdings), Hogsty Reef Protected Area

• In Mayaguana: Booby Cay National Park

• In New Providence: Southwest New Providence Marine Managed Area, Perpall Tract National Park

• In Great Exuma: Expansion of Moriah Harbour Cay National Park.

These new areas will conserve and protect habitat for grouper and bonefish spawning aggregations, coral reefs, seagrass meadows, mangrove nurseries, and important bird areas.

The government of The Bahamas, realizing the cost of managing protected areas, increased its subvention to the Bahamas National Trust in the 2015 budget. Additionally, a mechanism for sustainable financing, the Bahamas Protected Area Fund, has been legislated and implemented.

The Bahamas is the first country to enact legislation establishing a legal trust fund dedicated specifically to financing protected areas management.

First Junior Ranger Program in St. Vincent & the Grenadines

Fourteen youths from Union Island will be the founding pillars of the first-ever Junior Ranger Program in St. Vincent & the Grenadines.

On August 12th, at the Ashton Learning Resource Centre on Union Island, local transboundary NGO, Sustainable Grenadines Inc (SusGren) launched its Junior Ranger Program. The program's curriculum gives children aged ten through 13 an



opportunity to become educated on environmental topics and gain additional personal development skills through a hands-on-based approach combining outdoor activities with interactive classroom sessions.

The main objective of the program is to foster youth empowerment through the teaching of basic skills in topics of personal development, environmental stewardship and community outreach which is aptly captured through the program slogan of HELP: Heal, Explore, Learn and Protect. The Junior Ranger Program is overseen by a Steering Committee, whose responsibilities include the selection of participants. The Rangers will meet every other Saturday for the next year.

"I have high hopes and plans for the program in the future — adding island exchanges and the potential for PADI dive certification and for the participating children to learn to open up to new career options in environmental fields," said Acting Executive Director of SusGren, Orisha Joseph.

Kenneth Williams, the Manager of the Tobago Cays Marine Park, encouraged the Junior Rangers to fully participate in the program and to become the best they can, emphasizing the importance of teamwork and peer support to foster success.

The program is being funded through the United States Agency for International Development, via The Nature Conservancy Caribbean Marine Biodiversity — Grenadines Seascape Project.

Kids' Cat Highlights Plastic Pollution

by Marina Fastigi

During a weekly session of Kids with Cameras Carriacou at KIDO Environmental Youth Center, youth members Donell and Anthony, active supporters of keeping Carriacou clean, proposed a project for members and staff to build a unique small sailing boat to raise awareness of island waste and ocean plastic pollution at the 50th Anniversary Carriacou Regatta, held July 27th through August 3rd. Consensus agreed on a ten-foot sailing catamaran to be entirely built of recycled and reusable waste materials, most importantly using discarded plastic bottles — the curse of our beautiful beaches in the Grenadines.

Weeks later the following materials were found, donated or recovered:

- over 650 empty Summer Juice bottles, almost all collected by the Summer Juice producers in Grenada, who linked with KIDO setting up waste-bottle collection points with their customers throughout the island, including the Grenada Yacht Club. The bottles were cut and glued together to form several nine-foot floating devices to be attached to the PVC pipe hulls and deck frame.
- several yards of two-inch PVC pipes and joints, re-cut from a discarded puppet theatre frame
- a triangular mast, recycled from the high-tensile aluminum handlebar of a former amphibious ultralight
- quarter-inch plywood, donated by Paddy's Enterprises
- a tube of waterproof sealant, donated by Carriacou Marine
- rigging made from lengths of discarded outdoor telephone cable found littering the roadsides
- a crab-claw sail, adapted from a former sailboard donated by Teena-Marie of Pizza Meh Heart and her junior sailor son, Kaya
- paints, salvaged from leftover tins
- nylon fishing line bits to strap the bottle rows to the frame, collected here and there during beach clean-ups with Kids with Cameras
- 3 Rs (Reuse Recycle Reduce) Plastic flag and its fiberglass stick, from a discarded camping tent
- rudders, built of waste cuts of exterior plywood
- ropes and tying lines, from a torn gennaker donated by Turbulence Sails in Grenada
- underwater epoxy, from two leftover tins a decade old found in a storeroom, used to plug holes in the PVC frame
- two tillers, and two light booms, from former battens off a discarded first generation delta-plane wing
- the long work hours and intense passion for this project were ours and were not wasted at all!

The prototype, aptly named *KIDO Summer Cat*, was barely completed on the last day of the 50th Carriacou Sailing Regatta, yet she successfully sailed her five-kilometre maiden trip to regatta headquarters at Hillsborough, where she had heads turning with curiosity, cell phone cameras clicking away and Regatta visitors rethinking their options about littering and plastic waste.

For more information visit http://kidoplanet.com.







This unique vessel sailed successfully to raise awareness of island waste



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

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REGATTA NEWS

Junior Sailing Returns to Woburn, Grenada

Junior dinghy sailing has returned to Grenada's village of Woburn, where 18 children took part in a summer sailing program from July 27th to 31st. Senior Instructor



Kevin Banfield, who works with Gouyave Sailing School and has over ten years' experience in instruction, led the weeklong program. Participating children were aged from seven to 15 and many were beginners to sailing. Prizes donated by Budget Marine were awarded at the end. The program is continuing on Saturday mornings, to build on the skills and enthusiasm evident in the young people who took part, and the next step is to open up another weekly session for more children.

The program's Woburn Wind Warriors, based at Petit Calivigny Marina in Benji Bay at the eastern end of Clarkes Court Bay, sail Mosquito dinghies built in the town of Gouyave. The boats, based on the popular Optimist design, have been purchased with donations from Camper & Nicholsons Port Louis Marina, the Grenada Sailing Association, and Island View Sailing Center Fund. Jeff Fisher of Neil Pryde Sails supplied new sails, with fittings, lines and repair materials donated by Budget Marine and Olympic sailor Terry Neilson.

Roger and Claire Spronk offered their marina in Benji Bay as a venue for the program to operate as part of the Grenada South Coast Yacht Club, and it has proved to be an excellent base for junior sailing. A team of volunteers led by Steffen Meyerer of Driftwood Fine Yacht Woodwork utilized new and reclaimed materials to build storage facilities for the boats and rigs and extend the dinghy dock with a floating platform to enable safe launching.

With thriving Junior Sailing programs operating at Grenada Marine in St. David's, the Grenada Yacht Club and Gouyave, and at Harvey Vale and Windward in Carriacou, Woburn is looking forward to taking part in national events and regattas.

Jacqui Pascall of the Grenada Sailing Association said, "We are delighted to support Junior Sailing in Woburn, especially given the keen response from the junior sailors themselves. The yachting industry in Grenada needs marine and sailing skills and we have to provide opportunities for our youth to develop these skills. We are very grateful to the businesses who have enabled us to re-start this program and build up a sustainable Junior Sailing Club in Woburn."

In addition to the business sponsors above, the club would like to thank Underwater Solutions, X Marine, Prickly Bay Marina, and the many volunteers who supported the program with their time and skills: Rolf Hoschtialek, Nina Wolf, Roger Adams, Steve Brett and crews from yachts *Cocolo, Pontea, Tao, Lily Maid, Argo, Dixi-rollar, Gousse de Vanille, Maria Rosa* and *New Horizons.*

To support the Woburn Wind Warriors contact anita.grenada@gmail.com.

New Florida-to-Cuba Speed Record

On August 1st, German skipper Roger Klüh, accompanied by US co-pilot Mark McManus and mechanic John Pompi, and French navigator Damien Sauvage,



MCMANUS SUPERBOATS

established a new Florida-to-Cuba marine speed record of one hour and 30 minutes. The *Apache Star* powered from Key West to Havana Harbor, a distance of 110 nautical miles, at an average speed of about 73 miles per hour.

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As reported in *Boating* magazine, about ten miles out from Havana, the boat hit a submerged object and tore off the starboard drive. The co-pilot kept the starboard engine running at idle to help power the steering and three 2,500-gallon-per-hour bilge pumps, and used the port engine to keep the boat on plane at 55 miles per hour.

The *Apache Star* is a Kevlar and carbon fiber Deep-V race boat capable of speeds in excess of 100 miles per hour. Twin Mercury Racing bi-turbo engines generate a total of 2,700 horsepower. The *Apache Star* was designed and built in Fort Myers by Mark McManus, owner of McManus Superboats. The craft is considered the first high-speed racing vessel with seated rather than standing crew. The team wore protective safety equipment including neck braces, elbow and kneepads and Kevlar kidney belts, and were strapped in with five-point safety harnesses. In its former life as the *Apache Heritage*, the vessel won the 1992 and 1993 world racing championships.

According to *Boating* magazine, "The team had no idea what to expect when it arrived in Havana, but the sight of more than 10,000 people lining up just to see the American boat and team and to touch the bright orange hull and take a photo was more than the crew expected. 'When we arrived at the dock, people were singing and chanting,' McManus said."

José Miguel Díaz Escrich, Commodore of the Club Náutico Internacional Hemingway de Cuba, was there to greet them aboard the motor vessel *C Sea Bon*, taking the official time as *Apache Star* crossed a finish line between *C Sea Bon* and the buoy at the entrance to the harbor.

The previous Florida-to-Cuba speed record reportedly dates back to August 1958, when Forest Johnson drove the Prowler launch *Tooky*, powered by twin 300-horsepower Crusader Cadillac engines, the 254 miles from Miami to Havana in six hours, 24 minutes and 40 seconds for an average speed of 42 miles per hour.

Read the full story at www.boatingmag.com/apache-star-sets-new-florida-to-cuba-speed-record

PCYC Revives Round Grenada Tradition

There's something about racing around the island of Grenada that's irresistible.

Don Street writes, "In October 1968 (or it might have been '69) I thought, seeing all the big charter boats in St. George's Lagoon, why not have a Round the Island Race? We had it on the first Sunday in January, as most boats would have finished their Christmas/New Year charter. Thirty-three boats showed up on the starting line. But in the fifth year, a committee took over and moved the race date to the third Sunday in January, when all the charter boats were busy, and the Round Grenada Race died within one or two years. Various attempts were made to revive it, but all attempts gathered only a small fleet of mostly local boats…"

Until 2002.

In early February 2002, capitalizing on momentum from the previous week's Grenada Sailing Festival yacht races (now Grenada Sailing Week), the Boatyard Restaurant and Spice Island Marine Services organized the First Annual Round Grenada Challenge. Twelve boats raced, with the choice of going "clockwise" or "counterclockwise" left up to each skipper. A couple of years later, the organizers had formed the Grenada South Coast Yacht Club, the date had been moved to the long Easter weekend and the event was expanded into the Round-the-Island Easter Regatta, a three-day event with the Round-the-Island Race bracketed by two days of short-course racing and preceded by a feeder race from Trinidad.

In 2009, facing ongoing competition from the well-entrenched Bequia Easter Regatta, the Round Grenada Race dates were moved once more, to a pre-Easter time slot, and the event eventually lapsed again…

Until now.



Adleme, Tulaichean II *and* Callaloo *start from Carriacou to race back to Grenada in the PCYC Round Grenada Regatta*

The Petite Calivigny Yacht Club is a small yacht club with surprisingly big achievements since it was formed in 2010, the latest of which was to pull off a successful revival of this time-honored event. The PCYC Round Grenada Regatta, held August 22nd and 23rd, drew nine monohulls and three catamarans — despite being held in the off season, threatened by Hurricane Danny and organized in a very short time.

There is obviously a yearning for something different to round-the-cans racing, because sailors and sponsors supported this regatta with enthusiasm. PCYC organized a fun round-the-island regatta, starting and finishing at Le Phare Bleu on the south coast of Grenada, and added a twist — an inviting layover night in Tyrell Bay, Carriacou, where Carriacou Marine Services pulled out all the stops to make captains and crew feel welcome.

Boats could choose to sail up the windward side and down the leeward side of Grenada, or up the leeward and down the windward side, making for much strategizing and not a little headache for the race committee setting the rules. The result was a mix of racers, racer/cruisers and cruising boats — many of which flew spinnakers with minimal crew, having a more leisurely time frame than is possible in shorter races.

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On the upward leg, first, second and third places among the monohulls went to Jeff Rose's 48-foot Swan, *Roxie;* Robbie Yearwood's J/24, *Island Waterworld Die Hard;* and Jason Fletcher's 36-foot Albin Stratus *Apero*, all of whom chose the windward side first, thus avoiding the big hole that plagued the rest of the fleet on the leeward side. But revenge is sweet and coming back down, Champie Evans's Elan 37, *Julie Rule;* Mike Bingley's 38-foot Beneteau, *Tulaichean II;* and Frik Kotze's Hunter 460, *Desire,* placed first, second and third. In the catamarans, the Leopard 47, *Sunshine*, sailed single handedly by Ken Wolfel, came out on top.

Sponsors and participants applauded PCYC's initiative and promised to support this most enjoyable event annually. Long may it reign!

For more information about the PCYC and the Round Grenada Regatta, visit www.pcycgrenada.com. For full results visit http://pcycgrenada.com/round-grenada-regatta-2015-results.

Optimists Arrive in St. Kitts & Nevis

Fifteen new Optimists recently arrived in St. Kitts & Nevis to promote junior sailing.

The St. Kitts & Nevis Sailing Association (SKNSA), headed by President Mark Theron, joined the International Sailing Federation in 2014 and identified the need for up-to-date equipment to get its young sailors on a par with those of more established islands. With the help of local fundraising and discounts for national members negotiated by the International Optimist Dinghy Association (IODA), the initial order grew to 15 boats, two of them donated by IODA. Supplied by Shanghai builder Far East, the new Optimists will be allocated to the two clubs on the islands. Six older Optimists are being refurbished. This brings a total of 27 Optimists on St. Kitts and Nevis.

Instructor training, also sponsored by IODA, is planned and the SKNSA hopes to hold a regional Opti regatta in SKN in the future. Twelve Caribbean associations have participated in recent IODA championships. SKN hope to join them shortly and IODA is looking to expand still further junior sailing programs in the region.

SKNSA sees its role as assisting and facilitating its member clubs to develop the sport of sailing with emphasis on youth sailing programs. Sailing and the marine sector are now looking to grow within the Federation of St. Kitts & Nevis, and youth sailing is seen as a grass-roots entry to develop the youth into the future sailors of the sport and workforce/entrepreneurs of the marine industry.

For more information on SKNSA contact info@sknsa.org.

ON THE HORIZON…

Sailors for the Sea at CSA Conference

The Caribbean Sailing Association (CSA) announces that Sailors for the Sea, the leading ocean conservation nonprofit serving the sailing industry, will extend its sponsorship of the CSA for another year. This coincides with the CSA Annual Conference, which will take place October 23rd through 25th in St. Maarten.

Following last year's successful sponsorship and a marine environmental seminar at the CSA Annual Conference in Antigua, Sailors for the Sea will host a set of short seminars at the 2015 Conference focused on Caribbean sailing and sustainability, and assisting regatta organizers, yacht clubs and other organizations to understand how the sailing industry and its events can be leaders in the marine field by creating long-term community change while improving our island environments.

R. Mark Davis, President of Sailors for the Sea says, "The Caribbean is the ultimate destination for winter racing and the fragile marine resources are stressed by everything that comes with increased marine business. Clean Regattas provides a framework that enables organizations to conserve the resources that keep sailors coming back year after year. Regatta events can become larger, cleaner and make headlines for their green efforts."

This year, attention will be focused on how to create sustainability initiatives, why they're important, growing your event, Caribbean environmental issues and how the sailing industry can be a driving force for ocean protection. Breakout sessions will discuss these topics from a variety of perspectives including what other regattas around the world are doing and how the Caribbean environment is changing. We will hear from past and present Clean Regatta organizers and partners about successes in their programs as well as challenges they have overcome.

To assist the many smaller regattas, clubs and non-profit events from around the Caribbean to attend the conference, Sailors for the Sea also offered grants to those in need of financial assistance.

Of this initiative CSA President Peter Holmberg says, "We are delighted with the support that Sailors for the Sea is providing for the next year. The CSA works very hard to help coordinate and promote sailing in the entire Caribbean region, and we appreciate that an organization like Sailors for the Sea recognizes the strength of that network. Its initiative to offer financial assistance to help more events attend the conference is wonderful and will expand the opportunity for organizers and individuals of the region to learn first-hand how they can impact change in their own communities."

To learn more about Sailors for the Sea visit www.sailorsforthesea.org.

For full details of the CSA Annual Conference visit www.csaconference.org.

St. Lucia Mango Bowl for November

The fourth annual St. Lucia Mango Bowl Regatta, hosted by the St. Lucia Yacht Club, will take place on November 28th and 29th. Five classes of vessels will participate in the racing off Reduit Beach in Rodney Bay.

For the full itinerary, NOR and entry forms for Mango Bowl 2015, visit www.stluciayachtclub.com or contact slycsecretary@gmail.com.

80th Anniversary Mount Gay Round Barbados Series

Alene Krimholtz reports: The 80th anniversary Mount Gay Round Barbados Race Series will be held from January 16th to 24th, 2016. With three days of inshore Coastal Racing, the 60-nautical-mile Round Barbados Race and a 300-mile Ocean Passage Race to Antigua, all of which can be entered independently of each other, there is something for all sailors to enjoy.



The signature Round Barbados Race on January 21st gives competitors the chance to break records in 13 different classes (size, one-design, single- and double-handed) and all offer the ultimate prize: your skipper's weight in Mount Gay Extra Old Rum.

Off the water there's fun for all the family with a special Lay Day exhibition Regatta Polo Match and of course no visit to Barbados would be complete without a trip to the home of rum, the Mount Gay distillery!

There'll be a great line-up of local and international yachts competing in 2016, and for those wishing to charter there's a multitude of possibilities ranging from J/24s to Volvo 70s and everything in between. Join us in January for a great regatta on and off the water!

For more information see ad on page 14.

—Continued on next page



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Registration Open for Grenada Sailing Week

Online registration is now open for the Island Water World Grenada Sailing Week, January 28th through February 2nd, 2016 at www.yachtscoring.com/emenu.cfm?eID=1464.



Register and pay by November 30th and for just US$90 you can be on the start line for four days of competitive sailing off the beautiful western and southern coasts of Grenada and enjoy six nights of lively entertainment ashore.

Title sponsor Island Water World is firmly committed to making sure you have a great time in Grenada, one of the safest and friendliest islands, where the sailing conditions are hard to beat. With Racing, Racer/Cruiser, J/24, Cruising and Classic Classes, there is something to suit everyone, from the fast flying to the fun loving.

Check www.grenadasailingweek.com and sign up for a newsletter, contact info@grenadasailingweek.com, or visit Facebook at GrenadaSailingWeek.

For more information see ad on page 15.

Doors Open for Antigua Sailing Week 2016

Registration is now open for the 49th Antigua Sailing Week, April 23rd through 29th, 2016. Antigua Sailing Week consists of five days of competitive racing off the south coast of Antigua plus an optional day of racing around the island.

Antigua Sailing Week 2016 starts with two stand-alone long-distance races that are not part of the regatta series: the Guadeloupe to Antigua Race on April 22nd and the Pearns Point Round Antigua Race taking place on April 23rd.

Antigua Sailing Week starts on April 24th and concludes April 29th with the Antigua Sailing Week Awards Ceremony & After Party at Nelson's Dockyard. There are daily prizegivings after racing, the Big Party Night on the Tuesday evening and the Lay Day Beach Party the day after, featuring the Nonsuch Bay RS Elite Challenge, on Pigeon Point.

Visit www.sailingweek.com/v4/schedule/event-schedule for the provisional race and party schedule.
Visit www.sailingweek.com/v4/results/2016-entries to enter the races.

New Classes at St. Maarten Heineken Regatta

Regatta participants can now enter the 2016 St. Maarten Heineken Regatta, March 3rd through 6th. The online registration is simple and easy to use and can be accessed via the regatta website. The Notice of Race is also online and can be downloaded along with the Safety and Bareboat rules.

For the 2016 edition, there will be two new classes. One will be for Former Volvo/Whitbread boats and the other is for Beach Cats. It has been over ten years since the regatta included beach cats. In 2016 they will not only have their own course but organizers are planning a separate race committee to handle all Beach Cat Class queries.



CSA, Bareboat and Lottery Classes give all yachts that want to race the opportunity to compete against similar boats. Multihulls are also a large part of the regatta line-up, with the St. Maarten Heineken Regatta having the largest Multihull fleet in the Caribbean. Final class allocation will be done closer to the event and participants will be able to size up their competition once all registrations are final.

Visit www.heinekenregatta.com for more information, NOR and online registration.

Barbados to Host OK Class Worlds in 2017

Barbados continues to build its sailing calendar with world-class events, recently winning the bid over Germany for the right to host one of the world's leading yachting events in 2017.

The OK Class World Championship is expected to attract 100 of the world's best sailors to compete in Carlisle Bay. These sailors are known to travel with their families and companions, a trend that will be of direct benefit to local accommodation providers, restaurants, car rental companies and other industry players.

Barbados Tourism Marketing Inc. CEO, William Griffith, attributed the win to the critical support of partners, who have helped to make hosting the event in Barbados an irresistible proposition. "We will continue to build on our strong reputation as a preferred host country on the international yachting circuit," he says, "having already hosted the Fireball Barbados Worlds in 2010, which was followed by our most successful event to date, the 505 International Barbados Worlds in 2013."

The year 2017 will also see Barbados hosting, for the first time, two international yachting competitions in one year, as the island will also play host to the Finn Masters Worlds. That event will feature races among a class of heavier dinghies as seen in the Summer Olympic Games. It is expected that the latter event will attract as many as 200 boats and some 500 sailors and their families and friends. Together, with the arrivals projected for the OK Class Worlds, Barbados is expected to welcome over 800 visitors to the island over a three-week period.

Next year will see the island hosting the GP14s Barbados Worlds Championship 2016 and the Seaview Class events. To date there has already been a record number of entries for the GP14s Worlds event. These will be followed later in the year by the "Barbados 50 - A Sailing Odyssey", in commemoration of Barbados' 50th Independence Anniversary Celebrations.



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COMMUNITY

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

Coming together behind the scenes is never more important than when organizing a sustainable youth development organization — like junior sailing! Each club in existence today has its story. Exploring these stories emboldens individuals within other communities to think, "We can do this!" And so it goes. When Roger Bannister broke the "four-minute mile", he shattered a limiting paradigm: "A human cannot run a mile in less than four minutes." News traveled fast. Within days of Bannister's shattering performance, individuals scattered around the world also broke through. This is what we want for junior sailing in the Caribbean.

Aqua Mania's Garth Steyn had an employee who needed a captain's license. At the time, there was not a certifying institution on St. Maarten. RYA certification was too expensive. Garth took the young man to Anguilla where he secured the necessary licensing. At this point, Garth thought: "Unlike Antigua and Anguilla, where you see local people captaining and crewing sailboats, we don't have that in St. Maarten." Realizing that the local youth were disproportionately under-represented in St. Maarten's marine industry, he set out to do something about that. With help from Magnis NV's Lorraine Talmi (like Garth, a St. Maarten Marine Trade Association [SMMTA] Board member), they formed the Kidz at Sea Foundation.

Identifying boatbuilding as an entry path into the marine world, Garth first obtained stitch-and-glue method Skerry kit boats from Chesapeake Light Craft. He says, "When the youth first saw the cardboard box arrive that held the kit boat, they couldn't believe that from this would come a water craft. After stitching and gluing, fiberglassing and painting, then putting the boats into the water and seeing them float, the kids were elated!" They'd made it themselves.

Originally called "The Build Your Future Project" in 2012, Kidz started out as a joint venture of SMMTA and St. Maarten Sailing School to build five vessels. Heineken Regatta organizers saw a promotional opportunity and commissioned an artwork competition in which the winners would go on to decorate a sail for the new boats. Soon Island Water World, Budget Marine, FKG Marine Rigging and Fabrication, St. Maarten Sails & Canvas, the Harbor Group of Companies and Safe Cargo Services vowed sponsorship. The Caribbean International Academy, Milton Peters College (MPC), St. Dominic High School and Secondary Vocational Education signed on to do the building. Aqua Mania provided a shed in which the first boat could be constructed. One by one, more and more individuals and companies committed to see this worthy project succeed including Saamwerkende Fondesen (Cooperative Funding) and mentors Dougie Brooks, Iain Mobbs and Rien Korteknie.

In 2013, ten 16- to 19-year-olds raced aboard a Catalina 36, *Moon Dance*, and a Beneteau 30, *Vanille*. They earned this privilege by also enrolling in a community service program. By utilizing an online course provided by NauticEd (www.nauticed.org) for ground school in sail trim, rules of the road, etcetera, 80 MPC students were introduced to sailing that year.

In 2014, thanks to Jeff Boyd of St. Maarten Shipyard, Kidz built a new clubhouse and added stitch-and-glue stand up paddleboard (SUP) building. Hurricane Gonzalo demolished the clubhouse later that same year, and although the Hobie Cats, Skerries and SUPs survived there is now nowhere to launch them.

Like Antigua, St. Maarten has sailing in their school curriculum. Unique to St. Maarten, instead of offering standard woodshop classes, high schools are offering boatbuilding. That is where Kidz' kids are currently hard at work building a 26-foot Dudley Dix sailboat. They hope to complete it in time to race in the March 2016 St. Maarten Heineken Regatta.

In March of this year, co-eds from three high schools comprised the St. Maarten Youth Sailing Team, competing on newly acquired 49-foot *Sail la Vie* and on *Moon Dance*. Kidz at Sea will be featured in an October 24th, 2015 session of the Caribbean Sailing Association Annual Conference at Divi Resort, St. Maarten.

Incoming paradigm: "Junior sailing thrives in the Caribbean. We can do this."

Y2A Featured Youth

Aaron Malcolm, 13 years old
Member: L'Esterre Junior Sailing, Carriacou, Grenada
Favorite boat: Mom, *an Optimist hybrid*

Aaron Malcolm turns 14 years of age this month in Carriacou, Grenada. His father owns and operates Off The Hook restaurant and lounge. His mother owns and operates Isle of Reefs Tours. With Aaron's favorite subject at school being Math, his favorite sailing activity racing, and his aspirations for boatbuilding and big-boat sailing, he may have entrepreneurship in his blood. Aaron is not self-absorbed though. His kindness and caring for others on and off the water is evident as he helps new sailors rig and launch club boats. It is the collaboration of his father allowing his premises for club storage and holding sailing sessions and his mother's willingness to manage club operations that keeps L'Esterre Junior Sailing (LJS) steaming along.



At only seven years old, Aaron followed his older brother to an informal sailing program taking place on the beach of Tyrrel Bay in southwestern Carriacou. "I went with my older brother on Saturdays. We would ride our bikes down there," Aaron says.

The sailing club had its up and downs until Aaron's mother, Allison Caton, agreed to become director in 2012. With ongoing instruction from Kirsann Boatswain and Akim Clement, the club is in its third year.

Of the junior sailing program Aaron says, "It has helped me to work as part of a team. We need each other to carry the boats down to the sea. It also forces us to be on time. If we arrive late and miss the ground school, we will not be allowed to sail and I do not want that to happen to me." When asked if there was anything he'd like to see change: "I wish we could sail every day." Now seven years into participating in junior sailing, Aaron sees his role volunteering to teach the new kids how to tie knots, learn boat parts, rig the boats and sail them. Going forward, Aaron wants to learn to build boats and to sail bigger boats.

Aaron's message to other Caribbean youth: "Learn to sail — it is so much fun!"

Y2A Featured Adult

W. Gerald Wyllis, 53 years old
Home Country: Dominica
Employment: Assistant Dock Master, Sapphire Beach Resort & Marina, St. Thomas, USVI

Growing up in Roseau, Dominica, Gerald Wyllis learned to swim in the sea and the river near his house. Though he did not learn to sail (junior sailing programs in Dominica are still limited and with TS Erika's recent devastation this aspect of youth development is on hold) he began working for the Port Authority right after finishing college. Gerald explains, "I started as Junior Clerk with responsibilities such as tallying cargo to the transit sheds and, from there, Maintenance Department Stores Clerk, then Senior Clerk responsible for shipping. I saw clearly that I wanted maritime work on ships and around ports."

In 1994, Gerald attended Jamaica's Caribbean Maritime Institute. Learning tenets of survival aboard, such as firefighting, first aid and survival and rescue, he returned home. This fulfilled Dominica Air & Sea Ports Authority's requirements to become a Licensed Harbor Pilot. He performed docking and undocking of chemical tankers, cargo, container and cruise ships.



In 2009, he obtained a Green Card and travelled to New Jersey to expand his career. With the US economy bad, job prospects were slim and he returned to Dominica. Gerald continued to deliberately position himself in US waters, believing in the wide range of opportunities therein. By 2012, Gerald left Dominica and went to St. Thomas. On the Virgin Island Labor Department website (VIEWS) he noticed that Sapphire Beach & Resort Marina was looking for an assistant dockmaster. He handily secured the position, which he still holds today. Compared to the Dominica Port Authority, which is so large, his work initially felt "cramped and a little constrained" at the 69-slip marina. But Gerald believes in taking opportunities and expanding one's horizon, so he has focused on the positives and lives comfortably on St. Thomas.

The skill set he utilized to succeed in Dominica is the same one he uses in Sapphire Beach Marina: providing services. Looking forward, Gerald will keep an eye out for other maritime opportunities. "I will continue to progress." As Gerald sees it, "We're here for the purpose. In your job you should have a purpose, just as you do in life."

His message to Caribbean youth: "Think outside the box. Burst through the ceiling that you perceive limits you. Sometimes young people graduate from high school and think 'that is it' and don't look beyond. Broaden your horizons." Lifting his right hand as if cranking a wheel, he raises his eyebrows and leans forward, "Put up a periscope. Look above and beyond what you thought was initially possible."

PASSAGE TO HAITI

Part One:

The Voyage Begins

by Nat Benjamin

AT 1000 hours on December 10th, 2014, 13 days after our snowy departure from Martha's Vineyard, Massachusetts, we sighted the steep verdant mountains of Hispaniola rising from the tropical sea, piercing the hazy cerulean sky. Landfall is a momentous occasion aboard an ocean sailing vessel. It is a welcome reward following the continuous cycles of life underway, standing watch day and night, observing the constant changing shades of water and sky on the far horizon. All hands shared in the duties required to manage the delivery south — tending sail and taking the helm, navigating, cooking, cleaning, mending as we drove our 50-foot schooner, *Charlotte*, through the vagaries of wind and ocean — living and working together with a common goal to arrive safely at a distant land. Landfall is a time for celebration and gratitude.

However, the journey was not yet over. After sighting this majestic island 50 miles to the south we now had to approach the Windward Passage, sail southwest along the western coast of Haiti to Cap Dame Marie then head east to our final destination, a small island called Ile-à-Vache.

With our eyes focused on this new attraction, we arrived at the northwest coast of Haiti at twilight. Close reaching a half-mile or so off shore we observed, as if through an ancient lens, the inaccessible rugged terrain plunging to the sea, shrouded in a smoky, mysterious veil. Casting and hauling nets from locally hand-built working sailboats, dozens of fishermen waved pleasantly to us as we slid silently along from one coastal village to the next. As the light faded, I stood farther off shore to avoid collision with these capable but primitive, unlit and engineless watercraft. Haiti became as black as the surrounding night, save for an occasional fire on the beach or in the hills above, with her distant mountainous outline backlit from a waxing moon. We had sailed into another time zone centuries past to a quiet, still, dreamlike place.

A moderate easterly katabatic night wind slid down the high volcanic slopes and across the water, making our way through the Windward Passage between Haiti and Cuba a pleasant reach with sheets eased on an easy sea. Shortly after midnight we rounded Cap Dame Marie and set our course for Ile-à-Vache, some 20 nautical miles to the east-northeast. The cooperative breeze backed a few points to the north, allowing us to make our heading in one tack and by 0300 we rounded up in the lee of a pristine uninhabited cove and set our anchor in the white sand below 20 feet of clear moonlit water. With sails stowed and *Charlotte* finally at rest, all hands walked about the deck in quiet conversation, observing this wonder of the natural world unchanged by man. For all of us, this was a landfall like no other.



NAT BENJAMIN

Charlotte *charged southward with all hands adjusting to the rollicking motion*

Right: Sunset at sea

How the Voyage Began

Since my first visit to Haiti in 2011 I've had a strong desire to return. At that time, we sailed to the north coastal town of Labadie where my friends Ted Okie and Tracy Jonsson were spending the winter while Tracy documented the classic and crumbling French colonial architecture in Cap Haitien for her master's degree in historic preservation. My shipmates and I were struck by the kindness and generosity of the people, their good nature, work ethic and resolve in the face of abject poverty and little opportunity. But there was a much deeper feeling that seemed to penetrate the ground itself — powerful, mysterious and soulful — a magnetic pull to the visceral texture of this Afro-French West Indian culture.

Stumbling around the internet one winter evening in 2013, I noticed the *Free Cruising Guide to Haiti* online. I contacted the author, Frank Virgintino, and, as so often happens on our ever-shrinking planet, we reconnected 30 years after he had sold to our boatyard (at ten cents on the dollar) a large quantity of bronze hardware. When I informed Frank that I wanted to return to Haiti on *Charlotte*, he made it very clear that if we liked the north coast we would love the south. "You must sail to Ile-à-Vache," he implored. Taking his advice I sent an e-mail to his Haitian friend Sam Alteme in Kai Koq, the little village in Port Morgan harbor. Sam responded quickly and informed us of the various needs of his community, the impressive work of Sister Flora and her orphanage and what we should bring to Haiti aboard *Charlotte*. My wife, Pam, reached out to the database of her non-profit organization, Sense of Wonder Creations.Org, and our boatyard office manager, Angela Park, notified the friends of Gannon & Benjamin Marine Railway of our intentions. Virginia Jones enlisted the local fishermen to contribute a generous supply of hooks and line and before long we had an enthusiastic band of donors bringing clothes, books, games, art materials and cash to be delivered to the orphanage. I collected bags of old sails to supplement the fishing gear destined for the Haitian watermen as well as used tools and rigging for the boatbuilders.

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By late October 2014 *Charlotte* was laden with a cargo liberated from America's dumpsters, mostly, stowed below deck in every available space, including the bilge.

Preparing for a December offshore passage from New England to the lower latitudes requires careful examination of your vessel and its multitude of parts from the masthead to the bottom of her keel. A long "to do" list was prioritized and, with the help of my companions, the work was accomplished over several weeks with only a few minor projects left for another time. Essential items for the journey included nautical charts, plotting instruments, cruising guides, nautical almanac and sight reduction tables for celestial navigation, sextant, courtesy flags for every country intended to visit, pelagic bird and tropical fish guides, tide books, tackle box, first aid kit, sail repair sewing and rigging bag, spare parts for the engine, water pumps and other mechanical/electrical equipment, backgammon board, dominoes, playing cards, music and don't forget toilet paper. Diesel fuel, potable water, propane for the galley stove, and the provisioning of staples of food, rounded out the commissioning task.

We hauled our wooden rowing tender aboard using the fisherman halyards and lashed it securely along the port side deck to the stanchions and deckhouse grab rails. Jacklines were bound taught along the deck to provide quick access for clipping in the safety harness lanyards. Lifelines at the rail, footropes on the bowsprit, man-overboard pole, life ring and strobe light were all tested for sea. I prepared an emergency "go" bag to include the EPIRB, first aid kit, distress flares, water bottles and some dark chocolate. The life raft was made fast to the cabin top amidships.

Serendipitous Shipmates

Selecting your shipmates is an easy task on Martha's Vineyard, given the vast pool of competent sailors who easily succumb to the lure of mysterious tropical islands and all their enticing possibilities as the alternative to Old Man Winter, who grips our northern terminal moraine and its captive inhabitants with unbridled enthusiasm. My first requirement was to find a mate who could look after *Charlotte* when I was back up north. My friend Ian Ridgeway and I had been talking about this eventuality for several years and now the planets were aligned in their proper order, terrestrial bonds were laid aside and Ian committed himself to the care of *Charlotte* for the forthcoming five months. Knowing that *Charlotte* would be in good hands when we were not aboard was a great relief to me and Pam. Ian's qualifications are impressive. He started sailing on a 108-foot square topsail schooner on a fifth grade class trip and continued every year, working his way up "through the hawse hole". At the age of 24 he became master of the 90-foot pilot schooner *Alabama*. His knowledge of the sea and the way of a ship, his musical ability, good humor and gracious nature put him at the top of his game. Without Ian to fill this vital role, we could not have made the voyage.

The Gannon & Benjamin boatyard is also a recruiting station for sailors in a casual serendipitous arrangement where shipwrights occasionally disappear from their usual place at the workbench to a position aboard a vessel outward bound. Usually, we (the managers) are aware of such departures. To my great relief, Brad Abbott and Zoli Clarke were both willing to abdicate their earthly responsibilities and join the jolly crew of *Charlotte*, proving, once again that no one is indispensable, or, to paraphrase one astute psychologist, "the cemeteries are full of indispensable people". Brad, our recent partner in the boatyard, has survived previous excursions to the tropics aboard *Charlotte* as well as on his own 48-foot yawl, *Aurora*, and brings capable expertise in all aspects of offshore cruising. Zoli, another charter member of the G&B crew since he received his working papers at age 13, has sailed on *Charlotte* as first mate and chief maintenance coordinator for six years and he knows the boat in every detail. Both of these men are nimble sailors and know how to cook.

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Left: Fishermen waved pleasantly to us from locally hand-built working sailboats as we slid silently along

Below: We set sail on November 28th with a forecast of freshening north wind and snow flurries



—*Continued from previous page*

As the Commanders' weather service continued to advise us to postpone our departure owing to a succession of frontal systems producing unpleasant southerly gales, and the psychological effect those predictions foster, I decided to take on another crew member at the 11th hour to ease the burden for the rest of us. I called on my old friend Malcolm Boyd the day before Thanksgiving to see if he would join us — a simple request, I thought, and much less alarming than specifically asking him to leave his job and family for an unknown period of time with no pay to go thrash about in the North Atlantic in December. He replied, "When do we leave?" I suggested "tomorrow" in light of the recent more promising weather forecast. Of course no one wants to leave family and friends, turkey and yams on Thanksgiving Day and so, weather oracles notwithstanding, we set our ETD for the day after holiday stuffing.

There is a history of migratory sailing vessels casting off from Vineyard Haven when the daylight shrinks to darkness before dinner and the cold north wind begins to moan in the rigging. The 65-foot Gannon & Benjamin schooner *Juno* is a veritable commuter to the West Indies, missing only one season in 13 years when Captain Scotty DiBiaso sailed her to Europe for a summer in the Mediterranean. My partner, Ross Gannon, and family migrated to the islands aboard their 45-foot sloop *Eleda* for the winter of 2013-14. Rick and Chrissy Haslet have completed two round trips aboard the impeccable ketch *Destiny* and Todd Bassett and Lee Taylor continue to cruise south in their classic yacht, *Magic Carpet*, after sufficient recovery from their previous escapade. Is there a pattern here? Why do we do this?

Rest assured, when the wind begins to howl, the seas build into mountains and toss your precious varnished cockle shell like a cork in a washtub while the lee rail beckons for the contents of your last meal and suddenly all those indestructible cast bronze fittings, stainless steel wire rigging and the basket of boards screwed to frames with cotton string jammed into the cracks begins to take on an esoteric eastern philosophical atmosphere — as in the impermanence of all things — nothing, absolutely nothing will convince you that this ocean voyaging business is a good idea. But there is no time to dwell on the regrets of the unraveling situation but rather deal with the elemental present reality knowing that you are in your right place to keep your vessel and shipmates secure for the duration. Eventually, the storm ends, the sun appears and the mercifully short memory of the sailor allows us to carry on with impunity.

Underway at Last

With those cheerful thoughts forgotten, we set sail on November 28th with a forecast of freshening north wind and snow flurries building to what the old timers used to call a "pleasant gale" from the northwest, or well abaft the beam. The reefed mainsail, foresail and forestaysail provided plenty of canvas to drive *Charlotte's* 58,000-pound displacement out of the harbor and flying along at hull speed up Vineyard Sound with a fair tide past the Gay Head light where we set our course for Bermuda, 650 nautical miles to the south southeast.



Close reaching a half-mile or so off shore, we observed as if through an ancient lens Haiti's inaccessible rugged terrain plunging to the sea, shrouded in a smoky, mysterious veil

The first bitter cold night gave way to a blustery sunny day as *Charlotte* charged southward with all hands adjusting to the rollicking motion and post-Thanksgiving digestive cycles. By the end of the second day the wind moderated and all sail was set — mainsail, foresail, forestaysail, jib and fisherman staysail. That borderless river of tropical water known as the Gulf Stream greeted us with leaping dolphins, a welcome of warm air and a favorable current. We shed our winter woolies and set our inner clocks to the rhythm of our watery world. I had set a watch system with two men on deck for three-hour shifts around the clock. A careful record of compass heading, average speed, wind force/direction, barometric pressure, bilge condition, engine hours, battery voltage, sails set and the ship's position were entered into the logbook at the end of each watch. The mariner's mantra is "constant vigilance". To let down your guard is an invitation to trouble and all shipmates must be alert to the relentless demands of the sea as she works the vessel with forces beyond measure. A watchful eye on deck and aloft will detect an unfair lead, fouled line or chafing sail before the dreaded sound of shredding cloth tells you it's too late. Keen observation of the sea and sky can keep you clear of a waterspout by day or merchant ship at night.

By the third day at sea our routine was second nature and more activities filled our hours. We took sun, moon and star sights with my trusty old sextant that has guided me across the ocean for 45 years. GPS may be more accurate, but when the screen goes blank or the batteries die, the sextant will never fail you. From the galley a stream of gastronomical achievements were delivered by our collection of accomplished sea cooks with welcome regularity. We were well provisioned with locally grown Vineyard produce and rarely was something delectable not bubbling and squeaking on the galley stove to nourish five ravenous bodies.

Next month, Part Two: A Bermuda moment and onward to Ile-à-Vache.



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Tobago & Tasker

TOP TEN DESTINATIONS FOR CRUISING KIDS IN THE EASTERN CARIBBEAN

by Nadine Slavinski

So many islands, so little time! Our family was lucky to be able to island-hop all the way down the chain of the Lesser Antilles, then all the way back up.

Recently, we put our heads together to whittle down a long list of great, family-friendly spots in the Eastern Caribbean to just a few. How did we judge our top ten? The primary criterion was simply how memorable a place was. Sometimes, that came from the sheer natural beauty of the location. In other cases, it was thanks to convenience, a unique point of interest, or the overall feel of a place.

We hope you enjoy these spots as much as we did and are soon able to add ten of your own to the list!



Above: Guadeloupe's Les Saintes archipelago makes a wonderful destination for families
Below: On Terre-de-Haut, kids can explore the moats, cannons, and echoing halls of Fort Napoleon



Les Saintes, Guadeloupe

If there were only one spot we could visit in all the Caribbean, this little archipelago would be it. Lying ten miles south of Guadeloupe, these islands define "tranquility". On the main island, Terre-de-Haut, things only pick up when the ferry comes in; then sleepy dogs drop right back into their naps in the middle of the street. It's a wonderful place for long walks, baguette or croissant in hand. Historic forts stand atop both crests of the main bay, including colonial-era Fort Napoleon where the kids can explore moats, cannons, and the echoing halls of the interior. On Terre-de-Haut, you'll have your pick of several gorgeous beaches (some protected, others more exposed). Our favorite was Grand Anse, the long sandy strip on the windward side. While it is a bit too rough for swimming, it's perfect for sandcastle-building and general cavorting in the sand.

If Terre-de-Haut is quiet, its little sister, Terre-de-Bas, is positively bucolic, being an island off an island off an island. Although there are no major sights, we just loved the friendly, laid-back vibe of the place and felt warmly greeted by islanders. Over on Terre-de-Haut, you'll hear the mosquito-like noise of mopeds regularly (though we never found them to be a nuisance), but in Terre-de-Bas, three vehicles an hour counts as traffic, and we enjoyed long exploratory walks. When our young son fell and scraped his knee, a woman promptly came out of her house with a bag of ice for him, forever cementing our love for this place.

Tobago Cays, St. Vincent & the Grenadines

The Tobago Cays are a must on any cruiser's itinerary and an aquatic wonderland for kids. There are several small islands to explore, whether that means climbing to their modest heights for a view or playing on the small strips of sand. Because the islands are protected national park territory, there's no development, giving the place a Robinson Crusoe feel. Even with dozens of boats anchored there, you'll have the feeling of being anchored on the edge of the world, since you can anchor in the lee of the reef and look out into an endless ocean view. Chances of seeing sea turtles are high, too. They can be spotted feeding in the shallows or swimming throughout the anchorage. For a bigger adventure, we hired a local fisherman to take us beyond the reef to tiny Petit Tabac, where the castaway scene in "Pirates of the Caribbean" was filmed.

Dominica

Dominica is a nature-lover's paradise: one of the greenest, wildest islands in the Eastern Caribbean. For cruising families anchored in commodious Prince Rupert



A guided excursion along Dominica's Indian River will fascinate young and old

Bay, the first stop is often a boat tour up the Indian River. You're required to take a local guide with a hand-rowed boat. We usually prefer to take excursions on our own but this is a good way of supporting the local economy. Our guide did a wonderful job explaining various plants to the children and delighting them with little birds he fashioned out of leaves. Trees and vines overhang the river, so it's a small, safe adventure that will fascinate young and old.

Other attractions require a rental car or a van and driver, but are extremely worthwhile (and relatively inexpensive if shared between several crews). Our visit to Kalinago Barana Autê, a cultural center on the windward side of the island, remains one of the top highlights of our Caribbean cruise. There, you will meet descendants of indigenous Caribs who mixed with escaped slaves and found safe haven on this wild side of the island during colonial times. Your family will have your own personal guide to show you around a recreated village and explain the culture and history of the Kalinago. As one of the last major surviving communities with indigenous roots anywhere in the Eastern Caribbean, it's a fascinating place. A trip here segues neatly into discussions on the impact that Columbus and subsequent colonial powers had on local populations.

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Elsewhere on Dominica, you can hike to waterfalls, search for the colorful Sisserou parrot that graces the national flag, and swim in jungle pools. It's impossible to



Above: A visit to the Kalinago Cultural Center on windward Dominica is a highlight of any Caribbean cruise

overlook the poverty on this island, but just as striking is the natural beauty of the island as well as the pride and resourcefulness of its people.

[Editor's note: Parts of Dominica suffered severe flooding from Hurricane Erika in August, but by the time you read this, most things should be running normally again.]

Bequia, St. Vincent & the Grenadines

Ah, Bequia. There's just something about the laid-back vibe of this island that makes every sailor smile. For sailing families, the draws are many, starting with a huge, safe harbor where you're likely to find other sailing kids, plus a convenient main town. A walk to Princess Margaret Beach or Lower Bay will give the kids a fitness challenge on the way to some of the nicest beaches in the Caribbean. Once there, you can stake out your own spot among the palms and spend a happy afternoon doing as much — or as little — as you like. One point of interest on Bequia is the Old Hegg Turtle Sanctuary, where you can observe hatchling sea turtles up close and learn about conservation efforts.

Shirley Heights, Antigua

One of the most memorable evenings of our Caribbean cruise was the Sunday barbecue at Shirley Heights. Our children were so fascinated by the steel drum band that they ended up dancing the night away with creative moves all their own. Young



Antigua's Shirley Heights Sunday barbecues can tie in perfectly with a visit here: historic Nelson's Dockyard at English Harbour.

and "old" alike enjoyed the music, great food, and views, not to mention the atmospheric surroundings in an 18th-century fort. Throw in sunset over the Caribbean and you know why so many sailors (and landlubbers) rate the event so highly. The anchorage below in English Harbour gets cramped at peak times, but gives you a prime base for hiking to the Heights as well as exploring historic Nelson's Dockyard. If you're based in Jolly Harbour, consider renting a car and combining a day of errands with an evening of fun.

Grenada

Prickly Bay is one of those sheltered anchorages that boats come to visit for a week and end up spending a season. There's easy shore access to a small marina (with lots of space to anchor in the bay), a Budget Marine for spare parts, and grassy areas where kids can unwind. When you're ready for a day out, rent a car or hire a van to visit the island's top sights: the working cocoa plantation on historic Belmont Estate, the scenic yet sobering point at Carib's Leap near Sauteurs at the northern tip of the island, and Grand Etang National Park, where even young children can manage the trail to Seven Sisters Falls.

—Continued on page 46

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San Blas to Bocas del Toro:

Jungle Rivers, Big Sharks... and Hauling a Dugout Canoe Through the Mud

by Bill and JoAnne Harris

After our departure from El Porvenir in Panama's magical San Blas Islands (*see March and April 2015 issues of* Compass *at www.caribbeancompass.com/back-issues.html*), we slowly cruised towards the Bocas del Toro archipelago. Along the journey aboard our 53-foot Cross trimaran, *Ultra*, we stopped at Isla Linton, Rio Chagres, the Zapatilla Cays, Escudo de Veraguas and more.

AVALON TRAVEL



Isla Linton and Portobello

We stopped at Isla Linton to visit Panamarina and check the specs on their travel lift, but unfortunately, our boat is too wide. While there, we were invited by cruiser friends to take a convenient and cheap local bus to Portobello to see the sights and to provision. We explored the tourist sites such as the fort, which is a UNESCO World Heritage Site, and the Customs House that once housed loads of pirate treasure. We were intrigued by the statue of the Black Christ in the Iglesia San Felipe. We were told that some people walk the 53 miles from Panama City, thousands more walk the last 22 miles from Sabanitas, and many crawl the last mile on hands and knees to worship there. Many stories surround the Black Christ statue's arrival. It is said to have been carved in Spain, arrived on a ship and was somehow washed ashore here. The rest is a mystery.



Top: On an east to west passage, Ultra sailed from El Porvenir to Bocas along Panama's Caribbean coast

Above: Pure Panama — a perfectly pristine horseshoe beach

Before we hopped back on the return bus, we stopped in for some cold beers and a great lunch at Captain Jack's Hostel and Restaurant.

Rio Chagres

After stopping for one night in Shelter Bay Marina in Colon and fueling up, we headed for the rainforest-lined Rio Chagres. We dropped the hook and immediately toured Fort San Lorenzo and hiked the paved road through the rainforest that eventually leads to the old US military base of Fort Sherman.

Brief history: Pirates in search of treasure began attacking the coast of Panama around 1560. To protect the Las Cruces Trail, used to transport New World treasure to its fleet, Spain built the fort at the Rio Chagres entrance. It was used as a battery from 1587 to 1599. The English Captain Henry Morgan ordered an attack on the fort in 1670 that left it in ruins. After his invasion of Panama City the following year, he began using the fort as his base of operations. In 1680 the Spanish built a new fort on the cliff overlooking the entrance to the river.

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We spent several days anchored here, beachcombing the river banks, being entertained by enormous groups of howler monkeys foraging in the treetops, swimming along the shallow shoreline hunting for old pieces of sea glass or china, and doing lots of hiking. River adventures included searching for the entrance to the Smithsonian Institution tower, but we never found it. We tried an alternative route through the forest with a fellow cruiser friend and single sailor, Kevin of S/*V Vagabundo*. Armed with lots of bug spray, machetes, flashlights, GPS, VHF radio, water, Leatherman tools and granola bars, we ventured out. We rode with Kevin in his dinghy, which turned out to be an excellent idea, since we had chosen to explore a side creek off of the river and his dinghy is much lighter than ours. While traveling up through the rainforest on our very own "Jungle Cruise", we began encountering gigantic logs and countless tree limbs that blocked the river. We pressed on, wedged ourselves against the branches or whatever else we could grasp, and pulled the dink and outboard up and over the massive logs — all the while taking care not to ever fall in! Along the way, we saw and heard howler monkeys and spotted a variety of spectacular birds.

Another day, Kevin asked us to join him to hunt for lobster in the mouth of the river. We are always up for a challenge. However, this one would be a big one. Owing to the torrential rains for the past few weeks, the visibility was less than one foot! This seemed to be the first sunny day this place had seen in forever. Kevin had arrived at the hunting site in his dink about 15 minutes before us. We threw the dinghy anchor, put on our snorkel gear and JoAnne was in the water first with her Hawaiian sling. While she was swimming towards Kevin, Bill was loading his speargun and just a few minutes from jumping in. Suddenly, Kevin began swimming towards us at sonic speed. JoAnne asked if he was okay, since his eyes were as big as dinner plates. He could not speak, and was practically walking on water! She asked, "Is it a shark?" and he said, "*Mhm, mhm, mhm*" and nodded his head YES! While diving with Kevin previously, we had seen many a nurse shark, and we were not spooked by them, so we knew this was serious. IT WAS A BAD SHARK! JoAnne immediately did a 180 and rapidly swam towards Bill. Bill had just jumped in and she repeated at least 20 times a barrage of "GET BACK IN THE BOAT!" He could not hear her, so she screamed "SHARK!" Bill appeared to catch five feet of air as he flipped into the dinghy, and JoAnne followed suit!



A typical village grocery store along the way

After we were all safely in the dinks, Kevin explained that he had seen a HUGE bull shark up close and personal. He had surprised it in the murky water and part of the shark's body and the tail had grazed his shoulder. We shared this story later with friends who are familiar with the river, and they said a HUGE bull shark has been guarding the mouth of the river for years!

Laguna de Bluefield

Hiking through villages here reminded us of our days of "hashing" in Grenada. There was so much mud everywhere and we were slipping and sliding in the rain all over the place — so fun! The highlight was a spectacular hike to the tremendous waterfalls. This is a must see, and photos do not do it justice.

Tobobe-Pueblo Nuevo

We were immediately approached by the locals as we arrived at the anchorage. They were eager to meet us and told us that they had not seen a cruising boat in three months. The Mayor asked for six US dollars per boat to anchor in the harbor and explained that the money would go to the school.

We headed ashore to explore. It had been raining tons once again, so it was very muddy. As we made our way through the village, we came upon a pasture and way off in the distance we saw a family dragging a brand new *cayuco* (wooden dugout canoe) from the forest. We immediately climbed under the barbed wire fence and through the muddy cow pasture. As we approached, we could see there were four women and two men doing the job. We offered to assist them. They were grateful, and the women sat down in the field. We proceeded to help tow this extremely heavy canoe through the pasture, sinking to our knees and almost losing our strappy river sandals with every step in mud that seemed more like quicksand. Sweating, laughing and pulling uphill and then across a long straightaway with all of our might, we finally made it to the barbed wire fence. Under the fence with the cayuco, and then it was a downhill slide to the water. The children thoughtfully asked for our shoes, took them down to the water, washed them and returned them spotless. Unfortunately, we did not get the opportunity to capture the cayuco hauling on film, since we were covered in mud from head to toe. However, the memories will live on in our heads.

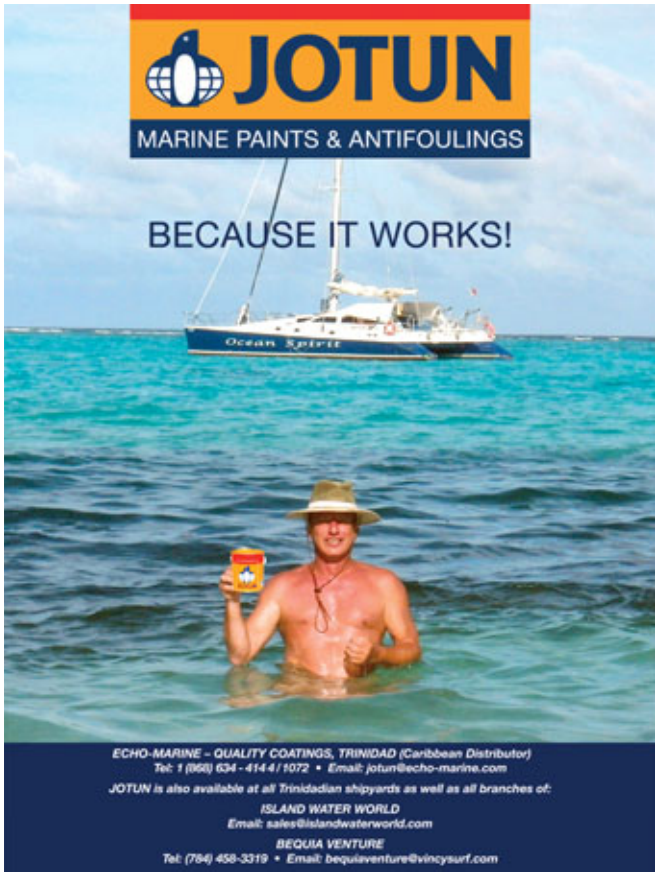
We decided to explore the mangroves further up the bay. The children were finished with school for the day and were paddling their canoe home. We offered a tow and selected a boat that had three children in it. They were grateful not to have to paddle home and we took them all the way to their dock — an extremely long way through the mangroves. Upon our arrival, the other children in their family greeted us — a total of 13 siblings. They walked us up to their home where their family lives together along with the grandparents, a cat and a dog, too. We had a great conversation with them and gave the children candy, pencils and balloons. They proceeded to make gifts for us out of the brown fiber from the palm trees. They were adorable hats! It was a rewarding experience to visit with this family.

Escudo de Veraguas

This anchorage can be extremely uncomfortable, so it is important to watch the weather and seas so you can plan accordingly. After countless hours with extremely stormy weather, choppy seas, and a three-knot current (all were on the nose, and at one point we were doing less than one knot with the sails up and engine running), compounded with a broken autopilot, we dropped the hook and set the anchor alarm.

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MERIDIAN PASSAGE OF THE MOON

OCTOBER & NOVEMBER 2015

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

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

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

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

October 2015				**November 2015**			
DATE	TIME						
1	0235	21	1845	1	0404	11	1137
2	0331	22	1938	2	0456	12	1224
3	0427	23	2032	3	0546	13	1313
4	0521	24	2127	4	0633	14	1404
5	0613	25	2222	5	0717	15	1455
6	0703	26	2319	6	0800	16	1548
7	0750	27	0000 (full moon)	7	0843	17	1640
8	0836	28	0016	8	0925	18	1743
9	0920	29	0114	9	1008	19	1825
10	1002	30	0212	10	1051	20	1917
11	1045	31	0309	11	1137	21	2009
12	1127			12	1224	22	2103
13	1210			13	1313	23	2158
14	1254			14	1404	24	2305
15	1340			15	1455	25	2353
16	1427			16	1548	26	0000 (full moon)
17	1516			17	1640	27	0052
18	1607			18	1743	28	0149
19	1658			19	1825	29	0244
20	1751			20	1917	30	0326

—*Continued from previous page*

It was extremely bouncy, even for our multihull, but we were so exhausted, we went right to sleep. The next morning we awoke to a bright sunny day. The seas had laid down quite a bit, but still "timing was everything" to surf in and land the dinghy on the beach.

This pristine island is traditionally the birthplace of the Ngöbe–Buglé people. These people are collectively the largest indigenous population in Panama. Until 1995 the island remained largely unpopulated, but since that time, fishermen and families from nearby coastal towns moved in. It was used first for the fishermen's base but later became a permanent settlement.



JoAnne gets to know a tame howler monkey

We took a tour of the island, where it was the season for the gigantic sea turtles to be making their nests and laying their hundreds of eggs. As we walked the beach in search of sea beans, we came upon several nests. They were so wide, that even with JoAnne doing the splits over them, there was still at least a foot on each side. As we made our way up the beach, we were required to wade waist deep in a freshwater river that was running out from the rainforest to the sea. Farther along, we came to a bluff with a beach on the other side of it. We would either have to climb over the bluff or swim around it. Just a moment later, we saw an enormous saltwater crocodile run down the far beach at rocket speed and splash into the sea. We decided at that second to reverse and head back! The only issue was passing once again through the waist-deep muddy river. Note to self: Nothing over ankle deep next time!

[*For another look at Escudo de Veraguas, by cruiser Attila Berry, see the December 2014 issue of* Compass *at www.caribbeancompass.com/backissues.html.*]

Zapatilla Cays and Crawl Cay

The Zapatilla Cays, Number One and Number Two, are dense with dazzling coconut palms that sway in the sea breeze, stunning beaches and brilliant coral reefs that surround them. They are part of Panama's Bastimentos Island National Marine Park, complete with park rangers who have an office on Zapatilla Two and they collect park fees to protect the abundance of natural beauty. There are also raised wooden walkways running through the island. This location, along with Coral Cay a.k.a. Crawl Cay, are excellent sites to anchor and enjoy the rainbow of colors that are provided by the thousands of brittle stars and sponges that cover the reef. At the latter cay there are several bar/restaurants where you can grab a cold Balboa beer and some fresh seafood prepared to perfection.

Bocas Town, Isla Colon

At Isla Colon, Bocas del Toro, we slid *Ultra* into the wonderful Bocas Yacht Club and Marina. It is an excellent location to check items off the Boat Project To Do List. However, we couldn't resist taking time to explore the nearby islands. We visited the thrilling Bat Cave on Bastimentos, had an outstanding zipline experience, went scuba diving and thoroughly enjoyed the flora and fauna: this is the home of numerous Pygmy sloths, a kaleidoscope of birds and monkeys of all kinds. Bocas is also famous in the surfing community for the outstanding surf and pros come from around the world to ride the waves.

We have also visited several indigenous schools and plan to volunteer to teach English to the students and assist the teachers in any way possible while we're here. There is a huge need for school supplies for all levels.

A tip: When scheduling a visit to this area of the world, you must prepare yourself. After all, this is the rainforest and it rains bucketloads. The Bocas del Toro archipelago averages 136 inches annually. The up side for a cruiser is that there is plenty of rainfall to fill your tanks, even in the dry season.

We are sincerely delighted that we have had the opportunity to visit Panama and to explore the multitude of experiences it has to offer. We have made many memories of a lifetime. After our exploration of the Bocas del Toro archipelago, we will return to the San Blas for more adventures, and then see where the wind will take us next!

JoAnne and Bill Harris are from Clear Lake, Texas and both hold 100-ton USCG Master licenses and sail aboard their trimaran, S/V Ultra. *They enjoy writing cruising articles and sharing their experiences. To follow their sailing adventures visit jandbyachtultraadventure.blogspot.com.*

PANAMA CRUISING AND IMMIGRATION FEES

We have enjoyed our time in Panama, but we must share with you that this is the most expensive country we have ever checked our vessel into.

At the time of this publication:

Cruising Permit Vessel Fees

Up to 10 metres = US$90; Over 10 metres = US$180 for one year (365 days from the date permit was issued)

Immigration Fees

US$105 per passport. Note: If you arrive by boat, then fly out of Panama within the one year (365 days from the date the stamp was issued), upon your return by air, your one-year stamp is void and you will receive a stamp good for only six months (180 days from the date stamp was issued).

Possible Additional Fees

We checked in at the San Blas Islands and we paid a fee of US$20 to the Kuna Yala Congreso, plus US$20 per person aboard, and a US$5 form fee. We have also heard of other vessels being charged a Fumigation Fee, Agriculture Fee, Quarantine Fee, Vessel Inspection Fee, Health Ministry Fee, and Transportation Fee. We would like to give a sincere thank you to Courtney Parks, one of the owners of Bocas Yacht Club and Marina for spending his own hard-earned money to write an amendment to a government ruling that charged only cruisers an exorbitant US$105 Immigration Fee.

Panama conducts business with US dollars: one Panamanian Balboa equals US$1. Although US currency is accepted everywhere, they also use a Balboa coin and other smaller denomination coins.

—Continued from page 9

...Business Briefs



Puerto Velero is just a daylight sail from Santa Marta and from Cartagena, making it a convenient stop on the Colombian coast.

Visit www.marinapuertovelero.co for more information.

Safety for Cruising Couples a Must-Read for Adventurous Sailors

The Safety at Sea Committee of the Cruising Club of America has recently published an updated version of its highly regarded "Suddenly Alone" workbook, now titled *Safety for Cruising Couples – Including "Suddenly Alone"*. The workbook revisions incorporate the broad experience of CCA members as well as the technology and techniques of safety and safety equipment that have evolved since the "Suddenly Alone" workbook was first published about 15 years ago.

The workbook is a handy reminder to both experienced and less-experienced cruising partners of safety procedures that should be practiced every year. The art of safety is increased when both individuals are confident in knowing what to do when the unexpected happens.

To purchase a copy of the workbook or receive information on how to present a Safety for Cruising Couples - including "Suddenly Alone" Seminar at your yacht club, contact Ron Trossbach at rontrossbach@msn.com.

Suzuki Outboard Receives 'Top Product 2015' Recognition

Boating Industry magazine recently honored the Suzuki DF200AP outboard with the Top Product 2015 recognition for innovation, value and improvements to the user experience. With this new outboard, Suzuki sets a new standard in the industry by offering the latest in groundbreaking technology in marine engines.

"This new accolade now gives the Suzuki Marine nine distinctions," said Erving Rosario, sales and marketing manager for Suzuki del Caribe. "All of the honors received have positioned Suzuki as the most award-winning outboard manufacturer globally," he added. Among the features that made the outboard stand out among its competitors were the Suzuki Precision Control, the Suzuki Selective Rotation, and the Keyless Start System Suzuki.

The Suzuki Precision Control is a technologically advanced computer-based control system that replaces the mechanical control cables found in conventional control systems with electronic wiring that eliminates the source of friction and resistance.

The outboard also has the Suzuki Selective Rotation, which incorporates a special unified design of gears, shaft and bearings in the lower unit that allows the outboard to operate reliably and efficiently in either direction, standard or counter, when used on multi-outboard installations. Counter rotation operation only requires an optional activation switch that connects to a circuit inside the engine compartment plus the installation of a counter rotation propeller, eliminating the need to purchase a dedicated counter-rotation unit.

This engine introduces the Suzuki Keyless Start System to the industry. This allows the user to start the engine at the touch of a button without the need of a key. The Suzuki Keyless Start System is not yet available in engines distributed in the Caribbean.



The DF200AP outboard also showcased mayor improvements in its structure by being 12 percent lighter than other models in higher categories, thereby improving fuel efficiency up to 33 percent by incorporating the Suzuki Lean Burn Control Technology. This inline 4 outboard has similar performance to the V6 model, making it perfect for any type of boat in this power range.

Annually, *Boating Industry* magazine publishes a list of the best products, accessories, engines and applications for the boating industry. The winners were chosen based on factors such as their impact on the industry, innovation and how they have advanced in their category.

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

For more information on Suzuki del Caribe see ad on page 5.

Just Add Foiling

The new Glide Free Foiling kit fits any Laser dinghy, turning it into a foiling sailboat. A simple toggle pin holds the centercase insert in place. No other fixings are required. You can retrofit Glide Free Foils with no screws or attachments. The boat remains Laser Class legal for racing as soon as you remove the foils. All foils can be easily flat packed in their carry bag ready to travel.

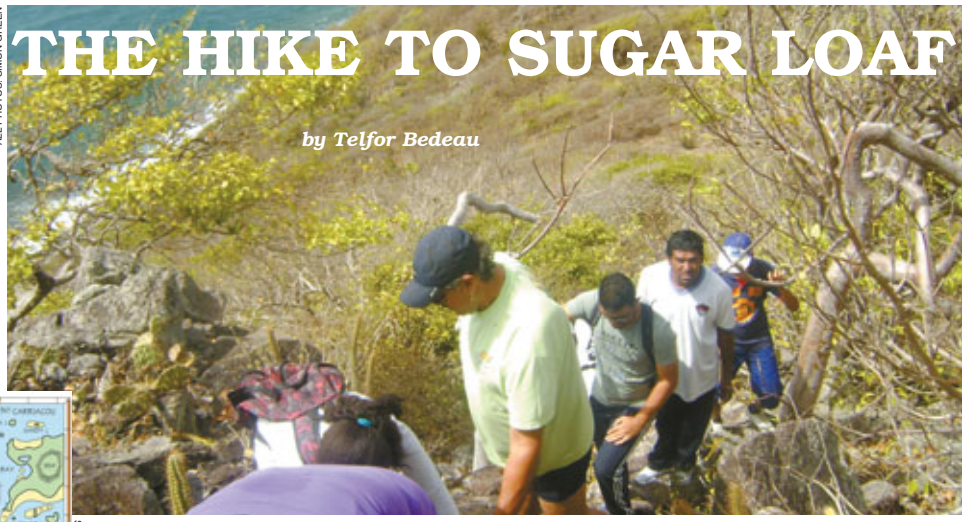
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THE HIKE TO SUGAR LOAF

by Telfor Bedeau

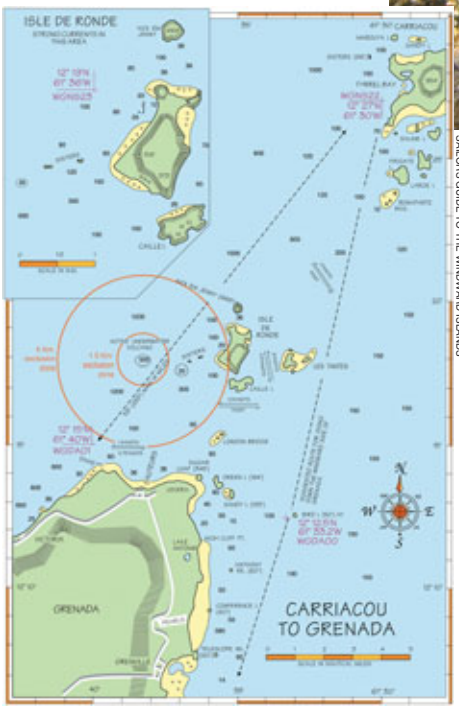
ALL PHOTOS: SIMON GREEN



Sugar Loaf or Levera Island is a small island about a quarter of a mile northeast of Levera Beach in the northeastern corner of Grenada.

The island is made up of one huge rock about 400 yards long, north to south, and about 300 yards wide, east to west. It is roughly oval in shape and has two hills. The northern hill occupies about two thirds of the area and rises to about 350 feet above sea level like a perfect cone. The southern hill is about 150 feet high and is connected to the northern hill by a ridge about 100 feet high. At the western side of this ridge is a tiny bay with a house. From the beach a trail goes up the ridge, down to the eastern side and southwards around the base of the southern hill and back to the beach.

Our hike to Sugar Loaf took place on Whit Monday May 25th. There were 23 persons in the group, who came from different areas of Grenada and assembled on Levera Beach at 9:00AM. We were transported to the island on a motor fishing boat captained by the caretaker of the island.



SAILOR'S GUIDE TO THE WINDWARD ISLANDS

We started climbing at 9:30AM along the trail to the ridge. Here the trail to the top led northwards between stunted cedar trees that had lost their leaves in the dry season. The ground was also covered with dry grass. The trail was not rugged at first but after a short distance it got steeper and entered an area of bare land that was broken up into hundreds of small boulders that were very rough but easy to climb because of the non-skid surface.



We reached the top in about 20 minutes and the view was fantastic. The only problem was the haze owing to Sahara dust, which caused distant objects to be less distinct.

Looking northwards we could see the rock called London Bridge about two miles away. Beyond it were Isle de Caille and Isle de Ronde with the top of Diamond Island sticking out beyond them. West of this group were the Two Sisters with the underwater volcano "Kick 'em Jenny" nearby. East of Isle de Ronde were the two small islands called Les Tantes and beyond them were Carriacou and Petite Martinique barely visible through the haze.

To our east was Green Island a quarter of a mile away with Sandy Island southeast of it and Bird Island or Mooshay Caway far beyond, looking like a giant whale.

To our south was Bedford Point a quarter of a mile away with the ruins of a fort that was built during colonial days when the French and British were fighting for possession of Grenada. Beyond that we could see Bathway Beach and all the way to Telescope Point near the town of Grenville on the east coast of Grenada.

To the south was Levera Beach with Levera Lake embedded in a huge area of mangrove forest and Levera Hill beyond rising vertically to over 800 feet.

To our west the north coast of Grenada stretched all the way to Tanga Langua Point, which is the northwestern point of Grenada

We spent about half an hour viewing the scenery while a huge frigate bird patrolled the sky overhead attended by a squadron of seagulls that kept screaming all the time.

Clockwise from top: We started climbing along the trail to the ridge; septuagenarian Telfor Bedeau is one of Grenada's foremost hiking guides; we spent about half an hour viewing the scenery; to the south was Levera Beach with Levera Lake embedded in a huge area of mangrove forest; looking northwards we could see London Bridge, Isle de Caille, Isle de Ronde, Diamond Island, the Two Sisters, Les Tantes and Carriacou



We descended and at the col between the two peaks we took the trail to the east and walked around the base of the south peak back to the beach. Here most of us were transported back to Levera Beach while five members of the group swam to shore: David "Davo" Otway, Selwyn "Bassman" Maxwell, our photographer Simon Green, Douglas "Barboy" Hood (the man who could balance a football on his head for long periods), and one young lady, Onika, from St. Vincent but residing in Grenada.

It was cloudy with a light drizzle when we got back to Levera. Here I hunted for "fat pork", a fruit about one inch in diameter with thin skin and soft white flesh. The seed is about half an inch in diameter and the kernel inside, which is also edible, tastes like peanuts.

Michael Edwards, one of the hikers, had organized a pot of Grenada's national dish, Oil Down, and one of his friends did the cooking on Levera Beach; therefore we had a delicious meal after which everyone left for home in a happy mood.



Telfor Bedeau is a hiking guide. As well as covering the island on foot he has circumnavigated Grenada by windsurfer and by rowboat (twice, once in each direction). He is currently teaching children to kayak. To arrange a hike with him call (473) 442-6200.

BREATHING UNDERWATER AND TRADING DREAMS-COME-TRUE

by Mira Nencheva



Under water, the world is different. Dark, cold, dense, slow and mysteriously silent. You hear your own breathing. You hear your thoughts. You hear muffled sounds sometimes — faraway thunder and gentle bells. It is strange. The first time underwater with goggles and a snorkel is unforgettable. Often, those who enter the sea for a first time return to shore panting — wet and cold and completely enchanted. They cannot stop dreaming of the deep, of being weightless again — like flying — inside this alien world of strange colors and shapes.



Top: Maya and Cata Aponte Bohoquez, teaching Maya how to scuba-dive
Above: Taganaga, Colombia, a fishermen's village popular with tourists and backpackers

Right: For our new scuba-diver friends, sailing aboard S/V Fata Morgana *was an inspiration*

It happened to my 11-year-old daughter, Maya. She came back enchanted one day two years ago when she peeked under the water surface in the shallows of a small island. There, at two metres depth, lay the skeleton of an old ship, its dark rusty bones overgrown with corals and barnacles, inhabited by small fishes, shrimps and crabs. Since then, Maya joined the water creatures and became one of them. She would snorkel and free-dive all the time, every time going deeper, holding her breath longer. But her dream to breathe underwater — where the lobsters, the stingrays and the eels hide — without having to come out for air, came true only recently, after we met Cata Aponte Bohoquez and Sebastian Hernandez Gaviria in Santa Marta, Colombia.

Cata and Sebastian are both professional divers and scuba instructors, and are the owners of the dive shop Deep Coral near the aquarium in the area of Rodadero, one of a few dive shops in the Santa Marta area (www.deepcoral.co or Facebook/Deep Coral). With 15 years of diving experience all around the world — Indonesia, South Africa, Europe, The Bahamas, many of the Caribbean islands and the USA — and with an ever-growing passion for the underwater world, Cata, along with her partner Sebastian, are quite possibly the best scuba diving instructors on the entire Caribbean coast of Colombia. It turned out that both Cata and Sebastian love the idea of sailing, too, and dream of someday cruising and living aboard a sailboat, like we do. Just a few hours after we met, we decided to organize an epic sailing-scuba-diving-beer-drinking trip to Tayrona, one of Colombia's most popular coastal nature parks.

We loaded the scuba equipment, 15 tanks, many bags of food and countless cases of Colombian *cerveza Aguila* aboard our 38-foot Leopard catamaran, *S/V Fata Morgana*, and set sail for a lonely little bay on the southwest shore of Tayrona National Park, only four nautical miles north of Santa Marta. (*See more about Tayrona Park in the April issue of* Compass *at http://www.caribbeancompass.com/online/april15compass_online.pdf*)

We dropped anchor not far from the uninhabited rocky shores where the last hills of the Sierra Nevada plunge into the Caribbean Sea. It is a windy anchorage, especially at night, but the holding is excellent in sand. The land here is wrinkled with soft hills, thirsty and desolate, covered with yellow grass, withered cacti, and scorched spiky trees — lifeless, sun-eaten victims of the constant hot dry winds. The hills wake up from their coma only once every couple of years, Cata told us, when the rain approaches from the east. Then the grass gets drunk on green juices, the cacti become full like balloons and covered in flowers, and the branches of the dark dead trees become alive, adorned with tiny green leaves. It is really beautiful, a brief spectacle, Sebastian said, as the land celebrates and nature triumphs. And then everything dies again after the rains cease…

A few days of dreams-come-true followed. Our friends learned some basic things about sailing and navigating and experienced life aboard a boat, and my husband, Ivo, and Maya and I learned to scuba dive and to breathe underwater. We did two or three dives per day, each time learning some new skills. And when we were not diving, we were preparing food, eating it and drinking lots of beer.

The last day we decided to sail to the next little bay where a small fishermen's village popular with tourists and backpackers has a strange reputation. Taganga is a wide, shallow sandy bay where you can drop anchor, just one mile north of Santa Marta and a couple of miles south of our diving spot in Tayrona.

At the foot of the burnt hills, on the edge of the bay we were greeted by a row of a few houses, shops and restaurants, and two or three hostels facing the sea, all lined up along the main street. The street runs parallel to a long beach populated by colorful fishing boats. Tourists and sun-stricken dogs roam the town in the heat of the day.

In the late afternoon, fishermen emerge from the sea and, like fathers extremely proud of their kids, arrange and exhibit their catch of the day. Small noisy groups of men holding beers form under the palm trees, discussing the sea, the fish, the football and all other existential universal cosmic problems of the world.

It was burning hot in Taganga. All good thick shade under trees and roofs was occupied by sleepy dogs. Our only chance to survive the heat was near the fan at a cozy little restaurant serving ice-cold beer and seafood delicacies. Food in Colombia is notoriously delicious, and there are a few restaurants in Taganga that will blow you away. The avocado stuffed with *mariscos* and the roasted royal shrimp, as big as small lobsters, are still fragrant in my memory.

At night Taganga transforms. We were warned not to roam the streets after sunset if we were to avoid trouble. The small quaint fishermen's village where time almost stops in the heat of the day becomes the playground of drug addicts, gamblers and prostitutes, we were told. As we were drifting to sleep in our bunks that night we listened tensely for any distant symptoms of criminality. *Fata Morgana* was the only yacht in the anchorage.

Around three o'clock I awoke with a start. I heard voices. Intruders had boarded the boat! Maya saw feet passing outside her window. Ivo darted out to investigate and defend. Three drunk English-speaking tourists, a woman and two men, had decided to swim from the beach to the only anchored yacht in the bay, because — like moths attracted to a lamp — they could see the lights of the boat, as the girl explained after Ivo popped up. This was of course an unacceptable reason to board someone's boat at night. Angry, Ivo sent them swimming back to the beach.

The next day we returned to the anchorage in Santa Marta with new skills and unforgettable memories. These past few days, full of so many shared emotions and new experiences, were the best, most fun days of our visit to Colombia. For Cata and Sebastian the time spent aboard *S/V Fata Morgana* was an inspiration and a dream come true. For us, learning to scuba dive was a dream come true as well, and a unique opportunity to become PADI certified in Santa Marta, Colombia.



Mira Nencheva, her husband and their daughter are sailing around the world and have been living off the grid full-time aboard Fata Morgana *since July 2013. Their journey is documented in a travel-adventure blog, www.thelifenomadik.com. Follow them on Facebook @The Life Nomadik.*

YOUR USED SAILS WANTED!

Designed to benefit fishermen in Haiti, **SECOND LIFE SAILS** is a Clean Wake Project of the Seven Seas Cruising Association (SSCA) in a joint venture with Free Cruising Guides.

Donations of used sails and fishing equipment can be sent to either Minneford Marina at 150 City Island Ave., Bronx, NY 10464 (www.minnefordmarina.com) or to Marina ZarPar in Boca Chica, Dominican Republic (www.marinazarpar.com). School and first-aid supplies are also welcome. A receipt for your donation will be given upon request.

Frank Virgintino, developer of Free Cruising Guides, will take all donated items to Haiti during February 2015 and distribute them to fishermen in a number of communities.

For more information contact Frank Virgintino at fvirgintino@gmail.com or SSCA board member Catherine Hebson at cmvhebson@gmail.com.

MORE OLD SALTS' TIPS FOR NEW CARIBBEAN CRUISERS

MAKE FRIENDS WITH THE LOCALS

When we visited a tiny village on St. Vincent and discovered that people were bugged by mosquitoes at night and couldn't afford repellent, we gave them a bottle of "Tropical Bush" (our local Surinamese repellent, a must-buy if you come here!), which was shared with the whole community.

Next morning (they knew we would leave early), they brought us a huge sack topped full with grapefruits, as they were elated that they finally had a good night's sleep. We calculated that they got up at 4:00AM to climb the mountain to their farmland, pick the fruit and walk down again. A wonderful gesture.

Make friends with the locals. Put any prejudice aside. If you are friendly and open minded, the locals will accept you as a welcome visitor to their island.

Petra and JanWillem Versol have cruised the Caribbean aboard their 40-foot ketch Witte Raaf *since 2006, and also have a home in Suriname.*



KENMORE HENVILLE / BEQUIAPHOTOACTION.COM



A DSC Primer for Caribbean Cruisers

by Ken Goodings

"Can I get your MMSI number?"

This question should be as common among cruisers as "What's your e-mail address and phone number?" After all, we rely on our VHF radios for communication, yet the utility of Digital Selective Calling (DSC) is incredibly underutilized by cruisers. This is surprising, since there are features available that seem to be designed with the cruiser in mind.

Before any of the advantages of DSC can be used, you must have a Maritime Mobile Service Identity (MMSI) number. This can be obtained from your country of registry or documentation. Fire up your favourite internet search engine and find out how to get one for your boat. Since it varies for each country, we won't discuss it here in any greater detail, except to remind owners of US-flagged vessels that a BoatUS number is not on the international database, and is meant only for domestic use. For everyone else, the information given when you apply for your MMSI is on an international database that can be accessed by maritime search and rescue organizations.



The author making a Ham Radio contact

Safety First

The first feature, and certainly most important thing, is for safety. That red "Distress" button on the front of your radio is designed to send out a continuous Mayday call if you press it for at least five seconds. If your radio is hooked up to a GPS, your position will automatically be sent out with the Distress call to every DSC-equipped radio within range (radios with an MMSI number). If any of those receiving vessels have their GPS chartplotter hooked up, they can actually see your position on their screens. This certainly makes getting help in an emergency a lot easier and more effective. Trying to clearly give your location is not necessarily an easy thing to do in an emergency. This makes it error free. Then you can go to channel 16 and do it the more traditional way.

Private Paging

Another feature that is just so useful is the ability to privately "call" or "page" another boat. Let's be honest: we've all heard those boats in an anchorage that call each other every five minutes, or the person who tries to call a boat 20 times within five minutes. You wish you could find a way to get them to desist, or you turn off your radio to limit the chatter. DSC can make everyone's lives a little easier.

Say *Cranky Pants* wants to call *Leaky Tub*. They simply can use the "Individual Call' option on their DSC menu, find *Leaky Tub* in the addresses, and hit a few buttons. *Leaky Tub* will get a chirp of some sort from their radio, which will get progressively louder, to let them know that they are being paged. *Leaky Tub* hits the appropriate buttons on their radio, and both radios will miraculously be on a working channel so the conversation may begin (actually, *Cranky Pants* will have already chosen the working channel when setting up the call). And no one else will know about it unless they scan all of the channels. Granted, it takes the fun out of lurking, but you can't have everything. And if *Leaky Tub* wasn't aboard, but the radio was on, on their return they will see on the radio that *Cranky Pants* was trying to contact them.

Position Request and Report

The other day Lynn and I were coming into an anchorage where our buddy-boat friends had arranged a mooring for us next to them. But we didn't know where they were. Rather than call on the radio and possibly distract them while they were dealing with their mooring, we did a "Position Request". Their radio (hooked up to their GPS) told our radio (and our chartplotter) their position. We saw where they were and they didn't have to do another thing. Their radio has the ability to auto-respond to those kinds of requests, as does ours.

You can also do a "Position Report" to tell someone where you are. This is nice when buddy boating and also in areas where you might not feel comfortable about giving your coordinates out loud on VHF. Sometimes a group of boats will buddy up to traverse an area where they may not feel comfortable. Maintaining radio contact is nice, and one can create a common "Group MMSI" number for all of the boats in the flotilla, like making a multi-party conference call. You can do positional information to the whole group, or page them, if you wish.

Friends

Let's say that you are entering an anchorage and you would like to know if anyone you know (and have in your radio address book) is there. A "Polling Request" will call out to your friends' VHF radios, and any of them in range will answer, provided that their radio is switched on.

At times when perhaps you aren't feeling well, or napping, or whenever you don't want to hear the general calls on the local cruisers' calling channel, you can turn down the volume or change to another channel. If someone pages you, or there is a Distress call, your radio will still alert you to those calls. This way your friends, at least, can get hold of you, even if you may be feeling a little anti-social toward the rest of the world.

Get your VHF Owner's manual out and do a little reading on the capabilities and how to use them for your particular radio. Each radio has its idiosyncrasies, and those need to be checked for yourself. Once you start using the features available through Digital Selective Calling, you may never look back. You, too, may be one of the growing number of cruisers who include their MMSI number on their boat cards.

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

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

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

SEAWISE WITH DON STREET

MAKING SAILS LAST

Part Two: Preserving Your Headsails

The Caribbean sun can burn not only your skin, but your boat's sails as well. How can you protect them and give them longer life?

See last month's issue of *Compass* on how to preserve mainsails and mizzens. This month, we'll talk about protecting your headsails.

Roller Furling Headsails

Headsails are damaged by UV rays, especially during long exposure while the boat is not actually sailing — which for cruisers can be a lot of the time.

Many try to eliminate the sunburn problem on the leech and foot of roller-furling headsails by sewing on a sacrificial layer of Sunbrella about 18 inches wide. But it looks like hell and does not improve the set of the sail. Some boats use a sacrificial layer of material the same color as the sail material, so it is not noticeable. Mark Fitzgerald, the long-time skipper of *Sojana*, a 115-foot Farr ketch, paints the leech and foot of his sails with white emulsion paint, which has proved to minimize UV damage.

The better solution is to hoist a cover for the roller headsail. I first saw these covers in the Baltic in the late 1990s; they were quite common on German yachts. Now they are available in the States; during the 2011 US Sailboat Show I saw five boats in the Annapolis Yacht Club marina that had their roller headsails protected by full-length covers. The covers do not flap in the wind. After they are hoisted, they are tightened via a lanyard threaded through a hook-and-eye arrangement.

Hoist a cover whenever the boat is not going to be used for a few days and the headsail will last an incredibly long time.

One problem with the covers for roller furling headsails is that, because of friction, there is a limit to how big they can be made. Graham Knight of Antigua Sails feels that 60 feet is about the maximum practical luff length. Above that size, friction between the cover and the sail is too great to facilitate easily hoisting and dousing the cover. If hoisting the cover is difficult, it won't always be done and the headsail's leech and foot will suffer from UV degradation.

If only parts of a sail are damaged from being overexposed to the sun, cutting the "sunburned" material from the leech and foot of a high-cut jib can make the J1 into a J2. This can also be done on genoas, reducing the 150-percent genoa to a 135.

Graham Knight once pointed out the test to tell if your Dacron sails have been severely weakened by UV degradation: Take a sail needle and push it through the material. If it goes through cleanly, all is well: the sail can be restitched or repaired. But if there is a "pop" as the needle goes through, the material is shot.

Hanked-On Headsails

Preserving hanked-on headsails from UV degradation is easy if they are stowed in double-zipper turtle bags, as they can stowed hanked onto the stay — ready to be hoisted but protected inside the bag. When it's time to hoist, unzip the double zippers, attach the sheets and hoist away.

To make a double-zippered turtle bag, take the sail to the sailmaker along with a short piece of rod a little larger than the diameter of the stay on to which the sail is to be hanked. Spread the sail out, hank it on to the rod, then lightly tension the clew and flake the sail down. Fold the clew forward so that the length of the flaked-down sail is approximately the distance from the stay to the mast. Then have the sailmaker make a bag with a full-length zipper. Close the forward end of the bag around the rod that represents the stay, closing the bag with either a hook-and-eye lashing or a flap secured by Velcro. Then have the sailmaker install a second zipper, so when the second zipper is closed the sailbag forms a very tight tube (a "turtle"). Then have the sailmaker sew a number of webbing straps to the bottom of the bag, long enough to go around the bag to secure the bag to the lifelines when the sail is dropped and stowed in port.

As the late Rod "the Great God Rod" Stephens always said, the turnbuckle for adjusting the headstay should be at the masthead. Then when the time comes to switch headsails it is easy to hank on the headsail to be hoisted underneath the one that is up. If the sails are stowed in turtle bags, two headsails can be left stowed on the headstay. This means that when one is up, the one that might be switched to is already hanked on and ready to go.

For those sloops that have a removable staysail stay that is properly set up (see the August 2015 issue of *Compass* at *www.caribbeancompass.com/backissues.html*) — with the turnbuckle at the mast, and the stay being set up with a proper lever that will tension the stay without the necessity of a turnbuckle adjustment — the sail is right down at the bottom of the stay and stowing the staysail in a turtle bag is the way to go. It is left on the stay, sailbag and stay can be stowed alongside the mast and ready to go whenever they are needed.

And finally, regularly check your headsails and restitch the leech and the foot as well as three feet in from the leech and foot. This helps prevent splitting. When sails are being restitched, Graham says if you can persuade the sailmaker to use Cortex thread (available from various sources including Bainbridge) the thread will last longer than the sail. Sailmakers do not like this thread, however, as it is expensive and the machine must be specially set up to use it.

One last tip to extend the life of your headsails: With older headsails, you might start noticing that when sheeted in hard, the foot and leech are tight but the body of the sail will not flatten. Des McWilliams (who was head of McWilliams Sails in Crosshaven, Ireland and is now head of Ulmer Kolius Europe) explains the problem. Sailmakers often install tape webbing as leech and foot tabbing. As time goes by, the tabbing shrinks while the sail does not. If a well-used sail is spread out and the tabbing removed, it will be seen that the tabbing is considerably shorter than the sail. The sailmaker can then resew the tabbing back onto the sail, adding extra tabbing as necessary. You'll have a vastly improved headsail, good for a few more years.

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

The Sky from Mid-October to Mid-November

by Jim Ulik

The Earth meets Halley's Comet!

Well, at least parts of it.

Twice a year Earth passes through the debris left behind from Halley's Comet's orbital path. The Orionid meteor shower occurring between October 2nd and November 7th is the second meteor shower resulting from the passing of Halley's Comet. Other meteor showers present during this period will also bombard Earth and its atmosphere.

In 1986 the European Space Agency's (ESA) Giotto mission was the first time a spacecraft came close enough to look at a comet's nuclei, as shown in Figure 1. The spacecraft was shielded for protection but still received extensive damage from the comet's debris. Debris was ejected from the comet at a rate of three tons per second. A large dust particle struck the spacecraft and knocked it off course. Corrections had to be made to bring the spacecraft back on line. The instruments, in part, detected complex molecules locked in Halley's ices that could have provided the chemical building blocks of life on Earth.

Halley's Comet will return to Earth's night sky in the year 2062.

Friday, October 16th

At 0530 hours Venus, Jupiter and Mars will shine bright in the eastern sky just before the Sun rises at 0557. The planets are positioned for a series of conjunctions or pairings through this period. Located near the horizon and rising just before the Sun is a relatively bright Mercury. Included in Figure 2 is the current location of Halley's Comet at over 3.2 billion miles away. The Earth will begin passing through Halley's debris field in a few days.

This evening the Moon and Saturn will make a close approach and become visible for us after the 1748 sunset. Looking west, Saturn will be located near the constellation Scorpius and three degrees below the sliver Moon. See Figure 3 and find comet C/2013 US10 that will drop below the horizon over the next few days as it makes its closest approach to the Sun around November 15th.

Saturday, October 17th

Mars continues to move closer to Jupiter. This morning it is positioned less than one half of a degree from Jupiter.

Tuesday, October 20th

The Moon is at first quarter. Look through binoculars at the areas between the bright and dark side of the Moon. You might be able to imagine the landscape of the Moon through the variations of light and shadows of the mountains and craters.

Wednesday, October 21st

The Orionid meteors peak tonight. The Earth is now passing through the debris left behind from Halley's Comet. The apparent source of the shower is the constellation Orion that will rise after 2200. The best time to view the shower is after the Moon sets at 0006 hours. There could be 25 meteors streaming through the sky per hour. These are very fast meteors that travel at 150,000 mph (241,402 km/h).

Sunday, October 25th

The conjunctions of planets continues as Venus appears one degree away from Jupiter in the eastern sky. You will have to be up before sunrise to see them pair up.

Look in the southeast sky around 2200. It may be a little difficult to see but Uranus is 100-percent illuminated and three degrees north of the Moon.

Tuesday, October 27th

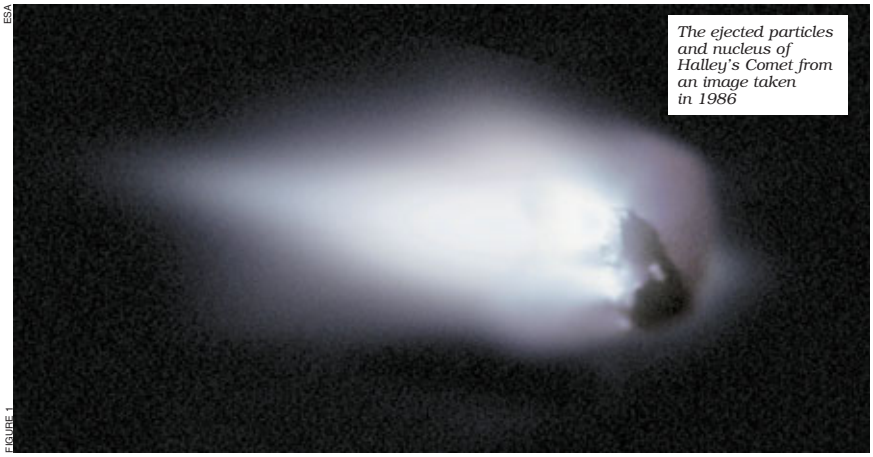
The Full Moon occurs at 0805 but doesn't rise for us until 1809. The Moon will appear larger than normal because this is the last Supermoon for 2015.

Tuesday, November 3rd

Venus has been moving away from Jupiter and has now reached its closest point to Mars. The distance between Venus and Mars is less than one degree.

Thursday, November 5th

Tonight is the peak of the Southern Taurid meteor shower. Shooting stars are expected to be visible between October 20th and November 10th. There could be about ten meteors per hour originating from Taurus the Bull. The Moon rising at 0114 will present minimal interference as it is approaching the New Moon stage.



ESA

FIGURE 1

The ejected particles and nucleus of Halley's Comet from an image taken in 1986

Friday and Saturday, November 6th and 7th

The Moon is added to the conjunctions between Mars, Venus and Jupiter over the next two mornings. Jupiter and the sliver Moon are paired up on November 6th. The trio of Mars, Venus and the Moon take their place in Virgo on November 7th.

Monday, November 9th

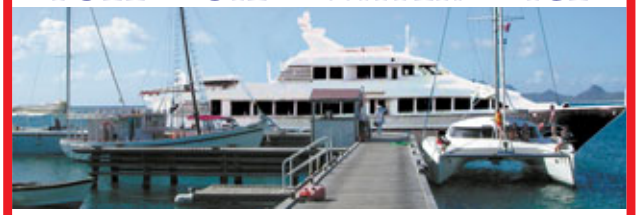
Tonight marks the appearance of the Leonids meteor shower. This shower may be one to track over the next few days. There could be anywhere from ten to 100 or more meteors per hour. These meteors are traveling over 161,000 mph (259,000 km/h) and leave long trails. The shooting stars originate from the east in Leo. As usual, the best time to find meteors is after midnight.

Wednesday, November 11th

The New Moon moment is at 1347. It is nearly in line with the Sun and currently over 13 degrees south latitude.

—Continued on next page

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—Continued from previous page

Thursday, November 12th

The Northern Taurid meteor shower peaks tonight at ten meteors per hour. The meteors appear to originate from the Seven Sisters in Taurus.

Saturday, November 14th

First documented in 1925, the Alpha-Monocerotids increase in frequency every ten years. That could make 2015 a potential year for a high volume of shooting stars. In 1935, the shower produced an estimated 2,000 meteors an hour. In 1995 there were more than 400 in an hour. While the peak is predicted to be on November 21st, the shower may happen any night between November 14th and December 2nd. Because the debris stream is narrow, the complete shower may only last from a few minutes to less than one hour, so you will need some patience while watching the sky because you never know when the shower will happen. The meteors originate from Canis Minor, which will rise in the east around 2200. Moonlight will not interfere tonight.

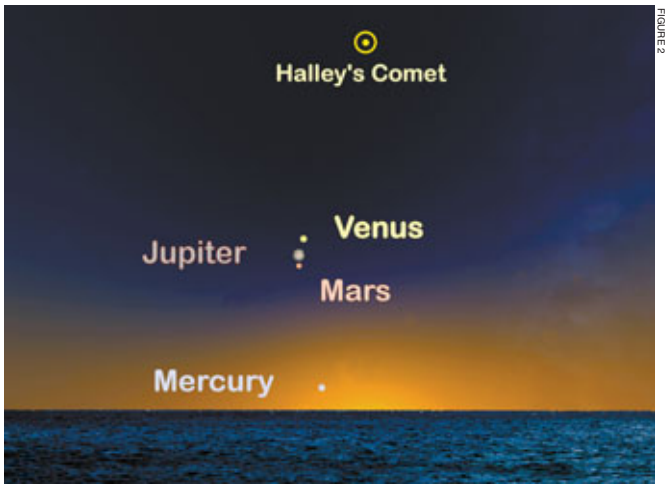


FIGURE 2

Sunday, November 15th

There is one more meteor shower this period to add to the night sky. The Iota-Aurigids is a minor shower of meteors that originate from the constellation Auriga. That is the constellation just north of Orion. Peaking November 15th and 16th, this shower can produce shooting stars anytime between November 1st and 23rd.

In the News

One company has seen the value of putting artists and engineers together to enhance its creative process in product development. This company is launching a series of satellites into orbit that would give on demand real-time photographic and video access to any place on Earth (see Figure 4). At this stage the user will get less than one metre resolution of the desired area. Real-time access permits the tracking of cars, trucks, ships and planes. It also allows for the immediate oversight of ports, factories, cropland and oceans across the globe. The company's purpose is to help solve commercial, environmental, and humanitarian challenges.

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

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

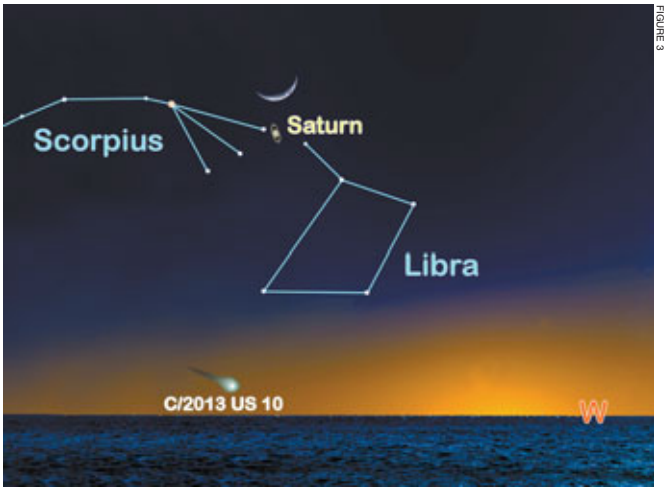


FIGURE 3

Above: The Moon and Saturn conjunction in the western sky on October 16th at 1815 hours
Left: Venus, Jupiter, Mars and Mercury in the morning sky.
The current position of Halley's Comet is 3.2 billion miles from Earth

Below: NASA launching satellites from the International Space Station


FIGURE 4

NASA



Edward William

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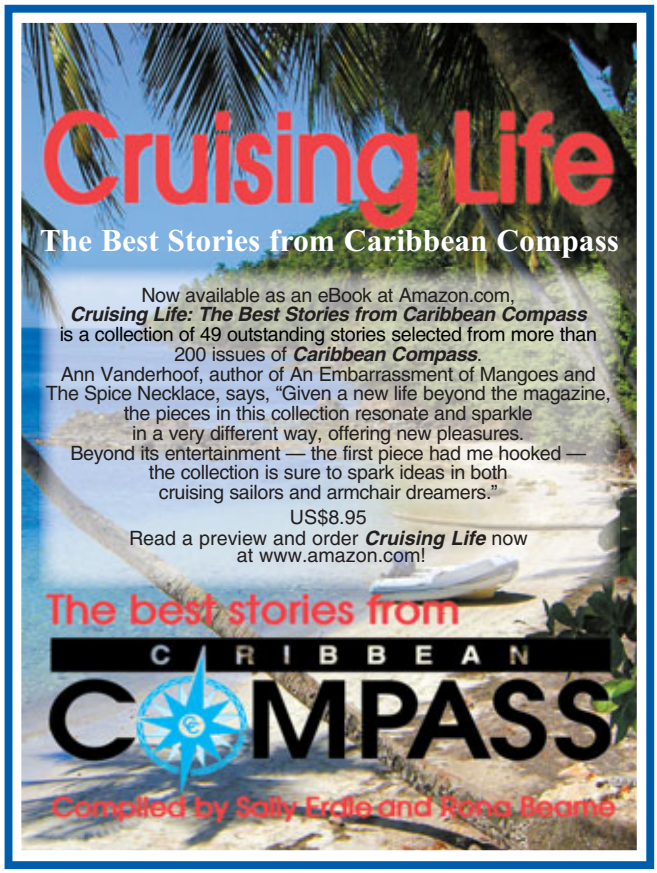
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BOOK REVIEW BY SALLY ERDLE

How to Raise a Family at Sea

Voyaging with Kids: A guide to family life afloat, *by Behan Gifford, Sara Dawn Johnson and Michael Robertson ©2015. L&L Pardey Publications, 336 pages, color photos, ISBN 978-1-929214-33-4 (print), ISBN 978-1-929214-43-3 (e-book)*

Frankly, this is one of the best "how to" books I've ever read. It leads you through everything you need to know step-by-step, it's written by someone who knows what they're talking about, and it's not only informative, it's engaging. Best of all, it's not just about how to build a birdhouse or how to truss a chicken, it's a comprehensive discussion about how to raise real, live young human beings at sea — happily, healthily and safely — and stay sane (and married, if you are) at the same time.

The three authors, who all speak from an abundance of experience, have dedicated the book "To the intrepid cruising parents who, for decades before our time, voyaged to the far reaches of this planet with their kids aboard. You are the reason we each knew this way of life was possible." Now they make this way of life even more possible for others by sharing their own knowledge, and that which they've gleaned from others, on everything from dealing with "the naysayers" before you go, to choosing a family friendly boat, to daily life aboard, to preparing kids for life back on land when and if the time comes.



Aside from the expected topics such as medical care, provisioning for a family, schooling aboard and choosing lifejackets, the authors share their observations and advice on tending a newborn aboard; fostering independence and responsibility as children grow; dealing with teens; and even tips for Mom and Dad on how to keep their relationship rocking in the confines of a crowded, busy boat.

Gary "Captain Fatty" Goodlander, in his Foreword, writes, "There is only one thing I have ever done that's as fun as growing up aboard, and that's parenting aboard. A small boat on a large ocean is the perfect place to raise a child..." While there is a segment of landlubbers today who homeschool their children for religious reasons, to keep them away from The World and its supposed evils, Fatty notes that, while aboard, "You truly have time for your children, long stretches of quality time together as a family. You are physically, mentally, and spiritually close. There are few distractions, little peer pressure, and almost no shore vices to entice", at the same time you aren't shielding your children from the world; on the contrary, you are immersing them in it: "The entire world can be your classroom. Our daughter, Roma Orion, learned addition and subtraction by counting her ice-cream coinage in foreign countries." And perhaps the thing families most desire to gain from cruising is closeness: "Your child will morph into more than a son or daughter; he or she will grow to become crew as well. A family is a team, and there's no better place than a sailing vessel to learn teamwork."

Whether you plan to sail *en famille* for just a season or a lifetime, with one child or many, this book, with its different outlooks from different authors — plus their friends and a brace of former cruising kids as well — is an excellent resource. Well written, well illustrated with photos, well edited and organized, and conveyed with intelligence, humor and insight, the information in *Voyaging with Kids* is not only useful, it's inspiring.

Publisher Lin Pardey says that once, observing a group of cruising kids, "I found myself wishing there was some way to encourage more folks to take their children away from so-called 'normalcy' and let them experience the opportunities cruising could provide." This ought to do it.

Available from online bookstores and from www.landlpardey.com. An enhanced, inter-active eBook version of Voyaging with Kids *is also available. Designed to complement the print edition, the eBook has links to all reference material contained in this book plus a special cloud-based video library.* Voyaging with Kids *can be downloaded from googleplay.com, barnesandnoble.com, itunes.apple.com and amazon.com. Readers of the print version of this book can access the video library by visiting www.voyagingwithkids.com*

LOOK OUT FOR...

Papaya — Get Those Digestive Juices Flowing!

by Lynn Kaak

As you travel through the Caribbean, every month there's something special to look out for. What are those exotic-looking plants — or are they trees? — with the gala topknots of wide leaves and closely clustered fruits?



The papaya (*Carica papaya*) is believed to have originated in southern Mexico and Central America. It has since spread throughout the tropics along with the European colonies, becoming a major cash crop in India.

The typical papaya, or paw paw as it is also known, that one sees in the Caribbean is generally known as the "Mexican" variety, as opposed to the "Hawaiian" variety. The "Hawaiian" variety produces small, single-serving papayas of about half a kilo in weight. However, anyone who has been to a market in the Caribbean knows that the local paw paws can attain weights of up to four and a half kilos or so.

At the market, the ripe papayas are yellow or orange, and can be a little bit soft to the touch. If you happen to get a green one and are impatient for it to ripen, score the skin a bit to let some of the latex bleed out and it will ripen much faster! The flesh can be reddish to pinkish, ranging all the way to an orange or yellow colour.

Papayas grow on a tree that achieves a height of about four to five metres, with rapid growth. Unless the tree has been damaged, there is no branching out, and the broad leaves spread out in a spiral pattern from the top of the single stalk. The trunk or stalk is not smooth, as it bears the scars of the foliage that was lost during the tree's growth. The leaves, which last from four to six months, are from 30 centimetres to a full metre long, and 30 to 60 centimetres wide. These large leaves have very noticeable yellow-hued ribs and veins, which provide support and nourishment to the main leaf segments, of which there can be anywhere from five to nine divisions.

The papaya tree has male, female, hermaphrodite and bisexual differences. The hermaphrodites can be self-pollinating, making them the preferred plants for commercial purposes. The male plants have their waxy flowers growing on stalks, while the female has single flowers growing close to the trunk of the tree, allowing the maturing fruit more support as it grows. There are some papayas that will change sex if the top of the tree is cut off.

Papayas grow quite readily in the right conditions. With plenty of heat and sun, lots of water, and good drainage, a papaya seed will quickly grow into a tree. However, if the roots are immersed or drowned for too long, the roots will quickly rot and the tree will die. This makes papaya excellent for cultivation throughout the Caribbean, with the possible exception of in a rainforest.

Succulent ripe papaya is a very popular breakfast fruit, cut into slices, added to a fruit salad or whipped into a smoothie. Hard green papaya can be cooked like a squash. The fruit has a high pectin content, making it easy to create preserves. The dried seeds have a peppery taste, and have found uses in some Asian cooking. The young leaves and flowers are also used in Indonesian cuisine.

Papaya has long been known to contain an enzyme, papain, which helps to tenderize meat. Papain is found in the fruit and also in the leaves and stalks of the trees; more than just the fruit is harvested in commercial operations as the papain is used in some meat tenderizers. For the tougher cuts of meat, the fruit and leaves make an excellent marinade for both flavour and for making the meat more edible. Papaya



leaves have also been traditionally believed to aid in platelet production, which may be beneficial for those suffering with dengue fever and with clotting disorders. An upset stomach can sometimes be settled with some papaya. The leaves are also made into tea to combat malaria, as there is some mechanism that seems to help combat the malaria virus. However, gentlemen, if you have an interest in becoming a father, go easy on the papaya seeds as there seems to be a correlation between increased papaya seed consumption and decreased sperm production! (Don't worry; it is temporary.)

Paw paw, good for whatever ails you — and delicious, too!

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TRINIDAD HAND PIES

I say they are "hand pies" because they are eaten out of hand. Trinis call them "pies"; in Jamaica and up island they are "patties"; in Puerto Rico they're known as "empanadas". Regardless of what you call it, once you have tasted this Caribbean breakfast-on-the-go, another is on its way!

Pies are inexpensive, tasty and filling, making them a popular fast food in the islands. There is no age or socio-economic group specific for enjoying a pie for breakfast. You never know, the person standing next to you next in line for the vendor could be a Minister of Government. And there are certainly no effective mannerisms when it comes to eating a pie. If you're lucky, the street-side vendor has a place to rinse your hands after your pie has been split and smeared with whatever chutney or bitter pepper you enjoy. The key is not to drip upon your work outfit or three-piece suit.

There are so many ways of making pies and their fillings — it all depends on your taste. I've never been a fan of beef pies because I'm not that much of a trusting soul as to how fresh the meat is or even what the meat really is. Irish potato is a popular choice: potatoes are not expensive and fill a belly as well as anything else. We Trinis like our *aloo* (potato) pies long and thin. I've had fish pies but the bones are a drag. Potato-and-cheese or a good cheese alone is exquisite. You don't want to ingest anything too spicy that might cause an awkward burp during an early morning meeting!

Although a traditional breakfast treat, hand pies are great any time. Pies can be downsized for entertaining — much better than whatever pot stickers are — or enlarged to make a family meal. Hot oil is involved, so, boaters, plan to make your hand pies in a calm, wake-free anchorage or marina.

Every few months I try to supply my household with a variety of pies — that permits me and my kitchen some down time. I try to do a few dozen, and make them different than what can be easily found on the streets of Port of Spain or Chaguanas. We grow a lot of different veggies so I experiment with combinations of flavors.

I use the same recipe (below) when making dough for all my pies.

If entertaining, provide a variety of dipping sauces, such as tamarind, mango or coconut chutney.

Hand Pie Dough
2 Cups all-purpose flour
1 Tablespoon baking powder
1 Cup water
dash of salt

Place flour in a medium bowl, add the baking powder and salt and mix. Slowly add water and fold the flour in order to capture air (this will make the pie crust light). Set aside for a moment. Take the flour mix and break it into small balls. Let balls sit for 15 minutes. As you cook each filling, take the needed number of dough balls and roll them out.

Spinach and Feta Cheese Hand Pies
1/2 bunch of spinach*
1 Tablespoon vegetable oil
1 medium onion, minced
4 cloves of garlic minced
4 ounces of feta cheese, crumbled
1 Cup of vegetable oil for frying

Wash the spinach and cut into one-inch pieces. In a skillet add the Tablespoon of vegetable oil. When hot add the garlic and onion, cook for about one minute then add the spinach. Cover and cook over slow heat for 20 minutes. When the spinach is soft, add the feta cheese and set the mixture aside to cool.

Roll out pieces of dough, place a spoonful of filling on each, and fold so that there is no space for leaking. Use a fork to press the sealed edges tightly together.

In a medium skillet add the Cup of vegetable oil and heat well. When hot, place the pies in, being careful not to crowd them. Place the pies gently so the hot oil does not splash and burn you. Cook pies for one minute and flip to cook to golden brown on the other side. Remove and place on paper to drain.

* North Americans and Europeans know spinach as the short dark-green leafy plant *Spinacia oleracea*. In the Caribbean, *Basella alba*, or climbing spinach, is more common.

Sweet Potato and Cheddar Hand Pies
1 pound sweet potato*
1 medium onion, chopped small
2 cloves garlic, minced
1 Cup grated cheddar cheese
(you can add a dash of cumin for a spicy taste)

Peel the sweet potato and cut into one-inch pieces. Place the potato in a pot, cover with water, let cook for about 15 minutes and drain. Mash the potato, add the cheese, onion and garlic (and cumin if using), and mix well.

You can use the oil from your spinach and feta cheese pies to cook this recipe or you can use fresh oil. Again, roll out your dough balls, place the filling, fold and seal. Heat the oil and follow the cooking procedure as for spinach and feta cheese pies.

* A Caribbean sweet potato is not the orange-colored sweet potato popular in the southern US. It is red-skinned and white-fleshed, but much sweeter than an Irish potato.



Salt Fish Pies with Vegetables
3 ounces boneless salt fish, well rinsed and drained
1 medium sweet pepper, finely chopped
1 medium onion, minced
1 tomato, cut into small pieces
1 clove garlic, minced

Combine all the ingredients in a bowl. Use your hands to work the salt fish well into the other ingredients. Again, roll out your dough balls, place the filling, fold and seal. Heat the oil and follow the cooking procedure as for spinach and feta cheese pies.

Pak Choy and Chicken Hand Pies
1 head of pak choy
1/2 pound of chicken breast, skinned and seasoned with salt and pepper
1 Tablespoon vegetable oil
1 medium onion, minced
3 leaves of chadon bene, minced
4 cloves of garlic, minced
1 seasoning pepper, seeded and minced
1 Cup of vegetable oil

Wash pak choy and chop finely; set aside. In a small pot, bring one cup of water to a boil, add the chicken breast, cover and simmer for 20 minutes. When cooked, remove and strip into small pieces.

In a medium pot add one Tablespoon of vegetable oil. When hot, add pak choy and remaining ingredients except chicken. Cover, reduce heat and let cook for 14 minutes. Add the chicken pieces and mix well. As with the other recipes, roll out your dough balls, and add the filling and fold. Always use a fork to press and seal the open edge. Heat the Cup of oil and place the pies in gently so oil does not splash on you. Let cook for one minute, flip and cook until golden brown.

Shirley Hall is the author of *The New Caribbean Home Garden Handbook*



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ANOTHER PORT IN PUERTO RICO

Dear *Compass*,

Regarding Michael Sanderson's article in the August issue about sailing from Panama to Antigua, my hat is off to anyone that does that trip!

I'd like to suggest an alternative to part of his route. Once a boat reaches Cabo Rojo at the southwest corner of Puerto Rico, instead of plugging 35 miles dead to windward to Ponce, you can head for Puerto Real, Marina Pescadora, seven miles north of Cabo Rojo. The marina can organize clearing into US waters with Customs and Immigration.

Don Street
Glandore, Ireland

KUDOS FOR OLD SALTS' TIPS

Dear *Compass*,

The old salts' advice article in the September issue was fabulous. A fantastic array of tips from some very knowledgeable people. Well done.

Nicola Cornwell
Yacht Pandora

WHAT'S UP AT PANDY BEACH?

An Open Letter to the Government of Grenada
Dear Sirs and Madams,

In early May 2015, those on boats anchored outside St. George's, Grenada were invited to a meeting held at the fish market building. We were shown a slide presentation about marine protected areas (MPAs). Great idea; all were impressed with the concept. We were told the Government had committed to turning one quarter of Grenada's coastline into MPAs. Good for you.

The area then being looked at was all or part of the coast from St. George's Harbour to Point Saline, about 3.7 nautical miles.

We, the cruisers who anchored, are concerned about the anchorage from the ship channel range (leading lights) south along the coast for about half a nautical mile. The seabed here is NOT coral, but sand and rubble.

We are not freeloaders! We pay HM Customs for cruising permits and Immigration for permission to stay here. More than that, we stay for months at a time, spending money in St. George's stores, restaurants, markets and bars. Closing this anchorage will have an adverse affect on the economy.

It has been rumored that this is being done to turn what is now an anchorage into a mooring field. This is a poor idea for several reasons. First, we cruisers have a finite budget, so every dollar spent on a mooring is a dollar not spent elsewhere; in other words, this doesn't generate more income for the economy, it just spreads the same amount thinner. Secondly, all cruisers have their own ground tackle that they trust. Moorings have a bad reputation for being poorly maintained and for the owners of the moorings taking no responsibility when boats and moorings "go walkabout". Many cruisers, when faced with mandatory moorings, will go somewhere else, not necessarily somewhere else in Grenada. Bottom line: someone has the capital cost of moorings with few renters and businesses here will have lost a number of frequent customers.

So, to sum it up, I'm asking those in power: please don't close down an anchorage that is neither ecologically sensitive or a unique habitat, and by doing so getting rid of a community that contributes to the economy of Grenada and particularly St. George's.

John Tulloch
S/Y Unleaded

Dear John,

We're told that, understanding the importance of the yachting community to Grenada, special considerations were given to the Pandy Yacht Community to air their concerns regarding the conversion of the Grand Anse area into a MPA. The cruisers who utilize the Pandy Beach anchorage were invited by the Fisheries Division (the agency that is spearheading the establishment of MPAs in Grenada) to the meeting you attended, and the cruisers' views expressed at the meeting were formally noted.

With regard to anchoring and/or mooring within the area, we are told that (as of this writing) no final decision has yet been made. A consultant was on the ground in August working on the development of a management plan for the area, which includes a proposed zoning plan. The development of the zoning plan will include ground-truthing (i.e. diving) to validate the current habitat and resource maps for the area. This will inform the Fisheries Division on the actual habitat and resources within the area. Although the seabed in the area is now largely sand and rubble, we are told that the area has historically been a patch reef system; therefore, analysis of its current status and its potential to regenerate are critical before any action is taken.

Once the management plan is completed, a second round of consultations will commence and all stakeholders including the yachting community will have another opportunity to comment on the proposed plans before the document is finalized and entered into force.

A little background: Grenada — along with Antigua & Barbuda, The Bahamas, the BVI, the Dominican Republic, Jamaica, Puerto Rico, St. Kitts & Nevis, St. Lucia and St. Vincent & the Grenadines — has joined the Caribbean Challenge Initiative, which commits the country to conserving at least 20 percent of its nearshore marine and coastal environments as MPAs by the year 2020. The Caribbean Challenge Initiative was launched in 2008 and, so far, participating CCI countries have declared 50 new marine/coastal protected areas.

CC

CRIME CONCERN IN CANOUAN

Dear *Compass* Readers,

We want to caution readers visiting Canouan. On September 8th we visited Charlestown Bay. While Charlestown Bay was lovely, the overall experience was not.


CHRIS DOYLE

Charlestown Bay in Canouan is beautiful, but beware boarders

The mooring ball that the operator assured us was strong enough for our catamaran was not. The mooring ball was detached and dragging the chain when we dove down to look at it.

—Continued on next page

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—Continued from previous page

The only reason we originally chose to use a mooring ball was to provide local business.

After quickly climbing aboard and anchoring, we later decided to have a drink and dinner at the bar at the Tamarind hotel. Guess someone else was in the mood for dinner, too, because when we returned to our boat, the outside refrigerator had been emptied of food and drinks. The "uninvited diners" left a few of the empty food containers in the fridge but took all the rest with them.

Beautiful place but not the best experience. We will not be stopping there again.

I did call the hotel and report the theft and they said they would alert the coast guard in the area to be watchful.

Thanks,
Concerned Cruisers

Dear Concerned,

You are not the only ones who are concerned.

On July 20th, regarding a heavy wave of yacht boarding reports from the Grenadine island of Canouan, the Caribbean Safety and Security Net (CSSN) wrote, "Never in the 19-year history of CSSN has a single location in the Caribbean Basin suffered so many incidents in so short a time, even those locations that typically attract a much larger number of visiting yachts." And more incidents in Canouan were reported to the CSSN after that date, now including yours and another as well. You can see all the reports at www.safetyandsecuritynet.com.

Although some of the victims indicated they also made reports to the police, the Coast Guard, the Tamarind Beach Hotel, or to a helpful local businessman who provides services to visiting yachts, apparently no effective action has yet been taken.

Both the CSSN and Compass *have written to police and tourism officials in SVG, hoping to hear that this ongoing problem is being addressed, but no replies were received as of press time.*

Therefore, we warn readers that the risk of your boat being boarded in Canouan currently remains extremely high.

CC

GIVE A LEG UP

Dear *Compass* Readers,

Gylfi Hilmisson is a fantastic musician, a great guitar player. You can see clips on YouTube of him performing with his friend Jomo, but it's even better to hear them play in person in different places in Grenada. And even better that that, you can help him help others literally get back on their feet.

Born and raised in Iceland, Gylfi graduated as an engineering mechanic and machinist. In 1981 he met Ossur Kristinsson, who introduced him to the world of prosthetics. During a career in that field, he became a certified technician for arm prosthetic systems and supported a program of systems designed for victims of Thalidomide. In 1990 Gylfi became Production Manager at the Ossur company for the commercial production of the revolutionary Iceross silicone prosthetic liners, which had become an industry standard worldwide. In 1995 Gylfi relocated to Santa Barbara, California and spent 11 years in California with Ossur USA and later in the IT management field.

In 2006 Gylfi pursued a lifelong dream and bought a sailboat, which brought him to the Caribbean and specifically to Grenada where he has resided for the last five years.

Reconnecting with his old mentor, Ossur Kristinsson, and his non-profit organization OKProsthetics, he had the opportunity to introduce prosthetic solutions to the Caribbean utilizing the modular prosthetic system from the Ossur company. As well as being actively involved with OKProsthetics projects in Cuba and Haiti, through material donations he is currently applying low-cost, below-knee prosthesis to amputees in Grenada.

Through Gylfi's efforts, six people in Grenada so far have been successfully fitted with legs and the numbers are growing as long as the material supplies last. This is an un-rivaled high-quality, low-cost method to provide prosthetic aid to people of limited means and it is very hard to put value on what it means for a person to be able to get out of the wheelchair and walk freely again.



If you can make donation please do it. Thanks to him lots of children, women and men are now able to walk. Any donation is welcome. For details, go to Facebook, "Attach a leg Grenada".

Thank you,
Melly Ride



Gylfi is not only a talented musician playing at various venues in Grenada, he's also a prosthetics expert who has helped many Grenadians to literally get back on their feet

WE WANT TO HEAR FROM YOU!

Dear* Compass *Readers,

We want to hear from YOU!

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CALENDAR

OCTOBER

2 – 3	Caribbean Sea Jazz festival, Aruba. http://www.carnifest.com/events
3	Public holiday in St. Lucia (Thanksgiving Day)
4 and 18	Barbados National Dinghy Championships. Barbados Yacht Club (BYC), www.barbadosyachtclub.com
7 - 10	Bonaire International Sailing Regatta. www.bonaireregatta.org
10	Public holiday in Curaçao (Curaçao Day)
10 – 11	Columbus Day Regatta, St. Thomas USVI. St. Thomas Yacht Club (STYC). www.styc.net
12	Public holiday in the Bahamas (National Heroes' Day), Colombia (Día de la Raza) and Venezuela (Indigenous Resistance Day)
13	Public holiday in Belize (Pan American Day)
16 –18	Caribbean Dinghy Championships, Puerto Rico. Club Náutico de San Juan (CNSJ). www.nauticodesanjuan.com
17	Public holiday in Haiti (Anniversary of the Death of Dessalines)
19	Public holiday in BVI (St. Ursula's Day)
23 – 25	Caribbean Sailing Association Conference, St. Maarten. vp@caribbean-sailing.com
24	Public holiday in Jamaica (National Heroes' Day)
25	Foxy's Halloween Catfight (catamaran regatta), Jost Van Dyke, BVI. www.foxysbar.com/halloweencatfight
25	Public holiday in Grenada (Thanksgiving Day)
27	FULL MOON
27	Public holiday in St. Vincent & the Grenadines (Independence Day)
30 – 1 Nov	Trophée Jeff Campana (ex Triskell Cup), Guadeloupe. www.triskellcup.com
30 – 1 Nov	World Creole Music Festival, Dominica. www.wcmfdominica.com

NOVEMBER

1	Public holiday in Antigua (Independence Day) and some other places (All Saints' Day)
2	Public holiday in Haiti (All Souls' Day)
3	Public holiday in Dominica (Independence Day)
7 – 8	SOL Sint Maarten Optimist Championship. St. Maarten Yacht Club (SMYC), smyccoach@gmail.com
8	Start of ARC+ rally from Canary Islands to St. Lucia via Cape Verdes. www.worldcruising.com/arc
8	Start of Caribbean 1500 and ARC Bahamas rallies from Virginia, USA to Tortola BVI and Abacos, Bahamas respectively. www.worldcruising.com/carib1500
8 – 9	Pete Sheals Memorial Match Race, Tortola. RBVIYC
9	Public holiday in the Cayman Islands (Remembrance Day)
11	Public holiday in French islands (Remembrance Day) and Colombia (Independence of Cartagena Day)
13 – 15	St. Croix International Regatta. St. Croix Yacht Club (SCYC), www.stcroixyc.com
18	Public holiday in Haiti (Battle of Vertieres Day)
18	Start of Atlantic Odyssey I rally from Canary Islands to Martinique. http://cornellsailing.com/sail-the-odyssey
19	Public holiday in Belize (Garifuna Settlement Day) and Cayman Islands (Remembrance Day)
20 – 22	Jolly Harbour Yacht Club Annual Regatta. www.jhycantigua.com
22	Start of 30th Annual ARC rally from Canary Islands to St. Lucia
23	Public holiday in Montserrat (Liberation Day)
24 – 29	RC44 BVI Regatta, Virgin Gorda. www.yccs.it/marina
25	FULL MOON
25	Public holiday in Suriname (Republic Day)
27 – 29	Mango Bowl Regatta, St. Lucia. St. Lucia Yacht Club (SLYC), www.stluciayachtclub.com
27 – 29	Course de L'Alliance, St. Maarten, St. Barts, Anguilla. SMYC
28	Start of RORC Transatlantic Race, Canary Islands to Grenada. http://rorctransatlantic.rorc.org
30	Public holiday in Barbados (Independence Day)

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

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—Continued from page 25 …Cruising Kids' Destination

Another island highlight for us was Fish Night in the town of Gouyave, where it seems half the town sets up food stalls in the streets while the other half eats. Excursions like these expose children to different environments and ways of life and foster a sense of exploration and discovery. All in all, we found Grenada to be a very manageable, friendly island for family exploration or quiet days at anchor.



Grenada is a hiker's paradise, with walks suitable for kids of all ages

Below: You can't beat the beach and views at St. Lucia's Pitons



Le Pitons and Sulphur Springs, St. Lucia

Anse des Pitons isn't just one of the most scenic spots in the entire Caribbean; it's also a great spot for families in several ways. There's the stunning beach, for one, plus nearby Soufriere Sulphur Springs and Diamond Botanical Gardens for exploration farther inshore. Kids will be fascinated by the boiling sulphur springs and enjoy time spent soaking in the nearby mineral baths. You'll have to pay for a mooring, but it's well worth it considering the deep, rocky anchorage. Every morning begins with a new adventure and every evening with an incredible sunset. Elsewhere in St. Lucia, we weren't impressed with the overdevelopment in Rodney Bay and Marigot Bay, and though "progress" has crept into the Pitons area, nothing can dampen the sheer natural beauty of the place.

Barbuda

Antigua's partner island is a paradise of white sand beaches such as the ten-kilometer long haven of Low Bay on the west side. The island is not so much a place for inland exploration as for days of fun and sun in the sand. Here, you'll be able to choose a place almost anywhere along the long coastline without the crowded feeling of many other Caribbean anchorages. There's almost no development and not much to do but look for seashells and count the stars. Heaven, indeed!

Saint-Pierre, Martinique

You know you're in for something different when a harbor chart looks like a tic-tac-toe board full of Xs. These mark the graves of the ghosts of Saint-Pierre. The harbor, not much more than a slim indentation on Martinique's leeward coast, was packed with wooden schooners in March, 1902. When neighboring Mont Pelée erupted in a pyroclastic burst, it instantly leveled the town, killed thousands of people and ignited the fleet. Today's cruisers must pick their spots with care; we took the point when a nearby boat struggled to free its fouled anchor from underwater wreckage. Even ghosts need amusement, it seems!

Today's Saint-Pierre is a quiet and interesting, if eerie, place to visit. Reminders of the tragedy are everywhere, from the ashy beach to blackened ruins still dotting the town. A museum chronicles the town's early days and the fiery end of an era, and visitors can also visit the stone jail cell where a convict weathered the catastrophe as the town's lone survivor.

Despite its sad past, Saint-Pierre is full of cheerful, friendly faces. Almost inexplicably, we were drawn back here again and again. Our son and his buddies enjoyed the black sand beach and were fascinated by walks around town, while we adults enjoyed the tree-lined, oh-so-French boulevard and unassuming character of the place. There's a convenient waterside market with fresh fruit and waterfront cafés, too.

St. Kitts

Another island with multiple attractions for families is St. Kitts. We spent a happy week sitting out high winds in White House Bay in the south, where we saw more vervet monkeys than people. It's a scrubby, wild area that's perfect for family down time. When the wind dropped, we visited Basseterre with its quaint colonial center and made a trip out to Brimstone Hill Fortress, a UNESCO World Heritage site. The well-preserved fortress is touted as "a monument to the ingenuity of the British military engineers who designed it and to the skill, strength and endurance of the African slaves who built and maintained it". Whichever side of the equation you emphasize to your children, it's a great place to climb on cannons, play soldier, and study history.

Honorable Mentions

The above are our personal favorites, but the list could easily have been stretched to 15 or 20.

Our first Honorable Mention goes to the island of Marie-Galante (off Guadeloupe) for its gorgeous beaches, quiet lanes, and historic plantations.

We usually don't to go for packaged entertainment, but a day in the small water park at Anse d'Arlet on Martinique was just the ticket for our son, who could have spent days enjoying the floating trampolines and climbing structures there.

For life in the slow lane, long walks ashore on the islands of Carriacou, Mayreau, and Anguilla scored high on our list.

Farther north and west, one of our favorite spots is Culebra in the Spanish Virgin Islands — a quiet haven so unlike the heavily trafficked waters of the British and US Virgin Islands to the east.

Of course, ten families asked to complete this exercise would produce ten different lists! Often, all it takes is for just the right (or wrong) person to walk along the beach to change your impression of a place. And sometimes, the most memorable places are the unexpected gems that you discover on your own. In that spirit, we look forward to hearing from families who'd like to nominate their own "top ten" lists!

Nadine Slavinski is the author of Cruising the Caribbean with Kids: Fun, Facts & Educational Activities; Lesson Plans To Go: Hands-On Learning for Active and Home Schooling Families; Lesson Plans Ahoy: Hands-On Learning for Sailing Children and Home Schooling Sailors; *and* Pacific Crossing Notes: A Sailor's Guide to the Coconut Milk Run. *Watch for her upcoming novel,* The Silver Spider, *a story of sailing, adventure, and suspense.*

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Bay Island Yachts	Trinidad	44	Electropics	Trinidad	MP	Marc One Marine	Trinidad	MP	St. Lucia Tourist Board	St. Lucia	13
Blue Lagoon Hotel & Marina	SVG	21	Fajardo Canvas	Puerto Rico	MP	Marina Santa Marta	Colombia	6	Sugar Reef Bequia Ltd	SVG	MP
Boat Paint & Stuff	St. Maarten	40	Food Fair	Grenada	39	Marina Zar-Par	Dominican Rep	34	Sunbay Marina	Puerto Rico	29
Budget Marine	St. Maarten	2	Free Cruising Guides	C/W	36	Marine World	SVG	35	Suzuki Marine	C/W	5
Camper & Nicholsons	Grenada	47	Gittens Engines	Trinidad	MP	McIntyre Bros	Grenada	40	SVG Tourism	SVG	12
Captain Gourmet	SVG	MP	Gonsalves Liquors	SVG	38	Mid Atlantic Yacht Services	Azores	MP	Technick	Grenada	MP
Caraibe Marine	Martinique	17/MP	Grenada Marine	Grenada	26	Mt. Gay Round Barbados Race	Barbados	14	Turbulence Sails	Grenada	26/ MP
Caribbean Marine Electrical	Trinidad	MP	Grenada Sailing Week	Grenada	15	Multihull Company	C/W	43	Venezuelan Marine Supply	Venezuela	MP
Clippers Ship	Martinique	MP	Grenadines Sails	SVG	MP	Neil Pryde Sails	Grenada	MP	WIND	Martinique	MP
Copper Coat USA	C/W	44	Hopper Land for sale	C/W	MP	Off Shore Risk Management	Tortola	28	Yacht Steering Committee	Trinidad	23
Cruising Life	SVG	36	Hydrovane International Marine	C/W	MP	Perkins Engines	Tortola	8	YSATT	Trinidad	MP
Curaçao Marine	Curaçao	27	International Inflatables	St. Lucia	MP	Power Boats	Trinidad	MP			
Dino Agency	Columbia	MP	Iolaire Enterprises	UK	37/40	Regis Guillemot	Martinique	16			
Dominica Yacht Services	Dominica	MP	Island Dreams	Grenada	MP	Renaissance Marina	Aruba	32			
Down Island Real Estate	Grenada	MP	Island Water World	Sint Maarten	25/MP	Sea Hawk Paints	C/W	7/9/11			

MP = Market Place pages 41 to 43
C/W = Caribbean-wide



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LOA in feet	Daily $/ft/day	Weekly $/ft/day	Monthly $/ft/day
up to 32	$0.85	$0.77	$0.41
up to 40	$1.10	$0.99	$0.50
up to 50	$1.20	$1.08	$0.55
up to 60	$1.30	$1.17	$0.61
up to 65	$1.45	$1.31	$0.68
up to 75	$1.50	$1.35	$0.69
up to 80	$1.65	$1.49	$0.85
up to 100	$1.70	$1.53	$0.87

For yachts above 100 feet LOA, and for bookings of longer periods, please contact us for a personalised quote. Multihulls are charged at 1.5 times the standard rate. Weekly and monthly rates apply to yachts staying consecutively for 7 days or 30 days respectively.

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