CARIBBEAN On-line
COMPASS
OCTOBER 2019 NO. 289
The Caribbean's Monthly Look at Sea & Shore

ADVENTUROUS VOYAGES

See pages 16 & 19

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"It's not what you think. My family is on the yacht and I needed a little Me Time."

BILL THOMAS

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On the cover: Fishing boats at rest in the Dominican Republic photographed by Richard Sherman, www.RichardShermanPhotography.com
Where will your next Caribbean voyage take you? See reports of adventurous voyages on pages 16 and 18.



Info & Updates

New Panama Canal Tolls Approved

The Government of Panama has officially approved a modification of the Panama Canal tolls structure, following recommendations from the Panama Canal Board of Directors. The toll structure for small vessels (i.e. vessels with a maximum length of 125 feet/38.1 metres, which transit the Panama Canal using lines that are handled manually at the locks without the use of locomotives) has been revised upwards to consider the resources used in the transit; this will see rates double for small craft from of January 1st, 2020.



RICHARD SPINDLER

New year, new fees. Panama Canal tolls will rise in January.

NEW TOLLS

- Under 65 feet (19.812 metres): US$1,600
- 65 to 80 feet (19.812 to 24.384 metres): US$2,400
- 80 to 100 feet (24.384 to 30.480 metres): US$3,500
- Over 100 feet (30.480 metres): US$4,100

Yacht clearance and canal transit agents in Panama, such as Centenario & Co (see ad on page 17), are anticipating a busy three months before the new tolls go into effect.

Visit www.pancanal.com/peajes for more information.

New Marine Weather Service Website

Last month the US National Weather Service updated its marine forecasts website with a new look and URL change. Users who have the current home page address bookmarked will have to update their bookmarks.

All of the forecasts, warnings, observations, radiofax charts and other information about NWS marine services from the current Marine Forecasts website will be located on the NWS Marine Weather Services website. The information has been reorganized and streamlined along with the new display, and the site should be much easier to navigate.

The new web address is www.weather.gov/marine.

VHF Net in Jolly Harbour, Antigua

Karen van Rensburg reports: We at Lighthouse Yachting started a VHF Cruisers Net in Jolly Harbour, Antigua, last year. It is broadcast every morning at 9:00 on channel 74. We do the usual: weather report, what's happening, problems/questions, treasures of the bilge, etcetera.

We're also planning a cruisers' get-together early next season in conjunction with Budget Marine.

Caribbean Sustainable Tourism Awards

The Caribbean Tourism Organization's Sustainable Tourism awards are given in recognition of excellence in showcasing sustainable tourism practices in the Caribbean. The awards recognize individuals, groups, organizations or companies in any CTO Member Countries that have developed responsible tourism products or are engaged with implementing initiatives that embrace sustainable tourism concepts and core values. These initiatives should also help to enhance the country's tourism product offerings and advance sustainable and responsible tourism in the Caribbean.

The heritage day-sailing charter business, Jus' Sail, based in Rodney Bay, St. Lucia, has received the Caribbean Tourism Organization's Community Benefit Award 2019. The Community Benefit Award specifically honours an entity that manages tourism well for the long-term benefit of the destination, local people and visitors. Jus' Sail contributes to communities in St. Lucia by offering marginalized and at-risk youth a career path into the maritime sector with internationally recognized certification and a training programme that delivers changes in attitude and skills within the youth participants. Backed by practical skills in sailing and seamanship plus certification in swimming, First Aid/CPR, …

—Continued on next page



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—Continued from previous page
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Visit www.jussail.com for more information on Jus' Sail.

The island of Carriacou collected two CTO Sustainable Tourism Awards: the KIDO Foundation received the Nature Conservation Award and the Carriacou Maroon & Stringband Music Festival Committee received the Culture and Heritage Protection Award. Guyana also collected two awards: the Guyana Tourism Authority, for Destination Stewardship and Karanmabu Lodge, for Sustainable Accommodation. Other award winners were True Blue Bay Boutique Resort, Grenada, for Excellence in



Jus' Sail co-owners Pepsi and James Crockett with their trophy and award certificate.

Sustainable Tourism; Copal Tree Lodge, Belize, for Agro-Tourism; and Richmond Vale Academy, St. Vincent & the Grenadines, for Tourism Social Enterprise.

Visit www.onecaribbean.org/cto-honours-eight-tourism-entities-with-sustainable-tourism-awards-at-stc2019 for more information.

Eight Bells

ALAN HOOPER

Yacht surveyor, engineer and charter manager Alan Hooper died in Grenada on August 24th following a short illness. After serving in the British Merchant Marine as an engineer on the Queen *Elizabeth* and the *Queen Mary*, Alan met his Grenadian wife, Shirley, in England, and moved to the Spice Isle.



Alan worked as the mechanic at Grenada Yacht Services (where Port Louis Marina is now located). In 1976 he, Shirley and their children moved to St. Vincent, where he became assistant manager, and then manager, of the charter company CSY at Blue Lagoon.

In 1980, the Hoopers returned to Grenada where Alan managed Spice Island Charters in Prickly Bay (where Prickly Bay Marina is now). After three years in Grenada, CSY asked him to come back to St. Vincent, so back the Hoopers went till 1986, when they returned to Grenada to stay. The Hoopers ran the Essentials mini-mart at Spice Island Marina, which Alan presided over, attracting a large group of regulars to come in, have coffee, shoot the breeze and laugh away the morning.

His friend Bob Berlinghof writes, "Alan was beloved by yachtsmen for his genuine helpfulness, keen wit, humor, and bad puns."

We'll have a tribute to Alan by Chris Doyle in next month's *Compass*.

PETER MUILENBURG

Boatbuilder, sailor and writer Peter Muilenburg passed away peacefully on August 25th after battling Parkinson's disease for over 30 years. Arriving in the US Virgin Islands in the late 1960s, Peter built his Paul Johnson designed 42-foot double-ended gaff ketch, *Breath*, at East End, St. John. With his wife, Dorothy, and their children, he sailed in the Caribbean, the Atlantic and the Mediterranean, chronicling the voyages in magazine articles and two books, *Adrift on a Sea of Blue Light* and *A Sea Dog's Tale*.



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His friend John Smith says, "A wonderful man, and a great friend — always providing inspiration, a good story and loving laughter."

Peter's family is planning to have a memorial and celebration of his life sometime in the late fall on St. John.

Young St. Lucians to Sail in ARC

World Cruising Club has selected 12 crewmembers to sail on board the ARC Youth Team yacht as part of the 2019 Atlantic Rally for Cruisers.



These young people, aged from 18 to 30 — from Gran Canaria, St. Lucia and the UK — will sail across the Atlantic on board a Tall Ships Youth Trust 72-foot Challenger yacht, supported by a professional skipper and mate, and experienced watch-leaders. Tall Ships Youth Trust, the UK's oldest sail-training charity, are specialists in bringing young people together for a unique, physically and mentally challenging residential experience on an ocean sailing vessel. Professional skipper Gary Rutherford has sailed with the past three editions of the ARC, so the Youth Team crew are in experienced hands.

The ARC Youth Team from St. Lucia includes Gabie Chreiki, Adonai Modeste, Krishna Joseph, Neil Melius, Chrisanki Flood and Tyrus Antoine (pictured)..

Adonai, aged 19, is an avid sailor with the St. Lucia Yacht Club and will be supported by the SLYC and IGY Rodney Bay Marina, encouraging his dreams of becoming a charter boat captain. He has represented his country at regattas in the Caribbean and Europe and will no doubt bring a competitive outlook to the team as he takes part in his longest race to date. "This opportunity is a very big one that could be a life changer in terms of the sailing industry for me," says Adonai. "I am quite anxious about the trip, but I can't wait to set sail. I am most looking forward to the good memories and friendships that will be developed with my shipmates."

Also looking to enhance his future career in the marine industry, Neil earned his sea legs as a fisherman but has now set his sights on better serving the visiting yachts of Soufriere and learning to sail. At 26, he is president of the newly formed Soufriere Yacht Service Association. He is hoping to gain a broad insight into the international sailing community and utilize this to improve the general service and experience for visiting yachts to Soufriere and the island of St. Lucia. World Cruising Club selected Neil to benefit from their sponsorship as he is an ambitious individual with a great long-term vision for nautical tourism in the Caribbean.

Krishna, 21, from the village of Anse La Raye, dreams of being one of the first female yacht skippers in St. Lucia. She will be sponsored by Spinnakers Restaurant. Spinnakers' owner Michael Richings says, "We chose to sponsor Krishna for the ARC Youth Team because we wanted to support the idea of having more professional lady sailors from St. Lucia, and we really admire her ambition."

Gabie, 23, takes part to further her passion for travel and hopes of working as a stewardess on luxury yachts in the future. Her father, Mars, who is financing her place through the family business Taxi Sportswear, says, "Gabie decided that she did not want to be involved with the business as she prefers to be outdoors and active. I wanted to help her fulfill her dream."

Tyrus, 20, has not had much sailing experience, but has enrolled in the Jus' Sail training programme to gain basic knowledge before the voyage. An anonymous supporter in St. Lucia will be funding Tyrus's place.

Crisanki, 21, is the youngest member of the watersports team at BodyHoliday St. Lucia resort. He was chosen for the ARC Youth Team to expand his skills and knowledge for a future in the marine tourism industry. "We are delighted to be able to provide Chrisanki with this amazing opportunity," says, Rebecca Platt, Sales & Marketing Director at BodyHoliday.

The ARC Youth Team members from St. Lucia all hope to bring their ARC experiences back to the island, benefiting the island's marine and tourism community. Keen supporters giving them guidance on this goal include Jus' Sail, St. Lucia's top-rated day-sailing charter company and the home of the Jus' Sail Youth Training Programme. Jus' Sail has been fundamental in ensuring the success of the ARC Youth Team project in St. Lucia, having helped to secure sponsors and find suitable crew, and assist with sail training of some of the successful applicants.

The ARC Youth Team will gather in Gran Canaria for a week of sail training and safety guidance before they embark on the 2,700-nautical-mile sail to St. Lucia on November 24th, alongside around 200 other yachts from over 30 different nations. The ARC Youth Team will sail in the Racing Division, a competitive class in the ARC, where no engines are allowed. The voyage is anticipated to take 13 to 18 days.

2019 is a special year for the ARC's arrival in St. Lucia as the island celebrates the 40th anniversary of the nation's independence and the 30th consecutive year that the rally has arrived in Rodney Bay.

Visit www.worldcruising.com/arc/event.aspx for more information on the ARC.



RIVER ANDREWS

Department of Corrections

We mistakenly credited last month's excellent cover shot to well-known photographer and Carriacou sloop enthusiast Alexis Andrews. However, Alexis tells us that we goofed. "The credit was supposed to go to my son River. His first published photo — and Dad gets the credit!"



BUSINESS BRIEFS

Specials at Parts & Power

Did you know that there are some amazing special offers available at Parts & Power? They include a 20 percent discount until November 2019 on all Perkins fast-moving service parts.

To ensure you don't miss out on these offers, visit the Specials page at www.partsandpower.com/products_specials.php or join Parts & Power's Facebook page at www.facebook.com/PartsandPower. There you will receive updates about the business, products, latest news, special offers and much more.

Visit www.partsandpower.com for more information.

Budget Marine's New Carib Marine RIB

Nicole Corvellec reports: RIBs are used for an increasing number of purposes and come with a growing spectrum of features and designs. Carib Marine has the widest range of both fiberglass and aluminum RIBs in stock in the Caribbean at the Budget Marine St. Maarten headquarters, including the new fiberglass FX 580 seen in the image.



The purpose of the FX580 is to look cool, but also to move easily and smoothly between locations. The pronounced bow sheer, deep V keel, and large tube of this series guarantees a great seagoing vessel and a smooth, dry ride. Its stability at rest, its spacious cockpit, and its heavy-duty grab handles create the ideal platform as a dive/pleasure boat, professional/response boat, or coach/support boat.

This RIB comes standard with console and seating. Additional options include T-Top, leaning post, and engine. The Budget Marine Service Department can take care of all the rigging needs, so your FX580 can be delivered completely turn-key.

For buyers looking for a lightweight RIB, Carib Marine has just introduced an aluminum line ranging from 2.9 metres (8 feet) to 4.2 metres (14 feet).

Whatever your preference, you won't find a wider assortment of RIBs in stock anywhere else in the Caribbean.

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

Centenario Agent for Panama Canal Transit

Erick Galvez reports: Many sailors will try to transit the Panama Canal prior to January 1st, 2020, due to the increased tolls proposed by the Panama Canal authorities. We at Centenario maintain our same fees and the ability to get you through on time. We also give discounts out of our agency fee to groups of yachts. I will be available 24/7 as of this month.

Touch base with us via info@centenarioconsulting.com and WhatsApp (507) 6676-



1376 for inquiries. Follow your yachting friends in transit through the Facebook – Twitter – Instagram icons on www.centenarioconsulting.com.

This is what some of our customers are saying:

"We got through without any problems and appreciate your help." *Yacht Independence,* August 16th, 2019

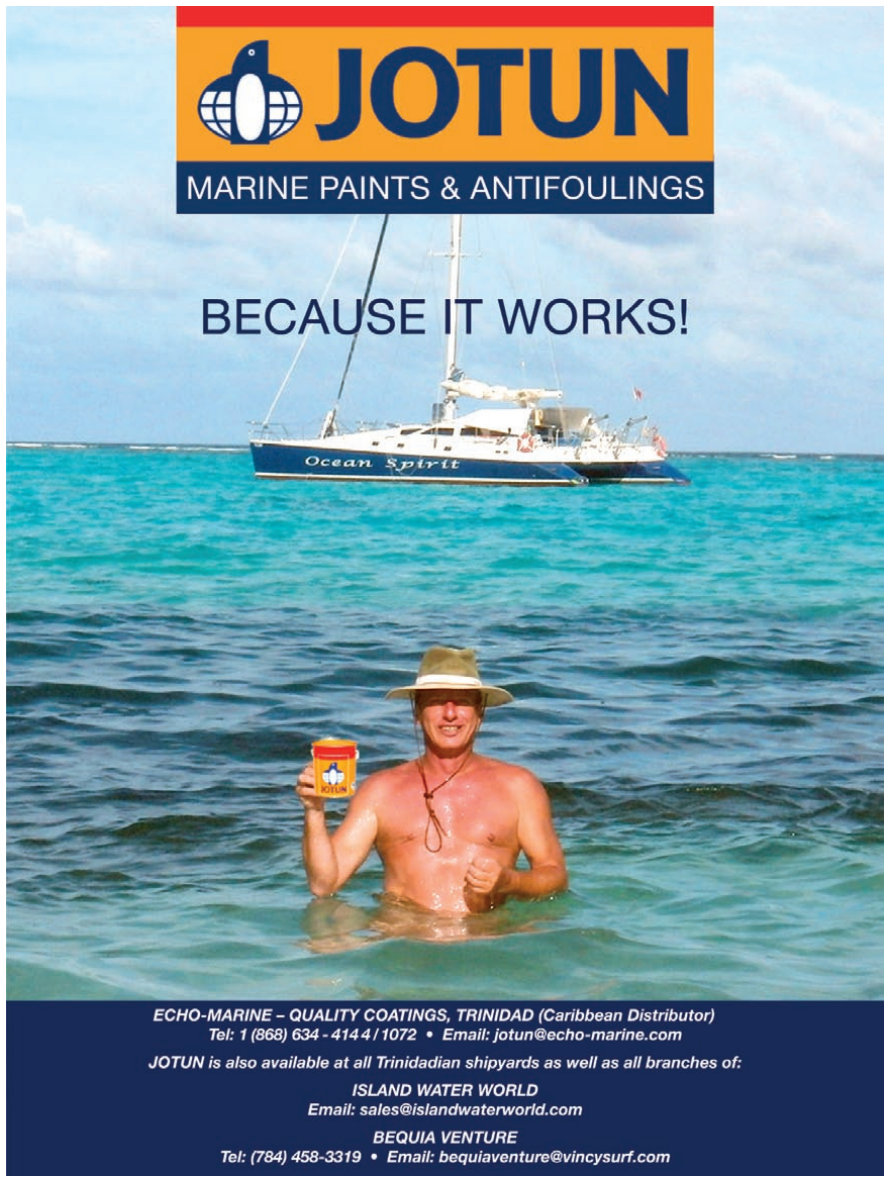
"Thank you very much for the way you helped me. It was very professional!! Everything has been done so quickly. I am impressed." *Yacht Enfant Terrible,* August 3rd, 2019

"We know quite a few boats planning to transit before the increase and, as usual, you have my strong recommendation! December will be a very busy month." *Sailing Totem*

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"You are mentioned prominently and multiple times in our blog post: www.cream-puff.us/2019/06/transiting-the-panama-canal-part-one." *S/V Cream Puff*

For more information on Centenario Yacht Agents see ad on page 17.

Grainmar Supplies & Services in Trinidad

Grainmar Marine Offshore Supplies & Services in Trinidad aims to provide boaters with an array of high-quality marine products and services at competitive prices.

Products include Kohler Marine Generators, SmartPlug shore power systems, Dolphin Battery Chargers, SeaFlo pumps, BRIG RIBs, Revere Survival life rafts, Atlantic Braids cordage, and much, much more.

Visit www.grainmar.biz for more information.

Island Dreams Marine Services Expands

Anita Sutton reports: Island Dreams in Grenada has recently expanded our operation at Clarkes Court Boatyard and Marina. We outgrew our "compact" office and workshop of the last two years (a 20-foot container!) and are reveling in the luxury of our new spacious office and workshop overlooking the travel hoist slip. We are now better able to provide the range of services our clients need.

There is an element of "homecoming" for us at Clarkes Court, as this was the first base for Island Dreams back in the early 2000s. It is now the perfect boatyard location for us to provide technical help. Given Port Louis is Grenada's biggest and most



popular marina, our office there will continue to serve clients when they are afloat — either for in-water storage or for pre- and post-haul periods.

Island Dreams provides technical and maintenance services in addition to guardianage, commissioning and decommissioning, cleaning, polishing, parts sourcing, and clearance at Clarkes Court Boatyard and Port Louis Marina in Grenada.

Contact info@islandreamsgrenada.com for more information and see ad in the Market Place section on pages 36 and 37.

Shelter Bay Marina Closer to Panama City

With the completion of the new bridge over the Panama Canal, Shelter Bay Marina is now only 50 minutes away from Panama City. This brand-new bridge is the





third bridge over the Canal and the first of its kind on the Panamanian Atlantic side. This bridge will allow our visitors to have peace of mind at Shelter Bay Marina while enjoying all that Panama City has to offer, a short distance away.

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If you are in Shelter Bay Marina and wish to spend the day sightseeing in the capital, go shopping, or visit Panama City's Old Quarter, you can now do so with extra time. On the other hand, if you are in Panama City, you can visit Shelter Bay Marina and its surroundings, formerly called Fort Sherman Military Base, more easily. Enjoy the Chagres River, the San Lorenzo Fort — a jewel from the Spanish Colonial era — and two thousand acres of unspoiled tropical forest. This is nature at its finest, a bird-watcher's dream.

If you wish to relax, stay with us at our hotel and enjoy our restaurant, bar, and pool with a unique landscape filled with sailboats and visitors who want a breath of fresh air away from it all. Shelter Bay Marina, at the Panama Canal, is a full-service marina and yard strategically located in a secured and protected cove with 24-hour security.

See ad on page 14 for more information on Shelter Bay Marina.

Caribbean Marine Surveyors in Grenada

William (Bill) Bailey of the BVI-based Caribbean Marine Surveyors Limited has announced the formation of Caribbean Marine Surveyors Limited in Grenada. Bill has a full work permit for Grenada and is pleased to be associated with Mark Sutton of Island Dreams. Mark recently qualified as a Member of the International Institute of Marine Surveyors.

Caribbean Marine Surveyors is internationally respected as a leader in their field and this partnership with Island Dreams will give boaters and insurers in Grenada full access to their wealth of knowledge and expertise of years of surveying. They are a full-service company for all your surveying needs: insurance, purchase, ultrasound, damage, phase-out of fleet, tonnage measurement, MCA SCV, etcetera. Their offices are at Clarkes Court Boatyard and Port Louis Marina.

Contact grenada@caribsurveyors.com or visit www.caribsurveyors.com/grenada for more information about Caribbean Marine Surveyors.

See ad in the Market Place section, pages 36 and 37 for more information about Island Dreams.

Balance 526's at the Multihull Company

The Multihull Company (TMC) office in Grenada was very pleased to host not one, not two, but three of the Balance 526 yachts that traveled fresh from the factory in



South Africa. This design is quickly becoming one of the most sought after semi-custom builds in the world for ease of handling, speed, and liveaboard comfort.

Chris and Chrystal, TMC brokers in Grenada, will attend the Annapolis Boat Show in Maryland, USA from October 10th through 14th. Stop by on C Dock and take a look at the beautiful Balance 526 *Alani*. Give us a call at (786) 450.7163, e-mail us at Chris@multihullcompany.com, or meet us at the show! The Multihull Company would like to invite everyone to stop by.

Visit https://multihullcompany.com for more information on The Multihull Company.

Sea Hawk Sponsors Caribbean Sailing Week 2020

Already supporters of many Caribbean regattas, Sea Hawk Premier Yacht Finishes has come on board as sponsors of Caribbean Sailing Week, taking place from October 17th through 20th, 2020. Sea Hawk is the Official Apparel Sponsor and will provide each competitor in the Caribbean Dinghy Championship with a long-sleeved rash vest that portrays a map of the region, showing key event dates for 2020.

Sea Hawk, along with the Caribbean Sailing Association (CSA), are stepping up their promotion of the regatta circuit to highlight the huge choice of regattas available to competitive sailors wanting a bluewater experience during the winter months.

A five-year calendar with dates for all the regattas is updated annually to allow campaigning yachts to plan ahead, but also for everyone wishing to race in the region on their own boat or a charter to understand the options available.

Denis Laesker, Sales Manager of Sea Hawk Paints says, "The Caribbean Sailing Association has been instrumental in all aspects of the main regattas in the region. From the technical to the promotional side of the events, the crew has shown tremendous dedication and professionalism. Being involved with the major Caribbean regattas for many years allows me to say that our common ultimate goal is that all sailors enjoy the races, remain competitive, and take home great stories about their experiences. We at Sea Hawk Paints feel honored to support the CSA initiatives."

President of the CSA, Alison Sly-Adams says, "Sea Hawk has shown consistent support of regattas in our region as well as the CSA for years. We are delighted to have them on board to assist in our promotions and to support Caribbean Sailing Week in Antigua later this year. The event will be the first time the CSA Annual Conference will run concurrently with the CSA Caribbean Dinghy Championship, thus bringing together the biggest group of decision makers and regional sailors in one place."

A 40-year-old family-owned and operated business located in Clearwater, Florida, Sea Hawk produces first class products needed to protect your hull, no matter the material.

Visit www.caribbeansailingweek.com for more information about Caribbean Sailing Week.

For more information about Sea Hawk Paints, see ad on page 7.

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Caribbean ECO-News

CARICOM Calls for Revised Resilience Financing

The Caribbean Community (CARICOM) has reiterated its call for international financial institutions to accept that the vulnerability of small island and low-lying coastal developing states should be the main criterion for eligibility for concessional development financing, instead of GDP per capita.

As yet another CARICOM Member State was reeling from an extreme climate-related disaster, Secretary-General Ambassador Irwin LaRocque said, "How can a country such as The Bahamas, having suffered more than one billion US dollars in damage from natural disasters in five years, not be eligible?"

Speaking on September 12th at the headquarters of the CARICOM Secretariat in Georgetown, Guyana, Ambassador LaRocque said studies support the view that for every dollar spent in resilience building, seven are saved in reconstruction and rebuilding costs.

"It is why we are advocating strongly for small island developing states, such as our Member States, to access the necessary financing prior to the onset of disasters, to enable us to become more resilient," he stated.

Improved Marine Monitoring for Grenadines

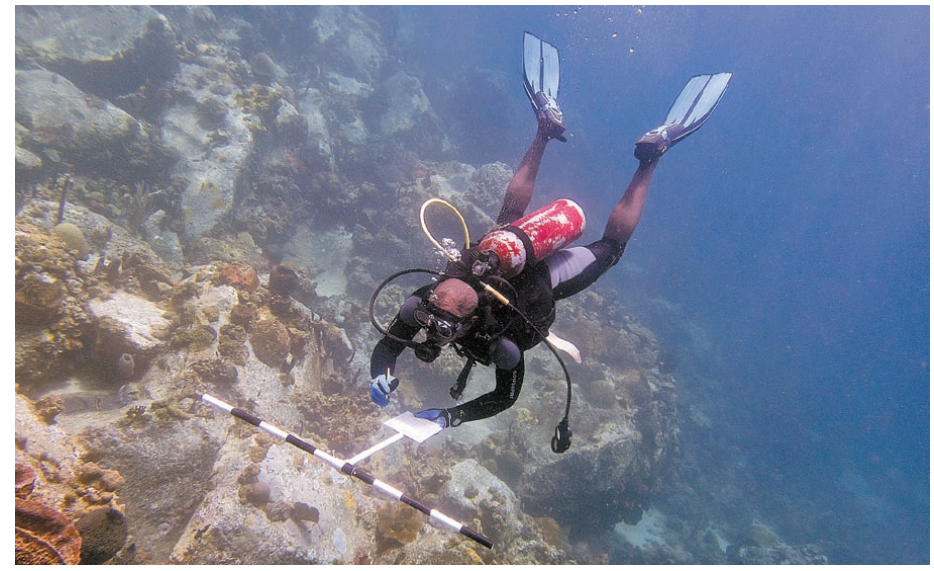
A successful marine management initiative from Belize has made its way to the Eastern Caribbean and has recently been applied in St. Vincent & the Grenadines and Grenada. A group of 15 young people from St. Vincent, Union Island and Carriacou are newly trained in marine monitoring skills and are assisting local marine park managers with their research work. They completed dive training, learned to identify local fish and coral, and gained experience in using technical monitoring equipment. The new "community researchers" are now helping to assess coral reef health, the status of fish populations and water quality in the Grenadines.

Several of the community researchers joined an expedition to conduct a five-yearly update of coral health with the Network of Marine Protected Areas of the Grenadines. This helped the marine parks in the network to monitor more sites than they could have achieved on their own.

Importantly, the community researchers are new ambassadors for the marine environment and are sharing locally about their contribution to research and helping build local understanding and confidence in findings. The community researcher program is truly cross-regional, being coordinated by Sustainable Grenadines Inc. with guidance from the Toledo Institute for Development and Environment in Belize and with kind assistance in science training from The Bahamas National Trust and Grenada's Department of Fisheries.

SUSTAINABLE GRENADINES INC (2)







REGATTA NEWS

Caribbean Sailing Week Combo This Month

Caribbean Sailing Week, October 17th through 20th, in Antigua, combines three events: the Caribbean Sailing Association Annual Conference, the Caribbean Dinghy Championship races, and a Race Management Clinic. It is the perfect opportunity to network with key people involved in sailing.

The Conference consists of three days: the Annual General Meeting on Day One is followed by two days of discussions, presentations, and strategizing about regatta organization, marketing, race management measurement, and sailing development. A separate Measurers Meeting also offers sessions, some including all attendees.

The International RS Feva Class Association has recognized the RS Feva-specific competition of the annual CSA Caribbean Dinghy Championship as a new and dedicated Caribbean Regional RS Feva Championship.

Visit https://caribbeansailingweek.com/schedule for an overview of the week's program.

New Class for Grenada Sailing Week

Rosie Hoggarth reports: Island Water World Grenada Sailing Week — January 26th through 31st — is only four months away. Entering its seventh year in the current format, GSW it is bigger and better than ever. The Race Management Team has fine-tuned the courses, providing a variety of upwind and downwind legs, perfect for exciting and tactical racing. Plus, there is a long romp with the Transition Race.



TIM WRIGHT / WWW.PHOTOACTION.COM

Along with the modern racers, cruisers, classics and J/24s, Grenada Sailing Week 2020 will feature a new class for Carriacou Sloops.

With CSA classes, a strong fleet of J/24s, and a classic class already well established, organizers are pleased to announce a class for Carriacou Sloops. Danny Donelan, owner of the Carriacou Sloop *Savvy* and Savvy Charters, has been instrumental in coordinating efforts to bring these island classics together. We would like to encourage all Carriacou Sloops throughout the region to come down and take part.

As one of the key events in the Caribbean regatta circuit, GSW is excited to see a number of boats already registered, from sporty J/24s to Rob Butler's Reflex 38, *Touch2Play Racing*, to Mathew Barker's classic Alfred Mylne 65, *The Blue Peter*. Peter Anthony from Ondeck Sailing has registered and is offering space for crew on his Farr 65, *Spirit of Juno*.

Grenada Sailing Week's unique two-venue event showcases the best of Grenadian hospitality. The regatta starts at Camper & Nicholsons Port Louis Marina in St. George's, before moving to Secret Harbour Marina in Mount Hartman Bay.

It's not just about the racing. We have an exciting new location for the final prizegiving and legendary Mount Gay Red Cap Party on Friday night — to be announced soon. You will be dancing under the stars with the sand between your toes.

We are happy to continue our support for the youth-sailing initiative introduced last year to help bridge the gap between dinghy and keelboat sailing, by entering a youth team in the regatta. The Grenada Sailing Association National Youth Sailing Team is made up of 16- to 20-year-olds with Optimist and Laser experience from sailing clubs around the island.

To benefit from the US$90 early registration fee for the Island Water World Grenada Sailing Week 2020, sign up and pay before November 30th. After this date, the fee goes up to US$130.

For more information on Grenada Sailing Week see ad on page 35.

Double Play for Multihulls in St. Maarten

The Sint Maarten Yacht Club — organizers of the 40th Heineken Regatta and the second Caribbean Multihull Challenge — in cooperation with sponsor Oris Swiss Watches announces a first for racing in the northeastern Caribbean: a double play.

Multihulls that race in both the Caribbean Multihull Challenge II (February 14th through 16th, 2020) and in the 40th Heineken Regatta (March 5th through 8th, 2020) will have the opportunity to compete for a Grand Combination Prize of an Oris Swiss Watch worth over US$2,000. Their scores will be combined, with the best performer being awarded the new St. Maarten Yacht Club Heineken Regatta & Caribbean Multihull Challenge Combination Award, presented at the final prizegiving on March 8th.

VJ Geronimo, CEO-North America of Oris Watches says, "In 2019, along with our retail partners in St. Maarten, we decided to become official timekeeper and sponsor of both the Caribbean Multihull Challenge and the Heineken Regatta, and to work with the Yacht Club to deepen the association between our precision watches and great sailing. The introduction of this unique two-regatta prize is just another example of how we are activating our commitment to sailing and to the Club."

For more information on the Caribbean Multihull Challenge see ad in the Market Place section, pages 36 and 37.

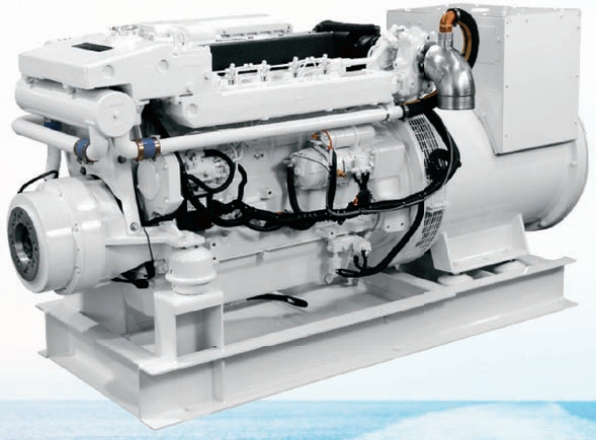
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First-Ever Caribbean Foiling Championships

From February 21st through 23rd, 2020, kitefoil racing will have an annual event in the Caribbean: the Caribbean Foiling Championships.

When World Sailing revealed that kitesurfing in the form of kitefoil racing will be a permanent Olympic discipline after its debut at the Olympic Games in Paris in 2024, the organization of the Caribbean Foiling Championships decided to invest in the future of Caribbean foiling.



BRUNO KANCEL / AEROWORX

Theo Demandez kitefoiling in St. Martin.

A hydrofoil is connected to a very long fin under a kiteboard. Once it gets up to speed, the foil will make enough lift to hold a surfer's weight and the surfer will be able to lift the whole board off the water and continue to ride only on the submerged foil, going as fast as they dare. Besides the spectacular look of surfers flying over the water, the foil also has a practical advantage: it allows racing in all weather conditions. Even with the slightest bit of breeze, the foil gets up to fantastic speeds.

On the first day, the competition will be held in and around Orient Bay and Tintamarre. The best place to watch will be on Tintamarre. There will be a special boat transfer package for people who want to get up close. For those who just want to catch a glimpse of the race on Day One, Orient Bay will be sufficient.

During the second race day, the fleet will move to Nettle Bay (Marigot). The best viewpoint from shore will be Nettle Bay Beach. You can get there by car, or join the event by boat.

The last racing day will be the around-the-island race. Current around-the-island record holder, kitefoiler Sebastien Queney from Guadeloupe, says, "I've already signed up for the Caribbean Foiling Championships to defend my record of one hour 29 minutes 32 seconds." Sebastien adds that he believes he can beat his own record, but "with so many good and professional kitefoilers showing interest" it will be tough to win.

Kitefoilers who sign up before October 31st will receive a 20 percent discount on their entry fee.

Contact Sacha van der Wouden at sas@caribbeanfoiling.com for more information.

Bocas del Toro Regatta for Next February

Luis Fabian reports: After the great success of February 2019's inaugural Bocas del Toro Regatta, with 32 boats entered, plans are already underway for the 2020 edition of the event. If you're going to be in Panama, this is a fun event not to be missed!



KAY HEATH

The inaugural Bocas del Toro Regatta in Panama was a big hit!

Stay tuned to *Caribbean Compass* for dates and details.

The official website for the Bocas del Toro Regatta is https://bocasdeltororegatta.com

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Bequia Easter Regatta 2020 Program

Bequia Sailing Club Inc. reports: Planning for Bequia Easter Regatta 2020 is well underway! Dates for the ever-popular annual event next year are as follows:

Wednesday April 8th: registration
Thursday, April 9th: registration and Skippers' Briefing
Friday, April 10th: Race Day One
Saturday, April 11th: Race Day Two
Sunday, April 12th: Race Day Three
Monday, April 13th: prizegiving and farewell party.

Please keep an eye on *Caribbean Compass* for updates as our planning program comes together.

YOUTH SAILING NEWS

Tiger Tyson at North American Kite Championship

Teenaged Antiguan kiteboarder Tiger Tyson represented Antigua & Barbuda at the International Kiteboarding Association's Formula Kite North American Championship, held in August in California. He reported: "I had a great time in the wild venue at San Francisco. I'm happy to have come out winning the Formula Kite Under 19 North American and Caribbean Championship after some extremely tough races, but I'm a bit disappointed with my overall result, after having problems with gear: my kites inverting on me five times, breaking bridles, and a line set. But it was the best experience ever and a huge learning curve for me, so I can't wait for the next event!"

Follow Tiger's Facebook page for more information and see https://theclubspot.com/regatta/ buoW4JBqGr/results for full results.

Trials for Grenada Junior Sailing Team

The Grenada Sailing Association reports: Sailing is a sport for everyone and teaches all elements of STEM (Science, Technology, Engineering, and Math). It is unlike other sports: it's more than just skill and strategy. It teaches values, such as self-reliance and responsibility for one's actions, that shape sailors into unique athletes and develop well-rounded individuals. Sailing fosters an appreciation and understanding of nature, which helps create a culture of value and preservation of our environment. And it can be a gateway to employment within the fast-growing yachting sector in Grenada and the wider Caribbean region.

The weather did not look promising on August 17th, when 20 junior sailors from the villages of Gouyave and Woburn and Grenada's sister isle of Carriacou gathered at Le Phare Bleu Marina in Petite Calivigny Bay, on Grenada's south coast. They were ready to participate in the trials for a place on the Grenada Junior Sailing Team.

The Optimists and Lasers were launched from the beach. Due to limited availability of equipment, the group of 14 Optimist sailors and six Laser Radial sailors split into two groups. The race officials started the first races for Group One with ten junior sailors eagerly sailing around the bay. The rain disappeared and the winds picked up. After a short break, the second group impressed the race officials as much as the first did. Twelve races were completed in the first heats, six for each class.

The top six sailors in the Optimist class and the top three sailors in the Laser Radial class returned to the water for the final three races in each class. After 18 races in total, and some close finishes, the officials produced the final scores of the day.

We wish to congratulate all our junior sailors for their perseverance in learning sailing and for their participation in these trials.

The top results of the final races were:

OPTIMIST CLASS
1) Shamon Henry, age 13, Gouyave
2) Tavell Bernadine, age 14, Gouyave
3) Tyrell John, age 14, Woburn

LASER CLASS
1) Trevell James, age 18, Gouyave
2) Kyle Bedeau, age 17, Woburn
3) Reshawn Babb, age 16, Woburn

Our gratitude goes out to all the volunteers who support our junior sailing clubs and who helped make the trials possible. We particularly would like to thank Le Phare Bleu Marina and Tropical Island Fever Restaurant, Petite Calivigny Yacht Club, Grenada Yacht Club, Woburn Wind Warriors, Gouyave Sailing Club, L'Esterre Sailing Club, Grenada Sailing Festival and Grenada Sailing Week, Grenada Tourism Authority, Budget Marine, Horizon Yacht Charters, and Island Dreams.



To make a donation to assist with the GSA Junior Sailing Program, contact info@grenadasailingassociation.org.
Our Facebook page is www.facebook.com grenadasailingassociation.







ROUND GRENADA REGATTA 2019

WHICH WAY DO WE GO?

The 2019 Round Grenada Regatta, held on August 31st and September 1st and organized by the Petite Calivigny Yacht Club, was a big success despite the light winds that prevailed over the two-day event. A number of last-minute entries bought the fleet to an even dozen — an interesting mix of eight monohulls and four multihulls.

In 2015, Grenada's Petite Calivigny Yacht Club revived the island's time-honored tradition of round-the-island racing, with a new event starting and finishing at Le Phare Bleu Marina on the south coast, the PCYC's home port since the club was founded in 2010. The modern Round Grenada Regatta includes an overnight layover

CAROLYN MITCHELL



Richard Szyjan and Patrick Brathwaite sailing Category Four. *Inset: Richard accepts first prize from Commodore John Whitsett.*

in Tyrell Bay, Carriacou, where crews enjoy a good party and get some rest before heading back to Grenada the following day. Commodore of the PCYC, John Whitsett, says, "The emphasis here is on a fun regatta — there are no ratings. The first three boats across the line will be placed. It's about doing the best you can, camaraderie and having a jolly good time."

"What makes this regatta attractive," says Richard Szyjan, this year's winning skipper overall with crew Patrick Brathwaite on the F18 catamaran *Category Four*, "is the diversity of conditions all related to your option to go either east or west of the island on Day One, knowing the return trip will have to be the opposite side!"

Richard's strategy to go west on the first day paid off. Despite ending up a little too far off shore and being stuck in a whirlpool of current for three hours on the way to Carriacou, he finished first across the finish line coming down the east coast the following day, leading to his first place overall. He said of the return trip, "The first part of the race from Carriacou to the north of Grenada in just an hour was awesome — both of us on the trapeze, flat seas, doing 15 knots in 12 knots of breeze. The cherry on the cake was the return trip in four hours on the east coast, which actually could have been better but the wind died again somewhere around Grenville."

BEN UNGER



In a varied fleet with no ratings, the classic Galatea *took third place.*

Misiba Webster, with crew Samuel Webster and Serrant Edwards, were *Category Four's* closest competition, with a Hurricane catamaran called *Thunderbird*. They passed closer to shore on the way up, overtaking Richard and Patrick, only to be pipped to the post by *Die Hard* at the last minute by getting trapped in a wind hole just short of the finish line. They are already making big plans on how to do better and say they are looking forward to next year's regatta.

The monohulls did well too, Judd Tinius's 120-year-old, 90-foot yawl, *Galatea*, came second on the race up and fourth on the race down, giving this classic yacht third place overall behind *Category Four* and *Thunderbird*.

There was a separate class for the two J/24s: Robbie Yearwood's *Die Hard* and Richard Amerling's *Frigate*. Both went up the east coast for the first race, with Robbie taking first overall on that day. But the call to go anti-clockwise had repercussions in the light winds. Richard says, "Seventeen hours at the tiller of a J/24 is a bit too long for this ancient mariner. But we had two days of great sailing with fabulous crew. Three lessons learned: 1) Scrape rudder for sargassum every ten minutes, whether or not it's visible. 2) Repair those small sail defects before racing. 3) Never go around Grenada anti-clockwise!"

Organizers gave a big thank you to Le Phare Bleu Marina and Carriacou Marine for being great hosts again this year. The historic Lightship at Le Phare Bleu held the skippers' briefing and welcome party on the Friday night and the final prizegiving party when everyone returned on the Sunday. Carriacou Marine in Tyrell Bay provided a wonderful sit-down meal for all the skippers and crews on the Saturday night. Special thanks also went to all sponsors for providing fantastic prizes; to volunteers in Grenada and Carriacou, without whom none of this would be possible; and to everyone who participated in the event.

Visit www.pcycgrenada.com for more information.

The Caribbean Dinghy Championship:

Advancing Youth Sailing

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

The Caribbean Sailing Association (CSA) keeps focus on sailing development by refining its annual Caribbean Dinghy Championship (CDC) to be more inclusive and manageable for participants.

"The CDC regatta takes place October 18th through 20th alongside the CSA Annual Conference as part of the newly formatted Caribbean Sailing Week event. With initial entries already received for teams from Antigua & Barbuda, Puerto Rico and St. Maarten, the CDC is set to provide exciting racing for individual sailors as well as stiff competition for the hotly contested CSA Nations Trophy," says Alison Sly-Adams, CSA President.



Above: Young sailors from across the region meet and compete.

Below: Optimists are a mainstay of youth sail training.



It is no secret that travel for youth sailors to attend events throughout the Caribbean is an ongoing challenge. Air transportation among the islands of the Eastern Caribbean can be a logistical nightmare as well as an expensive proposition. Add to that the hassle of obtaining visas, particularly for down island youth, to travel into the US waters of the USVI and Puerto Rico, and you get a clue to what youth programs on islands from St. Kitts & Nevis to Grenada and Trinidad & Tobago face. And for youth sailors who reside in Puerto Rico and the USVI, the regattas held on the mainland US compete for limited travel dollars.

While LIAT and other Caribbean airlines no longer provide discounts for transporting youth sailors or their equipment to regattas, the CSA's Sailing Development Committee has made other efforts to overcome the financial obstacles for one-design island sailors of all ages to attend. While the core goal of "Y2A" is to encourage all island nations to provide Learn to Sail programs for youth of every economic level, we also acknowledge the role the CDC plays for island youth who are both inclined and financially backed to develop their racing aptitudes.

Here are the key changes to the CDC:

• Member countries can now send individuals to participate, instead of requiring a full team and the associated expense.

• The event will henceforth be held in countries such as Antigua & Barbuda where travel restrictions such as visa requirements are least severe. The Caribbean Dinghy Championship will be held in Antigua again this year, as it was in 2018.

• The addition of a race management clinic during Caribbean Sailing Week will improve the quality of sail racing events at all levels.

Alison adds, "A new race format will deliver three days of racing in four classes: Laser and Laser Radial, RS Feva and Optimist. Each class's races will be for its Caribbean championship. A Nations Trophy will then be awarded based on criteria as described in the Notice of Race. The new format has been designed to open up participation across more islands in the region.

"In addition, two para-sailing classes have been added to the event — RS Venture Connect SCS (Seated Control System) and Hansa 303s — as well as a fun RS Zest Class."

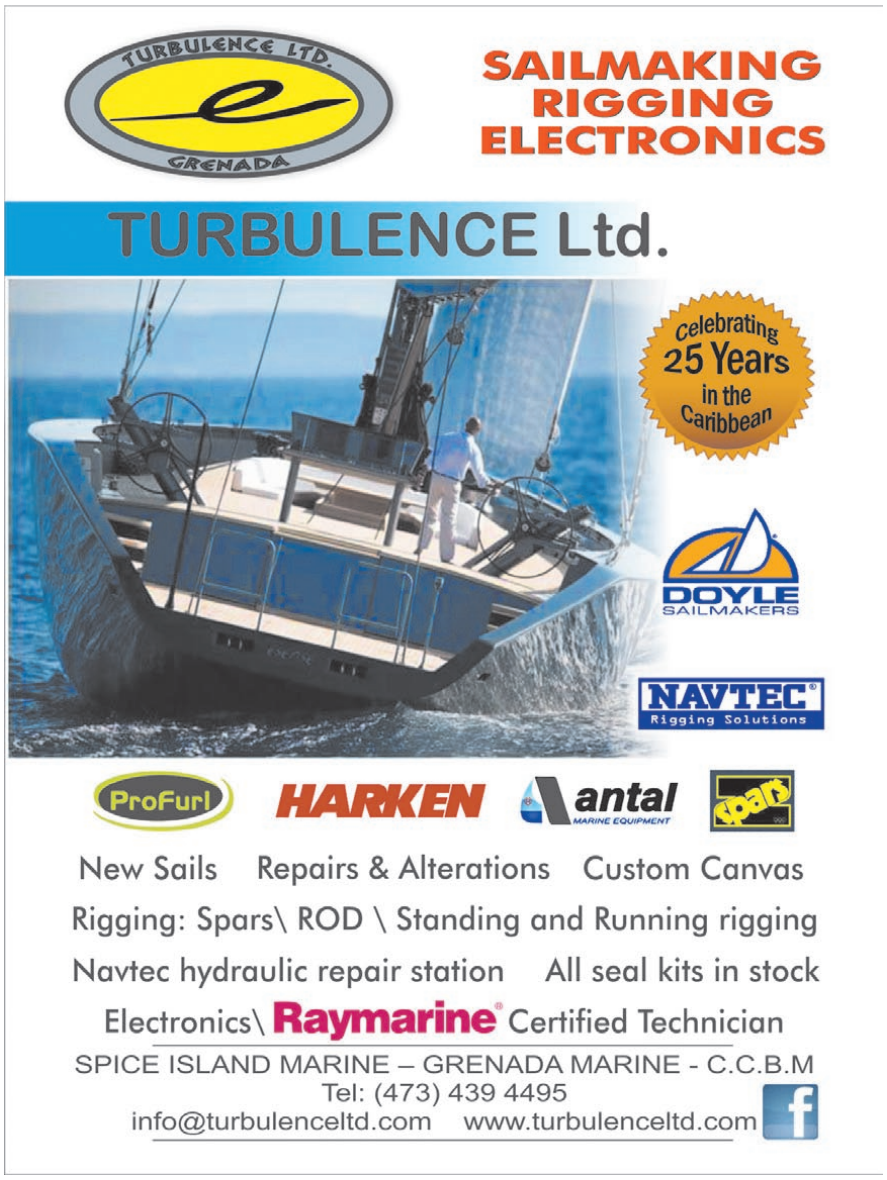
International RS Feva Class Association Secretary Lucy Jameson commented, "We are very happy to be able to add a specific Caribbean Regional Championship to the growing list of RS Feva events taking place globally. With strong RS Feva fleets building in so many countries in the Caribbean region we hope that by providing Caribbean sailors with a formally sanctioned RS Feva class event, that the class will go from strength to strength. We look forward to working with the CSA and their member nations to further develop the spread of the RS Feva class in the Caribbean in the months and years to come."

The Antigua & Barbuda National Sailing Academy and the St. Kitts & Nevis Sailing Association recently purchased fleets of RS Fevas for their respective sail-training programs. The CDC has included both single-handed and two-person one-design boats over the years. It would be beneficial for clubs and youth sailing programs across the region to coalesce behind a region-wide fleet development strategy.

The CSA encourages Caribbean nations to participate. Send an individual, individuals or a whole team to participate in this month's CDC.

For more information visit caribbeansailingweek.com.

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





Panama to Grand Cayman Passage:

RAZOR WIRE AND WILD WEATHER

by JoAnne and Bill Harris

We have been cruising for 11 years now full time aboard our 30-year-old trimaran, *Ultra*, and have no desire as this time to trade our cruising life for a landlubber life. Part of our cruising success is that we are extremely safety and security conscious.

First, a Word about the S Words

Before our recent sail from Panama to Grand Cayman, we gave extra thought to safety and security because of reports of piracy in the transit area.

As world travelers, we have visited amazing places both on and off the beaten path. Yes, we are adrenaline junkies, and have pushed our limit by paragliding off mountaintops, parasailing, flying a glider plane, extreme waterfall rappelling, skydiving, scuba diving with hundreds of sharks, rappelling into a near 1,000-foot dormant volcano, caving, kite boarding and more. It is important for us to have fun and to always open our hearts to new adventures — however, all the while keeping our wits about us, on land or at sea.

Back in our landlubber days, we were always aware of our surroundings and had a security plan for our home as well as for our persons. While we now follow the same rules, living aboard brings with it a whole other gamut of things to think about.



We never sleep with the main salon doors open at night. Giving someone the opportunity to enter our boat at night while we are unaware is not an option for us. We also have our hatches lashed down with wire cable so they only open partially, so no one can enter them while we sleep. We have LED motion-detector security lights at each cockpit door and on the stern to light up our dinghy, as well as high up in the mizzen. On the bow, we have solar lights and an anchor light, illuminating the deck to deter intruders. It is not our personal property that we are so concerned about, it is our personal safety.

At sea, a cruising yacht's crewmembers are completely in charge of their own safety and security. There are usually no police, firefighters, or any other rescue teams available at your fingertips. Every crewmember should have a designated duty



After a fond farewell to our friends at Isla Porvenir (above), we 'dressed ship' for a potentially perilous passage where piracy had recently been reported.

in case of a boarder that is trying to harm the crew or the vessel, or to execute a robbery. In some cases, the strategy chosen by the crew can make the difference between life and death. We understand this is an extremely controversial subject, but we feel that it is prudent for cruisers to share with others their onboard safety and security experiences and strategies. Sharing what one has learned can contribute to greater good of the cruising community, saving property and even lives. Ignoring potential threats does not ensure one's immunity.

We are both US Coast Guard licensed 100-ton captains and we have sailed most of the world including the Eastern and Western Caribbean. We have had a fabulous time. However, we know of several incidents of fellow cruisers being robbed or attacked in the Caribbean. We have assisted the victims in the aftermath by providing assistance on the VHF radio, reporting the incidents to authorities, posting on the Caribbean Safety and Security Net, providing money, emotional support and communication devices, and hosting mini-seminars for them to share what they have learned and possibly could have done differently.

¡Adios, Panama!

After spending the last several years in the enchanting islands of San Blas, Panama, we said our goodbyes to our Kuna friends and fellow cruisers. We sailed the short distance from the East Lemons Cays anchorage to Isla Porvenir. We were greeted by our friends Nestor and his family in their dugout. Almost four years ago to the day, we had arrived in San Blas at this very island and were greeted by this same family who had graciously invited us to dinner at their home and for a tour around their island. Now we shared ginger ale, chatted and gave hugs goodbye.

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We hoisted and locked our outboard on the rail and strapped the dinghy upside-down on the port bow. We had provisioned, prepped meals, and topped up every tank and jerry jug with diesel and water. We had done our research and received e-mail updates of reports from the Caribbean Safety and Security Network and the Seven Seas Cruising Association, and our seasoned Spanish cruiser friends sent us screen shots of the areas to be avoided due to recent reports of serious pirate attacks.

We had purchased razor wire in Colon and before departing Porvenir we installed it around the perimeter of *Ultra*. We also have an electric cattle fence onboard that when activated electrifies the perimeter of *Ultra* with serious voltage. Razor wire and a hard-core electric fence definitely make trying to board *Ultra* out at sea more challenging. We even had super-soaker plastic squirters loaded with gasoline to project 30 feet of unlit gasoline into an unwelcome approaching vessel. We received heaps of positive feedback from other cruisers regarding our proactive approach to potential pirate attacks and many kudos for us giving them ideas for their own boats. One cruiser, however, stated we should cruise somewhere else, where we felt safer. As we mentioned, we have been doing this cruising life a long time, and we do feel safe, but we are prudent travelers and always take precautions when transiting an area that is known for dangerous activity.

Two weeks before departure, while hosting the SSB Panama Cruisers' Net our ICOM M710 began misbehaving. After many attempts to rectify the problem we performed radio tests on the 14300MHz Maritime Mobile Service Net. All was perfect with voice transmit and receive, but still the Pactor modem was not cooperating to obtain mail and weather GRIBs. So we downloaded the weather forecasts prior to departure and decided to work on our Pactor another time. During our first two days of our passage, check-ins we were heard, but after that our SSB stopped being heard. We do not have any other form of communication, so it was very disheartening to have our SSB fail.

Previous Passages South to Panama

In the past, we had traveled the route in the other direction: from Grand Cayman to Roatan to Providencia to San Andres to the San Blas Islands in Panama and beyond. The Roatan to Providencia passage was via the outside channel, which includes The Hobbies and Viveros Island. We have also made the passage to and from the Rio Dulce in Guatemala and Roatan in Honduras a few times using the inside route by spending one night anchored in the Honduran naval base bay. We have also used the safer alternate route of multiple overnight passages.

This time we did not plan to stop at San Andres or Providencia off the coast of Nicaragua to rest, as most boats do. We adored visiting these islands before, but this time our decision was based purely on safety. It meant extending our days at sea, but we have heaps of practice at standing overnight watches. Our plan was to sail 150 to 200 miles offshore to avoid dangerous fishing grounds and shoal areas, both because of their shallow reefs and the reports of pirate activity.

Wicked Weather This Way Comes

We had been religiously checking the weather forecasts on our own as well as checking in with Chris Parker on the best passage weather window. Finally our weather window arrived. After the easy afternoon checkout from Panama, we did our last-minute boat prep.

We departed Porvenir on May 7th, 2019, at 6:30PM, bound for Grand Cayman. We were excited to be off the hook and underway. It was a little swelly and breezy, but the weather was forecast to lie down and become smooth sailing the rest of the way.

Well… Mother Nature had other ideas for us. The weather did not lie down and the wind decided to change direction, too.

The waves and winds were building and *Ultra* and her crew began taking a beating. On our watches, we continued to check to be sure all systems and the boat in general were functioning properly. A couple of days out, Bill had to change the Perkins fuel filter, then the Westerbeke generator fuel filter. Even though we ran all of our fuel through a Baja filter as well as a Racor filter, the fuel still had contamination.

We had planned on motor-sailing, then sailing to conserve fuel, but with the sea conditions we needed to motor-sail to keep on course. The seas and winds continued to increase and during the night, *Ultra* was creaking and grinding with the big waves. We put out the least amount of sail possible in the howling winds.



JoAnne took advantage of the breaks from the rough weather, rain and seas to fuel up.

The following morning, Bill woke JoAnne up to say, "We have to go out on deck NOW. The spars for the bow nets are damaged." We headed out on deck, connected to our trusty jacklines and armed with knives, a hacksaw, and some boat line, and proceeded to the bow. The starboard aluminum spar had cracked completely in half and was only hanging by the bolts that attach it to the hull. With every slam of the sea, we were at risk of having that aluminum spar poke a hole in the ama. Bill quickly cut away the line holding the expensive bow nets and tied each spar piece to the boat.

Later that day, one half of the tied spar broke off, so Bill decided to cut off the bolts with his hacksaw. Timing was everything in these big waves, and JoAnne grabbed the piece of spar and placed it inside the bow locker, just as we had done with the net that morning.

The port side spar was bent in the middle from the powerful wave force, so we also cut that net loose and tied the spar to the stainless steel cross bars as well as to the deck cleats on either side.

We have been in all sorts of weather conditions aboard *Ultra*, with pounding rain, blustery winds, squalls, thunderstorms, lightning storms, and more.

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However, this was the worst weather we have ever encountered at sea. But we felt secure in the knowledge that Bill himself had built her to the high standards of the United States Coast Guard's specs for commercial use, and he was very particular about what materials he used and how they were applied.

Shiftwork

Every crew develops their own watch system that caters best to their needs. For us, it is usually four hours on and four hours off. However, when there is too much sledgehammering of waves banging the hull and the boat is "shuddering" (normal for a multihull in stormy conditions), or the autopilot fails, and the list goes on, we shorten the watches.

It takes us a couple of days to get adjusted to the sleeping routine. Both of us have difficulty turning our brains off: we will lie there for hours thinking of everything under the sun instead of sleeping.



After our 700-plus nautical mile passage we were greeted on arrival in Grand Cayman by the Harbour Patrol.

We took advantage of the breaks from the rough weather, rain and seas to fuel up. Bill had McGyvered a refueling method that includes a Racor fuel-polishing system that hooks up to a battery. It has a clear hose on either end; one goes into the jerry jug and one goes into the Baja filter/funnel that fills the main fuel tank. Genius, especially when it was rolly.

Stealth Mode

While three days out and 180 miles offshore, on JoAnne's night watch we saw a large and fully lit fishing boat about four miles away. It was a heart stopper, since a very recent attack on our friends' sailboat was by fishermen. We turned off our navigation lights as well as other lights, but kept the radar on and used our best tool, our eyes, to watch for any other vessels or obstructions at sea. We watched as the boat passed less than a mile from us and went on.

Land Ho!

After more stormy days and nothing but the deep blue sea and loads of sargassum, the weather began to clear up. Bill recited a line from the *Captain Ron* movie: "We must be almost there, since we had just enough fuel to get here." He was right, and we soon spotted land off in the distance. Grand Cayman was in our sight.

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Above: Back safe and sound in Barbados. Inset: Even when off-watch we tended to stay in the cockpit.

Bottom: I cut three holes in the bottom of a garbage bag to make improvised wet weather gear.

St. Lucia to Barbados:

'HOLD ON, BABY!'

by S. Brian Samuel

IN September 1992, my brother Gerry and I sailed my 26-foot engineless sailboat, *Jump-Up*, from St. Lucia back to Barbados, where I lived. We'd been on a month-long sailing misadventure down to Grenada and up though the Grenadines, ending with a four-day shore stay in Castries with The Wives, who had flown in.

Never mind all the other sailing we had done on the trip, this last leg was going to be the real test. Barbados lies east-southeast and more or less upwind of St. Lucia, and sailing through the heavy Atlantic waves can be a daunting task in a little boat.

Before leaving Barbados, we had recruited my sailing buddy Eddie to help out on this leg, and sent him a one-way plane ticket to join us in St. Lucia. It would be nice to have this experienced hand for the voyage. On leaving St. Lucia we would sail north until level with Diamond Rock, south of Martinique, then tack southeast for a close haul down to Barbados. The exact point at which to tack would be determined by the direction of the wind and the set of the current, where experience would be the only guide.

Eddie flew in on a Friday evening and we immediately descended on the A-Frame Pub in Rodney Bay, where Gerry and I enthusiastically filled him in on our trip so far. We were in high spirits and looking forward to the sail to "Bim." But before then there was the matter of Gros Islet. Located next to Rodney Bay, the little fishing village of Gros Islet (Grozy-Lay) holds a street carnival every Friday night that has become a firm fixture in the St. Lucian social scene. Everyone comes to hang out: locals and foreigners, strolling from one corner to another, enjoying tunes from reggae to soca to zouk, lubricated by cold Carib beers, nourished by hot jerk chicken. We had promised ourselves we would not stay out too late, but when Eddie met a girl called Annie, sparks flew, and we figured the early night was shot. Gerry, The Wives and I headed back to our bungalow at about 0200 hours while Eddie and Annie went off "to go catching crabs." I don't know what time he got back, but the next morning he looked beat. I don't think he caught any crabs!

The next morning Gerry and I hauled ourselves out of bed at about 0800 and started gathering up things for the boat. Eddie was dead to the world and manfully resisted all attempts to wake him, even when we dumped him onto the floor. He eventually grumped into wakefulness with a sheepish grin. Finally we stuffed ourselves plus assorted bags and boat gear into the Starlet and headed for Rodney Bay.

The dinghy was where we had left it locked to a tree, conveniently next to the security guard's hut. We expressed our gratitude to the guard in a tangible manner and loaded up. We'd invited The Wives to sail with us back to Barbados, promising them an experience they wouldn't forget, but they declined. LIAT would do fine, thank you very much. We waved our goodbyes and headed out to *Jump-Up*. Hello baby, I'm back.

We upped anchor at 1030 hours. Poor Eddie looked in a state, but like a trouper he perked up when we started getting ready for departure. We had not been on board *Jump-Up* for four days and had to re-stow our gear and get used to her all over again. We hauled up the dinghy and checked the rigging and moving parts to make sure everything was okay. As we were hoisting sails Eddie cranked hard on the jib halyard.

"Careful, Eddie," I warned, "You'll break the halyard."

He continued to grind. "Nah, man, it strong."

Crack! The halyard snapped and the jib gracefully furled onto the foredeck in a heap of crumpled dacron. Eddie grinned sheepishly. "Oops, sorry!" We used the spinnaker halyard as a stand-in for the next few weeks until I hauled him up the mast to undo his damage.

The wind was fresh and increased in strength as we rounded the north of St. Lucia, blowing at about 15 knots. We figured we were in for a lively trip back.

Out in the channel, unshielded by any landmass, the waves were much bigger than we had become used to, and *Jump-Up* reared her head as she ploughed through the heavy seas. By midafternoon we were level with Diamond Rock and started to think about tacking. Eddie studied the waves, sniffed the wind and generally felt out the lay of the ocean. "Not yet," he said. "Current's too high." An hour later he pronounced the time right, and we headed southeast for Barbados. It would be a beat all the way.

As the evening wore on, the wind picked up to about 20 knots, gusting higher. We could see whitecaps blowing off the waves. Gerry's stomach began to act up but he hung on. I prayed that my own stomach (and the boat!) would hold up. With each passing wave water came through the leaky seals on the forward hatch and side windows and things belowdecks soon became completely sodden. On the previous occasions we had sailed through the night the weather had been kind to us, but this time we were close-hauled in rough seas, an entirely different sensation altogether. At the steep angle at which we were sailing, only the "captain's coffin" was usable for sleeping as the starboard bunk was under six inches of water. So even when off-watch we tended to stay in the cockpit, wedged into a corner, trying in vain to stay reasonably dry and warm.

Gerry' seasickness got worse as the night wore on and we sent him below decks to try to sleep it off. I really appreciated the presence of Eddie on board; without him we'd have had to turn back. The waves were steep and came crashing over the foredeck, sending heavy spray into the cockpit. Every now and then a "seventh son of a seventh son" would break over the whole boat, filling the cockpit and soaking the helmsman. I stared up at the mast and rigging, overawed by the strength of my little boat as she withstood the constant pounding of tons of ocean. Just hold on, baby....

"Incoming!" yelled Eddie, I looked up and saw the top of a wave slightly higher than the masthead light. Uh-oh.

I barely had time to hunker down before a ton of foaming, angry water came crashing onto the deck. I gripped the tiller with my right hand and hung onto a stanchion with my left as I felt myself being pushed back toward the transom. We had no safety harnesses and if I were washed overboard in this stormy night that would be the end of me. After the wave passed Eddie looked at me and burst out in amazement "Jesus, Bri — where's your gear?" I looked down and all that was left of my foul-weather jacket were the two sleeves — the wave had ripped the rest of it clean off my body! I cut three holes in the bottom of a garbage bag to make improvised but effective wet weather gear.

At 0400 hours Gerry re-emerged looking much better and took over the helm, giving Eddie and me a well-earned rest. We took turns trying to sleep, wedged tightly into the bunk listening to the crashing of the boat and the sound of water sloshing around inside the cabin. As dawn approached the wind abated and swung around to the northeast, allowing us to ease sheets and sail on a more comfortable bearing. During the night we took frequent RDF readings and were reasonably confident that we were on the right course, but we still anxiously scanned the horizon.

At 0700 we thought we saw land but it proved to be only low-lying clouds. An hour later the real thing appeared faintly on the horizon, gradually emerging from the haze to reveal the outline of the Arawak Cement plant at the northern tip of Barbados. Bang on target! High fives all round.

Two hours later we passed Mullins Beach, just a stone's throw from my house. I was tempted to anchor and stop in for breakfast, but we continued down the coast to Bridgetown and our mooring.

We called Customs on the VHF and proudly announced our arrival. As we had no working engine we asked for permission to go straight to our mooring and come to the Deep Water Harbour by taxi to clear in. No, they said, we had to come into port first. If we needed assistance they would send a tug to tow us in (at our expense, of course). We couldn't stand the embarrassment of being towed into port in plain view of every Sunday sailor on the island. By that time we were pretty adept at getting into tight spaces, so we declined the offer of the tug and entered the harbour under full sail. I guess I should have felt a bit of stress but didn't. We just coolly went about the task without even talking about it.

Bridgetown Harbour is made for oceangoing ships, not little engineless yachts, so we had to be careful about picking a suitable space. We saw a gap between two big container ships and headed for it. A handful of seamen were leaning on the rail casually watching us. With me at the tiller, Gerry on foredeck and Eddie by



the mainsail we approached our allotted berth, dropped sails, rounded up and glided to a perfect halt alongside the harbour wall. We didn't even get tyre marks on the hull. The seamen nodded.

More smiles and high fives, special ones this time. We'd made the journey from St. Lucia to Barbados in 26 hours at an average speed of a shade over six knots. Not bad for a 26-foot yacht with no engine.

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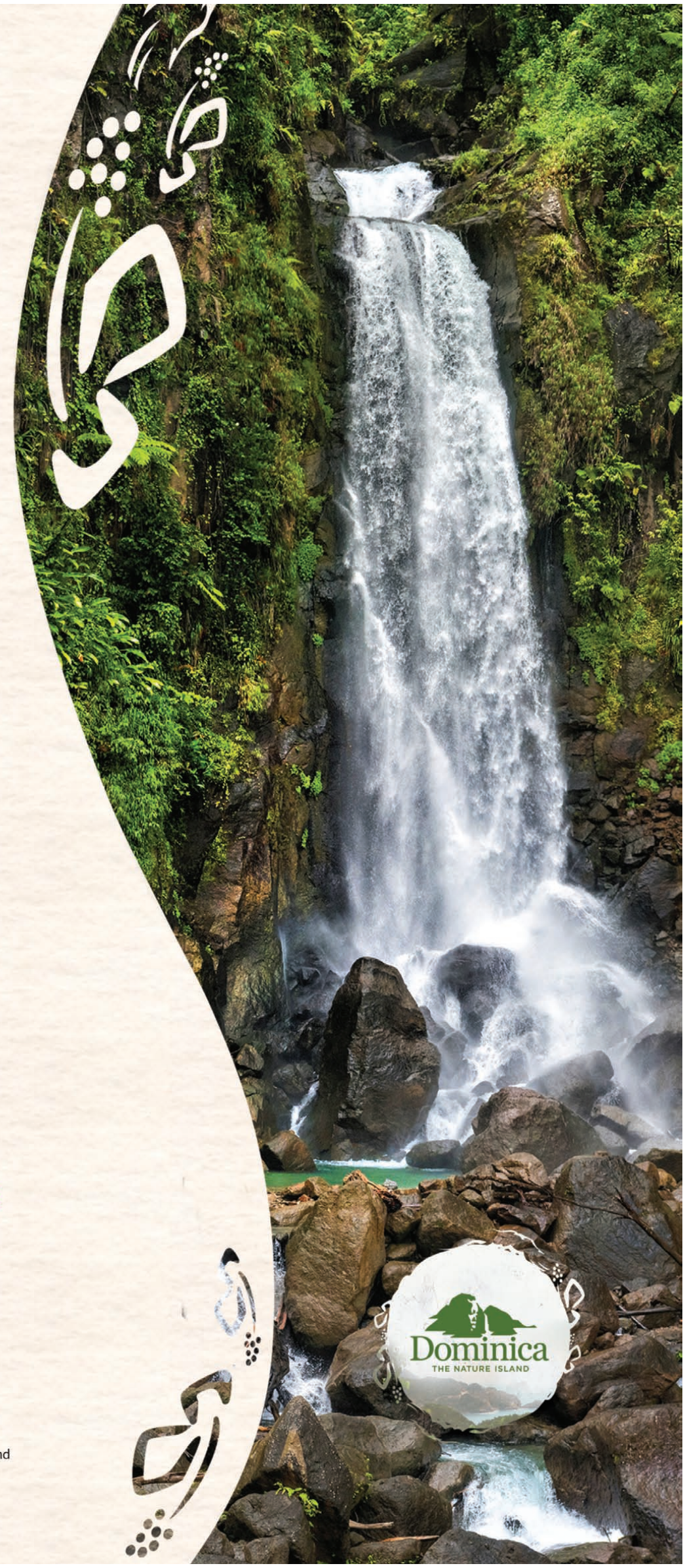
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Hike Fest: May 2, 9, 16, 23, 30, 2020

Jazz 'n Creole: May 1 – 3, 2020

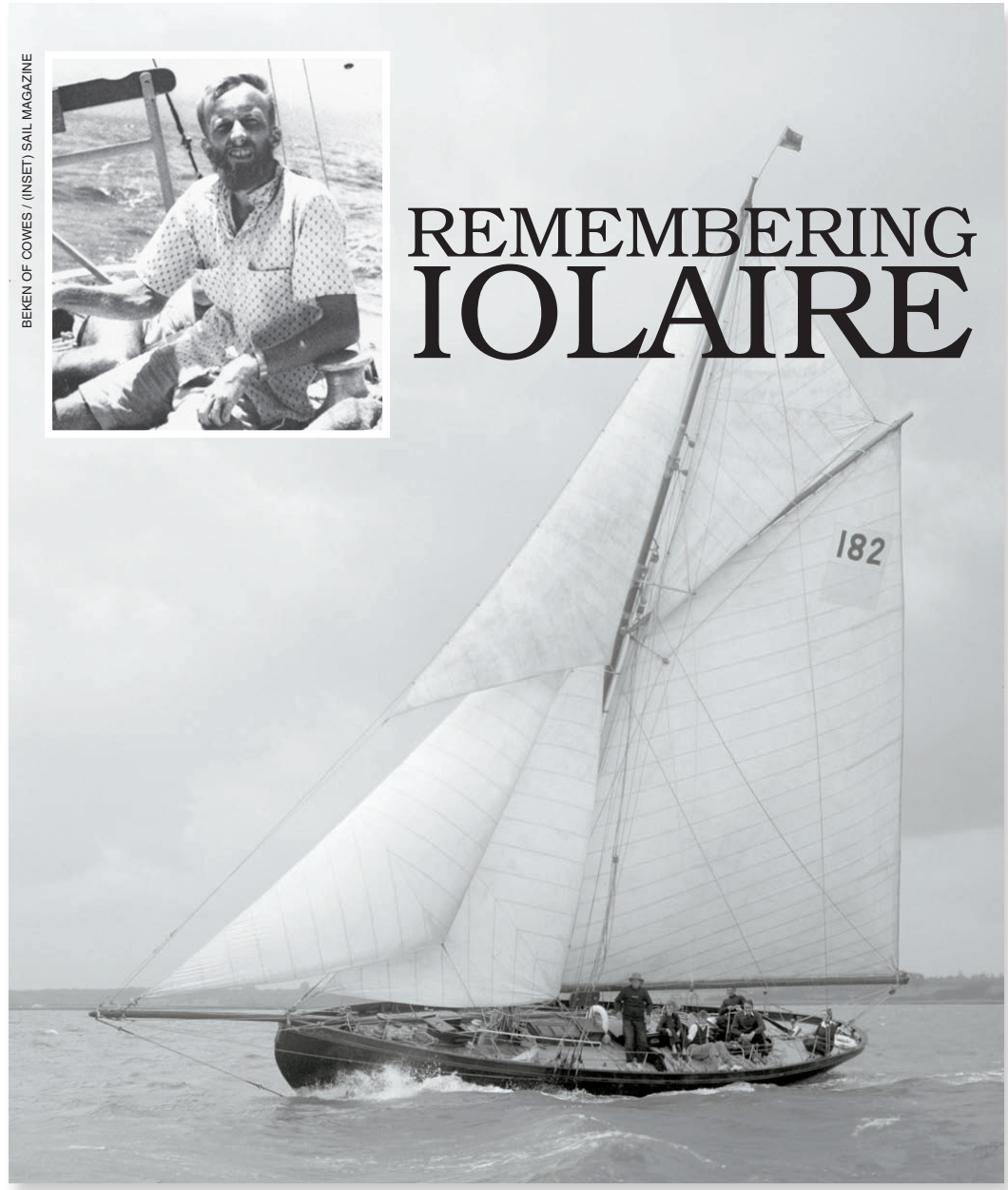
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REMEMBERING IOLAIRE



BEKEN OF COWES / (INSET) SAIL MAGAZINE

IN early 1919, a 190-foot British Royal Navy steam-powered yacht named Iolaire *struck rocks during bad weather and sank off the port of Stornoway in Scotland. Over 200 lives were lost. Just over one hundred years later, another yacht named* Iolaire *struck rocks during heavy weather and went down. This* Iolaire*, a 46-foot engineless wooden yawl launched in 1905, sank off Ibiza in Spain, fortunately with no loss of life.*

The eye-catching red-hulled yawl Iolaire *was famous in the Caribbean, having been raced and cruised by author Don Street for half a century until he sold her in 2009. Under her newest ownership,* Iolaire *had been running dead downwind close to shore when an inadvertent gybe drove her onto the rocks on July 26th, 2019 — coincidentally Don Street's 89th birthday. In another coincidence, Don's son Mark, who grew up aboard* Iolaire*, was then skippering a motorsailer in Ibiza and from the scattered debris confirmed the demise of his childhood home, a shattering experience.*

Thus ended the career of a 114-year-old classic yacht that, except during the World War II years of 1940 to '45, had been in commission every year of its life.

The Early Years

Iolaire was designed as a gaff cutter and built and launched by Harris Bros, UK, in 1905. She raced successfully from 1909 to 1923 for an Irish family, the Tweedys. *Iolaire* was later raced and cruised by several prominent skippers of the UK's Royal Ocean Racing Club, including ocean-racing pioneer Bobby Somerset from 1946 until 1955. Somerset sailed her in 14 days from the Cape Verdes to Barbados, and cruised extensively through the Caribbean as far west as Jamaica.

In 1951, Somerset sailed *Iolaire* from Kingston, Jamaica, to Cowes, UK, direct. Two of his crew were young American university students, Cory Cramer and Peter Stamford. Peter wrote and sold his first article, "From the White Sands of Jamaica to the White Cliffs of Dover," to *Rudder* magazine and went on to found South Street Seaport in New York City. Cory became the founding director of the Sea Education Association (SEA), an internationally recognized leader in ocean education based in Woods Hole, Massachusetts. SEA's 134-foot sail-training brigantine is named *Corwith Cramer* in his honor. The ship hosts voyages throughout the Atlantic Ocean, including ports of call in the Caribbean islands.

Somerset was responsible for changing *Iolaire's* cutter rig from gaff to Marconi — he had inherited the Marconi rig from German Freres' *Joanna*, when Freres had Camper & Nicholson build *Joanna* an aluminium mast.

Somerset sold *Iolaire* to a retired US Navy captain, Bob Crytzer.

Rebuilding a Write-Off

A 26-year-old Don Street arrived in St. Thomas, USVI in 1956, and found work as a land surveyor. Bob Crytzer met Don and recognized him as an enthusiastic young sailor who would take good care of *Iolaire*. He offered to sell *Iolaire* on terms Don could not turn down — US$3,000 down plus $1,000 a year for four years, no interest and no repossession clause — so Don bought her in March of 1957.

Unfortunately, as a result of a broken anchor shackle, *Iolaire* went on the beach in Lindberg Bay. Bilged and lying in 18 inches of water, the boat was deemed a write-off. Don bought *Iolaire* back from the insurance company, as is, where is, with the responsibility of removal, for US$100. He got her off the beach, put her on the West Indian Company dock in Charlotte Amalie, and set up a mini-shipyard. He replaced four frames, five timbers, a bilge stringer, eleven planks and the rudder, and put in a new main cabin interior. *Iolaire* was off on charter 13 weeks and three days after Don bought the wreck on the beach.

During the rebuild, Don also reinstalled an engine — "a big mistake," he says. "*Iolaire* sailed so well that we very seldom needed it, except to generate electricity. It was a 20-horsepower gasoline Seascout (I think they were ponies not horses), driving an offset propeller through a rather inefficient belt drive. After about ten years of fighting the engine, we'd used up time, money and energy and gotten so frustrated that we took it out and dropped it in the lagoon at St. George's, Grenada, with a chain on it and a buoy on the end. It made a good mooring. Where the engine had been, I built a chart table that has produced nine books and a couple of hundred magazine articles, so I think it was a fair trade."

Why a Yawl?

Don also converted *Iolaire* to a yawl rig. He recounts: "With her big mainsail and small headsails *Iolaire* was fast but had such a god-awful weather helm that anyone who sailed *Iolaire* for any amount of time looked like an orangutan: their arms had been stretched so much that their hands were in the region of their knees. Since that time, with judicious re-rigging, *Iolaire* is now so well balanced that my wife Trich, who weighs about a hundred pounds, is our best helmsman.

"On *Iolaire* we had no running backstays on our mizzenmast, despite it being stepped on deck. We had salvaged it from the wreck of *Ondine*. When setting up the chainplates to step *Ondine's* mizzenmast on *Iolaire*, I remembered reading in one of the late Uffa Fox's books that if a shroud is given one inch of drift (distance aft of the mast) for every foot of height, the shroud in effect becomes a stay (a shroud supports a mast athwartship, a stay supports a mast fore and aft). So, to be super-safe, I set the upper shroud chainplate 36 inches aft of the mizzenmast. Everyone said the mizzen would go overside, as at times it shook like an Egyptian belly dancer. But even without backstays *Iolaire's* two mizzen staysails — one of 350 square feet, and a big one of 650 square feet used when wind was almost dead aft — never managed to pull down *Iolaire's* mizzen. Uffa Fox was correct."

A Family Boat

Don Street tell us, "In the early days of chartering, the Antigua fleet did not want to go the Virgins because of the long beat back from the Virgins to Antigua. Similarly, the Virgin Islands boats did not go down islands as they we unwilling to beat to windward across the Anegada Passage. *Iolaire* was the only boat that was willing to do this, which gave us a number of down island charters that allowed me to start exploring all of the Eastern Caribbean. While approaching an anchorage I was frequently asked, 'Skipper, what will we find in this anchorage?' All too often I would have to reply, 'I don't know; I have never been here before and there are no cruising guides. We are exploring!'

"In 1963 I conceived the idea of my book *A Cruising Guide to the Lesser Antilles*. My late first wife, Marilyn, had learned to sail in a hurry. We sailed *Iolaire* by ourselves, with our infant daughter, Dory. (Dory was on the Round St. Thomas Race at age 29 days. Mommy took time off on the downwind leg to nurse her.) The three of us explored the islands, often making long passages in rough weather. Even under storm sails, Marilyn stood her watch, cooked and tended Dory. In port, with the charts spread out in front of me, file cards on top of them, and the typewriter in my lap, the main cabin of *Iolaire* was uninhabitable for weeks at a time. Yet, instead of complaining, Marilyn plied me with hot coffee in the mornings and cold beer in the afternoons, and with gentle prodding and smiling encouragement kept me going.

"The east coast of Martinique is frequently described as 'too dangerous' to visit. Hell — Marilyn, Dory and I, with our schipperke dog Merde, explored the east coast of Martinique in the early Sixties, the first foreign yacht ever to visit. We spent a week there, dodging reefs and entering and leaving harbors under sail, despite the fact that often the channels faced directly into the Trades."

After Marilyn's untimely death in the early Sixties, Don met "a cute little Irish girl, an Aer Lingus stewardess" who was visiting a friend in Carriacou. "I asked Trich to sail with me. The two of us sailed *Iolaire* to Martinique. On the way back south we anchored just at dusk between the Pitons, in those days an uninhabited coconut plantation. The only sounds were tree frogs. As we were having our after-dinner drinks on deck, a great big harvest moon appeared between the embracing Pitons, making it the most fantastic anchorage in the entire world. I think Trich agreed to marry me as she figured that was only way she would ever see this scene again.

"The two of us chartered *Iolaire* for a year and Trich developed into one of the finest light-weather helmsmen I have ever sailed with. An awful lot of exploration was done with me standing on the spreaders, giving hand signals to Trich on the helm.

"In the late 1970s, when the People's Revolutionary Army took over all of Calivigny Point in Grenada where we had our house, we lost everything. For the next few years we lived part time on the boat, with our new sons (we have three boys: Donald the Third, Richard and Mark) and Dory, now a teenager, and part time in Ireland in a house Trich had inherited. Trich convinced the Irish schoolmaster that if she took the boys out of school from Christmas until Antigua Week and she tutored them aboard, they would catch up when they got back to Ireland.

"In all the years that I raced *Iolaire*, Trich was with me almost all the time. She missed one Antigua Week as she was producing Mark. But Mark sailed the next Antigua Week at age one year, in a straw basket swung from the overhead. And Richard, our middle son, came on his first race when he was 11 days old."

***Iolaire's* Adventures with Don**

In 1962 *Iolaire* was dismasted in the Anegada Passage but Don managed to tow the mast to Norman Island, lift it on deck, power back to St. Thomas, scarf 12 feet onto the bottom of the mast and be out on charter 11 days later.

In 1966 *Iolaire* lost the top ten feet of her mainmast off Dominica. Don, the then four-year-old Dory, and a young Grenadian crewmember sailed *Iolaire* under jury rig to Grenada, 200 miles, averaging 5.2 knots. A bare aluminium tube was shipped to Grenada, fittings were transferred from the old wooden mast, and new rigging was made. *Iolaire* was back sailing two months later.

In 1984, *Iolaire* was caught by the late-season (November 6th) Hurricane Klaus while anchored on the north side of St. Martin, which became a lee shore. Don recalls, "I kept *Iolaire* off the beach by systematically deploying six of the seven anchors we carried onboard. As the wind veered and the load came on the starboard anchor, the port anchor line would go slack and I would then drop another anchor, and then veer more line on the anchor that was taking the load until the anchor just dropped also picked up the load. I would then secure both lines so *Iolaire* was once again riding on two anchors.

—Continued on next page

—*Continued from previous page*

Despite the fact that during the hurricane the wind switched through 180 degrees, *Iolaire* was continually riding on two anchors set in a 'Y'. Thank God for her seven anchors!"

He continues, "Then, from 1985 until I sold her in 2009, *Iolaire* had six almost-disasters. Three times disaster was avoided by the skilful work of crew and skipper, and three times *Iolaire* was saved by her own lucky streak. In one incident, in 1995, we were hove to in a gale 300 miles west of the Azores, with the crew enjoying a roast beef dinner with all the trimmings on her gimbaled table. We suddenly discovered a bilge full of water. We immediately started pumping on our single-acting, 30-gallon-per-minute Edson diaphragm pump. We cleared the bilge with no trouble. After much searching and moving of gear, we discovered the leak was from a stem bolt (subsequently discovered to be broken) in the forward part of the stem, the only area of *Iolaire* not worked on in her 1994-95 rebuild. By pumping ten minutes out of every 30, the bilge was kept clear. We pumped for 48 hours until we reached Horta."

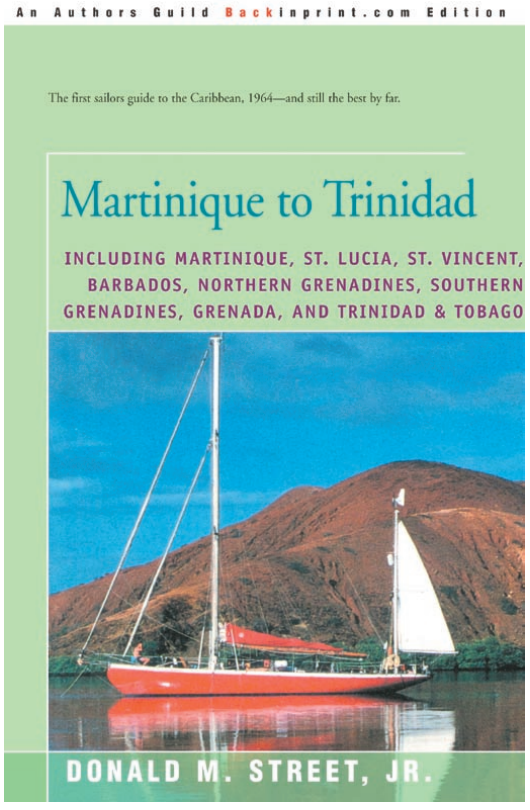
Don notes that when *Iolaire* was hauled in 2005, the mast was pulled for checking, the bilges were completely emptied and water tanks and internal trimming ballast were removed; the iron work, mast step and floors in the forward part of the bilge were cleaned, chipped and painted with coal tar epoxy; and new batteries were installed.

Iolaire was painted red for over 50 years. Don says, "When I purchased *Iolaire* in 1957 she was red. I accused the previous owner of painting her red to hide the rust stains from the iron work whose galvanizing had long since departed. Through the years I eliminated all the iron fittings but kept the color, as she had become famous as 'the old red race horse.'"





BEKEN OF COWES (2)



Clockwise from above:
Iolaire *racing in the Caribbean in 1990 with Trich at the helm. Competing in the Fastnet in 1975.*
As seen on the cover of one of Street's guides, her red hull was a standout in any anchorage.

Don is Unsinkable

For half a century, Don Street cruised, chartered, raced and explored aboard *Iolaire*. With her as his vehicle, home and inspiration, he wrote cruising guides to the Eastern Caribbean from Puerto Rico to Venezuela, the books *Seawise* and *The Ocean Sailing Yacht*, and countless magazine articles including several long-running series for *Caribbean Compass*. His explorations resulted in the Imray Iolaire charts of the Eastern Caribbean and the Atlantic islands. *Iolaire* drew a deep 7'3", and as longtime editor of *Sail* magazine Patience Wales said in the 2001 reprint of Don's Caribbean cruising guides, "Street was the first; ever since 1964, all other guide authors have just followed in *Iolaire's* wake, avoiding the rocks and shoals that Street and *Iolaire* discovered."

Don sailed *Iolaire* roughly 200,000 miles, in all conditions. Considering the extensive cruising done before her final owner bought her, she had probably done between 300,000 and 350,000 miles in her lifetime.

Meanwhile, Don sails on. "*Gypsy*, my 86-year-old Dragon, is the oldest Dragon in the world still racing — with myself at 89 the oldest Dragon helmsman in the northern hemisphere. As of this writing we plan to go to San Remo in Italy to join over 150 Dragons celebrating the class's 90th birthday from October 5th to 13th."

Rig a Gybe Preventer!

by Don Street

I believe that the loss of *Iolaire* could have been prevented if an aptly named "preventer" had been used. In addition, every year a number of sailors are killed, and a large number injured, by inadvertent gybes. So, when sailing downwind, a preventer from the end of the main boom to the bow should be rigged. This should be done before leaving the anchorage.

When I bought *Iolaire* she still had her heavy 24-foot-long main boom, left from her gaff-rigged days. I realized that an inadvertent gybe could be a real widow maker. When running down wind I always rigged a main boom foreguy preventer. Originally it had been a difficult operation, but was simplified through the years as described below.

It can be done in one of two ways: using a temporary emergency rig or using a permanently installed *Iolaire*-style combination anti-gybing and reaching sheet rig.

For the temporary emergency rig, take a line at least the length of the boat, secure one end to the end of the main boom. Secure it to the mainsheet bail if it is end-of-boom sheeting. If it is mid-ship sheeting, make up a strong strop of nylon webbing, secure it to the end of the boom, and secure the end of the line to the strop. Pull the line tight along the bottom of the boom, tie it off at the gooseneck, and coil up the excess.

Once you start sailing and you are broad off, over-ease the mainsheet, disconnect the line from the gooseneck, take it outside the rigging, secure it to a cleat or anchor windless as far forward as possible, pull it tight, then tighten up on the mainsheet.

Thus secured, it is almost impossible to do an accidental gybe.

To install the permanent *Iolaire* combination anti-gybing/reaching sheet rig, obtain a becket block with a swivel on it, a length of wire about two feet shorter than the length of the boom, and a sheet three times the length of the boom. Secure the becket block at the end of the main boom. Secure it to a bail forward of the mainsheet bail if end-of-boom sheeting. If mid-ship sheeting, make up a strop of nylon webbing as previously described. Secure one end of the wire to the becket on the becket block, attach a light line to the other end, run the light line through the tack eye on the main, and lash the wire tightly along the bottom of the boom. Make up a reaching sheet three times the length of the boom, thread it through the becket block, secure it to the gooseneck, and coil up the excess line. Rig spinnaker pole foreguys permanently port and starboard, and secure both ends of the foreguys to a stanchion as close to the main shrouds as possible.

When reaching, disconnect the reaching sheet from the gooseneck, attach one end to the clew of the headsail, run the other end through a lead block on the caprail fairly near the shrouds, then back to a cockpit winch. Take the strain on the reaching sheet, ease the genoa/jib sheet, and the angle between the headsail and mizzen is opened out. The backwind on the main is eliminated, enabling the main to be eased, lessening the heeling angle and weather helm, plus increasing your speed.

As the wind gets farther aft, on the quarter, disconnect the wire from the gooseneck, slack the lee pole foreguy, take it outside the rigging, connect it to the wire, over-ease the main, take up on the foreguy, secure it, then re-trim the main.

Set up in this fashion, the chances of an accidental gybe are eliminated.

When the wind gets so far aft that the headsail is collapsing, take the reaching sheet off and wing out the jib on the other side, and sail "wing and wing." Even if you do not carry a spinnaker, I feel a spinnaker pole to wing out the jib is an essential part of equipment for any boat cruising the northern end of the Caribbean, because from Antigua north, courses are mostly either dead to windward or dead downwind.

Regarding an easily rigged and effective boom vang that does not load up the boom or gooseneck, see my website www.street-iolaire.com. The gear described does work. We developed it aboard *Iolaire* in the late 1950s and used it with great success for over 40 years.

Visit Don Street's website at www.street-iolaire.com for seamanship tips, hurricane advice and a wealth of other information.

John Smith, the Mermaid Man

Part Three: A *Mermaid* in a 'Sheepyard'

by John Smith



In the past two issues of Compass, *we've learned about the iconic 51-year-old classic Carriacou sloop* Mermaid of Carriacou *and of John Smith, who, since 1977, has been "the force that keeps her off the bottom." The most recent part of that ongoing labor of love is his latest of 42 haulouts, an epic yearlong effort in La Ceiba, Honduras.*

Heavy tropical rain all night, so now, though I have a dry bilge, I have a wet pillow. I awake under my quarterdeck awning to a clear bright morn with a backdrop of Pico Bonito and the east-west-running cordillera of Honduras so close I can see waterfalls.

I head into the port city of La Ceiba to visit a few of the *super mercados* and the beautiful central square with statues of Lempira and Cervantes, then to the large wooded park and adjacent upscale coffee shop — ahh. All I need now is a white straw *caballero's* sombrero, so heading back out of town I stop at the large street market and buy myself one. With as many fresh fruits and veggies as I can carry, I return to the boatyard, where the boat has been pressure-washed and chocked up.

I stow my provisions and start the two-week job of reaming out all the seams on the bottom where I had experimented a few years ago with some modern products on the old girl and she just spit 'em out. It's hard to use glue or any form of "ucky pookum" on this old Honduran pine, yellow-red and full of sap.



JERRY JOHNSON (ALL PHOTOS)

Most fun of all, though, is to examine the hull with two crowbars and a large mallet. If anything seems not kosher I pull planks off after examining the cause. Usually best to just drop 'em and replace. I dropped three 14-footers and a half dozen shorter ones. Should help the boat dry out as well as creating a nice breeze belowdecks!

I have no schedule, only a few daily routines. Coffee at dawn, followed by a cup of *pinole* (the nutrient-dense national beverage of Honduras, made with roasted ground maize), a shot of noni vinegar and some fruit. Then work a few hours on the shady side of the hull, take a break to read and write and often just space out in my hammock, which often turns into a siesta. Later in the day, when the sun has dropped a bit, I am back underneath, this time on the opposite, now shady, side.

Of the almost 30 sailboats in the yard, most are abandoned or in very long term storage and might be had for little money. I recovered many hundreds of three-inch



The sheep discovered that foraging underneath the Mermaid *often yielded treats.*

stainless anchorfast nails from a wooden hull that someone had condemned to death by sheathing it in polyester and fiberglass. Now many of those nails are integrated into my topside planking.

The worst part of the job is removing the goop that did decide to adhere to the resinous pine. It takes days working along every seam with a pointed saw blade wrapped in cloth to loosen the goop and then clear the now soaked cotton and oakum that I had put in only two years ago. Another lesson learned the hard and expensive way: old ships do not adapt well to modern materials, hence all this undoing of that work and then preparation for a more traditional procedure.

Fortunately I had ordered 20 pounds of good cotton and some fresh oakum many months before, while at the same time I managed to save for a purchase of 24 quarts of good seam compound (which would not prove sufficient for the task). Plenty of work to do in the meanwhile, as the boat dries out and the seams open slightly as the planking shrinks — which makes it a lot easier to remove the old cotton.

The hardest part of this job is intentionally going slow, not only to avoid injury to myself but also to draw out the efficiency of my limited materials and not fall prey to depression. It is, however, a certain source of strength to know what needs to be done and to realize that the time in my life is growing short — acknowledging that all this "free time" is at my disposal and I should utilize it as best I can. I just want to get on with it and get back to sea. So I take some of this time swinging in my



Above: If anything seems not kosher I pull planks off after examining the cause. Usually best to just drop 'em and replace.

Left: Mermaid of Carriacou *ready to splash in June 2019.*

hammock and organizing my thoughts into some writing and instilling a sense of order and hopefully instilling some clarity and content into this mental confusion expressed in my attempt to enslave the written word. I mean, do I really believe that I might earn some money as a writer? I am just a literate boat bum.

But I am the force that keeps the *Mermaid* off the bottom. With a wide selection of projects, tools and materials, I remain busy and involved. This is my personal *Journey to Ixtlan* of sorts. Though I am not moving as far or as frequently as I once did, I feel the lifting grace of my own sense of progress and accomplishment, a sailor's grace. I try not to think much about home; it has been a long time. But I am well beyond the limits of my visa; it would be difficult if not impossible to abandon the ship and risk not being able to return. I am just another homeless old vet.

As *Mermaid's* hull dries out, I am refastening, grinding, spiling and installing several new long lengths of prime pine inside of the hull as "'ceiling", providing additional backing for the over 60 feet of threaded rod used on most butts and new frames. Pleasure in small progress. Glad I decided to re-measure and re-measure again before final cut on the longest planks. Slow work. No options.

—Continued on next page

—*Continued from previous page*

What I really need is an extra hand to fit these 14-foot planks at the stem that are well over my head. I heard from my Belizean shipwright friend. He has abandoned the idea of coming to La Ceiba to give me a hand and has taken other work. So I will re-caulk the entire hull alone, meaning a few extra months in the yard. I might save a bit of money in the long run, except for the two-week advance that I gave to him, which I will probably never see again. And if ever I do finish, where do I expect to find crew? Meaning someone who might not only know a bit about boats but actually enjoy sailing. Someone willing to really take time and glide. Someone receptive to the sacrifice of some comfort in exchange for a unique life experience and learning opportunity.

The yard cats got aboard and tore up the galley. Slim pickin's here: cats do not eat uncooked lentils and rice. I am just glad that sheep cannot climb ladders, because they do eat uncooked pulses. When I first hauled there were maybe half a dozen sheep and two rams. Five months later there were an additional seven lambs. All of which have discovered that morning foraging underneath the *Mermaid* often yields many such treats as vegetable peelings and weevil-infested grain that I have thrown over the rail, very effectively turning it into mutton. The flock lingers around for a while, endlessly repeating the sheep world national anthem of "BAA! BAA! BAA!" Not good neighbors, quite judgmental. I gently try to explain that though my progress is slow and my problems legion, I do know what I am doing, that I have a plan, and that life is not so bad — when you are not a sheep. Though it is I who must remove my shoes and ask others who might board to do the same because of the combination of both organic and inorganic wastes in the yard. I am happy that the sheep in the yard do not climb ladders and happier still that they are not cattle.

In June 2019, *Mermaid of Carriacou* was launched at Le Ceiba after a months-long haulout, but I decided to re-haul after discovering that the garboard cotton was already weeping a bit and the yard here had a dozen boxes of oakum and I wanted a dry boat. So, back in the sheepyard.

In August, the *Mermaid* was launched again and we set out for Guanaja. During the attempted run, the *Mermaid* blew out the port garboard and almost sank. The water came up to my ankles in the galley. The crew were dirt dwellers so they were uncomfortable — especially with the captain overboard on hookah gear. I doubt if the Irish lass will ever go to sea again. I lost some books and tools. We were towed by a fishing boat back to the sheepyard and hauled out again. The port garboard back on now, refastened with 316 stainless rod.

I celebrate all I have and what I did not lose. I will be in the yard a while again, as I spent my last dime getting launched and provisioning for the Guanaja trip. Anyway, though the majority opinion is that I just torch the *Mermaid* or open a bar, no way. I am grateful to be able to continue the work.

John Smith is the author of Little Fish Big Pond, *available at Amazon.com and from John aboard* Mermaid of Carriacou *(johnsmithguanaja@gmail.com).*

Below: In June, Mermaid *was launched at Le Ceiba after a months-long haulout, but I decided to re-haul after discovering that the garboard cotton was already weeping a bit and the yard here had a dozen boxes of oakum and I wanted a dry boat. So, back in the sheepyard.*





Mediterranean – US East Coast			
Genoa	–	Ft. Lauderdale	August 2019
Palma	–	Ft. Lauderdale	September 2019
Genoa	–	Ft. Lauderdale	October 2019
Palma	–	Ft. Lauderdale	October 2019
Genoa	–	Ft. Lauderdale	November 2019
Palma	–	Ft. Lauderdale	November 2019
Mediterranean – Caribbean			
Palma	–	St. Thomas	October 2019
Palma	–	Martinique	November 2019
Genoa	–	Martinique	November 2019
US East Coast – Caribbean			
Ft. Lauderdale	–	St. Thomas	November 2019
Caribbean – US East Coast			
Martinique	–	Ft. Lauderdale	November 2019
Martinique	–	Ft. Lauderdale	December 2019
US East Coast – Mediterranean			
Ft. Lauderdale	–	Genoa	September 2019
Ft. Lauderdale	–	Palma	September 2019
Ft. Lauderdale	–	Genoa	October 2019
Ft. Lauderdale	–	Palma	November 2019
Caribbean/ US East Coast – South Pacific			
Martinique – Golfito Costa Rica, Papeete Tahiti, Auckland NZ and Brisbane AUS - December 2019			
Ft. Lauderdale - Golfito Costa Rica, Papeete Tahiti, Auckland NZ and Brisbane AUS - December 2019			

Teacher Aboard

by Katarzyna 'Kasia' Kaminska



You simply can't finish classes and head back home. Sooner or later you become a family member.

Being a sailor is a challenging job; no one doubts it. Sailing with your family makes it even more challenging. Whatever your Instagram followers think, cruising family life is not only sunshine and cocktails. It's more like a full-time job than a long-term holiday. Your friends and family are jealous of you having the time of your life, but nobody has an idea of how busy you are in fact. Multitasking? At full capacity, 24 hours a day, seven days per week. Being a full-time mum/dad, husband/wife, sailor, technician, cook, doctor and homeschooling teacher is not a bed of roses. Living on a boat is like creating your own self-sufficient universe. And I believe that this freedom makes the cruising lifestyle so tempting. Unarguably, being self-sufficient is highly rewarding, but may be tiring at a point.

How do I know about it? I'm single, I have no kids, I wouldn't even call myself a sailor. I'm a teacher. A teacher aboard. Living with cruising families and helping them with everyday chores.

Teacher Aboard

I always wanted to be an English teacher; however working in a typical "on land" school didn't appeal to me much. While still doing my degree at the university, I went for my first sailing holiday, and — boom! — I fell in love with it. But I would never have thought that my profession and sailing could go together if I hadn't met Ania and Bartek Dawidowski. This lovely Polish couple, who had been living aboard for three years, was looking for a teacher/nanny/crewmember to join them in the Caribbean for eight months. Crazy as it seemed to me at that time, I applied for the job and two months later I was flying to Suriname, a country I had never heard of before, to start the biggest adventure of my life.

Thrilled to bits but at the same time pretty antsy, I came aboard the trimaran *Poly*. I remember the first night spent in the middle of the jungle on the Suriname River like it was yesterday. I still can't believe that nine months on *Poly* have just blown that fast. Nine absolutely amazing months of sailing, English, Math, art and crafts and a lot of laughter. Being the teacher of two tireless bundles — Kuba (five years old) and Julian (four years old) — wasn't, of course, an easy ride, but also one of the most rewarding jobs I have ever had.

A Teacher or a Nanny?

When living such a limited space on a boat, you can't say that you are only a teacher. You simply can't finish classes and head back home. Sooner or later you become a family member, an ever-present crewmember who takes an active part in the children's life. That may be both a blessing and a curse, depending on how well you can handle that kind of closeness. For me, living with my pupils gave me a wider perspective on teaching, since it made me more understanding of children's moods and the whole sensitive process of learning. I would say that I am now a more thoughtful teacher, more aware of my students' individual strengths and capacities.

There is nothing more fulfilling to a teacher than witnessing how your students apply the knowledge you shared with them in everyday life.

School Under Sail

Nine months passed in a flash, and I was supposed to fly back home to Poland. Unfortunately for my parents (impatiently waiting for my return) I got the sailing bug. I felt like I needed a bigger challenge. I decided to fulfill my biggest dream and cross the Atlantic under sail.

That's how I met the *ROAM* family. Erin and Dave Carey were looking for an extra crewmember available for the crossing from St. Maarten to the Azores, and I became the teacher of Hamish (ten years old), Jack (eight years old) and Christian (five years old). It would be three adults, three children and at least three weeks of non-stop sailing. Erin, a full time mum and home-school teacher at the time, wasn't sure if she and Dave could cope alone with night and day watches plus homeschooling. So she decided to take the risk and take me on board *ROAM*.

Crossing an ocean with a complete stranger is always a gamble, both for the family and the newcomer. Once you set the sail, there is no way back; you can't simply change your mind and disembark on the nearest island.

The first few days didn't inspire optimism among the crew. Since everyone (except the captain) was miserably seasick, I was asking myself how I would be able to give regular classes to boys when even making myself a cup of tea seemed like climbing Mount Everest. However discouraging it seemed at the beginning, as if by magic the seasickness disappeared on day four, and I was in perfect shape to rise to the challenge.

Seasick or Schoolsick?

Crossing an ocean is all about routine. You do your watch, cook your meal, go to bed and so on.... Thanks to our specific routine, everything ran like clockwork on *ROAM*. I started a day with my dawn watch, a strong cup of coffee and — as soon as the boys finished breakfast — school. At the beginning, they were pretty devastated that they had to put away their tablets and bow over books, but since we were in the middle of the ocean they had no place to hide!

Hamish once called me a "do-or-die" teacher, since we did school in almost all weather conditions. Too windy to do school? I can hold your notebook. Too choppy to do school? We'll practice oral skills rather than writing. Do you feel seasick? Then you definitely can't play on your tablet until you get better. Yes, differentiating between seasickness and schoolsickness became my teacher's superpower! Despite various adventures like a ripped headsail or a broken watermaker, we managed to do school almost every day. We may not have had a shower, but clean or dirty, we would still have classes. The school routine turned out to be very beneficial for the boys as it kept the boredom away.

Three weeks of non-stop sailing with kids, with limited resources and no internet access, is definitely an ultimate test of your creativity. That's maybe what I like the most about sailing and teaching aboard: it gives you the chance to enjoy life the old-school way, far away from the digital frenzy.

Seadog or Landlubber?

After 17 days (416 hours) and 2,518 nautical miles, we were all happy as clams to set foot on land. The beauty of the Azores stunned me to the point that I wanted to stay there forever. The lure of land life after such a long crossing seemed irresistible.

However, as the saying goes, a ship is safe in harbor but that's not what ships are for! In September I am coming back to the Caribbean (on *Poly*) for the upcoming season. And then, what's next? I don't know yet, but for a passionate sailor, there is always a sea of possibilities!

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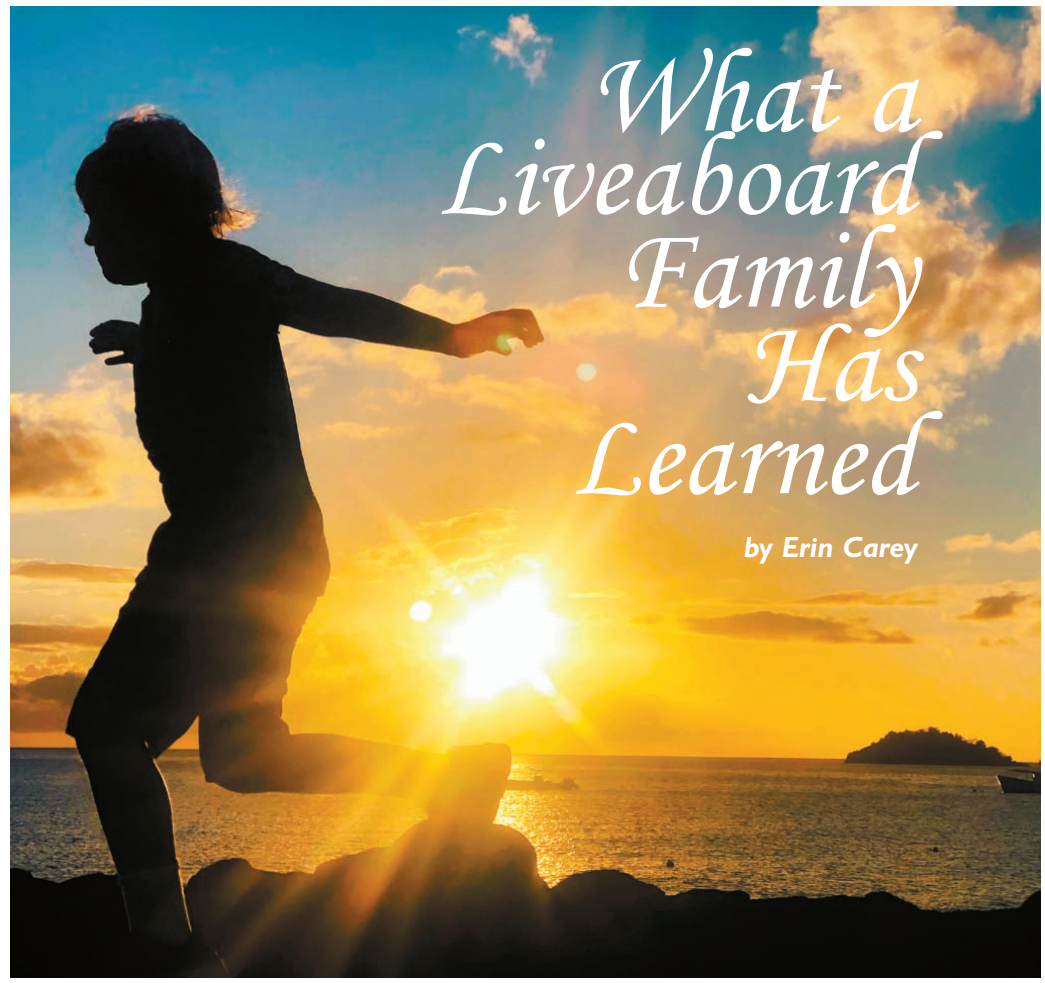






What a Liveaboard Family Has Learned

by Erin Carey



Brothers Hamish (age ten), Jack (eight) and Christian (five) don't live a regular life. They don't live in a house, and they don't go to school. They live aboard a sailboat, traveling the world, discovering new lands, and experiencing new cultures. Surrounded by nature, if they are not catching fish, swimming with turtles or diving for lobster, you'll often find them on the beach building forts or hiking up a mountain.

I decided to interview my boys, with their shaggy blonde hair and tanned skin, to share just what it's like to live on a boat as a kid.

How Did It All Begin?

It was Christmas 2015, and we were gathered around the dining table in Australia enjoying lunch with the family. Having recently watched a documentary about Laura Dekker, the youngest girl to ever sail around the world, it struck my husband, Dave, and me that we were wasting our prime years working at jobs we didn't enjoy and missing out on precious time with our children. It was the wakeup call we needed to make a crazy decision, and it felt like the perfect moment to share the news with our families.

Buzzing with excitement, we cleared our throats in preparation for the announcement, feeling far more nervous than we'd anticipated. "We have something to tell you guys," I announced anxiously. The table fell silent, and my sister-in-law joked, "You're pregnant?" We laughed, assuring them that we were definitely not having any more children.

Taking a deep breath, Dave took the lead. "We're going to buy a yacht and go sailing around the world," he said, our faces bright with excitement and anticipation. Silence fell over the table. Seconds later, the entire family burst into fits of laughter. My sister almost spat out her drink, exclaiming that it was the most stupid idea she had ever heard. "You can't do that with kids," said one family member. "You know nothing about sailing," said another. They stared in disbelief, their eyes as wide as their dinner plates. Feeling deflated, we tried, unsuccessfully, to convince them of our plan.

Two years and two months later, we waved our families goodbye and boarded the plane on a one-way ticket to Grenada. We had purchased our boat, sight unseen, and rented out our home. We had both been fortunate enough to negotiate two years' leave without pay from our jobs, and we'd saved more money than we ever thought possible. In almost every imaginable way, the universe conspired to help us achieve our dream.

Eighteen months on, we don't for one minute regret our decision to cut the ties and sail away with our children. Our family has grown in more ways than we can ever measure. We are far more resilient, and working towards a common goal as a family has shown us our strength. We have learned the importance of teamwork, so imperative to cruising. And our lives are so varied, no two days are ever the same.

Our children are content and happy. While they still fight and argue, as all kids do, they also play for hours together in the old-fashioned sense, building forts or shelters on deserted islands and frolicking in the sea. They pretend to captain their own ships, imaginations unleashed since moving aboard. They fiercely protect and defend one another, and at times they are each other's only mates. They dream of dreams so great, no other children their age would ever dare to dream, now knowing the sky is the limit.



Left: Hamish, Christian, Jack and Dave

Bottom right: Jack driving the dinghy

But don't just let me tell you. This is what they had to say about boat life for themselves.

The Interview

Tell me about your boat.

Jack: Our boat is a Moody 47 named *ROAM*. It's 47 feet long with two cabins. We have a galley, two heads, and a saloon.

Do you like living on a boat?

Hamish: Yes, I love to jump off my boat into the ocean and swim every day. I'm always making lots of new friends, and I love exploring new islands. I also like to paddle board and ride in our dinghy to the beach.

Where have you traveled to since living on a boat?

Hamish: We have been to 14 islands and nine different countries throughout the Eastern Caribbean.

What do you love most about living on a boat?

Christian: I like that I get to spend a lot of time with my family. I also love having long hair.

What's the worst thing about living on a boat?

Hamish: The toilet! To flush the toilet, we have to pump it by hand 30 times; it's so annoying! We also don't have air conditioning so it can be hot at times.

What are your hopes for the future?

Hamish: I hope to catch a massive fish. I'd also like to experience school in a different country and learn another language.

Jack: To stay on the boat and keep having adventures. I'd like to sail around the whole world.

What has been your favorite moment aboard ROAM*?*

Jack: Watching dolphins swim beside out boat, seeing the sunset every night, hiking to the crater of a volcano, and sailing in the darkness on our first overnight passage. There are just so many great things.

Christian: Swimming with turtles in the Tobago Cays and cooking our dinner over a fire on the beach.

Is it hard to meet friends when you live on a boat?

Jack: Not at all, there are lots of kids that live on boats. I feel like I have closer friends out here than I did back home.

How do you learn while living on a boat?

Jack: We do homeschool. We study regular subjects such as math, reading, writing, English, geography, history, and science. We also learn about the world and the environment by traveling and seeing lots of amazing sights, places, and animals. It's not always easy, though because it's hard to behave when your parents teach you. [*Editor's note: This interview took place before teacher Kasia — see page 26 — joined* ROAM *for their transatlantic passage.*]

Do you like homeschool?

Hamish: Yes, because it's shorter than regular school and we can choose subjects that interest us. I also like that I don't have to worry about bullying, the latest trends, or peer pressure. I can just be myself! Oh, and jumping off the boat during recess is pretty cool.

How have you changed since living on a boat?

Hamish: I am more confident. I can talk to people of all different ages, from all different countries; I can even order food in French! I would never have done that back home.

Jack: A lot! I am more outgoing and love to make new friends. I am given a lot more freedom out here, and that has made me more responsible. I have learned the importance of teamwork, and I've come out of my shell. Oh, I hardly ever wear a shirt, either.



Christian: I am a better swimmer!

Lessons Learned

Living on a boat and traveling full-time is hard. The constant maintenance that old boats require, along with homeschooling and trying to make a living along the way, is difficult to balance. However, we would have had many of the same struggles at home, and this is important to remember. At home, we couldn't dive into the ocean from our rooftop or pop our heads out the hatch to watch the sunset. We couldn't fish from our bow or swing from the halyards, and we definitely couldn't pick up our home and sail to another country.

The hard work is worth the effort for those reasons alone. Yet, we've discovered that the people you meet are what make this life really special. We've made friends the moment they've stepped aboard for the first time, or clung to the railing, their dinghies bobbing up and down as they introduced themselves. We've made connections with people who are as equally crazy/adventurous as we are, that common goal bonding us instantly. We've experienced generosity and willingness of others to help, despite only knowing one another for a short time.

In this community, there is always someone happy to lend a hand and a sympathetic ear, usually having been through the same thing themselves. So while living out on the water can be challenging, it's the challenges that we've overcome that have helped us grow. We have been outside of our comfort zone more times than we'd like to admit, yet it's in these moments that we have really felt alive.

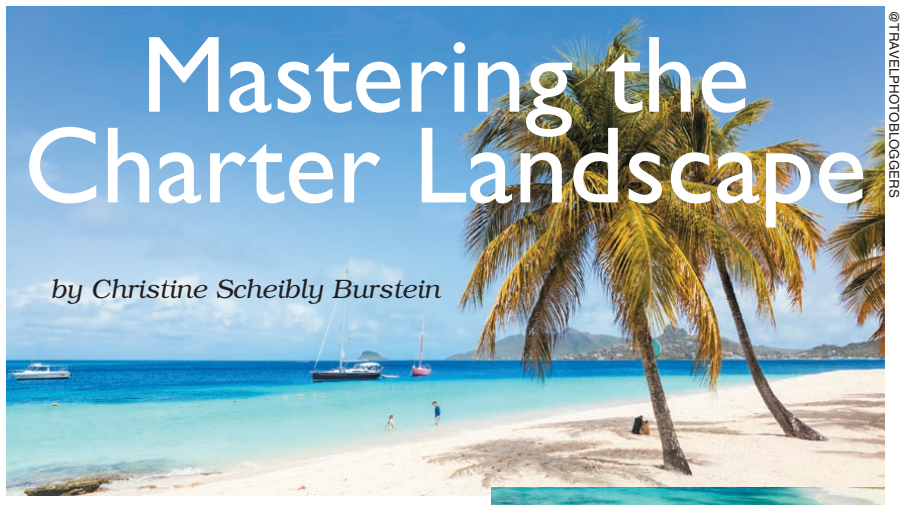
Authenticity is a genuine quality in liveaboard cruisers. There is no need for fakeness: we are all in this together, and despite our backgrounds, nationalities or social status back home, out here we are all the same. We are grateful far more often than we were back home. We want to be better people; we want to pay it forward — repetitive kindness and generosity will do that. We are also inspired far more often; one can't help to be, given that we are surrounded by so many amazing people day in and day out.

What's Next?

After 18 glorious months in the Caribbean, *ROAM* pushed off across the Atlantic Ocean and spent time exploring the Azores. Because funds were getting low, we flew back home to Australia via Thailand for a few months to work. However, we have no plans of selling our boat anytime soon; we're only just getting started.

Eventually, we would like to return to the Caribbean before making the long sea journey home to Australia. So, until next time, thanks for having us. It's been great!

Meet Judy and Jim Brown, two licensed landscape architects from Virginia, USA. In the foothills of the Blue Ridge Mountains the Browns had 25 acres and a wonderful house that they built and where they raised two children. In addition to working as landscape architects, they tried their hand at farming and at growing grapes for wine. Farming proved to be incredibly demanding and their degree of success wasn't really what they had hoped it to be. The same proved to be true for growing grapes.



Mastering the Charter Landscape

by Christine Scheibly Burstein

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Judy and Jim started a new chapter in their lives — running charters in the Caribbean aboard their semi-custom Jeanneau Sun Odyssey 519.

After their children were grown, Jim and Judy had the opportunity and challenge of deciding what to do next with their lives. When Jim was younger, he spent four years with the US Coast Guard. This gave him time offshore and lots of nautical experience. He also had his "six pack" license to carry up to six passengers aboard. (Recently Jim obtained his 50-ton Ocean Operator license.) After lots of deliberation, and recognizing a mutual love of the ocean, Jim and Judy decided to commission a boat and start a new chapter in their lives — running charters in the Caribbean.

Together they commissioned a 52-foot semi-custom Jeanneau Sun Odyssey 519. This new vessel became *Dauntless*, which to them seemed apropos, reflecting their leap of faith into a new beginning, a new career and a new chapter in their lives.

Being the owners and operators of a charter boat, Judy and Jim have a lot on the line to continue and grow their business. Thus, they rely heavily on the boat's questionnaire/preference sheets when they prepare the itinerary and menu for their guests. Judy will always plan ahead for each day. Will they be sailing during lunch? If so, she plans for a nourishing meal that will be easy to eat. Will they be at anchor for a meal? She plans accordingly. She also impressed me with her view on food preparation. Fresh, healthy ingredients are always on the list with as little as possible of "junk" additives or non-natural ingredients.

Cooking on board is important to Judy. She didn't go to culinary school but had lots of experience with having a local year-round CSA (community supported agriculture, like a pre-ordered farmers' market) that provided her with a steady stream of very fresh fruits and vegetables. She learned to adapt her cooking using the freshest ingredients that were part of her share of the weekly CSA. She does the same when she is on charter. What are the freshest ingredients available? What do the guests desire? How can she plan accordingly? What will make everyone the most comfortable and happy? Those are the questions that Judy and Jim ask themselves, both when planning and during their charters. I find that Judy and Jim are 100-percent guest oriented.

The Browns also do something that I think is really ingenious. Before a charter they supply each guest with a monogrammed duffle that is big enough to hold whatever they might need on the trip. That way the guests have practical luggage that can be stored easily once on board as well as a wonderful, useful memento to take home.

As far as fun things the Browns do during down time? Judy plays guitar and Jim (we have to love him!) works on the boat. Can't you see Judy serenading Jim as he fixes the engine or polishes chrome?

A story that brought a smile to Judy's voice when she told me was about sailing during a charter. The guests were in the cockpit and a huge wave slapped down on them, drenching everyone. One guest, instead of complaining, just smiled and said, "I rather enjoyed that!" Jim, as always was calm and collected, was happy that he accommodated his guest's sailing joy. Having chartered a lot myself I was happy to hear how this event unfolded. I know that it could have ended veering in a completely different direction!

While Jim was above deck, Judy, the practical cook and first mate, kept everyone happy in other ways: she made sure people were hydrated and well nourished.

Here are some of Judy's favorite recipes aboard *Dauntless*:

Cocktail: The Great Oz
(Thanks to Osnat, one of our awesome clients, for the inspiration!)
6 ounces fresh coconut water, chilled
1 Tablespoon fresh lime juice
1 shot vodka (of your choice)
Serve over ice in a hurricane glass (a tall glass shaped like a hurricane lamp) with a lime garnish.

Green Banana Salad (serves 6)
(Adapted from the local cookbook *Great Grenada Recipes*.)
6 large green bananas
1/2 red onion, minced
1 sweet pepper (red, orange, green or mixed), chopped
Dressing:
1 Tablespoon sugar
1 Tablespoon lemon juice
1/2 Cup mayonnaise
Boil green bananas whole and unpeeled (not too long, so they stay firm). Peel bananas and cut into 1/4-inch slices. In a large bowl, mix dressing ingredients well. Add onion and peppers, mix well. Fold in banana slices. Refrigerate at least two hours or up to two days.

Dauntless Fish Stew (makes about a gallon)
2 Tablespoons butter
2 Tablespoons coconut oil or avocado oil
1 onion (red or white), chopped
5 cloves garlic, minced
1 pound carrots, sliced
1/2 pound celery, sliced
2 quarts fish stock (we make our own) or chicken or veggie stock from a box
5 one-inch pieces fresh ginger, sliced or grated
Juice of 2 lemons
3 small hot peppers, minced
2 pounds red potatoes, cut into large pieces (skin on or peeled)
2 cans coconut milk (not coconut cream)
2 pounds fresh white fish fillets (your choice, or mix two different white fish), cut in pieces

For this recipe we use an eight-quart Instant Pot, but it can be adapted to ordinary pots and pans.

Add butter and oil to Instant Pot, set to sauté function. Sauté onion and garlic. Add carrot and celery. Add stock, lemon juice, ginger, hot peppers and potatoes, and set Instant Pot to 15 minutes on "high", then quick release. Add fresh fish and coconut milk, cook on 'low" 3 minutes, then quick release. Add salt and pepper to taste. Garnish with fresh cilantro, parsley, spring onions or dill and serve immediately. The keys to success here are having very fresh fish, using fish stock, not overcooking the fish, and adding the coconut milk last.



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If you have a sailing story and a recipe or two that works well in the Caribbean please write me! I know everyone has some crazy experiences sailing and I'd love to hear about them and about you! Christine Scheibly Burstein csbmaine@yahoo.com

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T&T STREET FOOD — EAT LIKE A TRINI!



RAYMOND AARON (ALL PHOTOS)

by Jo-Anne Nina Sewlal

I am a foodie at heart. Which is one of the best things about being Trinbagonian, since our twin island nation of Trinidad & Tobago has a mix of ethnicities and cultures best showcased in our cuisine. The menu is long, with a rich history behind the development of each dish, telling the story of the people that came to make Trinidad & Tobago their home and blending what they took from their native lands with their new home.

For this article, I have chosen to focus on our portable food or "street food," so that even on the quickest of visits to our shores you are guaranteed to eat like a Trini — on the go and on a budget!

Breakfast on the Run

When it comes to T&T street food there is a strong East Indian influence, with "doubles" being a top pick for breakfast on the run. Available from vendors virtually everywhere, doubles (yes, doubles is singular) consists of a thick, curried chickpea sauce placed between two *baras* (flattened and fried pieces of dough), hence the name doubles. The average cost is TT$5 (about 75 cents US). You can also have a single or you can upsize to a triple for TT$1 more. Each doubles is made to order according to the customer's taste in condiments, as there are a variety of sweet and savoury chutneys and sauces to choose from. These are made from cucumber, mango, golden apple, peppers and coconut.



Top: At the N&E Grill, it's hot, fresh and international.

Above: Indian-inspired doubles are Trinidad & Tobago's most popular breakfast on the go.

Many doubles vendors also sell a variety of other East Indian delicacies that are just as portable, such as *pholouries* (fried fritters), and *saheenas*, in which chopped-up leaves of dasheen bush (similar to collard greens) are added to the fritter batter. There are also *baiganies*, which are slices of eggplant with doubles dough pasted on either side of the slice, and *aloo* pies, which are fried potato pies. All of these delicacies also cost about TT$5 each.

Another East Indian influence in the Trinbagonian breakfast is the *sada roti*. It is similar to a pita bread but very soft. These rotis can be stuffed with a variety of fillings, such as fried okra, *caraille* (bitter gourd) or potatoes. It can also be filled with a variety of *chokas*, which are prepared by mashing fire-roasted vegetables or fruits, which are then heavily seasoned with salt, pepper, onions, garlic and herbs, with hot oil poured over the mixture. The most popular variety is eggplant-and-tomato. The more fillings you ask for, the more you pay for your *sada*. Typically, a half of a *sada roti* with fillings can cost up to TT$10 (US$1.50).

You can also have something baked for breakfast. There are many roadside vendors who sell pies made of shortcrust pastry stuffed with a variety of fillings such as cheese, chicken, beef, fish, salted fish and smoked herring. This could set you back TT$7 to $10.

Doubles, *sada roti* and pies are traditional "on the go" breakfast meals, although now it is not uncommon to see doubles vendors well past noon as they cater for the lunchtime crowd as well.

Lunch Means Rotis

For lunch, rotis called *paratha* or *dhalpuri* are extremely popular. *Paratha* roti — or "buss up shot", as it resembles a ripped-up (busted up) shirt — is soft and buttery and because of how it is made, one can easily pull it apart into layers. The *dhalpuri* roti consists of dough stuffed with seasoned chickpeas that have been boiled and minced.

These types of rotis are not often actually street food, sold at the side of the road, but rather are found in roti shops. They are conveniently available to yachting visitors at The Roti Hut located on the eastern side of the Power Boats boatyard in Chaguaramas.

You can order your roti with a choice of curried meats that includes chicken, goat, shrimp, liver and gizzard, as well as a variety of curried vegetables. As you probably figured out by now, Trinbagonians have no problem when it comes to eating their vegetables! Some roti shops also offer curried conch (the residents of those huge seashells).

If you order *paratha* roti, the "fillings" are actually placed on the side because if you were to put them in this soft roti, it would get very soggy very fast. In contrast, the fillings are placed inside the *dhalpuri* and the roti is then folded like a huge burrito. The layer of chickpeas in dhalpuri acts as a barrier against the moisture from the curried meats and vegetables, making *dhalpuri* the perfect edible container for a portable lunch.



Above: Gyros made from meat cooked on a vertical rotisserie reflect Mediterranean influence.

These lunchtime rotis cost between TT$30 (US$4.50) and $45.

Dinner at the Food Trucks

Dinner along the roadsides departs from the East Indian theme and becomes an international affair with food trucks selling American-style burgers and hotdogs, Lebanese and Mexican food, and even Canadian *poutine*. The recent influx of Venezuelan immigrants has resulted in more Venezuelan street food such *arepas* and *empanadas* being readily available too. Dinner can cost between TT$15 and $55 (about US$8).

Very popular on a weekend in Trinidad & Tobago is barbecue. Many food trucks and stalls offer the usual barbecued lamb, chicken and pork, and some serve untraditional meats such as rabbit and pigtails. The latter is my favourite barbecue food — it offers the perfect mix of salty meat and fat! These are all served with your choice of sides such as fries, macaroni salad and potato salad. Liming (hanging out) while enjoying some roadside barbecue is a popular way to socialize.



Below: Don't forget the fresh coconut water! Truckloads abound.

I hope that you have enjoyed this short culinary tour of Trinidad & Tobago. We may be tiny but our food is bursting with flavour and culture. Hope you visit our shores soon!



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The Sky from Mid-October to Mid-November

by Jim Ulik

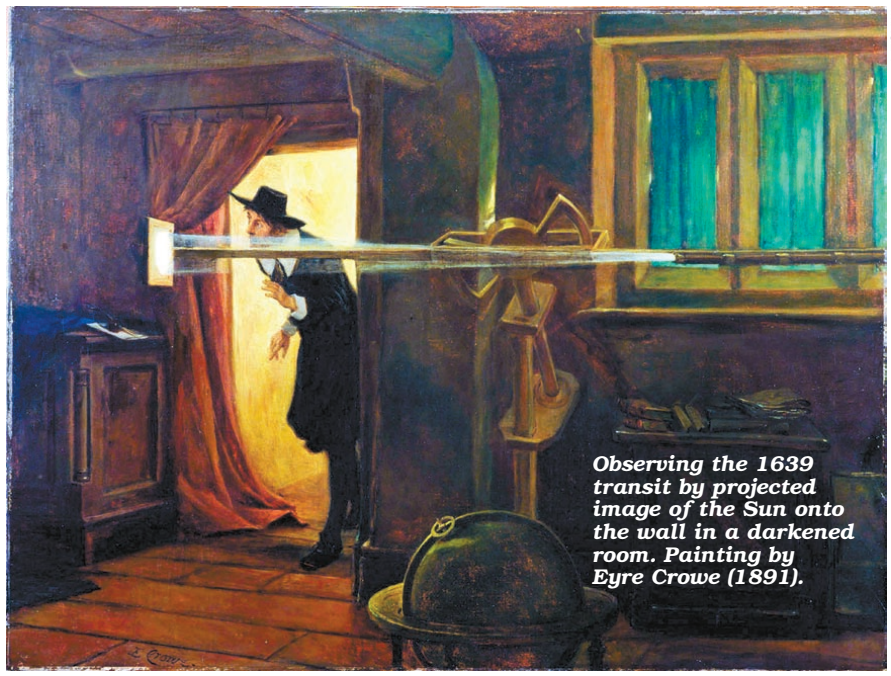


IMAGE 1

Observing the 1639 transit by projected image of the Sun onto the wall in a darkened room. Painting by Eyre Crowe (1891).

ACHOO! Where did that come from? It could be an Autosomal Compelling Helio-Ophthalmic Outburst (ACHOO). A quick glance at the Sun may cause some to have a photic sneeze reflex or sun sneeze. That may also occur when looking at bright lights. In any case, we all should know to NEVER look directly at the sun without a solar filter or other appropriate eye protection.

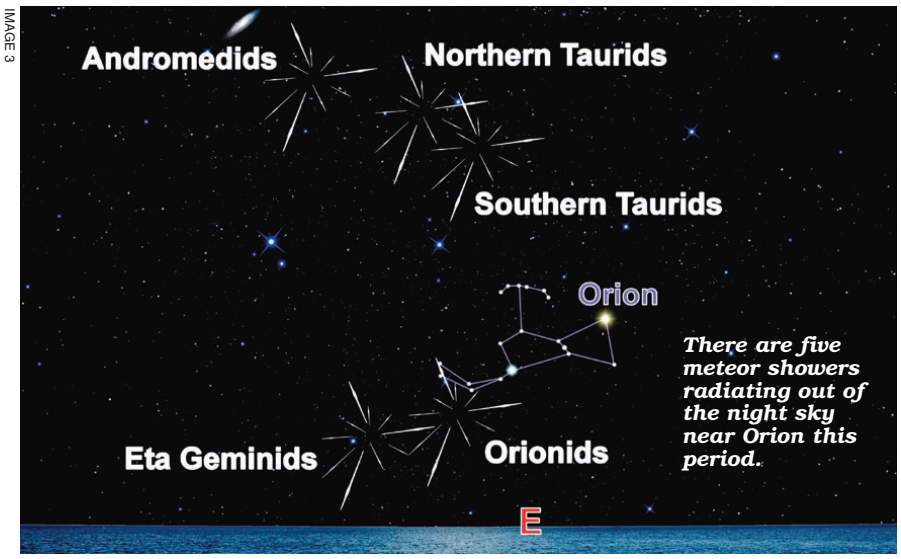
Why bring this up now? Mercury is going to transit the Sun. While not as historically unique as the transit of Venus, the transit of Mercury is a rare celestial event. It was first observed in 1631, when French astronomer Pierre Gassendi saw it by using a telescope to project an image of the Sun onto the wall of a darkened room. On November 7th, 1677, Edmond Halley (Halley's Comet) documented a transit of Mercury. He realized the various observations from different locations around the globe could be used to accurately measure the distance between the sun and Earth.

Wednesday, October 16th

From our perspective Mercury can be a difficult planet to see. One reason is that Mercury is the smallest planet in the solar system. It is only slightly larger than the Moon. Another reason is that its orbit is close to the Sun, so it is usually lost in the Sun's glare. The ability to see Mercury is greatest when it reaches its farthest separation from the Sun. For a few days around October 16th the searing planet with an icy north pole approaches its highest point in the southwestern sky. It will be located above and south of Venus. The planet above Mercury is Jupiter. Gazing a little higher you will find Saturn.

Mercury reaches its greatest separation from the Sun on October 19th. It takes 88 days for Mercury to orbit the Sun. That means in 44 days Mercury will be located off the other side of the Sun. During that greatest separation on November 30th Mercury can be seen rising in the east a few minutes before sunrise.

IMAGE 3



Friday, October 18th

The Epsilon Geminids meteor shower peaks tonight. The shooting stars may leave long trails as they enter the atmosphere at 70 kilometres per second (about 157,000 mph). This shower is active from October 14th though 27th. The radiant of the meteor showers this period are shown in Image 3.

Monday, October 21th

The Orionids meteor shower peaks tonight. The meteors will appear to radiate from the constellation of Orion. The meteors entering Earth's atmosphere are from the debris left behind from Halley's Comet. This shower is active from October 2nd through November 7th. This year there could be up to 25 meteors per hour.

Tuesday, October 22nd

Today, one day past last quarter, the Moon has shifted east to its position in the constellation Cancer. Look closely with binoculars and you may see some of the brighter stars in the Beehive Cluster just off the dark side of the Moon.

Saturday, October 26th

Continuing its daily eastern shift, the sliver Moon encounters a close approach with Mars in the predawn skies. The pair will be visible low in the east for about an hour until the Sun breaks the horizon.

Sunday, October 27th

You don't have to see it to believe it, but there it is. The Moon is right there, lost in the Sun's glare. The Sun and Moon share the same area of sky throughout the day. The New Moon rises today.

—Continued on next page



—Continued from previous page

Tuesday, October 29th

Low in the western sky after sunset is Venus and Mercury. There are about two degrees separating the planets. Mercury appears just south. The Moon is positioned just above Venus. All three are just out of reach of the claws of Scorpius. A bit higher in the southwest sky is Jupiter. Continue looking up to find Saturn positioned in Sagittarius.

Thursday, October 31st

In between Sagittarius, Scorpius and Libra is Ophiuchus. Ophiuchus should be the thirteenth constellation of the zodiac because the Sun does pass through it for around two weeks each year in early December. In any case the Moon has made close approach to Jupiter in the constellation of a man holding a serpent identified as Asclepius, the Greek god of medicine.

Tomorrow night the Moon will have a close approach to Saturn. The ringed planet will be about five degrees off the dark side of the Moon.

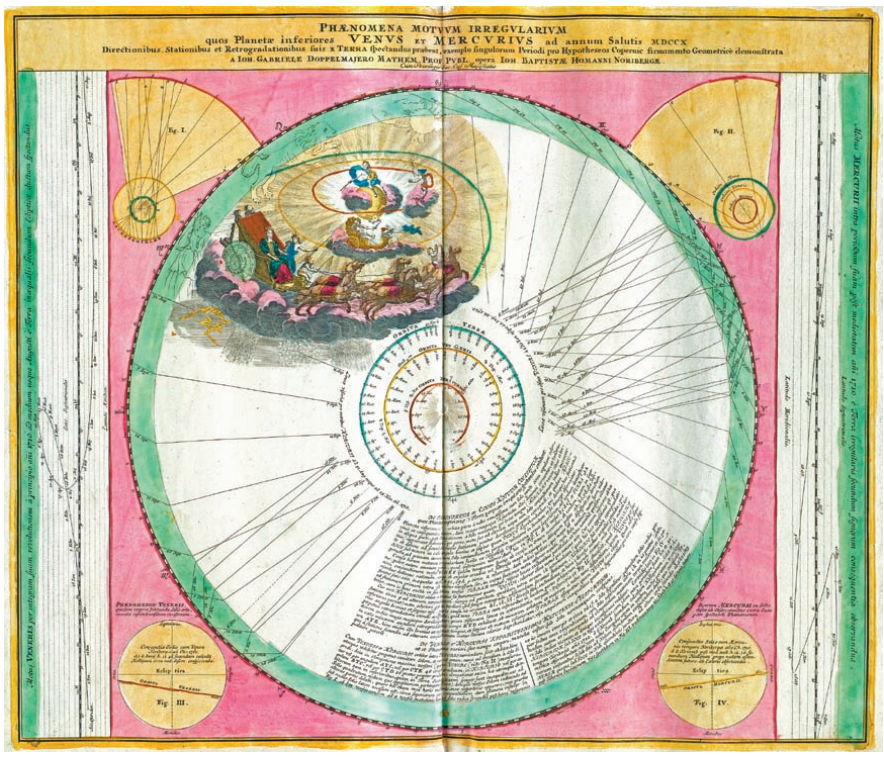


IMAGE 2

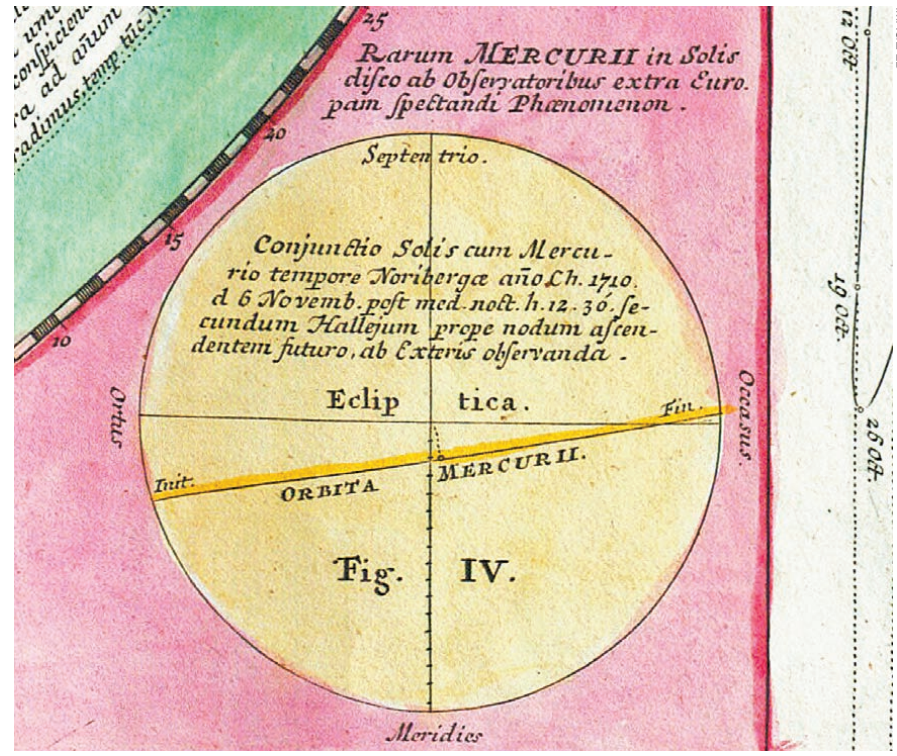


IMAGE 2B

Left: Copper print of the orbits and transits of Mercury and Venus from the Atlas von Hundert Charten (1712) and the Atlas Coelestis (1742). Cartographer and copper engravers: Homann/Doppelmayr (1710)

Right: Enlarged portion of print showing the transit of Mercury across the Sun on November 5, 1710.

Tuesday, November 5th

Many observations of a comet, first discovered in 1786, provided astronomers the data to determine its orbit. Comet 2P/Encke orbits the Sun every 3.3 years. The debris left behind in its path is responsible for two meteor showers this period. The first shower peaking tonight is the Southern Taurids. In a few days the Northern Taurids will peak. These meteors zipping through the night sky at 104,607 kilometres per hour or 65,000 mph. The Taurids are known for fireballs that can be brighter than Venus. This shower is active from September 25th through November 25th.

Saturday, November 9th

It is Carl Sagan's 85th birthday. Carl Sagan Day celebrates the life, teachings, and legacy of Carl Sagan, who was born on this day in 1934. He is known for his ability to communicate scientific ideas to the general population, and to get people interested in science. He was a professor of astronomy, as well as director of the Laboratory for Planetary Studies, at Cornell University.

The peak of the Andromedids meteor shower is tonight. Look for any shooting stars associated with this shower to radiate from the constellation Andromeda. As long as you are perusing this area of the night sky, see if you can spot the Andromeda Galaxy. This shower is active from September 25th through December 6th.

Monday, November 11th

Over the next few days Mercury is at its closest approach to Earth. This morning Mercury will transit the Sun for the first time since 2016. The transit or passage of a planet across the face of the Sun is a relatively rare occurrence because Mercury's orbit is inclined by about seven degrees compared to that of Earth. Mercury, the Sun and Earth don't often line up. Consequently, there are approximately 13 transits of Mercury each century. Today's transit takes about five and a half hours. The next transit takes place on November 13th, 2032.

To view the transit use proper solar filter(s) over a telescope or pair of binoculars. The filters should be compliant with the ISO 12312-2 international safety standard. Otherwise visit a webpage that offers images or video of the transit.

Tuesday, November 12th

Tonight is the peak of the Northern Taurids. The orbital paths of comets are always changing from solar heating or the effects of gravity. Comet 2P/Encke is frequently perturbed by the inner planets. Now Earth is passing through another debris field left behind when this comet was traveling in another orbit. The Northern Taurids is active from September 25th through November 25th.

This also happens to be the night of the Full Moon.

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

Jim Ulik cruises aboard S/V Merengue.





The Surprising Little Egret

Here I am thinking about white egrets a little bit more than usual. The West Indies are home to several species of white egrets, but the most surprising of all is the Little Egret.



It moved gracefully across the surf line as if it were an extension of the foamy ocean.

Found abundantly throughout the warmer regions of Europe, Asia and Africa, this Old-World heron is a highly migratory and dispersive species that has become, quite unexpectedly, the West Indies' most recent colonizer.

First recorded in Barbados on the 16th of April of 1954 by famous ornithologist James Bond, this beautiful egret was initially an accidental visitor to the Caribbean, carried as a disorientated migrant by the fresh tradewinds from the West African coast. However, in 1994, well-established nesters were discovered at Graeme Hall Swamp in Barbados, known as the West Indies' first breeding colony for the Little Egret. Subsequently, birds are thought to have travelled north with the Snowy Egrets to begin their colonization of North America.

Today, Little Egrets are an increasingly common sight in eastern North America, northeastern South America, and the West Indies, where new nesting colonies have been found in Antigua and the Bahamas.

Little Egrets are almost identical to their American counterparts, the Snowy Egrets, also found in the West Indies, which makes identification somewhat tricky. They are both small all-white herons, with dark, similarly shaped bills and yellow feet. Nevertheless, under careful examination, subtle differences can be used to help separate the two species. Seen side by side, Littles stand out as larger, longer necked, with somewhat thicker and longer all-black legs, a longer and thicker bill, and dull rather than bright yellow slippers. Adult Little Egrets have grayish lores — the bare patches of skin around the eyes — as opposed to the bright yellow lores of the adult Snowy Egrets. They also lack the bare patch of skin at the base of the bill, which is present in Snowies. During the breeding season, Little Egrets have yellow lores and two lanceolate plumes on the crown, as opposed to the bright, reddish-orange lores and filamentous crest of their breeding counterpart. Despite these guidelines, there are exceptions to the rules and Little Egrets can present slight variations in appearance.

As if morphological similarities weren't enough to confuse us, Littles and Snowies are in some ways also ecologically similar. Both are active foragers, with a wide range of similar feeding strategies; and both are prone to feeding within mixed flocks' aggregations, especially in the early morning when birds are attracted to shoals of fish driven to the surface of the swamp pools by low oxygen levels. Later, as oxygen levels increase and the fish retreat from the surface, these mixed flocks disperse and the Little Egrets may head to the beach as solitary feeders. But, for all their similarities, the feeding style of Littles and Snowies differs distinctively. Little Egrets feed more frantically and have an even wider range of foraging strategies than Snowies (see last month's *Compass*). Not only do they make use of feeding behaviors such as standing and waiting, open-wing feeding, double-wing feeding, deliberate stalking and foot stirring, but they will also steal prey from other birds and follow closely behind other birds to feed on prey disturbed by them. On land, they walk or run while pursuing prey, feed on creatures disturbed by livestock, pick insects off the livestock and scavenge when necessary. Their diet consists mainly of fish, but they'll also eat amphibians, crustaceans, insects, worms, reptiles and even small mammals and birds. Indeed, Little Egrets are formidable opportunistic feeders that take advantage of whatever prey is most abundant and accessible at the time.

Littles and Snowies are often seen side by side, yet at the feeding grounds it is not unusual for the Little Egrets to be dominant over the smaller Snowies by using forward stabs and displacement flights to appropriate Snowy Egret feeding sites or rob them of large prey that required handling. This is typical behavior among herons, whose social dominance is determined by body size. However, this dominance is not present at the breeding colonies, where both Snowies and Little Egrets appear to defend their nesting sites on an equal standing.

Like their Snowy relatives, Littles are highly gregarious birds, breeding in dense mixed-species colonies. Interestingly, Snowies and Littles are known to associate with one another and it is possible that hybrids have resulted from these associations. Copulation between the two has certainly been observed in Barbados and there are several reports ranging from Antigua, to Trinidad, to New Hampshire in the United States, of Snowy Egrets sporting the two long head plumes so characteristic of the Little Egret. Whether these unusual specimens are in fact hybrids is uncertain and could only be proved with DNA testing; however, it is curious that they have only occurred in places where Littles and Snowies cohabit.

If you would like to see a Little Egret in the Caribbean, then the easiest way to find one is to carefully examine all of the apparent Snowy Egrets that you see — Little Egrets are often misidentified as Snowies. Be sure to make an accurate identification by taking a photograph to study and compare the two species at your leisure. Otherwise, look around: Little Egrets may be found in shallow fresh- and saltwater habitats, including brackish swamps, mangrove swamps, salt ponds and beaches.

In fact, earlier this year, I spotted a Little Egret foraging on one of Grenada's windward beaches. I watched fascinated as the bird fed on the tiny crustaceans tossing about in the waves. Its alabaster plumage glistened under the mid-afternoon sun, while it moved gracefully across the surf line, back and forth as if it were an extension of the foamy ocean. I saw an accomplished forager, a creature determined to prevail, a picture of perfect beauty and strength.



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Surgeonfish: The Thorn Tails of the Sea

by Darelle Snyman

Many of you will be familiar with this month's stars, as they are a common sight in the warm tropical waters of the Caribbean. Surgeonfish or tangs are collective names for fish of the Acanthuridae family, a colorful family renowned for the spines present at the base of their tails. These spines are as sharp as a surgeon's scalpel, hence the name "surgeonfish". Their scientific name comes from two Greek words that loosely mean "thorny tail". When disturbed, a quick, sideways motion of the tail raises these razor-sharp spines, a defensive move that can inflict a nasty wound. Definitely not fish to handle carelessly!

Schooling Caribbean blue tangs (*Acanthurus coeruleus*) are a beautiful sight as they move across the reef in unison, relentlessly foraging for algae. The Caribbean or Atlantic blue tang is not as flashy as its better-known cousin from the Pacific, the regal blue tang (*Paracanthurus hepatus*), made famous by the character Dory in the Pixar movie "Finding Nemo." Caribbean blue tangs, however, go through beautiful color stages as they grow: the solitary juveniles are bright yellow with blue margins on the dorsal and anal fins. They are hard to find among the rocks and their darting movements make them difficult to photograph. They grow into gorgeous pastel blue colored adolescents with yellow in the tail fins. The yellow in the tail disappears as they transition into adults that vary in shades of light to dark blue with a distinctive yellow caudal spine.

A unique developmental fact about members of the Acanthuridae is that they start out life as pelagic larvae that are completely translucent. These adorable larvae are called "acronurus" and can remain in the deep water for an extended period of time.

Image 1 & 2: Caribbean blue tangs go through beautiful color stages as they grow

Image 3: The doctorfish normally sports vertical bars on its body

Image 4: A surgeonfish's spines are as sharp as a surgeon's scalpel

Once settled near the shore they rapidly develop into the juvenile form.

Two other surgeonfish species that share the Caribbean waters with the Atlantic blue tang are the ocean surgeonfish (*Acanthurus bahianus*) and the doctorfish (*Acanthurus chirurgus*). In the water it can be tricky to distinguish between these two species as they look very similar. The doctorfish normally sports vertical bars on its body, although these can be harder to see on darker individuals. They often have a white band at the base of their tails and their pectoral fins are always dark. The ocean surgeonfish, in contrast, are uniformly blue or greenish in color with no bars and their pectoral fins are always yellow-orange in color.

These social fishes often aggregate in mixed groups to forage, a behavior that studies have found to be advantageous as it increases time spent foraging and allows access to previously unobtainable food resources. It has been shown that schooling allows these algae foragers to overwhelm the aggressive responses of highly territorial species like the damselfish that vigorously defend their small patches of algae on the reef. I am sure there are many of you, like me, who can attest to the aggressiveness of these arrogant little creatures. I have been nipped many times by these feisty little fish, definitely a small fish with a huge ego. It is probably the damselfish's annoying persistence that drives a solitary foraging surgeonfish away, definitely not its size.

Surgeonfish are built for their algae grazing lifestyle, having oval, laterally compressed bodies and small, puckered mouths, ideal for scraping algae from rocks and coral. These seemingly ordinary fish play a crucial role in keeping coral reefs healthy by combating the overgrowth of algae that can smother the corals. In fact, one of the indicators that a coral reef is doing well is the presence of plenty of surgeonfish and parrotfish. Studies have shown that the presence of these herbivores increases the reef's ability to bounce back from damage caused by environmental events such as hurricanes and predators. After damage, the slower growing coral cannot compete with the faster-growing algae and becomes smothered. Herbivores like surgeonfish, however, act as lawnmowers: they keep the algae cropped down to levels low enough so that the baby corals have space to settle and grow. Protection of populations of surgeonfish and parrotfish and their nursery grounds therefore plays a key role in the conservation of coral reefs.

These industrious fish not only help prevent coral reefs from becoming overgrown with algae, but their symbiotic interactions also contribute towards the health of other sea animals. Adolescent Caribbean blue tangs often join forces with their relatives the doctorfish and the sergeant major damselfish (*Abudefduf saxatilis*) to set up cleaning stations, nibbling away to rid a variety of marine life from annoying algae, molted skin and pesky parasites. One of their many customers is the endangered green sea turtle (*Chelonia mydas*) who patiently hangs about while its flippers and shell are rapidly cleaned of algae, dead skin and "guests" that have taken refuge there. This relationship benefits both: the fish gets to feed on a variety of tasty morsels while the green turtle gets a smoother shell, allowing it to swim more easily and save energy on its long migratory journeys to its breeding sites.

The beautiful and diverse surgeonfish are yet another example of how each reef creature's unique role contributes towards the collective beauty and health of the coral reef ecosystem.


IMAGE 1

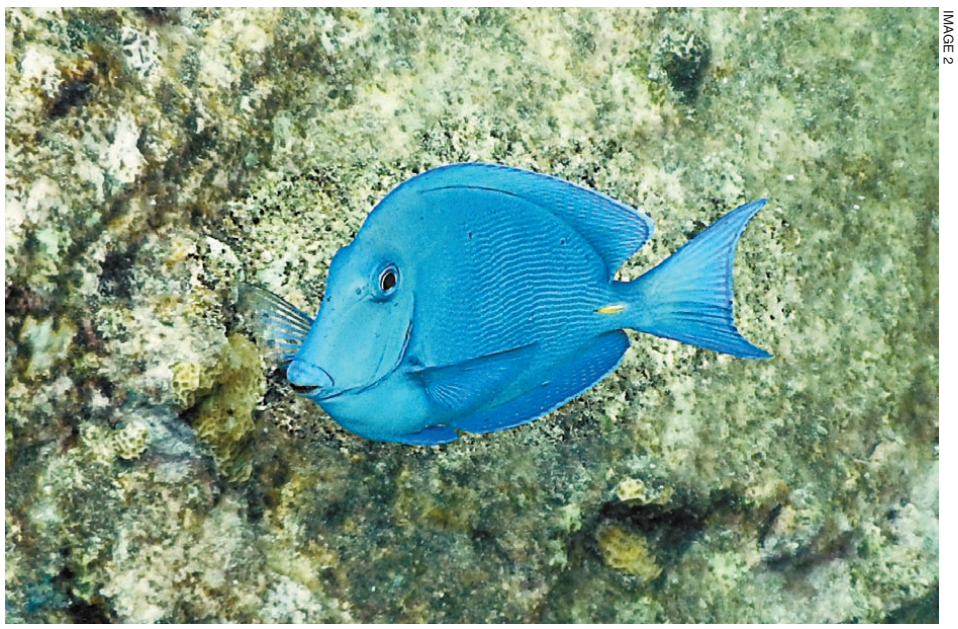

IMAGE 2


IMAGE 3


IMAGE 4



COMPREHENSIVE AND INSPIRING

Dear *Compass*,

I love, love, love Christine Gooch's article "Martinique's Slave Triangle" in the August 2019 issue. The symbolism of the triangle relating to European/African/American slave trading within Laurent Valére's statues on the hill above Diamant, as well as a triangle formed between it, La Pagerie (Empress Josephine's birthplace), and the Schoelcher library is fascinating!

Several years ago, we got off our boat and stayed in Diamant for a week during their annual festival. Having made the walk from Trois Ilets past the golf course to La Pagerie, as well as visiting the Schoelcher library ourselves, we read the article with interest and relished Christine's colorful photos.

It's an important topic to revisit. The tragedy for Africans and the majestic lifestyle for those who profited from West Indies' forced labor camps is something we should never forget.

Thank you for an article comprehensive and inspiring!

Ellen Birrell and Jim Hutchins
S/V Boldly Go

MIND YOUR CRUISING IMPACT

Dear *Compass* Readers,

I am writing this as an open letter to all the cruisers in the Caribbean. If even a few of you read it and think twice about the impact you have on your surroundings, then it will be worth the time I've taken to write it. This letter was prompted by a recent experience that sadly served to highlight all the things that make me embarrassed and ashamed to be called a cruiser.

We were anchored in a beautiful bay, just ourselves and another yacht, when one by one a number of cruising boats entered. We heard the incoming boats before we saw them, as they contained numerous screaming children hanging from the halyards. Presumably a group of friends.

From here on the tranquility of this small space was destroyed. Dinghies were launched, children were towed around the anchored yachts shouting at the top of their lungs, and the adults raced between boats as fast as they could. Dogs were taken to the beach without any effort to clean up after them.

This bay is a known turtle breeding location and they are currently hatching. Every morning you can see the tracks where the hatchlings have struggled down into the water. A small kiosk at the back of the beach educates everyone about the abundant nature and indigenous creatures of the bay. Sadly, the information is now faded, which perhaps could be an excuse for the behaviour of visitors. One notice that you can still read asks motorboat users to go slowly as the noise and high speeds could harm the bay's inhabitants. Another advises not to dig up turtle eggs or disturb them. Another one requests not to light fires on the beach.

These cruisers are either too busy to read the notes or perhaps feel they do not apply to them. The dinghies continued to race throughout the day and at night we were treated to a big fire on the beach. Later, a large group of shouting people wandered the beach with bright lights. Several were seen picking up things from the sand and taking them to the water. The new fashion of bright underwater lights was also in evidence. Imagine the confusion of the fish and sea creatures when they are disrupted at night by a cacophony of noise and disco lights.

I'm sure many people will pass this letter off as the grumblings of an old man who doesn't like change. Perhaps those are the same people that refuse to follow the general rules and decent behaviour the rest of us try to adhere to.

This is more than that, though. It is a request for people to take a moment to think before you blindly go about your lives. Are you affecting others with your behaviour? Are you damaging the very environment that you are here to experience in the first place? Do you really think that people anchored in a beautiful, peaceful place want you destroying the very solitude they have come here to find? Is this not just ignorance but also the worst in bad manners?

I try not to let these ever more common experiences make me angry. Now they just make me sad. If you recognize yourself in any of my comments, please take a step back and think about your actions. We are all here to enjoy the Caribbean and yet so many of you are ruining it for us all.

James Shannon
S/Y Wild Geese

SHOUT OUT TO GRENADA

Just a shout out to the people of Grenada. Since I started coming to this wonderful country there has been a great improvement in the look of the land and water, specifically the reduction of plastic waste. Years ago plastic waste was everywhere, a blight on an otherwise beautiful paradise. Now it's so much cleaner. Good work Grenada, and keep it up.

Jock Tulloch
S/Y Unleaded

WE WANT TO HEAR FROM YOU!

Dear* Compass *Readers,

We want to hear from YOU!

Be sure to include your name, boat name or shoreside address, and a way we can contact you (preferably by email) if clarification is required.

We do not publish individual consumer complaints or individual regatta results complaints. (Kudos are okay!) We do not publish anonymous letters; however, your name may be withheld from print at your request. Please keep letters shorter than 600 words. Letters may be edited for length, clarity, and fair play.

Send your letters to sally@caribbeancompass.com.

WHAT WOULD YOU DO?

by Jim Hutchinson

I have long said, "I am more afraid of the other boats than of the weather."

A tropical storm was approaching. We had been watching this new system closely since yesterday. The midday forecast would be time enough to decide whether to go into our hurricane hole. It looked like a close miss to the north — we were near the southern edge of the "warning" area. Or at the northern edge of the "watch" area, take your pick. Our forecast said "watch".

A friend who manages a small fleet of yachts and I had been consulting on the threat since yesterday. This morning we had decided not to move our boats into the storm hole pending anything dramatic in the noon forecast. His boats were stripped and on secure moorings, my boat had its oversized working anchor buried out of sight. Our information on the storm showed that its south half, the so-called "navigable semicircle", was weak. So I was waiting for the noon forecast before my final decision, just because I had the time.

Then suddenly, late morning, there was a big yacht well inside of my anchor. They hadn't said a thing; they were just there. I hailed that they were too close. They answered that they knew. Then the guy immediately launched into the bullshit routine: how much scope did I have out? "No!" I replied, then pointed out where my anchor was (in a visible spot of sand right beside their bow), told him that it was buried out of sight, so I could count on it holding, and said that they were *way* too close and a hazard even in current conditions — with which he agreed.

So then he started a routine that I should move into the storm hole. "No! My anchor is staying right where it is!" And they would have to move forward for me to pick it up anyway. I said it was *they* who should move into the storm hole. He replied that the engine didn't work. Get a tow, I told them — a dinghy with an outboard would do the job. (Made snug to the yacht's quarter is my method.) At least ten boats had already been towed in.

But they said they were staying right where they were.

They continued their crap about how I should move. On my third emphatic declaration that my anchor was set so I could trust it and was staying right where it was, a woman got in the dinghy and came over to talk to me. She explained the trap they had already captured me in. Her man was gone, she's alone aboard with a baby, the couple with the other dinghy were helping her set up. The boat's engine didn't work. She was going to leave the boat; there would be nobody aboard. And they were not going to move. Then she played the small-boat card on me — my boat is little so it's not a problem for me to move. It's not the first time that's been tried — someone's got a big boat so I should do the work instead of them.

Are they entitled to an exclusion zone the length of their anchor chain that displaces yachts already established?

She made a useless gear offer and said she could have someone help me. Crew? I know how my boat works and how to set her up for weather, they don't. And they have already demonstrated that their interests are contrary to mine. At this point I regard them as dangerous clowns.

I've found out more since, but that is what I had to work with at the time. What were my choices? Could I seek help from the authorities? (That's just a joke.) Should I threaten them? How? Violence? Against them or their boat? Should I just accept that I have been screwed out of my secure position and move? (It would have to be into the storm hole; I wouldn't want to trust a fresh set of the anchor against our 30-percent chance of a hit.) Or should I simply stay, regardless?

I wish I had chosen the latter. Instead I moved into the hole.

Had I stayed put, perhaps they would eventually have shortened scope *to prevent damage to their own boat*. If not, it would be a long and possibly dangerous night regardless whether we had any weather. I have survived long and dangerous nights.

I would be aboard. Having competent crew aboard during weather dramatically increases the vessel's safety. Much can be done. We have two extra anchors that can be set from the dinghy to kedge away from danger. In this case, fending off of their boat seemed likely. Developing problems can be spotted and dealt with. Damage control might be necessary.

But all of this begs a question:

In the heat of hurricane season, the end of August, a man leaves his woman and her new baby alone aboard their yacht with a failed engine while he goes off to Europe to race. A tropical storm approaches, for which we are under a watch, never a warning. The woman, quite rightly, decides that she and the baby should be ashore. Her man, thousands of miles away, tells her to put out all 70 metres of chain. Are they entitled to an exclusion zone the length of their anchor chain that displaces yachts already established on moorings or at anchor?

Aside from my situation, there were two unattended boats on moorings, stripped of windage for possible weather, within easy reach of that boat's swing in winds that were, tropical storm or not, forecast to clock the compass. Those boats were prepared for what was expected: a near miss or maybe storm force.

Taking more space than is available is only one way to endanger neighbors who are otherwise prepared.

Sigh.

CALENDAR

OCTOBER

1	Public holiday in St. Lucia (Thanksgiving Day)
8	Aanbreng Curaçao-to-Bonaire Race. info2cya@gmail.com
8	Public holiday in the Bahamas (National Heroes' Day)
8 - 17	The Moorings Interline Regatta, BVI. www.moorings.com/regattas-and-events/interline-regatta
9 – 12	Bonaire Regatta. www.regattabonaire.com
12	Willy T Virgin's Cup Race, BVI. admin@royalbviyc.org
13	FULL MOON
14	Public holiday in Puerto Rico and USVI (Columbus Day)
17 – 20	Caribbean Sailing Week. https://caribbean-sailing.com
18 – 20	St. Lucia Arts & Heritage Fest. www.stlucia.org/summerfestival
25	Public holiday in Grenada (Thanksgiving Day)
25 – 29	World Creole Music Festival, Roseau, Dominica. https://dominicafestivals.com
27	Jounen Kweyol, St. Lucia. www.stlucia.org/summerfestival
27	Public holiday in St. Vincent & the Grenadines (Independence Day)
27 – 1 Nov	Assembly of Intl. Federation of Maritime & Naval Associations, Havana, Cuba. yachtclub@cnih.mh.tur.cu

NOVEMBER

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

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

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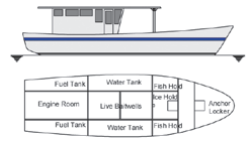
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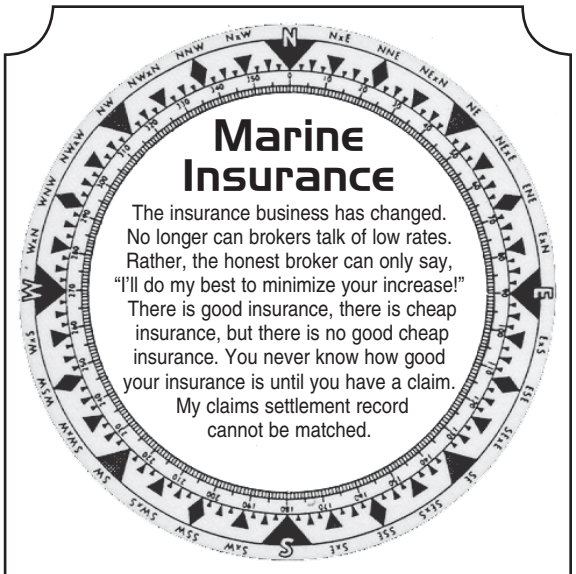
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Centenario & Co	Panama	17	Horizon Yacht Charters	Grenada	MP	Ministry of Trade & Industry	Trinidad	6	Turbulence Sails	Grenada	15/MP
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Curaçao Marine	Curaçao	8	Iolaire Enterprises	UK	30/38	Northern Lights Generators	Tortola	11	YSATT	Trinidad	MP
Discover Dominica Authority	Dominica	20/21	Island Dreams	Grenada	MP	Off Shore Risk Management	Tortola	14			
Douglas Yacht Services	Martinique	30	Island Water World	Sint Maarten	40	Power Boats	Trinidad	MP			
Down Island Real Estate	Grenada	MP	Johnson's Hardware	St. Lucia	32	Renaissance Marina	Aruba	13			

MP = Market Place pages 36 - 37
C/W = Caribbean-wide

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