CARIBBEAN On-line
COMPASS
SEPTEMBER 2016 NO. 252
The Caribbean's Monthly Look at Sea & Shore

TOUR DES YOLES RONDES MARTINIQUE 2016

Story on page 18



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SEPTEMBER 2016 • NUMBER 252



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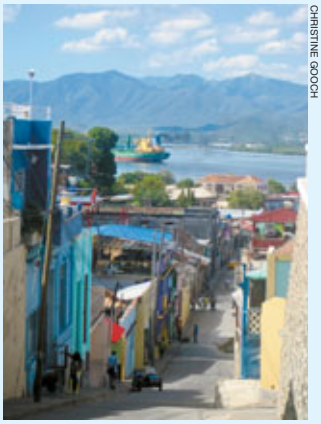
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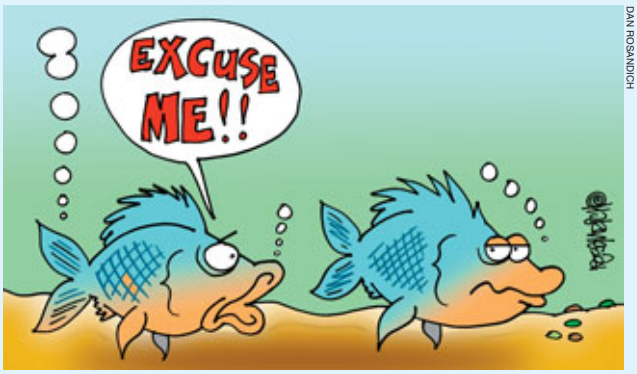
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Cover Photo: On the cover, Martinique photographer Claude Arnerin of ClardioDesign captures the thrill of Martinique's amazing sailing craft at this year's race around the island. See story on page 18



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

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— Allan Ward
S/V Windward

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Info & Updates

Success Again for Carriacou Children's Education Fund

Gordon Evans reports: The Carriacou Children's Education Fund (CCEF) concluded another successful year of fundraising during Carriacou Regatta 2016. As always, all proceeds collected will fund CCEF projects, including providing school uniforms and supplies, 'Meals from Keels' (lunches for needy Harvey Vale schoolchildren), and scholarships for secondary school graduates to the TA Marryshow Community College.

Events began on Wednesday July 27th, with domino players competing in Cruisers (or Mexican Train) Dominoes at the Slipway Restaurant. The participants each were asked for a small donation for CCEF, which proprietor Kate generously matched following the competition and prizegiving. On Wednesday evening, over 50 people representing 27 yachts gathered at Tanty Lizzy's Seaside Fountain restaurant for the Pre-Regatta Potluck Barbecue. Attendees were asked to contribute a small donation and add their names and their yachts' name to the logbook that has recorded participants for the past 16 years. Tanty Lizzy's son Eric as usual provided grills for those who wished to use them.

Just prior to the grilling and the sharing of the variety of dishes, Harmen Brink of *S/V Horta* welcomed the gathering and briefly discussed CCEF's charitable projects. Harm concluded by proudly announcing that CCEF had just achieved another significant milestone, having now collected over EC$250,000 for the children of Carriacou! The evening wrapped up after dinner with the drawing for winners in the raffle that has become a popular activity staged in recent years during the Potluck to raise additional funds.



Volunteers from the local and cruising communities came together again at Carriacou Regatta time to raise funds for education in that Grenadine isle

CCEF's fundraising week concluded with the Annual Auction on the Thursday afternoon. This event is both a flea market and a live auction of donated items. A large group of volunteers had spent a long morning organizing tables containing the past year's collection of donated items, on both floors of Frankie Matheson's After Ours disco. Tables ran the gamut, ranging from the popular "bargain table" of boat parts, electronics, etcetera, to tables of household goods, books and charts, art prints, games and toys, bedding, clothing, shoes and sandals, hats, T-shirts, coats (even suits and jackets!), and more. Following the usual flurry of activity when the doors were opened, sales were steady all afternoon and were concluded with the spirited live auction of larger items and donated certificates for dinners, dives, massages, and the "biggie", the yacht haul-out.

Once again, cruisers in Grenada donated a significant amount of the sale and auction items. Special recognition is due again to Budget Marine in Grenada for collecting and packaging the Grenada cruisers' donations, to Captain Theo and the *Amelia* car ferry for delivering these items to Carriacou at no cost, and to Paul at Technical Marine Management, Budget's distribution representative in Carriacou, for the pickup and delivery of the goods to Arawak Divers for storage through the year.

—Continued on next page



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DOYLE CARIBBEAN

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Thanks of course are due to the many donors, both individuals and businesses, for their generous contributions. Thanks also go out to the many volunteers who make the fundraising activities such a great success. While final 2016 results are not yet available, the year definitely has been another success.

Now, it's on to the 2017 campaign: Donated items can be dropped off at Arawak Divers as you pass through Carriacou, as well as at Budget Marine in Grenada. See the staff at the Slipway Restaurant for CCEF's WiFi password. And plan to visit Carriacou for the 2017 Annual Regatta!

Visit www.carriacouchildrenseducationfund.org or contact ccefinfo@gmail.com for more information.

Toward Marine Zoning in the Grenadines

In a response to Jim Hutchinson's article "Kitesurfing and the Anchored Yacht" in last month's issue of *Compass*, we wrote: "We assume that the bay Jim is writing about is Ashton Lagoon on Union Island in the Grenadines, an interesting example since the bay is currently the subject of the Ashton Lagoon Restoration Project. This project aims to ameliorate the severe negative impact of a failed marina development on the lagoon's natural environment. The project is considering introducing zoning in the bay, not only to allow restoration of the marine and wetland environments that were damaged, but also to regulate future use and avoid user conflicts."

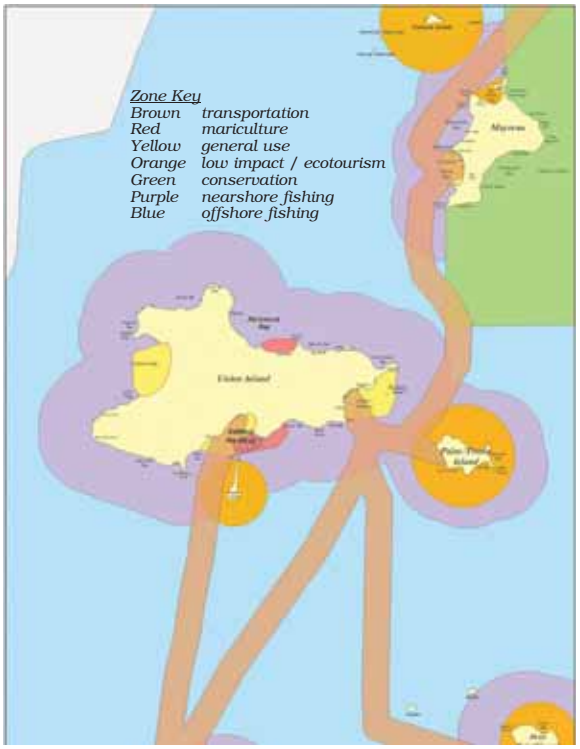
We have since learned that the zoning plan is not limited specifically to Ashton Lagoon; the project spans the entire Grenadines from Bequia in the north to Isle de Ronde in the south.

It appears from the Draft Zoning Plan that zoning in Ashton will include areas for transportation (i.e. the passenger and cargo vessels going to and from Carriacou), mariculture (for example, growing seamoss), general use, and low impact/ecotourism. In the Draft Plan, the area around Frigate Island, where yachts commonly anchor and where Jim's boat has been hit more than once by kitesurfers, falls into the "low impact/ecotourism" zone, but (as yet, anyway) that zone has not been subdivided into an area for yacht anchorage and an area for kitesurfing.

The Marine Multi-Use Zoning Project aims to develop a plan for the management of marine resources of the Grenadines. This plan will map activities such as tourism, fishing, conservation, transportation, etcetera into different zones in an attempt to reduce conflicts between different marine users.

Through the establishment of a comprehensive, ecosystem-based, marine multi-use zoning plan the project aims to:

- Ensure that marine resource use and conservation are viable, sustainable and maximally effective for the provision of coastal livelihoods while preserving local cultural heritage;
- Enhance conservation and the sustainable use of the Grenada Bank in ways that will improve the health of the ecosystems for resilience and biodiversity;
- Foster a culture of awareness, involvement and stewardship among stakeholders within and between communities, islands and nations;
- Develop effective, integrated and adaptive management plans that encompass social, economic and biophysical monitoring; and
- Implement appropriate policy, legal and institutional frameworks for effective transboundary management and governance of the Grenada Bank for current and future generations.



Funding and support for this project provided by the US National Oceanic & Atmospheric Administration, and the Global Environment Facility Small Grants Program.

Visit www.grenadinesmarsis.com for maps and more information.

—Continued on next pag

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—*Continued from previous page*

Appeal for Evidence in Wallilabou Death

During the night of March 3rd and 4th, a charter yacht with German guests aboard was attacked in the bay of Wallilabou, St. Vincent. During the assault, one guest was shot and killed, and the skipper was severely injured.

CHRIS DOYLE



Wallilabou on a peaceful evening in 2015. Photos taken in February and March of this year are wanted

According to information, the attackers, having taken cash from the yacht, then departed on a wooden boat with red trim on a white base.

The Department of Public Prosecution Hamburg and the Homicide Commission have taken over the investigation in Germany. Of interest to the investigation are photos that were taken between February 22nd and March 18th in the bay of Wallilabou, the coastal area or the harbor, and wooden boats answering the description above and their users.

During the night of the crime, other sailing boats were in the bay. Witnesses who might have made observations during that night or in the days before, which might be of significance to the investigation, are asked to contact the editor's office of the German magazine Yacht at mail@yacht.de, or directly contact the LKA 41 in Hamburg, Germany, either by e-mail at polizeioeffentlichkeitsarbeit@polizei.hamburg.de or by phone at +1-49-40-428 65 67 89.

Thanks to *The Vincentian* newspaper for information in this item.

Jumping Off from Lanzarote? Don't Miss This

If Lanzarote is going to be your staging point in preparation for a sail across the Atlantic to the Caribbean, make time to visit the new underwater sculpture park there. The Museo Atlantico is the work of sculptor Jason deCaires Taylor, whose underwater sculptures (now joined by the work of others) have made diving and snorkeling at the Moliniere/Beausejour Marine Park in Grenada a must-do activity.

JASON DECAIRES TAYLOR



One of the underwater sculptures at the new Museo Atlantico, 'Raft of Lampedusa' depicts the current refugee crisis

Opened to visitors earlier this year, Museo Atlantico is the first underwater contemporary art museum in Europe. The project, funded and supported by the government of Lanzarote, will also include an underwater botanical garden.

Visit www.jasondecairestaylor.com for more information.

SAINT LUCIA



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

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BUSINESS BRIEFS

Port Louis Marina Hosts Inaugural Grenada Charter Yacht Show

Charlotte Broadribb reports: The first Grenada Charter Yacht Show took place over four days in July. Organized by Select Yachts and hosted by Camper & Nicholsons' Port Louis Marina, the event drew charter brokers, agents, yacht managers and a dozen charter yachts to the "Spice Island" of Grenada.

CAMPER & NICHOLSONS MARINAS



The attending charter professionals benefited from an intimate view of the region's charter yachts and gained first-hand knowledge of this authentic Caribbean destination, while also making valuable local contacts in the Grenadian marine industry.

The show commenced with a Welcome Party, which drew a large crowd. Attending dignitaries included the Guest of Honour, Grenada's Minister of Tourism, Dr. the Honourable Clarise Modest-Curwen, who addressed the yachting professionals, the many local sponsors, and other invited guests.

The charter yachts on show ranged from a 42-foot (13-metre) catamaran for four guests to an 85-foot (26-metre) Petersen performance schooner for up to ten guests. Their crew lined the docks at Port Louis Marina to welcome aboard international charter brokers.

Captains, brokers, agents and managers could see the world-class boatyard and marina facilities for themselves and enjoyed the culinary experience of local chefs competing for their tastebuds with high quality food and fine wines.

Ann E. McHorney, CEO & Director of Sales for Select Yachts and founder of the Grenada Charter Yacht Show commented, "I was inspired by the genuine warmth of the people and the picturesque beauty of Grenada, and was determined to shine a spotlight on this enchanting place." The idea for the charter show came to her in 2015 when she had the opportunity to spend time on Grenada. She enjoyed the top-class facilities and services at Port Louis Marina while her husband Capt. Jackson McHorney was based there.

According to Port Louis Marina's General Manager, Glynn Thomas, "The 2016 Grenada Charter Yacht Show has generated great enthusiasm for its potential to increase charters and tourism in the area. Plans for 2017 are already underway with provisional dates of June 15th through 18th and we expect a large increase in participation given the success of this inaugural show."

Visit cnmarinas.com/plm for more information on Port Louis Marina.

Sailing School Celebrates 20 Years

Philip Barnard reports: This month marks 20 years since Barefoot Yacht Charters opened the only ASA (American Sailing Association) Sailing School in St. Vincent & the Grenadines. From small beginnings, with just 13 students in the first year, Barefoot's school, now known as the Barefoot Offshore Sailing School (and also known throughout the industry by its acronym BOSS) has grown to be the most active ASA operation south of the Virgin Islands with hundreds of students passing through our doors each year.

The ASA is the governing body in the USA that sets standards for sailing education throughout North America and has an internationally recognized reputation. Their intermediate coastal cruising course, which BOSS offers and which is known as the "bareboat charter licence", is recognized worldwide as a skipper's licence for bareboaters.

Barefoot runs up to four sailing schools every week. During this time, students can enjoy a mixture of learning and fun — a great way to experience the Grenadines and all the islands have to offer. At BOSS, guests will participate in our popular Learn and Cruise courses, which include Basic Keelboat, Basic Coastal Cruising and Bareboat Sailing as well as the Catamaran Conversion Certification, These courses are open to all. We also offer Ladies-Only Learn and Cruise courses on select weeks throughout the year. For advanced sailors looking to further their knowledge, we run our Advanced Offshore Sailing Course (Covering ASA 105 and 106) sailing between St. Lucia and St. Maarten in the winter months, and between St. Lucia and Grenada in the summer months. There are usually no more than four guests on board, and the courses are hands-on, live-aboard — so no falling asleep behind a classroom desk!

BOSS, with input from industry experts, has also created our own sleeve of in-house courses to help yachtsmen increase their knowledge of proper boat care and maintenance or to continue their sailing education beyond basic cruising. We have just begun offering our brand-new "Barefoot Navigator Course with Jack Lagan" (author of *The Barefoot Navigator*), geared toward rekindling the seafaring and seamanship skills of ancient navigators using only the natural world around or tools easily made. In this course we will purposely get lost, so that we can find ourselves!

Barefoot and BOSS have a high percentage of repeat customers with many folks returning year after year to achieve higher-level certifications for cruise or bareboat charter and, in the case of some guests, to purchase yachts for placement in Barefoot's fleet for charter management.

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Oh, and two different groups of guests have, over the past five years, purchased houses within walking distance of BOSS where they felt at home and always welcomed.

BOSS welcomes sailors of all ages — the youngest sailor to have been certified was just nine years old, and the oldest not far off 80. The classes are run at the pace of our guests, with most people looking for a combination of serious learning packed into a fun-filled vacation. The BOSS is proud to have trained several Vincentians, some of whom have become ASA Instructors, and others who have gone on to forge careers in the yachting industry, working on megayachts overseas. We welcome one and all to come and join us on some exciting and fun sailing courses that are nothing short of an adventure. We are here to help sailors and non-sailors alike to achieve their sailing dreams and goals and are proud to teach how to do things the "Barefoot way".

For more information on Barefoot Yacht Charters & Marine Centre see ad on page 31.

Level Up to Clarkes Court Boatyard Apartments!

Arlene Telesford reports: "Rooms for rent, apply within; When I run out, you run in." So says the song from the Jamaican comedy Front Room and how fitting are these words as Clarkes Court Boatyard & Marina's spanking-new luxury apartments are available for rent and are in great demand.



Our four upstairs rooms are outfitted in the style of those of our sister company in St. Vincent, Blue Lagoon Hotel & Marina: fully air-conditioned, self-contained and set within scenic views. Stay in gorgeous luxury for a fraction of the cost of similar accommodation while work is being done on your yacht. For business or pleasure, our rooms are ones that you will love, with the friendliest staff to meet your needs. Right down on the level below, you can order your breakfast, lunch and dinner from the restaurant if you desire. How cool is that? To book or make inquiries e-mail us on info@clarkescourtmarina.com.

Clarkes Court Boatyard & Marina is the best place to haul out this season and beyond because "you are the reason we haul boats" — and now we have a place for you to stay when you are not afloat.

For more information on Clarkes Court Marina & Boatyard see ad on page 32.

Suzuki Del Caribe Wins Sales and Service Performance Award

Suzuki Del Caribe has been honored by Suzuki Motor Corporation with the 2015 Outboard Motors Rookie of the Year Award for surpassing its sales and service goals. The award was presented on July 13th during a series of workshops for the brand's Caribbean region dealers that took place in Puerto Rico.

"This recognition represents our commitment to providing boaters and fishermen of this region with innovative, reliable and high-quality outboards," explained Erving Rosario, sales and marketing manager of Suzuki Del Caribe. "We're always striving to provide our dealers with the latest information on products and services that will help them guide our customers to embrace the Suzuki way of life."

The latest series of dealers' workshops was held at the Suzuki Technical Training Center in Mech-Tech College in Caguas, Puerto Rico. During the training, the dealers had the opportunity to try out the Suzuki DF 9.9B, which is the world's first 9.9-horsepower outboard motor designed with Lean Burn technology and Battery-



José Davalos, Marine Sales Executive for Suzuki Del Caribe, demonstrating the Suzuki DF9.9

Less Electronic Fuel Injection. In addition, the group tried out the latest Suzuki DF6A, the lightest four-stroke outboard in this horsepower class available on the market today. This outboard is easy to handle and simple to mount on the transom of a small skiff, dinghy or inflatable boat.

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Caribbean ECO-News

Court Rules in Favor of Bonaire Marine Park

At the beginning of June, a Higher Court in Bonaire ruled in favor of the Bonaire National Marine Park by decreeing that no commercial construction work is allowed in the Marine Park under current legislation.

The Joint Court of Justice confirmed the decision made by the Court of First Instance against the Openbaar Lichaam Bonaire (the local government), denying the re-zoning of portions of the Marine Park. The re-zoning was intended to allow large commercial development at several locations in the waters of the Park. The plaintiffs, Sea Turtle Conservation Bonaire and Stichting Nationale Parken Bonaire (STINAPA, the foundation commissioned by the government to manage the Park) contended that ongoing local government attempts to open the Bonaire National Marine Park to commercial development could have irreversible negative impacts on the marine ecosystem.

The Joint Court of Justice confirmed that the local government did not follow procedures according to good governance, which means that construction at several locations in the waters of the Bonaire Marine Park is not possible under current legislation.

The Joint Court of Justice also ruled on the appeal by Sea Turtle Conservation Bonaire and STINAPA Bonaire against a related change in the Marine Park Ordinance that would create an exemption to the ordinance's restrictions on piers. The Joint Court of Justice did not approve the amendment of the nature ordinance in practice, since the Court of First Instance already rightfully annulled the permit.

Mabel Nava, manager of Sea Turtle Conservation Bonaire, was quoted in the *Bonaire Reporter*: "We are pleased with the verdict because it shows the importance of following good governance and working together to foster sustainable economic development on Bonaire. At this moment all parties involved are communicating with each other with the goal of moving towards a sustainable lasting strategy for the future."

Visit http://stinapabonaire.org/bonaire-national for more information on the Bonaire National Marine Park.

Aruba Joins Plastic-Bag Bans

As reported by Juliet D. Carvalhal in the August 8th issue of *Caribbean Journal*, at a public meeting held on June 28th, Aruba's Members of Parliament unanimously voted in favor of a proposal to ban single-use plastic bags.

The law will take effect as of January 1st, 2017, when all retailers and vendors on the island will no longer be able to distribute nor sell carry-out plastic bags intended for single use at the point of sale.


ZAINUB RAZVI

The plastic-bag ban and its communication strategy have been designed to encourage a mental and behavioral shift toward increased corporate responsibility on the supply spectrum, and responsible consumerism on the demand spectrum. Managing waste on islands, especially those heavily dependent on tourism, has been an ongoing challenge. But being on an island also presents communities with added motivation to apply concepts of "Refuse, Reduce, Reuse, and Respect", as there is often limited or non-existent access to recycling facilities.

Aruba joins Antigua & Barbuda and Puerto Rico in banning single-use plastic bags. Who's next?

Read the full story at www.caribjournal.com/2016/08/08/aruba-just-banned-plastic

Plastic Drink Bottles Top Caribbean Marine Garbage

Meanwhile, a July 21st report by Jamilla Sealy at www.caribbean360.com tells us that marine debris generated by the beverage industry topped the 2015 finds during the Caribbean segment of the International Coastal Cleanup (ICC).

In the recently released '2015 Trash Free Seas' report of the Ocean Conservancy's ICC, marine debris was removed from beaches in 16 Caribbean countries. Just over 36,000 citizen scientists removed about 400,000 pounds of solid waste from beaches and the marine environment. More than 28 percent of that was plastic bottles.

The ICC is the largest volunteer effort in the world and volunteers from service clubs, youth-led organizations such as the Caribbean Youth Environment Network and government agencies coordinate the cleanups. Schools and the public and private sectors play their part in cleaning up the mess that others make. Not only do they rid the beaches of debris, but they also record the data that go into the reports.

Read the full story at www.caribbean360.com/opinion/thirst-real-jamilla-sealy

Redonda Given a New Lease on Life

The Government of Antigua & Barbuda has announced plans to remove goats and invasive rats from its most rugged and remote offshore island to allow endangered wildlife and their habitats to recover.

Redonda is home to a unique array of plants and animals, including rare lizards found nowhere else in the world. The uninhabited and seldom visited island is also formally recognized as an Important Bird Area, supporting globally significant numbers of seabirds.


JENNY DALTRY FFI-OICP

However, the island's plant and animal populations are disappearing fast, thanks in large part to its population of over 5,000 aggressive black rats (an invasive alien species), which prey heavily on the island's wildlife. Together with the herd of long-horned goats that was brought to Redonda by humans more than a century ago, these mammals have transformed this once-forested island into a moonscape. So few plants survive that even the goats now face starvation.

Redonda is over 50 hectares in area and rises dramatically from the Caribbean Sea, 56 kilometres southwest of Antigua. Goat skeletons litter the island, along with the relics of stone buildings from a guano-mining community that lived here until the First World War. With few trees left to stabilize the ground, soil and rocks continue to crumble into the sea, threatening nearshore coral reefs in the waters below.

"We cannot stand by and watch as a part of our country, part of our history, disappears. We cannot be responsible for decimating animal populations on a regional scale," says local conservationist Natalya Lawrence of the Environmental Awareness Group (EAG).

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The Redonda Restoration Programme has been formed by the Antigua & Barbuda Government and EAG in collaboration with partners from the UK (Fauna & Flora International, British Mountaineering Council), the USA (Island Conservation) and New Zealand (Wildlife Management International Ltd).

One of the first steps will be to capture and move the remaining goats to Antigua, where they will be cared for by the Department of Agriculture.

"The goats are starving to death on Redonda and must be removed for their own sake," explains Astley Joseph, Deputy Director of the Department of Agriculture. "We believe it is important to rescue this rare breed because it could have useful drought-adapted genes that would benefit other herds on Antigua and elsewhere."

Rats will then be eradicated using a rodenticide bait that has previously been used to restore more than 20 other Caribbean islands without harming native wildlife. This is scheduled to be completed by mid-2017.

"We and other international organizations have offered our support because we recognize that this is a very challenging yet globally important initiative" says Sophia Steele, Eastern Caribbean Project Coordinator at Fauna & Flora International. "Recent studies have identified Redonda as the most important island to restore in the Eastern Caribbean due to its Critically Endangered wildlife and the high probability of lasting success."

The new programme is funded by the UK Government's Darwin Initiative, the National Fish and Wildlife Foundation, the Taurus Foundation and private sponsors. Additional technical and in-kind support is being provided by Caribbean Helicopters and Syngenta Crop Protection AG.

Dr. Helena Jeffery Brown of the Department of the Environment says, "Antiguans and Barbudans will be proud as Redonda becomes a role model for regional biodiversity conservation. This will be yet another example of how this country is proactive in meeting the national and international commitments it has made to conserve biodiversity."

Antigua & Barbuda has a wealth of experience and success under the ongoing Offshore Islands Conservation Programme which has, since 1995, removed rats and other invasive pests from 15 islets closer to Antigua in the North East Marine Management Area. This has saved the Antiguan racer — once the world's rarest known snake — from extinction, and enabled an incredible recovery of other native animals and plants. Many tens of thousands of residents and tourists now visit and enjoy Antigua's pest-free islands every year.

"I am most excited to see the progression of recovery on Redonda once the threat of invasive species is removed," says local biologist Andrea Otto, who will be part of the research team documenting the recovery process. "I want to see which types of vegetation spring up first and which birds return. From what we have seen on the smaller islands we have restored, the transformation will be incredible."

For more information contact Dr. Helena Jeffery Brown at antiguaenvironmentdivision@gmail.com

Grenadines' Citizen Scientists Study Seabirds

Alison DeGraff reports: Fishermen, conservationists, and tour operators from throughout the Grenada and St. Vincent Grenadines recently gathered to learn how to identify seabirds, collect nesting data on remote islands, and act as advocates for wildlife conservation. Nineteen participants took part in a two-day workshop on Union Island in St. Vincent & the Grenadines, which was organized by the non-profit organization Environmental Protection in the Caribbean (EPIC). Participants had one day of classroom instruction from experts in their field, and on the following day tested their new skills in a guided field trip to nearby seabird colonies.



EPIC

Natalia Collier, President of EPIC, commented, "While conducting field studies for the book the *Seabird Breeding Atlas of the Lesser Antilles*, EPIC staff noted the global importance of many Grenadines seabird colonies, some of which had never before been surveyed. We identified this region as a priority for conservation action and are now working with local communities to monitor and protect these last refuges for nesting seabirds."

Globally, seabirds are among the most threatened of bird groups, with 80 percent of species in decline and 90 to 99 percent of seabirds lost from tropical islands. It is believed that prior to European contact there were tens of millions of seabirds breeding in the Caribbean region; now just a fraction remains.

Seabirds have been forced to nest on the most remote islands by encroaching development, harvesting by humans, and predation by introduced animals like cats and rats. Because these nesting areas are so inaccessible, they are rarely visited. However, artisanal fishers, tour operators, and marine park staff periodically pass by the islands or camp out while working at sea. Through this citizen-science and stewardship project, known as the Grenadines Volunteer Patrol, residents are able to collect data on these crucial nesting areas, such as the number of nesting seabirds and signs of human impact.

Fishers and others who rely on the sea for their livelihood are familiar with seabirds, which often are used to indicate good fishing grounds and foretell weather events. However, they are concerned about the diminishing number of birds they are seeing and want to take action to protect their natural and cultural heritage. The Grenadines Volunteer Patrol presents an opportunity for them to contribute valuable data and act as stewards and advocates for often-neglected wildlife refuges and the animals that depend upon them.

EPIC looks forward to hosting similar workshops throughout the region. The organization would like to thank participants for their enthusiasm and dedication, and for taking time out of their schedules to make a real difference for conservation.

This project was made possible through funding from sponsors on the GlobalGiving donation platform and contributions from BirdsCaribbean. Partners included the Ministry of Agriculture, Forestry, and Fisheries of St. Vincent & the Grenadines.

Workshop instructors were instrumental to the success of the program. Dr. Will Mackin provided technical instruction regarding identification and survey methods. Juliana Coffey and Alison DeGraff shared their findings on local ecological knowledge of seabirds collected from Grenadines citizens and illustrated how seabirds have been associated with Grenadines' cultural heritage for many centuries. (This research is documented in their forthcoming identification guide, *Birds of the Transboundary Grenadines*.) Lystra Culzac-Wilson of the Science Initiative for Environmental Conservation and Education and graduate student Wayne Smart provided perspectives on their experience studying seabirds in the region.

For more information or to get involved in protecting Caribbean seabirds contact EPIC at info@epicislands.org.

If you'd like to donate to this project, visit www.globalgiving.org/projects/protect-caribbean-seabirds.

Stay up to date on this initiative via Facebook at www.facebook.com/epicislands, www.facebook.com/grenadinesbirds, and www.facebook.com/sciencesvg.

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The Nature Conservancy

DEFEND Paradise

Coral Restoration: Growing Their Own in the Grenadines

WE hear a lot about Caribbean coral reefs being damaged by hurricanes, boat groundings and coral bleaching. But did you know that there are "nurseries" in the region where corals are being raised to help restore damaged or degraded reefs?

An article in the October 2011 issue of *Scientific American* magazine said, "Over the past few decades, a small international clan of scientists, alarmed by the sudden decline of corals, have created underwater nurseries aimed at 'replanting' corals to buttress wild populations. At first the effort was called quixotic and impossible, given the scale of the problem and the difficulty in raising corals. But after many trials and a few errors, coral nurseries are arising as a bona fide weapon in the fight to preserve a crucial ocean ecosystem."

In the Caribbean region, coral nurseries are located in Jamaica, The Bahamas, the US Virgin Islands, Bonaire, Curaçao, Colombia — and, now, in Mustique and Carriacou in the Grenadines.

The primary focus of the 2016 annual meeting of the Grenadines Network of Marine Protected Areas, held earlier this year, was the role of coral nurseries in coral reef restoration efforts and effective reef management, and the Mustique and Carriacou coral nurseries were highlighted. A primary goal of the nurseries is to improve damaged reefs' biological diversity and structure, and thus also strengthen the climate-change resilience of the reef and benefit coastal communities. A reef that has a high abundance of healthy and genetically diverse corals is better able to withstand or recover from disturbances.



ALBA GARCIA



COLIN FOORD / CORALMORPHOLOGIC.COM

Above: Monitoring a table of elkhorn fragments in Carriacou

Right: Trees like this one are growing staghorn corals in Mustique. Corals reproduce by spawning as well as fragmentation; the presence of other acroporid corals on outplanting sites encourages transplanted corals to spawn in unison with their neighbors

Natural recovery of a reef can take five to ten years or more, even if impediments to natural recovery such as pollution and overfishing are removed. A coral nursery can accelerate reef recovery by providing corals to be replanted on a reef. Their success is dependent on factors including sea and weather conditions at the site, maintenance and monitoring.

Last year, the Coral Restoration Foundation (coralrestorationintl.org) helped develop the program now growing elkhorn, staghorn and blade fire coral in the Mustique Marine Conservation Area. In March 2015, a nursery was set up in Endeavour Bay and corals were collected to propagate on "trees": Christmas-tree-like PVC structures from which the growing coral fragments hang like ornaments. One year later, 1,000 corals were transplanted, the nursery was restocked, and a second nursery, at L'Ansecoy, was added.

The coral gardeners in Mustique plan to expand the nursery to 70 or 80 "trees" this year year, and possibly up to 100 trees by the spring of 2017.

In 2014, coral reef restoration was chosen as a way to mitigate climate-change vulnerability for Grenada and Carriacou, and the degraded barrier reef on the windward side of Carriacou was assessed as a location with immediate need. The Carriacou Coral Nursery was set up in the Sandy Island Oyster Bed Marine Protected Area, the most biologically diverse MPA in operation in the state of Grenada. Using surveys and local knowledge, a site known as Whirlpool off the islet of Mabouya was chosen for the nursery, based on good water quality and on low levels of predators, human interference and seaweeds that could impede the corals' growth.

The Nature Conservancy was contacted for training and advice. Instead of "trees", as used in Mustique, "tables" made of PVC-pipe grids were built and installed, and then "fragments of opportunity" — pieces of coral already broken off by natural fragmentation or storms, boat strikes, etcetera — were collected and used to populate the tables. Acroporids, such as elkhorn and staghorn corals, are the fastest growing corals and they naturally fragment to reproduce; elkhorn coral is found in Carriacou's nursery. Local trained "coral gardeners" clean the tables twice a week, removing algae and snails and checking for signs of disease and bleaching. Measuring and monitoring are done monthly.

Suitable out-planting sites are chosen according to factors such as the presence of acroporids and black spiny sea urchins (which help keep the area clear of seaweed), absence of disease and predators, and water quality and flow. As the corals are grown and outplanted, the tables are repopulated with more fragments.

We know that we cannot create fully functional reefs. And it should always be kept in mind that, although restoration can enhance conservation efforts, restoration is always a poor second to the preservation of original reefs.

Meanwhile, Meanwhile, coaral gardeners are confident that their nurseries can have positive impacts.

Thanks to everyone in the Grenadines Network of Marine Protected Areas for information in this report.



REGATTA NEWS

CSA Opens ORC Office in Antigua

The Caribbean Sailing Association (CSA) and the Offshore Racing Congress (ORC) announce that the CSA has opened a new ORC Rating Office in Antigua to serve sailors in the Caribbean region. Starting September 1st, CSA will be authorized to accept measurement data and issue ORC Club and ORC International certificates.

CSA Senior Measurer Bastien Pouthier has been nominated to the role of ORC National Rating Officer. The CSA will continue to measure boats and issue CSA certificates throughout the Caribbean region for the foreseeable future, in addition to issuing ORC certificates.

"Partnering with ORC will give us some new and effective tools to help make CSA more efficient at delivering accurate ratings and certificates to our constituents," said Kathy Lammers, President of CSA. "This will be implemented in a manner that preserves the existing strong relationships we have with our events and customers in the region, with the added resource base ORC has of some 90,000 measurement data records collected over the past 30 years."

ORC Chairman Bruno Finzi said, "We are extremely pleased to work closely in cooperation with CSA, and welcome them to our family of 42 other rating offices around the world. CSA has a long and admired history in servicing the needs of their community, and we are very happy to help them continue with this valuable service."

The CSA promotes sailing within the region, and Caribbean sailing to the world. The CSA also administers Rating Rules to provide a simple and fair handicap system for racing. Additionally, the CSA serves as a forum for yacht clubs, regattas, sailing organizations and sailors throughout the Caribbean to coordinate interests and events, exchange ideas and best practices, and combine voices to achieve broader exposure to the international community.

Inquiries about the CSA Rating Rule and the CSA ORC Rating Office can be directed to Bastien Pouthier at rating@pouthier.eu.

Visit http://caribbean-sailing.com for more information on the CSA.

Visit www.orc.org for more information about the ORC.

SVG Sailor Assists in Race Boat Rescue

St. Vincent born and raised professional racing sailor Philip Barnard reports: I was racing for the Chicago, USA team City Girl Racing on the new OD class of C&C 30s in the Chicago-to-Mackinac (Great Lakes) yacht race. Put on by the Chicago Yacht Club, it is the longest freshwater race in North America and maybe the world, at 330 nautical miles.

This year's race, which started on July 23rd, was hit by severe thunderstorms on the first night with wind of up to 50 knots — although a four- to six-knot slow night had been forecast. Fifteen percent of the fleet of over 300 boats was forced to retire and the One Design 48 *WhoDo* sank when her rudderpost ripped out of the hull in a violent broach while running under spinnaker at boat speed in excess of 18 knots.

We happened to be passing, doing 20 to 22 knots boat speed ourselves, when we saw the broach and heard the Mayday call. We dropped sails and rescued the crew of the almost totally sunken boat from their life raft. With 16 on the deck of a 30 footer we were forced to retire to take the crew ashore, as a boat-to-boat transfer was not possible with the Coast Guard, who were only willing to use their bigger steel-hulled boats in that weather.

The Chicago Yacht Club will be honouring our actions at a banquet in November at the CYC clubhouse in Chicago, and the club has also nominated us for the Arthur B. Hanson Rescue Award.

Mark Bremer, captain of *City Girl*, told reporters that although his team didn't complete the race, "It's just part of sailing. People help each other if you get in trouble."

USVI Sailors at North American Challenge Cup

Ellen Sanpere reports: The USVI Team Grumpy Old Men competed in the North American Challenge Cup (NACC), held at the Chicago Yacht Club from August 4th through 7th. In 1992, the Chicago Yacht Club created the NACC as a major disabled sailing regatta, bringing together disabled sailors from around the country. The NACC has a reputation for outstanding competition on a national and international level and is co-hosted by the Chicago Yacht Club and the Judd Goldman Adaptive Sailing Foundation.

Dave Flaherty of St. Thomas, Tony Sanpere of St Croix, and Grumpy-Old-Man-In-Training Brian Eisenhauer (formerly of St. Croix) took second place in the Sonar Fleet. Sailing in light air on all three days, the



Disabled sailors from the USVI at Chicago Yacht Club. Seated, from left: Jim Kerr and David Flaherty. Standing, from left: Bob Blackwell, Tony Sanpere and Brian Eisenhauer

Grumpies were narrowly edged out of a Day Two lead by two slim amputees and a lanky 16-year old, whose combined crew weight was approximately half of the Grumpies' 620 pounds.

Dave and Tony have competed on the USVI Paralympic Sailing Team since 2013; Brian served as their AB (able-bodied) crew this year in Chicago. Jim Kerr of St. Thomas, competing in the Sonar fleet with Bob Blackwell, was awarded the Sportsmanship trophy.

Visit www.chicagoyachtclub.org/nacc for more information about the NACC.

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ON THE HORIZON

'Barbados 50' Yachts Start from London

On July 31st, the Barbados 50 yachts sailed through London's Tower Bridge for the start of a voyage that will finish in Barbados six months later. The Barbados 50 sailing rally is sponsored by Barbados Tourism Marketing as part of the celebrations marking the island nation's 50th year of independence.

The yachts, sporting banners made up of the distinctive Barbados national flag colours of blue and gold, circled in the historic Pool of London off the Tower of London, before turning with the tide to make their way downriver. Accompanying them for the first section of the route as far as Greenwich was the Thames sailing barge *Thistle*, chartered by the Barbados High Commission so that VIPs and guests could share the first part of the yachts' voyage.

The yachts' next destination is Falmouth, where they will meet more rally participants before heading to Spain and Portugal and across to the Canary Islands where the remainder of the fleet will join the event, bringing the total number of yachts sailing in the commemorative rally up to the symbolic figure of 50.

Barbados 50 is sponsored by Barbados Tourism Marketing, Tenerife Port Authority, Promotur Turismo Canarias and the Patronato de Turismo de Lanzarote.

Visit www.cornellsailing for more information.

2017 Conch Republic Cup / Key West Cuba Race Week

When diplomatic relations between the US and Cuba were restored in 2015, the Conch Republic Cup was resurrected after a forced 13-year hiatus. But next year, from January 24th through February 3rd the event, also known as Key West Cuba Race Week, is scheduled for its ninth edition — its second consecutive running since US travel restrictions to Cuba were lifted.

Designed as a full-immersion, round-trip racing excursion from Key West to Cuba, the Conch Republic Cup is open to PHRF, cruising and racing monohulls and schooners with a minimum length of 26 feet, as well as multihulls with a minimum length of 24 feet.

"The Conch Republic Cup is the only race with more than one stop that runs along the coast of Cuba," said Conch Republic Cup Executive Director Karen Angle. "It is not just a race to Cuba; it is a series of races that includes a return race to Key West."

Co-hosted by Key West Community Sailing Center (KWSC) and Hemingway International Yacht Club (HIYC) of Cuba, the Conch Republic Cup starts in Key West with two days of welcoming festivities. Distance Race One is from Key West to Varadero, Cuba where sailors will enjoy a welcome reception at Marina Gaviota before starting out the next morning, January 26th, on Distance Race Two from Varadero to Havana. After a lay day in Havana, the Castillo Del Morro Triangle Race will take place on January 29th, calling for a different skill set to navigate a coastal course of between four and ten miles around a combination of fixed and dropped marks. The day also includes a parade along the Malecon seaside walk where the Cuban people will welcome racers and an Awards Party at HIYC. After three days off to enjoy the island and socialize, competitors return home in Distance Race Three on February 2nd.



Havana's Marina Hemingway, home of Hemingway International Yacht Club, will welcome racers in the ninth annual Conch Republic Cup

"In 2016, 60 boats and 435 sailors, hailing from more than 25 states and five countries, participated in the Conch Republic Cup, making it the largest crossing to date," said Peter Goldsmith, who started the race in 1997 with his partner, the late Michelle Geslin, and members of the KWSC, where he was Fleet Captain. It was a direct race to Varadero, since KWSC had already run two races to Varadero in the 1970s. It remained that way until 1999 when the format was expanded to include the leg from Varadero to Havana, creating the traditional triangle of the Conch Republic Cup. Buoy racing was added in 2016, making it a four-race series.

"It's wonderful to have the race series going again with the blessing of both governments," said Goldsmith. "The Conch Republic Cup's mission is to introduce as many as possible in the US sailing community to Cuba as well as revitalize racing in Cuba, facilitating a cultural exchange through sport."

Entries for the Conch Republic Cup are limited. Early registration deadline is September 15th; regular registration deadline is December 15th.

Visit www.conchrepublicccup.org or e-mail Karen@conchrepublicccup.org for more information.

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Boats Line Up for Island Water World Grenada Sailing Week

With online registration now open at www.yachtscoring.com/emenu.cfm?eID=2901 loyal supporters of Grenada Sailing Week have already registered for next year's event, to take place January 30th through February 4th, 2017.



TIM WRIGHT / PHOTOACTION.COM

Richard Szyjan's modified Hobie 33, *Category 5;* Peter Lewis's J/105, *Whistler;* Peter Anthony's Farr 65, *Spirit of Juno;* Peter Morris's Frers 43, *Jaguar;* Matthew Barker's Alfred Mylne 65, *The Blue Peter;* Robbie Yearwood's J/24, *Island Water World Die Hard*, Greg Webster's J/24 *Phoenix*, and the J/24 *Shakin* with a Bajan crew, will all be participating, providing considerable challenge to all comers in their classes.

It is anticipated that Jason Fletcher's Caribbean 33, due to launch at the end of 2016, and Rene Froehlich's newly built RF33 will add excitement to the racing mix. A special effort is also being made to encourage the fleet of traditional Carriacou Sloops to take part.

Those from near and far will be given a warm Grenadian welcome. ARC and RORC sailors heading for the Caribbean are invited to "Spice it up in Grenada" using this sailing week as an introduction to local sailing conditions and the friendly culture of the islands. LIAT is air partner for this regatta, so check the GSW website and newsletters for more details regarding flight discounts.

For more information visit www.grenadasailingweek.com and sign up for the GSW newsletter, e-mail info@grenadasailingweek.com, visit Facebook at GrenadaSailingWeek, or Twitter @grenadasailweek

YOUTH SAILING NEWS

BVI's Haycraft Finishes 6th at Ora Cup Ora

Congratulations to Nathan Haycraft of the BVI, who finished in sixth place in a fleet of more than 200 international Optimist sailors at the 2016 Ora Cup Ora regatta, held on Lake Garda in Italy from August 5th through 7th. Twelve-year-old Haycraft posted three bullets in the six-race series.

USVI's Nikki Barnes is Quantum Women's Sailor of the Year

USVI born and raised sailor Nikole "Nikki" Barnes has earned the 2016 title "Quantum Women's Sailor of the Year" for college sailing in the US. Nikki started sailing at the St. Thomas Yacht Club at age six.

"Living on an island there didn't seem like anything better to do than go sailing," Barnes, the daughter of yachting writer Carol Bareuther and regatta photographer Dean Barnes, told the Inter-Collegiate Sailing Association.

Barnes said in a Quantum Sails interview, "At a point when I had to decide (to continue sailing or not), the parents hired coach Agustin Resano from Argentina. He started a program with us, and from the moment I learned how to compete, I spent long hours on the water. It was hard work, but I loved learning about the boat, how to make it go faster, how the wind works in St. Thomas. I just loved learning more about the sport."

The title of Quantum Women's Sailor of the Year is awarded annually to an individual who has performed at the highest level of competition in district and national championships. The Inter-Collegiate Sailing Association (ICSA) All-America Committee evaluates all of the finalists' results and calculates the winner. "Barnes won every women's regatta she competed in this year," notes Ian Burman, head coach for the US Naval Academy and a member of the ICSA All-America Committee.



DEAN BARNES

Barnes, who is studying management at the US Coast Guard Academy, will be a senior this fall. She aspires to compete in the 2020 Olympics in Tokyo in the 470 Class, and adds, "I'd also love to be a cruise ship captain. I was able to meet a female cruise ship captain, and she was incredible. That would be a pretty sweet job."



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A BEAUTIFUL LAUNCHING

by Frank Pearce





TOM HOPMAN (2)

On a lovely sunny Sunday morning recently, friends gathered together on the sandy beach close to Slipway Restaurant in Tyrell Bay, Carriacou, to celebrate the launching of Gerald "Shep" Shapiro's latest creation, a 13-foot double ender or "two-bow boat".

Carried from the workshop of her birth on the shoulders of willing volunteers, she is brought down through the trees, carefully set down on the sand and immediately we all realize that we are looking at something pretty special.

The topsides are a dark emerald green, not the pea green that the "Owl and the Pussy Cat" favoured. But they would surely have been delighted to have eloped in this beauty.

The design, by Doug Hylan in 1994, is known as a "Beach Pea" and is the recreational version of the "Pea Pod" dinghy. She was built of okume ply and local white cedar with glued lapstrakes (clinker for our European friends). She has a pivoting centerboard and will eventually have a lug or gunter rig.

Shep has been a professor of music at Brown University, an "Ivy League" college in the US, for 47 years. During his university breaks, he has already built ten dinghies just for the pleasure of creating something beautiful. Maybe having been surrounded by violins and other wooden musical instruments has influenced the fine quality of his workmanship.

Anyway, back to the launching. A bottle of Jack Iron rum is liberally poured on the bow and the stern of the new boat. She is named *Maggie Mustard* for Shep's daughter-in-law and then she is gently floated off, lovely eight-foot varnished oars are shipped and she leaves on her first voyage, presumably to the "Land where the Bong Tree Grows". But this is not fantasy: she rows beautifully as expected and even with a temporary rig, it's clear she will be fast under sail.

Meanwhile Ellie Byas has prepared a grand barbecue and while different people have a trial row around we can indulge ourselves. Shep rows out to his 36-foot Luders yawl, *Joy*, moored in the bay, and completes the picture.

Shep would like to thank all those who have helped him, including Fitzroy Alexis, Paul O'Regan, Uwe Gerstmann, Gus Pierre, Nolan Joules and many more.



TOUR DES YOLES RONDES 2016



THE FANTASTIC YOLES OF MARTINIQUE

by Jan Alexander

Martinique's TDY fleet, ready for the start of Leg Three of this eight-day racing marathon

THE first time I saw a *yole ronde* was a moment of cruising magic, the kind that stays with you for decades. My husband and I were newly anchored in Le Marin, Martinique, sipping sundowners in the cockpit of our canoe-sterned 40-foot cutter, *Hanna*. There was hardly a breath of wind, not a ripple on the water, yet a vessel glided just past our stern. It was crewed by two teens, one at the helm and one on a pole, outboard the hull, moving like an acrobat over the water in response to every tiny puff that heeled the boat. I didn't know the word yole. I had never seen anything quite like it but I was enthralled by the graceful strength of the crew. It was if they were putting on a private show just for us — a glimpse of a wonderfully pure and primitive form of sailing that has only continued to fascinate me every time we find ourselves in Martinique. There are certainly other "workboat" races up and down the islands that share some characteristics, but the yole ronde is unique to Martinique and I was most fortunate to be there recently for the 32nd annual Tour des Yoles Rondes.

The TDY, or simply called "Le Tour", is the biggest sporting event of the year in Martinique, held at the end of July and beginning of August. This is the same time frame as the older and perhaps better-known (among cruisers) Carriacou Regatta, but the Tour runs for eight days straight, instead of four, with no lay days for resting (or partying). It is a race around the island in stages, much like the Tour de France, with a similar practice of awarding a specific-colored jersey to the overall winner, the winner of each leg, and several others. The legs vary in distance from about eight nautical miles (around the buoys as a "prologue") to about 30, around the north end of the island. Each year, the start moves to a different host city. This year the start and finish were in Fort de France, where the first and last days' races were "around the buoys" races in the greater Fort de France roadstead. What a fascinating time that would be to be anchored in Fort de France, as the race starts on the beach, in the shadow of Fort St. Louis. Every leg, in fact, starts on a beach, which makes perfect sense, given the evolution of the yole ronde from a true workboat to today's sleeker, faster race boat.

The yole ronde is recognized as having been designed in the 1940s in the east coast village of François. It was an improvement over the common fishing boat of the day, called a *gommier*. The name for that boat comes from the tree of the same name, as the boats were essentially dugout canoes, carved from these trees known in English as gum trees. These trees used to be plentiful on the island, but as the population grew, and more people fished, trees big enough to make a seagoing vessel became scarce. Additionally, the gommiers were quite unstable, being relatively narrow and having no keel, so the yole eventually replaced the gommier as the fishing vessel of choice.

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—*Continued from previous page*

They both carry a large four-sided sail on a sprit rig, which evolved for much the same reason as a gaff rig. The majority of the fishing was on the Atlantic, or windward side of the island, so it was always a dependable downwind sail back to port. As all over the world, the first fish to reach the market fetches the highest price, so a big square sail is a great way to get there fastest.

Interestingly, where the gommier used a fixed rudder, the yole uses only a steering oar, which has the advantage of being able to be pulled to a shallow depth in order to sail in over the reef that protects many of Martinique's east coast harbours. Given that the fishing has always been better in the deeper waters of the Atlantic, it's not



surprising that the tradition of yoles is stronger, even today, on the east coast, with two thirds of the modern racing fleet based there; more than half of the 19 vessels in this year's Tour were from the two towns of François and Robert alone.

The yoles are still hand built by a handful of craftsmen, and can cost upwards of 20,000 Euro. Using primarily local woods such as white cedar, and some imported from South America, such as teak, or bamboo for the sprit, the carpenters build from memory and experience, with no written plans. The boats are built with a single-plank construction and no fiberglass skin is permitted. A full-sized yole weighs roughly between 700 and 800 kilos (1500 to 1800 pounds), while the steering oar weighs in at 20 to 40 kilos (50 to 90 pounds) so it's not surprising that there are always three crew on the helm.

The Tour has been an island-wide event in its present form for just over 30 years, but the first recorded round-the-island race in these yoles was in 1966, when four fishing boats made the loop in five stages of friendly competition. At that time, the boats were smaller; between 6.5 and 7.5 metres (21 to 24 feet), had cotton sails, and were crewed by five or six men, primarily the fishermen who normally used them to earn a living. Already, there was a tradition of casual racing on weekends or holidays, for the pure pleasure of sailing, and perhaps for bragging rights, much the same as today's racing sailors. By the early '70s, a governing body was formed for traditional racing and clubs popped up around the island. In 1984, the gommiers and yoles went their separate ways and the first Tour des Yoles was held in 1985. Over the next several years, the racing yoles grew longer, Dacron replaced the cotton sails and in 1994, the federation standardized certain aspects for all racing yoles.

The full-sized yoles are permitted to be no longer that 10.5 metres (34.4 feet) and may carry no more than 14 crew. In light air conditions, they may choose to have fewer. There are also BB yoles (a sort of play on words, as "BB" has the same pronunciation as *bébé*, the French word for "baby") that race in smaller regattas throughout the year, which are limited to 6.5 metres (21.3 feet) and mini yoles, measuring four metres (13.1 feet), which are used for training.

Some regattas permit the use of two sails, but the Tour allows only one. Interestingly, when the boats do rig two sails, both masts are stepped quite far forward, with the larger, aft sail (as on a schooner) only about a third of the way back from the bow. As far as I was able to learn, the racing rules declare no upper size limit for sail area, but there's a catch. There is no way to reef a sail on a yole, so when selecting the sail for a day's race, the skipper must carefully balance the need for speed and the risk of capsize. Yep, as yoles have no keel and no ballast, aside from a nimble crew, a capsize can, and does, happen in a heartbeat, in just about every race.

The races are well organized with not only a number of official committee boats, jet skis, and coast guard vessels following the fleet for safety, but each yole also has one or more support boats following closely with a complete spare rig and other gear in case of breakage or capsize. I was able to chat with the crew of one such support boat just before the start of the leg from Le Marin to Vauclin, a distance of about 20 miles, around the south end of the island and a quarter of the way up the reef littered east coast. Not surprisingly, these two middle-aged men are long time members of the club and in fact used to be *yoleurs* themselves. They kindly explained to me that in the event of a capsize, it's too difficult to right the vessel with the deployed sail in the water. So the standard procedure is for the crew to jettison the rig, spars and sail together (which are of course later retrieved by the support boat), and to install the spare rig with the sail furled around the bamboo sprit and mast.

It must be no easy task to right a yole at sea, but each crew has a specific task, bailing or removing the rig or gathering their *bois dressés*. These are the wooden planks they use to shift their weight as moveable ballast, much like other racing boats use some sort of trapeze for hiking out. There isn't really a good English translation for this term, but I know that in the Bahamian racing workboat tradition, each board is called a pry because they are used to "pry" the boat upright, and it's no different here. Once a capsized yole has been rerigged and righted, it is off to regain the fleet.

More than half the crew on each boat are out on the bois dressés, responding to the commands of the skipper to hike out or come in. Other crew work the two sheets



'Le Tour' is Martinique's biggest annual sporting event. The indigenous yoles rondes *carry a large four-sided sail on a sprit rig, use a steering oar rather than a rudder, and are kept upright (usually!) by crewmembers hiked out on narrow planks*

on the loose-footed sail, one at the tack and one at the peak, a critical and very physical job, given that there are no winches on board, and it's not uncommon to have a crew whose only job is bailing.

There's no doubt that this is very demanding sailing, but crew spots are quite competitive to earn and there are strong family traditions at play. The winning skipper this year is the son of a five-time Tour winner. He also this year won one of the two other major races of the season.

In addition to the Tour des Yoles, the major contests include the Coupe de Martinique, which takes place in July as a one-day race in a different city each year, and the Championnat des Yoles, which is a series of one-day races in various cities over several weekends in June and July. There are also a few other chances to see these fantastic boats in action and you'll be able to find more precise dates as the season gets closer, on the website of the yole federation, www.yoles-rondes.net. If you're passing through Martinique in May, you may be lucky enough to come across the Martinique Yole Festival in St. Anne, as we did two years ago. We unknowingly anchored along the rhumb line, which brought us a few moments of heart pounding excitement, as a few boats chose to sail (barely) to weather of us. This provided some great photo ops and we were grateful there were no unfavorable wind shifts. If you find yourself anchored in Le Marin, you can often see the yoles on the beach just west of the marina and maybe, just maybe, you'll be enchanted by one whispering past your stern at sunset.



INCREASED SLOOPS FLEET IN CHALLENGING RACES

by John Everton

When J Linton Rigg started the Carriacou Regatta in the mid-1960s, his aim was to revitalize the boatbuilding trade in the village of Windward. The cash prizes in the regatta added an incentive to build more vessels to carry cargo or to fish, or to do both. Rigg commissioned local shipwright Zepherin McLaren to build the legendary decked sloop *Mermaid of Carriacou*, which went on to win the first three Carriacou Regattas. Since then, Regatta has become the biggest annual holiday in Carriacou.



DAVON BAKER (2)

This year's regatta, held July 29th through August 1st, celebrated a much-improved turnout over last year's, with five A Class and five B Class decked sloops.

Racing in A Class were *Glacier*, *American Eagle* and *Margeta O II* from Windward; *Free in St. Barth*, now based in that northern island; and *Beauty*, which is based in Petit St. Vincent and was built in Carriacou's sister isle of Petite Martinique by Baldwin de Roche. (Another beautiful vessel built by Baldwin was *CCC*, the sleek vessel with low freeboard built to beat "the *Mermaid*" — which she did).

The B Class vessels included *Marie Stella*, *New Moon*, *Wet Dream*, *Small Pin* and an atypical plywood go-fast entry, *New Version*.

It turned out to be a challenging regatta, nothing new for Windward. The first day's race, around the island, featured an after-dark finish back into Windward for many of the vessels owing to the fact that the course around the island was counter-clockwise this year, which meant several hours of tacking back and forth to end up virtually in the same place, or worse, thanks to the foul tide off the southwest end of Carriacou. *Glacier* was able to gradually work her way to Windward, but the rest of the fleet was caught for hours, unable to overpower the adverse current with zero to ten knots of wind for most of the afternoon.

Racing with Hope McLawrence and Roderick on Hope's boat, *Wet Dream*, we arrived back in Windward at 9:00PM after tacking back and forth between Kendeace Point and the outer reefs off the windward side of Carriacou for two and a half hours in the dark.

On Day Two, the wind was up to 15 to 20 knots with higher gusts. The racing featured a course from Windward to the town of Hillsborough on the lee side of the island, by way of The Sisters rocks off the west side, etcetera, followed by a second long race in the afternoon — another long day, and it was again well after dark when we left the boat anchored in Hillsborough harbor for the night.

Day Three was seriously squally in the harbor before, during and after the start of the last race in the regatta. Soon after the start we saw the mainsheet man on *New Moon* fall overboard with the mainsheet wrapped around his foot. The boat hardly broke stride before the rest of the crew hauled him back aboard by the mainsheet and his dreadlocks.

Little did we on *Wet Dream* know at the time that we would soon be a lot wetter for a lot longer. As it turns out, that day was the only day I did get back to my own boat in Tyrell Bay before dark; mainly because *Wet Dream* capsized two marks from the windward side when we were knocked down by a heavy gust.

With assistance from "Ms Allison" Reef Tours' boat and the Grenada Coast Guard, we were towed — while standing on the port side of *Wet Dream's* keel, with the sails in the water — into Paradise Beach, where the boat spent the night. Next morning we took all the gear off her, got her upright, bailed out, reloaded with her gear and towed around to Windward by Glen from Hillsborough, who has a tuna long-liner.

Thus ended another Carriacou Regatta and another Caribbean sailing adventure.



There were also races for Long Open Boats, Small Open Boats and Stern Boats; despite a torn sail, this Stern Boat (at left) won its class

At right: New Version *displays evolving boat design and construction*

Carriacou Regatta 2016 Decked Sloops

Provisional Results

A Class

1) *Glacier*	Calvin Patrice
2) *Free in St. Barth*	Cal Enoe
3) *Margeta 0 II*	Cyril Compton

B Class

1) *New Version*	Frankie Bethel
2) *Marie Stella*	Michael Bethel
3) *New Moon*	Dave Goldhill



SOLO SAILOR HIGHLIGHTS YACHT RACES

by Jerry Stewart

Sixteen yachts and one Windward Sloop crossed the start line for the Doyle Sails Two-Handed Round Carriacou Race on the Friday of the Carriacou Regatta Festival's long weekend, July 29th through August 1st. It was the first event in a three-race series supported by Mount Gay Rum, Doyle Sails, Budget Marine and various Tyrrel Bay-based businesses, and organized by the Carriacou Regatta Committee in conjunction with the Tyrrel Bay Sailing Club.

With the fleet divided into three classes — Cruising, Fun and Multihull — the Tyrrel Bay start at 0830 offered a solid breeze for the clockwise circuit of the island. *Tumultuous Uproar*, a First 42.7 sailed by Russ Whitford, was well in front when passing the village of Windward, everyone getting helped by the lifting current. Local sloop *Glacier*, now with freed sheets, started picking off the yachts that could point higher on the previous legs. The same was true for Tom Jarrold's 40-foot Crowther catamaran, *Ned Kelly*, a rocket off the wind. In Cruising Class, the St. Lucia-based J/24 *Loose Cannon* was sailed by the unique Edgar Roe, who took the "two handed" instruction literally, electing to sail solo. He won the class from my Hughes 38, *Bloody Mary*, and the Swan 39 *Tabasco*, sailed by Paul O'Regan in this regatta's first clash of the IOR dinosaurs.

Other results then for the benign Race One: In Fun Class, first was *Tumultuous Uproar*, second was Andy Smelt's *Yellow Bird*, a Spencer 44, and third was *Cocolo*, a Tayana 52 sailed by James Sanders. *Ned Kelly* won Multihull, with *Tortilla Flag*, a PDQ36 sailed by Dougald Knox, second.

The Saturday's Race Two, the fully crewed South Coast Race, was designated the "Tabasco Cup" in recognition of Henry Crallen, *Tabasco's* well-known former skipper. It offered light winds and ripping currents around Frigate Island — a perfect day for *Tabasco* as she destroyed *Bloody Mary* in Cruising Class. However, *Loose Cannon* took first place again, with Edgar maintaining Race One crew levels. In Fun Class, *Tumultuous Uproar* again was a solid first, *Yellow Bird* second and Martin Jennett, sailing *Maxima*, a Doug Peterson Serendipity 43, into third place. *Ned Kelly* again won Multihull Class in front of *Tortilla Flag*.

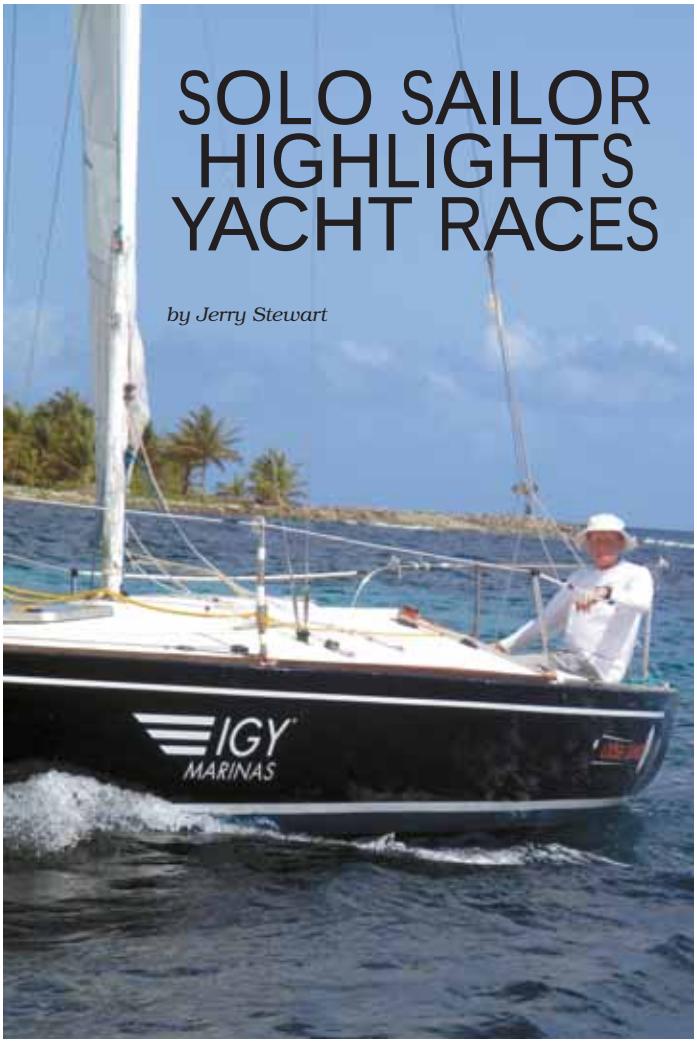
Regatta Sunday, as per every year, was spent by the yacht crews watching the highly competitive local boats sailing off Hillsborough. A Windward decked sloop running downwind under full sail is a sight to behold!

Budget Marine, as always, sponsored Monday's Budget Marine Hillsborough Race, a windward/leeward in Hillsborough Bay, something of a procession in light winds. *Loose Cannon's* manning levels failed to work for the Budget Race, slipping her to third. The race's Cruising Class winner, *Bloody Mary*, managed to keep ahead of *Tabasco*, who had to settle for second.

In Fun Class, *Tumultuous Uproar* was, once again, convincing in first, *Yellow Bird* second, and Susie Stanhope's Spirit 56, *Spirited Lady*, a regatta favourite, in third. In Multihull, nothing changed with *Ned Kelly* first and *Tortilla Flag* second.

At the Prizegiving at the Slipway Restaurant all entries received a bottle of Mount Gay Rum in a Doyle Sails bag. Mount Gay also featured highly among the podium prizes as did "big" Doyle Sails bags. Overall winners were *Ned Kelly* in Multihull Class, *Tumultuous Uproar* in Fun Class, and *Loose Cannon* — with 72-year-old Edgar Roe sailing solo in all three races — in Cruising Class.

A regatta such as ours cannot survive without volunteers. James Benoit, from the Grenada Yacht Club, donates five days of his time in order to act as Race Officer. Barbara does registration, Gus drives the committee boat and mark boat, Katherine assists James. Thank you all. Thanks also go to sponsors Mount Gay Rum, Doyle Sails and Budget Marine, to the Slipway Restaurant and the Gallery Café, to Technical Marine Management for the committee boat — and to our entrants!



Cruising Class's overall winner, Edgar Roe, sailed the three-race yacht series solo. The concepts of singlehanded, double-handed and fully crewed are all the same to this septuagenarian J/24 sailor



HANDS ON

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

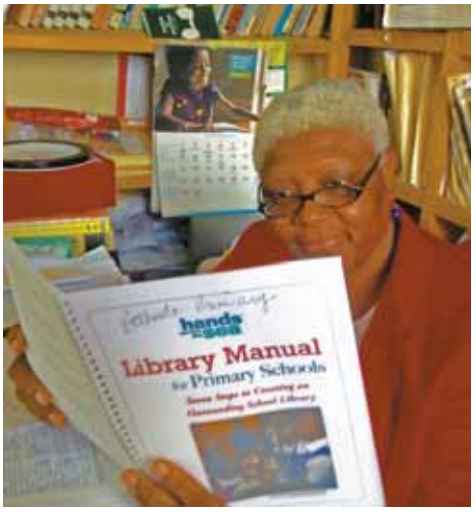
Hands on. Right on.

What if more child-development organizations followed the keen template that has been built in recent years by an organization called Hands Across the Sea? Driving K-12 literacy in the Eastern Caribbean, "Hands" concentrates on building viable libraries by training and empowering local teachers, administrators and students. Creating culturally and age-appropriate book wish lists and building library infrastructures that emphasize local leadership, that of the predominant population, they build black role models.

While Hands has gone to Herculean efforts to rally US-based NGOs, corporations and individual donors, they don't lose sight of the fact that it all comes back to West Indians taking ownership to keep their literacy mission alive and thriving. Hands said it best recently in a message to their supporters: "Like us, you believe that children are the precious future, and that we should waste no time, spare no effort to give them the very best chance in life." For those of us involved in the promotion of sailing for island children, this is spot on.

HANDS ACROSS THE SEA (2)





Youngsters are taught by a community's adults. Can Caribbean junior sailing programs emulate a literacy-development template such as that provided by Hands Across the Sea, which emphasizes 'hands on' local leadership? Ellen Birrell outlines the possibilities

They ask questions such as: "Is Hands doing the best possible job of raising the literacy levels of our stakeholders — the children in primary and secondary schools across the Eastern Caribbean? Is Hands not only making a difference but building sustainable, structural change? Is Hands making the wisest use of funding received from individual, foundation and corporate donors?" You could basically rephrase that inserting "XYZ Sailing Program" every time that statement reads "Hands". This all can and should apply within the development of junior sailing programs here in the Eastern Caribbean.

Another area where Hands excels is in their training materials. Their "Seven Steps to Building a Community Library" manual (www.handsacrossthesea.net/images/resources/HandsLibraryManual.pdf) uses simple and specific suggestions with examples from communities in Grenada, St. Vincent & the Grenadines, St. Lucia, etcetera. Every picture is of local people in action. This is *their* manual.

A simple "How to Do It" manual could be created and used when introducing the idea of building a junior sailing program to a given island community. Community based. Sustainable. This is not to suggest that one size fits all, but a manual that gives step-by-step illustrations of how other Caribbean communities start and keep basic learn-to-sail programs would be effective. It would, of course, take catalysts, people like Tom and Harriet Linskey (Hands founders), to unite local leaders behind the idea and its worth. A simple, very visual manual could go a long way in lighting the imagination and instilling a "we can do this" attitude for Caribbean sailing instruction.

"This is what I think the CSA (Caribbean Sailing Association) needs to be dealing with: a program that does not go into great detail but gives the fundamentals of safe sailing. Does not matter what type of boat is being used but gives a generalized step-by-step ladder of instruction and rewards for achievement that is cheap and easy to follow," said Chris Haycraft, RBVIYC Vice Commodore and (then) CSA Sailing Development Chair in early 2016.

Starting and sustaining junior sailing programs in the Caribbean has its own unique set of challenges. Some sailors tell me, "RYA and US Sailing already have excellent training materials. Why re-invent the wheel?" But, these organizations supply materials that are geared for societies with different infrastructure, budgets, sailing conditions, communication style and customs. World Sailing (previously ISAF) has outreach programs, such as the Emerging Nations Program, which are well-intentioned and effective for developing elite sailors within already established clubs and junior programs but do not provide for start-up or fledgling programs. The CSA is beginning to study and understand the challenges faced in the less developed island nations. In recent years, from St. Kitts southward, there have been individuals who are taking junior sailing to the next level. These individuals are usually parents and/or persons who come from a yacht racing experience. (Hey, I'm not knocking these folks. I, too, come from a yacht-racing background.)

Just as a student learns basic reading, writing and arithmetic whether or not they plan to be an author or mathematician, so island children can learn basic sailing whether they plan to go on to race or to a marine-industry career, or just retain the life lessons sailing provides.

L'Esterre Junior Sailing (LJS) in Carriacou, Grenada is an example of a community junior club that is finishing its fourth year. From its formation in 2012, the director is "Kayak" (the name for a Carriacou native) Allison Caton, with instructors being fellow Kayaks Kirsann Boatswain and Akim Clement. A long-time junior sailing advocate and cruiser (who prefers to remain anonymous) saw clearly the need for a club run of, by and for locals. He went behind the scenes to set the club up for viability and sustainability.

Bringing basic sailing skills and safety to Carriacou children, LJS stands as a beginning model for other island communities. Though LJS is not perfect, Allison Caton has this to say, "The truth is that LJS continues to function because we have financial backing from outside of our immediate local community. Sustainability of any community-based youth development takes the commitment of those with financial resources to fund it and local people to implement it." Could this model evolve to greater self-sufficiency over time when government and local people become familiar with the benefits of junior programs? LJS brings testimony that kids can pick up the safety lessons associated with basic sailing in their own neighborhood by people who look like themselves. Black children need black role models.

A current block to sailing proliferation is that most young local people do not understand that there are potential careers available to them if they become a certified sailor. They don't know that there are highly paid positions as captains, marina managers, charter crew and tradespersons. No one ever tells them and so they don't make the connection. There are several organizations on various islands that recognize this and are working to make changes in perception.

Now to the finale: sustainability. Hands gets it. Do we, in the sailing community? We can build manuals, create certifications, even obtain funding, but the future of junior sailing programs lies in the hands of locals seizing on the opportunity and appreciating sailing as providing invaluable insight and training for their children. Hands Across the Sea has put in place local leaders (teachers, parents, administrators) to manage their own local libraries. Started approximately ten years ago, Hands is making a sustained improvement in literacy.

This concept crystallized for me when I began frequenting the new regional library in St. Thomas in 2016. A glorious two-storied modern building, its expansive windowed foyer leads one into a tiled entry and toward a rich wooden desk staffed with three persons to welcome and inform you. In my many visits, never more than a half-dozen patrons utilized the shelved books or work tables. The only beehive of activity is a small room tucked in the rear of the building, where computers are provided. Here sat more than a dozen citizens of all ages, busy on games or social media. Sadly, the library feels more like a museum holding a game arcade than a library developing literacy and meaningful education — just as some facilities, such as water purification or desalinization plants, which are funded and built by outsiders, sit on various islands unused and in disrepair. Only when libraries and junior sailing programs alike are designed incorporating inspired, trained locals who are willing and able to train and manage other local people will they be positive and lasting.

Even as I write this, the CSA is actively working to create a CSA Sailing Certification that can be utilized in junior sailing programs throughout the Caribbean. Programs in St. Maarten, Antigua, the BVI, St. Kitts and elsewhere have indicated that they cannot afford RYA or US Sailing certified courses. Caribbean parents enrolling their children in basic sailing want to see a certificate in hand afterward if they pay for summer sailing programs for their children. The better-funded programs of the Leeward and Virgin Islands want a certification that will be recognized by World Sailing. Can the CSA come up with a certification that meets the stringent modern yacht-racing criteria, but also is affordable and gives island children the rudiments of water safety and basic sailing? Will a World Sailing-caliber certification end up serving mostly affluent children, still leaving behind children of lesser means?

Hard questions need to be faced.

Taking a "Hands on" approach, youth development for Caribbean children can be robust and sustainable. We can do this.

Ellen Birrell attributes her opportunity to cruise the Caribbean aboard S/V Boldly Go *to life skills built in childhood. Believing swimming and sailing are essentials for island youth, she supports grass roots and competitive junior sailing and serves as chair of sailing development for Caribbean Sailing Association (http://caribbean-sailing.com/sailing-development/the-future-of-caribbean-sailing).*



ISLAND	DEALER NAME	CITY	TELEPHONE NUMBER
ANGUILLA	MADCO	St. Martin	+590-590-510-540
ANTIGUA	Paradise Boat Sales	St. Johns	+268-562-7125
BAHAMAS	Lightbourne Marine	Nassau	+242-393-5285
BAHAMAS	National Marine Limited	Marsh Harbour	+242-367-2326
BAHAMAS	Out-Board Services Limited	Freeport	+242-352-9246
BAHAMAS	Spanish Wells Marine & Hardware Co. Ltd.	Spanish Wells	+242-333-4139
BARBADOS	Marine Power Solutions Inc.	Barbados	+246-435-8127
BELIZE	Belize Diesel & Equipment Co.	Belize City	+501-223-5668
BELIZE	Thunderbirds Marine	Placencia Village	+501-624-1411
BELIZE	William Quan & Co.	Belize City	+501-2-27-2264
BERMUDA	Pearman Watlington & Co Ltd.	Hamilton	+441-295-3232
BRITISH VIRGIN ISLANDS	Marine Power Service Ltd.	Tortola	+284-494-2738
CAYMAN ISLANDS	Scott's Industries Ltd.	Grand Cayman	+345-949-4186
DOMINICA	Dominica Marine Center Inc.	Roseau	+767-440-BOAT(2628)
DOMINICAN REPUBLIC	Auto Marina S.A.	Santo Domingo	+809-565-6576
FRENCH GUIANA	Sovale s.a.s.	Cayenne Cedex	+594-594-359-777
FRENCH WEST INDIES	MADCO	St. Martin	+590-590-510-540
FRENCH WEST INDIES	Maximarine SAS	Martinique	+596-696-454-502
FRENCH WEST INDIES	S.A.D	Guadeloupe	+590-590-269-797
GRENADA	Anro Agencies Ltd.	St. George's	+473-444-2220
GUYANA	W & H Rambaran Marine	Georgetown	+592-226-4523
HAITI	Matelec S.A.	Port-au-Prince	+509-2813-0829
JAMAICA	Jamaica Offshore and Marine Supplies Limited	Kingston 5	+876-383-4809
NETHERLANDS ANTILLES	Boat and Fishing Paradise	Aruba	+297-588-1316
NETHERLANDS ANTILLES	Caribbean Nautical Sales and Service Distribution	Curacao & Bonaire	+599-9-563-7478
PANAMA	Chikos Internacional		+507-2-25-6331
PANAMA	Acqua Marine S.A.		+507-262-4824
PUERTO RICO	Powerboat Marine LLC	Toa Baja	+787-510-2550
PUERTO RICO	Vita's Marine Center	Aguadilla	+787-691-0669
SAINT KITTS AND NEVIS	Dominica Marine Center Inc.	Roseau	+767-440-BOAT(2628)
SAIT LUCIA	A1 Island Marine Supplies Inc.	Castries	+758-452-9404
SAINT MARTIN	MADCO	St. Martin	+590-590-510-540
SAINT VINCENT AND THE GRENADINES	A1 Island Marine Supplies Inc.	Castries	+758-452-9404
SAINT VINCENT AND THE GRENADINES	Dominica Marine Center Inc.	Roseau	+767-440-BOAT(2628)
ST. BARTS	MADCO	St. Martin	+590-590-510-540
SURINAME	Tomahawk Outdoor Sports	Paramaribo	+597-422-682
TRINIDAD AND TOBAGO	Corsa Marine	San Fernando	+868-657-4723
TURK AND CAICOS ISLANDS	Sherlock Walkin & Sons	Providenciales	+649-9-46-4411
VENEZUELA	A&F Marine Center	Maracaibo	+261-752-9511
VENEZUELA	Corporacion Alba	Valencia	+241-842-1644
VENEZUELA	Engine Service Marine	Caracas	+212-267-9398
VENEZUELA	Protienda C.A.	Barcelona	+281-286-5843
U.S.VIRGIN ISLANDS	St. Croix Marine Corporation	St. Croix	+340-773-0289
U.S.VIRGIN ISLANDS	Ruans Marine Service	St. Thomas	+340-775-6595
U.S.VIRGIN ISLANDS	Ruans Marine Service	St. Thomas	+340-775-6595

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THE CARIBBEAN:
Perceived Problems, But Solid Attractions

It's that time of year when we pause to look back on the past sailing season and look forward to the next one, and take a look at "the big picture".

Compass *asked a representative sample of sailors currently cruising the Caribbean, ranging from "old salts" to relative newcomers, two crucial questions:*

- *What do you see as the single biggest problem facing cruising sailors in the Caribbean today?*
- *What do you see as the single biggest attraction of the Caribbean for cruising sailors today?*

Here's what they said.

The Biggest Problem Is:

CRIME & THE PERCEPTION OF CRIME

JoAnne and Bill Harris, who both hold 100-ton USCG Master Licenses and have been cruising the 53-foot trimaran *Ultra* through the Eastern and Western Caribbean for over seven years, tell us, "We must say that one of our greatest disappointments in our Caribbean cruising life is the increasing number of security issues that are being reported, and it appears to us that in the Eastern Caribbean incidents are definitely escalating. Yes, we recognize there is a much larger cruising community there and there is also a much larger population living on land. In the Western Caribbean, too, there have been several security incidents. Some of the incidents reported in both the Eastern and Western Caribbean are petty thefts, however other reports describe violent attacks on cruisers where the outcome is that someone is severely injured or is killed.

"We do not want to alarm anyone, but it is important to bring to your attention our own personal experiences: we have known 23 vessels that have had at least one of the aforementioned incidents happen to them in the past seven-plus years. Some of these vessels have even had multiple security incidents. We love our great life of cruising; unfortunately, it does come with the price of always being aware of security issues."

Lindsay Bindman, who is in her first year of cruising, aboard the 47-foot ketch *Vagabond*, agrees: "The single biggest problem facing cruising sailors in the Caribbean today is theft-and-security. Being able to effectively lock one's ship (and dinghy), as well as secure hiding places down below for valuables is a daily challenge."

Christine and Kevin Gooch, experienced cruisers aboard the 38-foot cat *Sweet Sensation*, also weigh in: "In our opinion, the biggest problem is increasingly violent crime against cruisers — either real crimes or the perceived risk of them. We now think twice about anchoring overnight if we are the only boat in an anchorage and avoid certain anchorages where cruisers have been attacked previously."

Awilda (Willie) and Mark Haskins, cruising for nearly a decade aboard the 60-foot ketch *Liahona*, sum it up: "Crimes against cruisers seem to be on the rise, particularly in areas considered safe in recent years. Learning how to protect yourself and your boat, without sacrificing enjoying the peace and beauty of remote locations, can be a challenge."

See the sidebar for information on how cruisers are meeting that challenge.

OVERCROWDING

Jennifer Simpson of the 44-foot sloop *Three Sheets* says that the biggest problem is overcrowded anchorages, especially in popular hurricane-season destinations at this time of year. "As the cruising population grows, it's become a race to get to the best anchorages, especially in the summer months. Boats are often so tightly packed in certain anchorages that safe anchoring procedures are not followed. Inevitably someone drags when bad weather develops, putting all surrounding vessels in jeopardy.

"Additionally, overcrowding puts a strain on local resources. Since cruisers often buy in bulk, smaller markets are quickly emptied, leaving little left for the local population. Rather than accepting that some goods are unavailable or services may be slower because of crowds, many cruisers become demanding, complaining loudly and online, damaging the reputation of local businesses. Also, many cruisers don't move their vessels for months on end, continually polluting the protected harbors with their waste. Should any country attempt to mitigate the issue with anchoring restrictions, fees, etcetera, cruisers fight back with a sense of entitlement, seemingly forgetting we are all simply guests in the countries we visit and compounding a growing negative stereotype of cruisers."

Mike Lucivero of S/V *Ciao Bella* looks at it from a different tack: "The danger is the proliferation of state parks, reserves, or any protected or controlled areas. The parks and reserves are a good idea but the way in which they're being managed does not benefit cruisers. The mooring balls… are too expensive for many cruisers to consider, and the more that the ideal anchorages are taken up with park or reserve mooring balls, the more difficult it is for cruisers to find protected bays for enjoyment and safe anchorage, especially when storms threaten. It seems the needs of commercial charter and luxury yachts are being met over the needs of cruisers."

Long-time cruisers **Angelika and Angelus Gruener** on *Angelos* feel that "The single biggest problem is the charterers… They come with money in abundance, and think they can outweigh their behaviour with their money."

CHELSEA PYNE



Nai'a Blue *is Chelsea Pyne's island-hopping home. The ease of short passages comes with the frustration of different governments' regulations*

CUSTOMS & IMMIGRATION

Chelsea Pyne notes a problem that has confounded many other new Caribbean cruisers: "For a crew that is constantly on the move in the Caribbean, our biggest problem revolves around the local governments: dealing with unorganized authorities and forever-changing policies, regulations and rising fees."

Jim Hutchins, a long-time cruiser on the 40-foot sloop *Boldly Go*, notes, however, that steps are being taken to make clearance easier: "The opportunity is with the proliferation of clearance places and systems. My personal favorite is Sea Services chandlery in Fort de France, Martinique. You walk in, enter your information at a computer and hit 'print'. Voila. You're done. Many island nations are making their clearance more user friendly and adding locations to make it more convenient for visiting yachts." (Electronic pre-clearance is now also available in many Caribbean nations; see www.sailclear.com.)

ONE MORE THING

And finally, there's the eternal problem of "man overboard!" — and yes, it happens here. **Art Ross**, USCG Auxiliary Officer and a Certified Vessel Safety examiner, says, "When we hear of mishaps, accidents, losses, breakdowns and other incidents that screw up a sailor's day, we are hearing about something that may have been preventable. Wear your PFD (personal flotation device) in sketchy weather or at night. Your PFD should always have a flashing beacon attached, and a whistle. Another common mistake is not having a boarding ladder available — ever try to climb on board without one?"

In summary, although it's hard to pinpoint an actual rate of crimes against a constantly fluctuating population, we've got a strong perception that crime is on the rise. We also hear about overcrowding, although this can be a matter of perspective: what seems crowded to a South Seas cruiser might seem normal to a sailor from a popular European port. Clearing in and out while island hopping is more problematic in some places than in others, but remains a hassle.

So, what's on the other side of the scale that continues to draw sailors to the Caribbean?

And the Biggest Attraction Is:

WEATHER & SAILING CONDITIONS

Don Street, who has cruised and written about the Eastern Caribbean for half a century: "The biggest attraction of the Caribbean is the fact that it is the only great sailing area easily accessible from the States or Europe that is warm in the winter!"

Christine and Kevin Gooch: "The biggest attractions for us are the sailing conditions: steady tradewinds and warm weather — a welcome escape from UK winters!"

Awilda and Mark Haskins: "The weather!"

EASY PASSAGE MAKING

Jennifer Simpson says the biggest attraction is "Ease of passage making. The Caribbean cruising grounds are relatively easy to navigate, most islands in such short proximity to each other that passages between them are less daunting to new cruisers. There are incredible resources to plan a journey, whether through online forums, cruising guides, social media and Chris Parker's weather reports, cruisers can easily find the information they need to get from one anchorage or island to the next. (Unfortunately, it's the available resources that make Caribbean cruising easier that lead back to the problem of overcrowding.)"

Mike Lucivero adds: "Opportunity knocks with advanced GPS and the advancement of technology for weather forecasting to aid cruisers' planning and navigation."

Chelsea Pyne: We do not know why we picked the Caribbean over the Mediterranean or Indo-Pacific… We like to think the waves here are nicer and the islands are closer together allowing more "hopping".

Lynn Kaak and Ken Goodings: "[The biggest attraction is] the ease of travelling from one island to another. It is all day trips if that is what you like, with your next destination often within sight! And each island has its own charm."

CAMARADERIE

Christine and Kevin Gooch: "[Another big attraction besides the weather is] the sense of community amongst cruisers. Each year brings the chance to catch up with old friends and meet new ones, and it is heartwarming to see the way cruisers reach out to help others — be it collecting funds for those needing medical help or for victims of crime or shipwreck, helping local children learn to read, or donating and taking supplies to countries hit by hurricanes."

JoAnne and Bill Harris: "Okay, now for our *most* favorite part of cruising the Caribbean. It is the camaraderie amongst the cruisers. It is a magical thing! We all share a common bond, which is to make our life on the sea — and all of the good, the bad, and ugly that comes along with it. Whenever a cruiser has a problem, there is an immediate lineup of cruisers offering to assist, whether it is a boat issue, medical issue, or even if just plain ol' moral support is needed. Furthermore, whenever there is a fun Happy Hour or Potluck Party that is organized by a cruiser, everyone attends and it is one big happy family. Over our past seven-plus years living aboard, we have had a blast entertaining old and new friends aboard *Ultra*, spending countless sundowners and potlucks with cruisers from around the globe. Yes, many of them are amazing friends for a lifetime!"

Lynn Kaak and Ken Goodings, living aboard the 35-foot sloop *Silverheels 3* since 2003, share a caveat:

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"It seems many cruisers 'ghettoize' themselves, and just stay within the cruiser hangouts, or go to 'local' events, but then just stay with other cruisers. Meet people! Strike up conversations!"

Which brings us to…

CULTURAL DIVERSITY

Lindsay Bindman: "The single biggest attraction of the Caribbean for cruising sailors today continues to be the variety of places to visit within a small geographic region. It's a beautifully diverse experience in which there is something for everyone. There's a blend of so many cultures, languages, foods and people."

Art Ross seconds that: "Diversity of culture has always trumped everything else for me. Each island presents itself in unique ways. The lovely faces of the children, the friendliness of the vendors, the helpfulness at a boatyard (well, mostly), the food, the beaches. It is the culture that we seek, I think, after all — that which is different and excites our imaginations and offers us special possibilities."

In balance, are the perceived problems of crime and overcrowding outweighed by the attractions of warm weather and good sailing conditions, easy passage making, cultural diversity and great cruising camaraderie? It seems so, but only time will tell.

Tackling crime against yachts will be key, as a bad incident in one spot tends to tarnish the reputation of the whole region. Christine and Kevin Gooch point out, "The issue appears to be taken more seriously by the Governments of some countries than others; in some places crimes against cruisers are jumped on immediately and every effort made to secure an arrest and conviction so as not to adversely affect tourism, while others appear to do nothing or very little."

As for overcrowding, zoning looms on the horizon to control over-use of popular harbors in some locations.

Meanwhile, the ease of passage making, the weather (climate change aside), the cultural diversity and the cruising community spirit itself are constants, attracting new boats to the Caribbean every year, and Bill and JoAnne Harris speak for many who linger here when they say, "We love this Caribbean cruising life and have been truly blessed to have done it for so long. We look forward to many more adventurous years to come!"

Cruisers' Tips On Crime Prevention

Lindsay Bindman: "Sometimes security means not leaving the ship after dark. Some danger can be avoided by reading other sailor's reviews of locations on applications such as Active Captain. This is an excellent way to stay informed and stay safe as you navigate the islands."

Don Street: "Regarding the stealing of dinghies, the only solution is hoist it or lose it. Do this every night! Make a four-point hoisting bridle attaching to four points on the dinghy, tie the lines together to a big ring, attach the ring to the main halyard and hoist the dinghy clear of the water."

Ellen Birrell on *Boldly Go* presents a broader outlook: "A growing danger for cruisers is the diminishing number of tranquil, safe and pristine anchorages in island societies where inequality flourishes and guns are proliferating.

"During European conquest and colonization, 'affluence' (power, money, guns) meeting 'poverty' (living simply in oneness with the land) was disastrous for indigenous Caribbean peoples. Western culture considered living in unity with one's natural environment heathen and deserving of enslavement or decimation. Importing Africans and keeping them in slavery for more than 200 years, and then emancipating them without rehabilitation or training added to the debacle.

"We all have the opportunity, however, of seeing ourselves as part of the same human race and seeking to end poverty. Poverty is a manmade condition. Only humans can rid themselves of this problem they created. Caribbean nations can build a strong middle class. A middle class that is educated and equipped to care for themselves and their marine environment bodes well for visitors and residents alike. Be a voice for equality through purchasing choices and supporting programs that build literacy, women's empowerment, vocational training and youth development."

A Few Words from Panama

Ray Jason says, "I am about as expert as anyone when it comes to discussing the southwestern Caribbean and in particular the Bocas del Toro archipelago in Panama.

"Those of us who have gravitated here consider it 'the Undiscovered Caribbean'. And many of us here have sampled the Eastern Caribbean extensively; and can thus make a fairly accurate assessment — at least on a personal basis.

"I spent considerable time aboard *Aventura* in the US and British Virgin Islands and a couple of years in the Windwards, from St. Vincent down to Grenada. I have been a full-time cruiser since 1992 and I still love this mode of living. As a result, I try to pay attention to various improvements or degradations. I did my West Indies cruising before I discovered Bocas del Toro, so my very favorable opinion of this area is not a result of arriving here first.

"As I island-hopped down the chain, these were the less favorable aspects that I noticed. This litany is fairly standard, and I am surely not alone in being disappointed by these things:

• Vast numbers of bareboat charterers with a lesser skill-set than genuine cruisers. Being there on a one- or two-week junket make their financial considerations far different from those of the full-time cruiser. This increases the cost of shoreside necessities and luxuries.

• Pay-by-the-day mooring fields dominating so many anchorages. Aside from the cost issues, this also makes it tougher for those trying to drop the hook, since the scope issues become complicated and because the moorings usually take up the best positions.

• Aggressive 'boat boys' practically requiring you to pay them to do chores that you prefer to handle on your own.

• Crowded anchorages — either with or without retail moorings.

• Tourism fatigue. So many decades of catering to visitors can take a toll on the local community. This expresses itself in a latent tension that sometimes surfaces and becomes more overt.

• The ubiquitous cacophony of boom boxes. It is hard to savor the tranquility of the tropics when it is difficult to sleep.

"Bocas del Toro does not suffer from any of those difficulties. However, lest I portray Bocas as a cruisers' Shangri-la, I should mention the one downside. In recent years Panama has had a reputation for being an expensive country to clear into. And indeed the fees have been near the high end of the spectrum. However, the owner of the Bocas Marina has been lobbying tirelessly, at his own expense, to get that resolved. The effort has gone all the way to the National Congress where a bill is now working its way through the approval process. When it is ratified, Panama will go from being an expensive cruising destination to a very inexpensive one.

"And as a bonus, there is no Hurricane Season — because there are no hurricanes.

Another experienced cruiser, who prefers to be **Anonymous**, says, "Since we have been cruising only in Panama and to a lesser extent in Colombia since 2010 it is impossible for me to render an accurate opinion to your questions outside of the small world we presently occupy. I will comment on what I have personally experienced.

"The single biggest problem in the San Blas is exploitation.

• Exploitation of visiting cruisers ranging from unrealistic fees such as the proposal for a US$5,000 a month fee to sail in the San Blas, to the exclusion of yachts completely by nationalistic elements in the leadership who have effectively scared away many of the folks that wanted to visit the San Blas.

• Exploitation of the environment, with no system of garbage disposal, except throwing all waste, including plastic, into the sea.

• Exploitation of all sizes of gastropods, something I have never seen anywhere else, where whole conch beds are decimated by four guys with an *ulu* wading the flats, punching our the bodies from all the shells they find, till the area has been emptied. The magnificent reefs are fast turning into dead rock and rising sea surface levels are killing the coconut trees on the periphery of many of the islands.

• Unchecked population growth by a people that seem not to practice any method of population limitation, now that infant mortality is at the lowest point in their history thanks to modern birthing practices.

"Your second question is easy. [The biggest attraction in the San Blas is] postcard-perfect beauty in the form of high mountains to the south and islands ringed with white sand beaches; some amazingly happy, friendly people living in a subsidence world we really can't appreciate as westerners coming from a developed countries; and empty anchorages you can remain in without being visited by another boat for weeks."



JOANNE & BILL HARRIS

Although always aware of security issues, seasoned salts JoAnne and Bill Harris say, 'We love our great life of cruising'

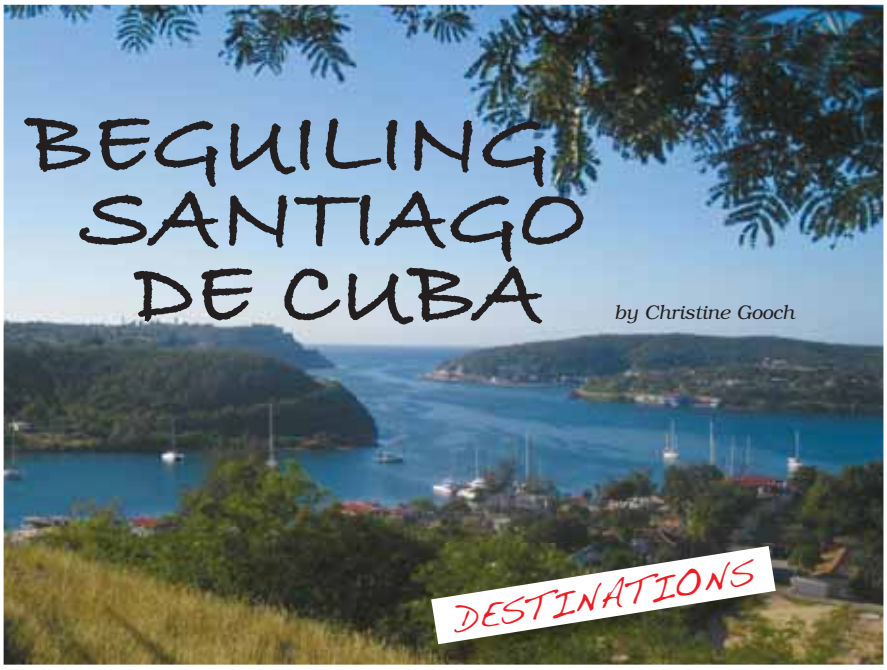
JoAnne and Bill Harris: "We have encountered numerous cruisers who leave their boat open at night while they sleep or when they go ashore. For us this is not an option, we lock up *Ultra* every time we leave her, even if it is just a quick trip to visit a fellow boat. We also lock up as though *Ultra* is Fort Knox — every night. Yes, we sweat at night, due to poor ventilation with only one or two hatches open that are very near to us. But then again, this is the tropics, so we also sweat during the day when everything is open!

"We have implemented several security measures aboard *Ultra* and also have created and practiced several security drills. Furthermore, we have conducted several security seminars for other cruisers aboard *Ultra* as well as at happy hours. Some might say, 'I do not want to live that way,' and we agree that it would be so great to be more carefree in regard to security, but the number one goal is to be safe and secure while



CHRIS DOYLE

Caribbean weather remains a major magnet. Why freeze through the winter when you can breeze through the tropics?





Above: This early-Fifties Chevy is a typical Cuban taxi

Left: Overlooking Santiago de Cuba's marina and harbour entrance

Darkness was falling as we approached Santiago de Cuba aboard our Prout 38 catamaran, *Sweet Sensation*; in the fading light we could just make out the old Spanish fort on the cliffs flanking the harbour entrance. Inside the harbour various smaller bays led off from the main channel and Kevin and I found ourselves dodging a flotilla of fishermen in small boats coming out of one of the bays. Some had a single white lantern shining faintly in the stern; others — unlit — waited until we got too close before flashing powerful white spotlights to warn us away.

We had set off from Cabo Cruz just before midnight and spent the whole day motor-sailing along the spectacular southeast coast of Cuba in unusually light winds, so we were relieved to drop anchor off the marina and were looking forward to settling down for the night. However, the VHF crackled into life and the marina dock master called us up, instructing us to go ashore to check in. In Cuba, you not only have to check in when you first arrive in the country, but each time you move the boat you have to update your cruising permit (called a *despacho*). Customs and Immigration are run by the military; although it was a pain having to check in and out so often, we found the officials to be strict, but efficient and courteous. If you are heading north from the Caribbean, Santiago is likely to be your first stop in Cuba.

The dock master advised us that we should re-anchor in front of the marina as it "wasn't safe" where we were: we were too close to a local settlement.

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It wasn't clear whether he meant we weren't safe from the locals or vice versa; we suspected that actually they just wanted us where they could keep an eye on us. It was a pity, as we were in a lovely spot with early morning birds singing in the trees and jolly Cuban music from a nearby bar.



The next morning, having re-anchored, we set off for the city of Santiago de Cuba, about a 20-minute ride away by taxi. One of the things we had most been looking forward to in Cuba was riding in an old American car. We had been in Cuba for a month already, and had had several such journeys. The cars' bodywork and chrome fenders were generally gleaming, even if the windows frequently had no glass and on one memorable occasion the passenger door flew open as we cornered at speed!

The city streets were teeming with various modes of transport: horse-drawn carts, bicycle taxis, old American and Russian cars, buses ancient and modern, men standing up in the back of trucks. The taxi dropped us off in Parque Cespedes, the main square. Santiago was founded in 1515 by Spanish Conquistador Diego Velazquez de Cuellar "in the name of His Majesty the King Don Fernando, God keep him for many years; lord and master of these lands" and contains many beautiful Spanish colonial buildings. Those in the centre have been restored to their original glory, while others on the outskirts have sadly fallen into disrepair.

Parque Cespedes was surrounded on all sides by beautiful buildings; the huge cathedral, a confection of grey and white with tall towers at either end; La Casa de Diego Velazquez, built between1516 and 1530 and the oldest house still standing in Cuba; the Town Hall, from one of whose balconies Fidel Castro made his first speech to the citizens of Santiago on January 1st, 1959, a date marked annually by a public holiday known as *El Dia del Triunfo de la Revolucion* (Day of the Triumph of the Revolution). You can't go far in Cuba without coming across huge murals and posters of Castro or of Che Guevara, both of whom are regarded as heroes of the revolution by many Cubans.

The Hotel Casa Grande occupied the fourth side of the square. It was well named, as it resembled a palace, with ornate white decoration against a background of plaster the colour of buttermilk. A balcony running the length of the façade sheltered French windows leading to what we imagined would be sumptuously appointed bedrooms. We treated ourselves to a drink on the hotel terrace while we used their WiFi to check our e-mails, ensconced in comfortable wicker rocking chairs. Waiters in white shirts and black trousers carried hamburgers to tables, their expressions suggesting that they thought this might be beneath their dignity in such grand surroundings.



Left: Horse-drawn carts are a common form of transport for goods and people

Right: Images of Fidel Castro are everywhere

Below: Lively live music is everywhere, too!



A word of warning here about tourist touts; we encountered several young men claiming to work at the marina who tried to give us guided tours or take us to local restaurants. They were very persistent and hard to shake off, all the while seeming to be offering helpful advice to save you money.

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Don't be fooled (we consider ourselves to be quite savvy but we were duped by one into paying through the nose for a meal in a "local restaurant"). However, for the most part we found Cubans to be lovely people — friendly, generous and contented.

Away from the main square, in Plaza las Dolores, a small square shaded by trees where locals gossiped on park benches or sipped coffee at open-air cafés, a group of five elderly musicians played for tips, their Cuban *son* music setting our feet tapping. From Velazquez's Balcony, on the site of an old Spanish fort, there are stunning views over the roofs of local houses, bars and restaurants to the harbour below, an expanse of sparkling blue water backed by green mountains. A steep hill led down to the waterfront through a maze of narrow, dusty streets lined with small buildings painted subtle hues of green, pink, yellow and blue. Through the open door of one house we glimpsed an elderly lady at an ancient Singer sewing machine, hemming a rice sack. The smell of cooking wafted out from small local restaurants, together with the murmur of conversation. A small girl clutching her mother's hand regarded us solemnly; her face broke into a beaming smile when we stopped and gave her a string of colourful plastic beads as a present.

Ferries leaving from a landing close to the marina run to Santiago three or four times a day and are cheaper than taxis. Ferries also run to Granma Island, a small island on the way to the harbour entrance. They cost one peso for locals and one CUC for tourists each way. Cuba has two currencies — local pesos and CUC (tourist pesos). Be sure you know which one a price is quoted in; one CUC equals 25 local pesos, so if you get it wrong you'll be paying 25 times more than you expected.

In the event, we joined a coachload of tourists on a boat run by the marina. It cost two CUC each way but we could call it to pick us up at any time. The boat landed at a small jetty on Granma Island, outside a restaurant overlooking the water. The tourists immediately sat down for lunch at the restaurant, but we set off to explore. We were joined by an uninvited young "guide", even though the island was so small it hardly seemed as though we were likely to get lost. Children came running up, asking, "Have you anything you can give me?" In Santiago and other Cuban cities, locals sometimes approached us in the street asking if we had any soap, shampoo, pens, pencils or paper we could give them. In smaller villages the locals would barter fish, vegetables and eggs for those things, while fishing hooks and line were much appreciated by fishermen. Park Rangers on the outer islands can be marooned on an island for up to a month at a time and really appreciated fresh comestibles such as bread.

The houses on Granma Island were a bit tumbledown but very quaint. Flights of stone steps led between them up the central conical hill, and colourful trumpet vine and bougainvillea cascaded over walls. A sign chalked on a small blackboard outside one building read "Sala TV Cayo Granma". Our guide explained that islanders would gather there in the evening to watch TV together; obviously there were few privately owned TV sets on Cayo Granma. An uneven flagstone path led around the edge of the island, past small rowing boats tied up at a wooden jetty.

The sun was hot, so we stopped at one of the three or four family-run restaurants in the small village for a refreshing drink. As we walked back to the jetty afterwards to catch the marina launch we passed locals leaning on front porch balconies, dogs sprawled on the pavement snoozing in the heat and a man fishing from a jetty with a hand line. The island had a relaxed and indolent feel about it. If they didn't work in or own a bar or restaurant, the islanders didn't seem bothered whether tourists came or not. We wondered what work there was for them apart from tourism or fishing.

Kevin and two other yacht skippers arranged to get diesel while in Santiago; this turned out to be nothing so simple as going alongside a fuel dock. Fuel had been unavailable at the marina since Hurricane Sandy destroyed the fuel bowser in 2012; instead, we had to tell local man Carlos how much fuel we wanted, make sure we had enough cash to pay, and the skippers had to go with him to the gas station to get it. This took six hours in total; first they had to go and collect water (the marina had had no water for the past 24 hours). Carlos then took them to two different garages to get the diesel, because the amount of diesel Cubans can buy in one go is limited. Kevin took a photo of the diesel pipe poked through the window of the minibus to fill a 100-litre tank inside it. Apparently the nozzle came out of the tank and sprayed diesel around the inside of the vehicle!

Meanwhile I went in search of Rosa, a local lady who takes in laundry. I found her in a small house behind the marina; she met me at the door and invited me in for a coffee. The house was built of weather-beaten wood, almost hidden beneath an enormous tree. Inside was a room containing a large, battered sofa covered by a patterned blue-and-white throw that stood out in the dimness of the room. Rosa invited me to sit down on the sofa and brought me a small cup of black coffee. It was so dark I thought the shutters might be closed, but it was just the leaves of the tree blocking out most of the light. I could just make out a row of faded, dusty flags from different countries hanging on the wall at a level where a picture rail would be. The washing machine stood in a corner of the room, next to a small TV; Rosa charged three CUC (about US$3) per load and the laundry came back lovely and clean and smelling fresh.

Not so our decks; we had a problem with drops of oil and orange blobs from the smoking chimney behind the marina landing on them and staining them. Nothing we had on board would remove the stains, but the marina sold us a couple of bottles of very strong toilet cleaner, which they had boxes of. I don't know what is in it, but it certainly did the trick and a couple of hours later our decks were sparkling clean again.

We found Cuba to be a beguiling and spectacularly beautiful country, caught in a 1950s time warp. Big old American and Russian cars filled the city streets, while in the countryside farmers driving horse-drawn carts and haughty *gauchos* on horseback were a common sight. To be sure, it is a big country to circumnavigate, and we were often held up having to wait for weather windows to make progress along the coast. It isn't easy sailing — there are offlying reefs and the seas can be uncomfortably lumpy — but for us the uniqueness of Cuba as a cruising destination made up for the challenges. Santiago is typical of the cities we visited, but there are also gorgeous white sand beaches on uninhabited islands, and spectacular diving and snorkelling on the outer reefs. Tourism and facilities for yachts are in their infancy, but with the recent relaxation of restrictions on US citizens visiting Cuba, hopefully they will improve as more people choose to cruise Cuba.





HIKING TO NEVIS PEAK

by Lindsay Bindman

"There's no way you can do that hike without a guide," said Sam, a local man we'd met in Charlestown.

"Well, would you be able to let us know where the entrance to the trail is? We'd really like to try it on our own," I replied.

No luck. Sam was at least the fifth person we'd asked.

After asking taxi drivers, employees of the post office and a few bartenders, the consensus was the same. Everyone thought we were crazy to try to hike the 3,200 feet to Nevis Peak without a guide, but their skepticism only fuelled our desire to succeed. So we set out at seven one morning, and made our way into town. Our group was comprised of three boats' crews, the ages ranging from eight years old to 60-something.

Before tackling the mountain — really a volcano — we decided to pay a visit to the local bakery, whose sandwiches had become famous among our group. We filled our backpack with the food and water for later.

We finally secured a ride up to the start of the trail, and our adventure began. After days at sea and a few rough anchorages, it was so nice to stretch our legs on land. Upon reaching the entrance to the trail, our excitement began to grow. The weather was overcast, cool and even rainy at times, which helped us to remain active for so many hours.



Backpacks on and runners tied just right, we were off. We began the ascent as a group, but before long we'd settled into single file in order to properly navigate the narrow trails. The initial part of the hike, while obviously uphill, was not particularly steep. We were making great time and feeling confident in our decision not to have hired a guide. Little did we know this smooth, open terrain we were breezing along represented only about ten or 20 percent of our journey to the top.

And this did not last long.

As the steepness of our climb increased exponentially, our speed decreased at the same rate, as it took time and concentration to hoist ourselves higher and higher. The remaining 80 percent of the hike was so steep there were ropes in place, meant to assist us in our climb.

After well over an hour, we reached what hindsight tells me was halfway. The trail had become much more comparable to rock climbing than hiking. In addition to that, there was mud everywhere. It had just rained, so it was extra slippery. Our shoes were the first to become absolutely covered. I tried to walk carefully so that the mud wouldn't seep into my socks, but maintaining proper footing was more important than staying clean. Once my feet and ankles were mud-ridden it was a slippery slope — no pun intended — and before long, there was mud everywhere. My companions made fun of me for getting so muddy, but they weren't far behind.

As we got higher and higher, we began to notice a thick mist in the air. Little glimpses through the trees and leaves confirmed that we were in the clouds! After at least three hours, with aching arms and covered in mud from head to toe, we reached the top. As we stepped out onto flat ground for the first time in hours, we looked out, eager to see the view that 3,200 feet provides.

The irony was, we couldn't see a thing.

We later learned that Nevis Peak was once known as "Snow Mountain" because of the cloud that seemed to rest permanently around the top. It was very surreal to be entirely encompassed by a thick cloud, making it impossible to see anything that lay below. But regardless of the lack of view, we sat in the mud, drinking water and eating our sandwiches. They had never tasted so good.

On the way down it was equally as challenging to find my footing as we battled gravity. If we thought we were muddy on the way up, we clearly hadn't prepared ourselves for the mudslides, all the way down. It became clear that my clothes were on their last adventure. At one juncture, our family friend Michael, who was visiting from Toronto, tried to help me with my footing. The slippery mud was making it difficult to balance. After struggling for several minutes, he encouraged me just to sit and slide down to him. So I did. But as I landed at his feet, I inadvertently splattered his entire face and chest with mud. I laughed and laughed and so did my Dad. Michael didn't find it quite as hilarious, but got his revenge during a mud fight later on.

All in all we were gone five hours and had definitely earned a cold beer when we'd reached the bottom.



MERIDIAN PASSAGE OF THE MOON

SEPTEMBER - OCTOBER 2016

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

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

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

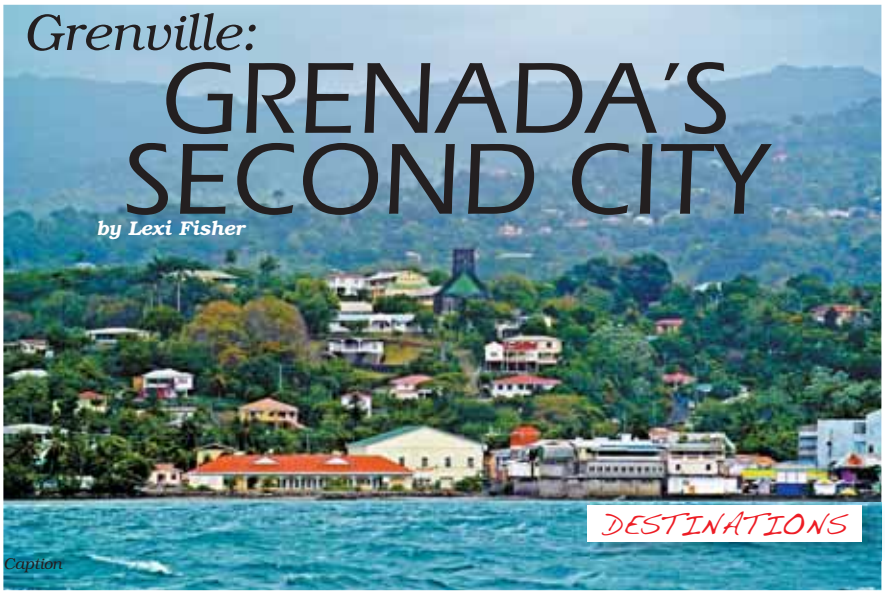
For more information, see "Tides and Currents" on the back of all Imray Iolaire charts. Fair tides!

September 2016	
DATE	TIME
1	1205
2	1250
3	1335
4	1418
5	1501
6	1545
7	1629
8	1715
9	1823
10	1852
11	1943
12	2034
13	2122
14	2220
15	2313
16	0007
17	0000 (full moon)
18	0101
19	0156
20	0252
21	0347
22	0446
23	0543
24	0643
25	0733
26	0825
27	0914
28	1001
29	1047
30	1131

October 2016	
1	1213
2	1257
3	1341
4	1425
5	1510
6	1557
7	1645
8	1734
9	1844
10	1914
11	2006
12	2058
13	2151
14	2245
15	2340
16	0037
17	0000 (full moon)
18	0135
19	0234
20	0334
21	0442
22	0528
23	0622
24	0712
25	0800
26	0846
27	0930
28	1013
29	1055
30	1139
31	1223

Grenville: GRENADA'S SECOND CITY

by Lexi Fisher



Caption

IF St. George's is the business and cultural hub of Grenada, then Grenville is its more practical older brother. Serving most country folk well away from the tourist areas, its narrow streets and colonial buildings are testament to its history as Grenada's second seaport. The well-protected east-facing harbour was once the trading hub of the island, and after air travel became popular, Pearls Airport was built just north of the town center. Replaced by the larger Maurice Bishop International Airport at Point Salines in 1985, the old coastal airstrip is now occupied by various livestock grazing among the few remaining concrete buildings and Air Cuba prop planes.

Grenville lies on the island's east coast, a good harbor for skilled reef navigators who want a truly local experience. It is a port of entry, though not too many yachts are likely to clear here. Within Grenville most basic services are easily found, grocery stores are well stocked, and restaurants serve up hefty portions of local fare.

Navigation

With the wind and sea pushing you in, it's an entrance where you can really get in trouble should something go wrong. If you are coming from the north you can pass inside or outside Telescope Rock.

Approach only in the morning with the sun behind you. The entrance is a narrow passage between two reefs that are shallow enough to get you in trouble, but deep enough you cannot easily see them. If the buoys are in place it is simple, but they are sometimes missing. Leaving Grenville is best in the afternoon, with the sun behind.

The alignment of the church over the buildings below it can be helpful; the photo was taken at the outer entrance, The channel is over 30 feet deep and the reefs at the entrance are eight to 14 feet, breaking in heavy weather; a shallow reef patch lies on the north side, just inside.

CHRIS DOYLE



Above: At the outer entrance, the church steeple lines up with the road below it and the left edge of the right-hand window on the big light-colored building — approximately!

Left: Buoys go missing from time to time, so use eyeball navigation in good light

Once in the channel, the shallow water is more visible and you should be able to spot the rather nondescript beacon well ahead that marks the beginning of the Luffing Channel. The beacon is on the shoal, not in deep water. Round it, turning to starboard. You should be able to eyeball the shallows here, but with luck the inner buoys will be in place. Both are red, but one has a green top. Pass between them and anchor in the basin, leaving plenty of room for any vessels using the main docks.

Boats used to sail in and out of this harbor, so it can be done, but I don't advise it till you know it well. There is no dinghy dock and the fishing dock is busy, though fine for a drop-off or quick stop. If you want to lock up and leave your dinghy, beaching it north of the fishing dock and locking it to whatever is convenient would be a good option.

Ashore

For internet access, Computer Visioneers is air conditioned and also offers printing, faxing, and scanning services. Find them on the second story of the Grenlec building, on the street north of the Spice Market. The FedEx office is in Rhamdanny & Co, next to Good Food. Most bars and restaurants provide free WiFi for patrons.

As for provisioning, there are a few fair-sized grocery stores in town. Kalico, at the north end just before the main roads merge, carries a good selection of groceries, toiletries, some hardware and appliances. They are open from 0800 until 2000 Monday through Thursday, until 2100 on Friday and Saturday, and 1300 on Sunday. If you're doing early-morning provisioning, Andall's at the opposite end of town carries similar stock and opens at 0700 daily.

Besides at street-side vendors, fresh produce and spices can be found in the main building of the Spice & Craft Market in the middle of town. The Marketing Board (MNIB) also sells produce, both local and imported, liquor, and frozen meats and fish.

—Continued on next page



—Continued from previous page

The counter at the back provides baked goods and ready-made breakfast and lunch. They open at 0730 Monday through Friday until 1900, Saturday until 2000, and Sunday from 0900 to 1300. Across from MNIB you'll find the Meat Market. Keep going around behind the church for fresh fish; there, vendors are set up every day from 0800 until 1700, and till 1800 on Friday and Saturday. For tools and hardware, visit LL Ramdanny & Co., located beside the pharmacy.

Restaurants

Moore's is a sweet little sit-down open-air bar and restaurant above Kalico groceries. Newly opened, they serve made-to-order breakfast, lunch, and dinner every day from 0700. The breakfast menu includes sandwiches, wraps, and a local favorite, saltfish and bakes. Lunch and dinner include more of a variety, from pizza to barbecue chicken, rice, pasta, and salad.

The Melting Pot, above Andall's at the opposite end of town, serves up hefty portions of ready-made local fare in addition to baked goods and local juices. They are open from 0800 every day but Sunday.





Out of Town

For a bit of nature, ask for a bus heading south to Munich and ask to be put off at the Mt. Carmel Falls (a ten-minute ride). From the main road, the trail entrance is under the green Mt. Carmel sign and down the concrete steps. This is private land and you may be asked to pay a small fee. An easy 15-minute hike brings you to a delightful series of pools and falls, great for an afternoon picnic or refreshing swim.

Once at the river, the path splits at a patch of bamboo where you keep left to get to an impressively vertical wall face of rushing water. Return to the bamboo, cross the river, turn right and follow the path for another few minutes. You will come to a lovely pool beneath a cascading slope, great for swimming and sitting under the falls for a vigorous all-natural back and shoulder massage.

A note from Chris Doyle: "I would like to welcome Lexi Fisher, a Grenadian who was educated in Canada, to Chris Doyle Publishing, where she will be working with me on the guides."

From the Archives

For more information on Grenville see:

• 'New Buoyage Makes Grenada's Second City an Attractive Destination' by Don Street in the July 2014 issue at www.caribbeancompass.com/online/july14compass_online.pdf

• 'Road Trip to Grenville, Grenada' by Mark Denebeim in the January 2012 issue at www.caribbeancompass.com/online/january12compass_online.pdf

Left: The harbor is busy with fishing boats

Bottom left: Nearby Mt. Carmel Falls, one of Grenada's lesser-known attractions

Below: St. Andrew's Church on Victoria Street. Grenville has been the capital of St. Andrew's Parish since 1796



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Island Poets

On the Hard of a Yard

I was left alone, on some dusty hard.
I was an adventure vessel
who has had been sailing in big and deep seas,
and had crossed the five continents.
I have been dancing in the turquoise waters of the Caribbean Sea.

And I was left alone in the hard in some dusty yard.
There were more like me in the yard,
but it was not the same.

I miss my sailing days when I was playing with the fish,
the whales, the sea wolf, the manta rays,
and passing by great colorful coral reefs.
I miss the wind blowing and inflating my sails,
to make more elegant my dance over the waves.

I have heard that I will be sold.
I hope some good adventurous sailor buys me
and takes good care of me.
And I will be happy again to be used
As if I am a dancing house.

— Luz Adriana Quintero

UNDER SEA

Under water
and seeing clearly there
for the first time
since childhood
I feel again its dance,
visually.
This Caribbean
is a turquoise ballroom
of dip and glide and sway.

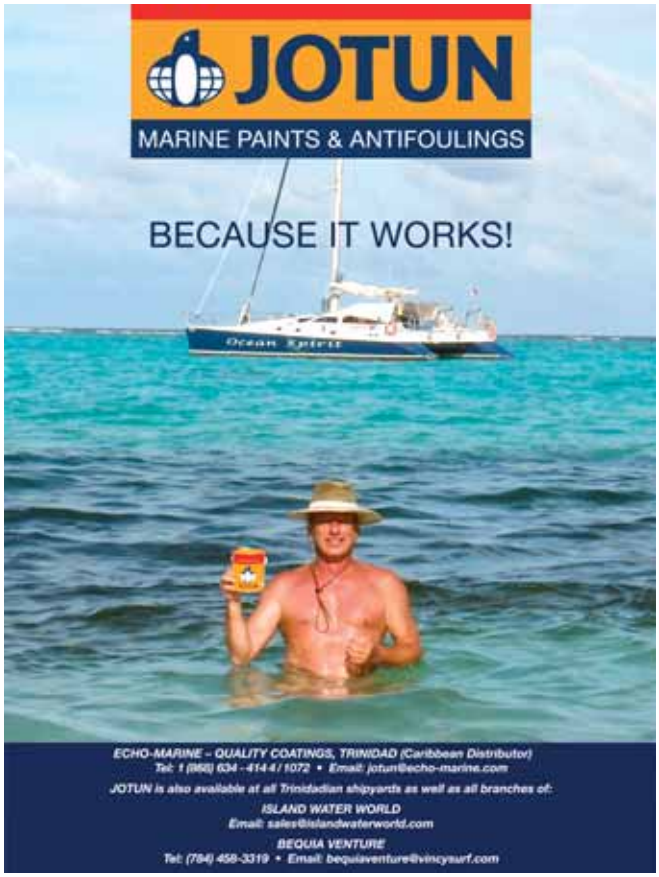
Not that its colors
Aren't splendid:
four shades of lavender shimmer
on a fish-school stretched like sticks;
leaf green melts to sun yellow
on others, broad like coins;
the deep blue of jewels
on twenty more in tandem;
and perfect polka dots
for some, in black.
Brilliant ballgowns, all.

Still, it is
the grace of movement
that makes magic of its beauty.
Some fifty — or five hundred — fish will flow
bob, hover and turn
together, as one.

Meeting another school, of different size and shape,
they interweave, a country line-dance,
or arc back, in unison,
all flawless choreography.

Lacy fans, coral fingers,
and a thousand blades of translucent seagrass
move unceasingly,
to and fro,
softened reflections
of surface surge.
It is the grace of this movement
that imparts a promise
that all life
is in sync.
To be amidst
this sea world
is to be deeply reassured
that even above the sea
on land, in sky,
we humans are a part
of this ongoing waltz.

— Elizabeth Duncombe





BE A CARBON-FOOTPRINT-FREE PASSAGEMAKER

Unless you've had your boat delivered or shipped to the Caribbean, you'll be making a significant ocean passage to get here. When making passages, there is no reason to run an engine or generator to charge batteries. Use a modern wind generator when the wind is forward of abeam, and a shaft generator when the wind is aft of abeam.

Today there are half a dozen or more wind generators on the market that put out large quantities of electricity. But do not buy a wind generator unless the salesman will give you the name of three other boatowners that have purchased the generator. It is essential that you get references from happy users, as some wind generators produce so much noise as to be insufferable. Also, the advertised wind-to-amperage graph sometimes is rather optimistic to say the least.

My engineless *Iolaire* did five transatlantic passages with all electricity provided by Ampair wind and water generators. They provided not only enough amperage for lights but also for two small electric refrigeration units.

However, while sailing across the Atlantic I realized that once the wind goes aft of abeam and the apparent wind drops off, so did the amperage it put out. This is when the water-powered generator comes into its own.

Recently two new water-powered generators have come on the market: Watts & Sea, and Hydrogens. Both put out massive amounts of electricity from a small propeller. But they will be expensive for many cruisers and appear to be easily damaged if they hit anything; if damaged at sea they would be almost impossible to fix.

In contrast, if a towed generator hits something or picks up a bit of a ghost net, the break link will break, you lose the prop and 50 or 60 feet of line, but a smart skipper keeps a spare prop and line so is quickly back in business.

The Ampair and Hamillton Ferris towed generating units are pretty basic, maximum output about seven amps at 12 volts. If the towed prop idea were matched up with the generating units of the Watts & Sea or Hydrogens, whose amperage is produced by a small prop, it would be a unit that would produce enough amps for even the hungriest electrical system and could be easily repaired at sea by replacing the towed prop and line if fouled and lost.

> *'If this were to happen, I am sure that on passage very few yachts would be burning fossil fuels to generate electricity'*

And there's another option, one that uses the main engine — when it's not running. I have never been able to interest another yachting magazine in publishing an article on this subject. They say they are only willing to do it if I come up with a successful tested installation that has a proven track record. At this time, shaft-driven alternators are strictly DIY projects. But there is plenty of anecdotal information.

The 39-foot double-ended Block Island schooner *Lang Syne* sailed around the world in 1948-'50 with all electricity provided by a generator belted off the free-wheeling shaft. This generator provided enough amperage not only to provide lights, but also ran the autopilot and refrigerator. Note that it was a generator, not an alternator, and the refrigeration in those days used much more amperage; the cork insulation was nowhere near as efficient as modern urethane foam insulation. Autopilots in the 1940s and '50s also used huge quantities of electricity in comparison to modern units.

In my book *The Ocean Sailing Yacht, Volume 2* (available via Amazon), I noted that the 46-foot Buchanan sloop *Agbwe* had an alternator running off a free-wheeling shaft, which produced 30 amps at five knots.

In a couple of his boats, Steve Dashew installed a wing shaft with a 12x18 prop driving an alternator that at low RPMs kicked in an Electrodyne (the type of alternator used on delivery trucks). This produced 15 amps/12 volts at seven knots, and at eight knots it produced between 25 and 30 amps — more amperage than needed to run electrics, refrigerator, deep freeze, etcetera. There were two problems: at certain speeds the prop would cavitate and create a lot of noise, and when the batteries were charged the shaft would be locked, giving the drag of the12-inch prop.

Steve was apparently unaware that, at that time, WaterMota had developed a small engine that was direct drive to an adjustable-pitch prop that could be feathered or have its pitch reversed. Had Steve installed the WaterMota shaft, he would have had the perfect installation: the pitch could have been adjusted to give maximum amperage, and once the batteries were charged the prop could be feathered, giving no noise and little drag.

The manager of the Royal London Yacht Club told me that he had sailed his 60-foot schooner around the world with almost all the amperage needed produced by a shaft-driven alternator. He felt that if the electrician had been more enthusiastic (but he admitted it is hard to get enthusiastic about a job that requires a lot of time head down and ass up in the bilge), the unit would have produced all the amperage needed.

On *Lone Star*, a 62-foot ketch built in 1982, I urged the installation of a shaft generator as a backup for the engine-driven alternator and the independent generator. The designer did not like the idea, but the owner did. A shaft generator/alternator was installed and 58,000 sea miles later was still working. *Lone Star* has done a circumnavigation of the world and also a circumnavigation of South America, rounding Cape Horn. *Lone Star's* shaft-driven alternator does not provide all the amperage needed, but on passage cuts down the amount of time the generator has to be run.

Here is a little information that will help you work out an installation. Miles, the long time skipper of *Lone Star*, obtained a hand-held tachometer, put a dot on *Lone Star's* shaft and came up with the following figures in a no-load condition.

SPEED	SHAFT RPM
6.3 knots	301
7.6	366
8	390

This was on a 23-inch variable-pitch propeller. You can do the same exercise on your shaft.

A rough rule of thumb: the trailed prop will spin at various speeds at approximately one half the RPM of the RPMs needed to drive the boat at the same speed in calm water and no wind.

Once you have figured out the shaft RPM at a speed regularly achieved when on passage, locate an alternator that cuts in at low RPM, such as the type installed in delivery vehicles. Check the cut-in RPM of the alternator, your shaft speed at your passage speed, and figure the pulley sizes for the shaft and alternator. For belts, we discovered the best belts were the green ones with holes. Cut the belt to length and join the butt ends by sandwiching them between two metal plates held together with two screws.

Install a feathering prop. The difference in drag between a feathering and folding is infinitesimal. On a feathering prop, when put in reverse, the blades flip so the proper side of the blade is working, increasing backing power to between 50 and 75 percent over a solid or folding prop. Plus, on the good feathering props the pitch can be adjusted without disassembling the prop. It can be done in the water by a driver. Every honest marine engineer admits setting the pitch for maximum efficiency — given prop size, engine size, reduction gear and hull design — provides so many variables that prop pitch is a bit of a guestimate. The only way to obtain maximum efficiency of a propeller is to do speed runs with different pitch settings until you find the best one.

Regarding the prop, use a feathering prop that when put in reverse will lock in reverse. Start the engine, put it in reverse, then neutral — the prop will freewheel to drive the alternator; then shut the engine down. Once the batteries are charged, put the engine in gear, in forward, and then hit the starter — the prop blades will flip to drive forward but since the engine did not start and it is in gear, the blades will feather.

One word of warning, when the prop is freewheeling, the blades have been flipped into reverse and the prop is pulling the shaft aft. Check with your gear box manufacturer. Will the gear box accept this reverse pull over a long period of time? Or should a thrust bearing be installed on the shaft to absorb the reverse thrust?

Looking at the difference in cost between the normal alternator and the fully marinized one I would recommend buying two normal alternators. When the first one starts giving trouble, discard it and install the replacement.

As stated in the beginning of this section, when on passage there is absolutely no reason to run an engine or generator to charge batteries.

A good wind generator will produce all or most of the amperage needed when the wind is forward of abeam. When the wind goes aft of abeam the shaft generator will produce all the amperage needed.

If the Volvo and Clipper round the world racers were required to generate all of the electricity they need from wind and water, and if the ARC gave a substantial prize for the first boat to finish on corrected time that generated all their electricity by wind and water, with the development money available to competing manufacturers, the efficiency of shaft generators would skyrocket!

If all the above is done, I am sure that five years down the line, off-the-shelf shaft generators would become available. If this were to happen, I am sure that on passage very few yachts would be burning fossil fuels to generate electricity. Boats would use shaft generators when sailing down wind and close reaching, wind generators when beating to windward.

Sailing would be more pleasant with no generator noise or exhaust fumes to smell, and sailors would be doing their little bit to minimize global warming.

COMPASS CARTOON



IVOR HEALY

ISLAND HOPPING CARIBBEAN STYLE

The Sky from Mid-September to Mid-October

by Jim Ulik

Suddenly there was a flash of light, and a quantity of luminous greenish smoke came out of the pit in three distinct puffs, which drove up, one after the other, straight into the still air... Forthwith flashes of actual flame, a bright glare leaping from one to another, sprang from the scattered group of men. It was as if some invisible jet impinged upon them and flashed into white flame. It was as if each man were suddenly and momentarily turned to fire.

— HG Wells, from The War of the Worlds

In the late 1800s the idea of life on Mars became popular. Percival Lowell believed he could see a network of artificial canals on Mars. In 1895, he created a drawing of the canals shown in Figure 1. HG Wells' imagination took over and *The War of the Worlds* was published in 1898. This was Wells' fictional account of aliens landing on and attacking Earth. Wells' idea for his book is expressed is his comment that, "Yet so vain is man, and so blinded by his vanity, that no writer, up to the very end of the nineteenth century, expressed any idea that intelligent life might have developed there far, or indeed at all, beyond its earthly level." September 21st marks the 150th birthday of HG Wells.

Friday, September 16th

This afternoon marks the third Full Moon of summer. Watch for the Moon to rise just a few minutes after sunset. It will be positioned between the constellations Aquarius and Pisces.

Sunday, September 18th

There will be a conjunction between the Moon and Uranus in the constellation Pisces. Uranus is named for the Greek god of the heavens. It was the first planet to be discovered with the aid of a telescope, in 1781. Uranus should be visible to the naked eye or through a pair of binoculars. In 1986, *Voyager 2* took images of the planet as it flew by on its way to interstellar space.

Wednesday, September 21st

Watch for meteors streaming out of the eastern sky. Tonight the Piscid meteor shower will reach its maximum rate of activity. To minimize the interference from moonlight, the best time to look for shooting stars is before the Moon rises. There will also be a conjunction between the Moon and Aldebaran in the constellation Taurus.

Thursday, September 22nd

Today marks the September or Autumnal Equinox. The Sun's declination is zero degrees — positioned directly over the equator.

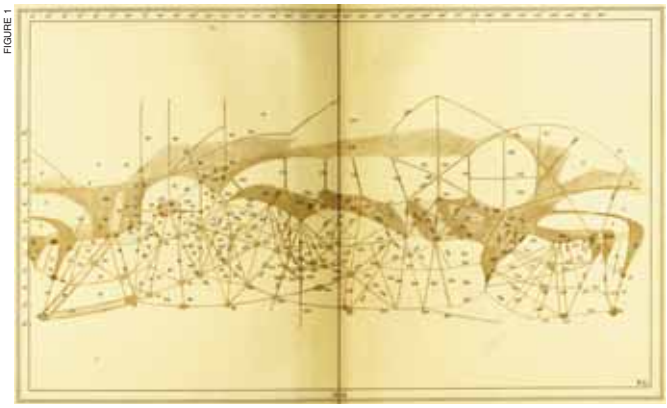
The night and day hours are nearly equal in every location on Earth. During the equinoxes the Sun's rays can reflect off the solar panels of geostationary satellites, generating bright flares. These satellites are positioned in the equatorial plane called the Clarke Belt (named after Sir Arthur C Clarke's prediction, in 1945, regarding geostationary satellite communications). The flares occur when the Sun crosses this plane, with the Sun's rays shining perpendicular to the reflective surfaces of the satellites.

Friday, September 23rd

This morning the Moon will be high overhead, reaching the last quarter phase at 0556 hours.

—Continued on next page

FIGURE 1



The 'canals of Mars' by Percival Lowell, 1895

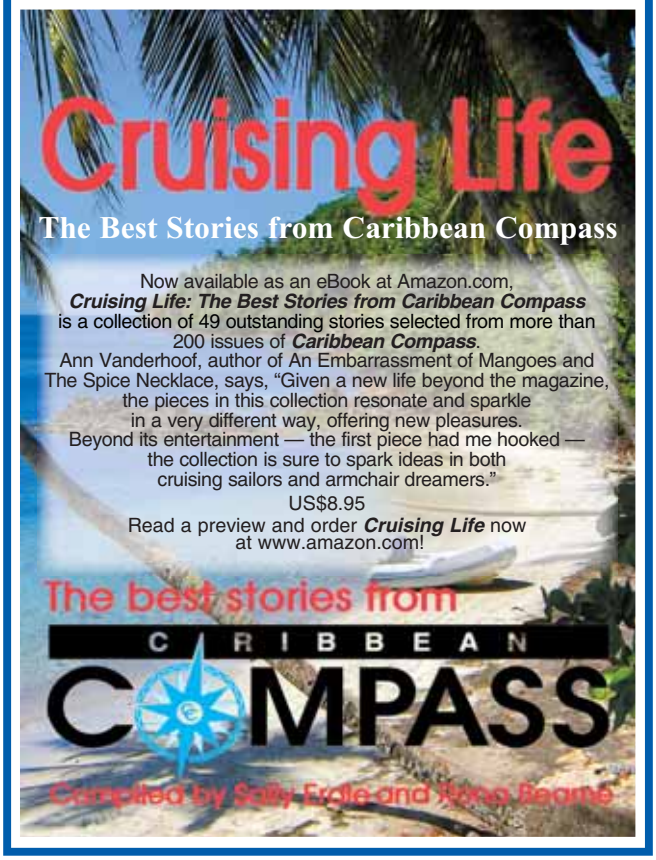
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—*Continued from previous page*

Wednesday, September 28th

The angle between Mercury and the Sun will be at its greatest. Even though Mercury is only 50 percent illuminated, it will shine brightly in the dawn sky between 0500 and 0530. Look for Mercury in the eastern sky below the sliver Moon and Regulus. Tomorrow morning will find Mercury and the Moon appearing next to each other. Over coming weeks, the distance between Mercury and the Sun will decrease each morning to finally sink Mercury back into the Sun's glare.

Friday, September 30th

There is a conjunction of the Sun, the Moon and Jupiter. Throughout the day the position of the Moon shifts more in line with the Sun until it reaches New Moon at 2011 hours. The Moon is almost at its farthest orbital distance from Earth, so the increase in tide height is not as great.

Monday through Saturday, October 3rd – 8th

Just after sunset in the western sky will be a sliver Moon near Venus. Both objects will be between the constellations Virgo and Libra. In two days the position of the Moon will have shifted to a conjunction between Saturn and Antares. Saturn is fully illuminated so it will appear brighter than Antares. On October 7th and 8th the Moon has joined Mars in the night sky.

Sunday, October 9th

The Moon has now entered its First Quarter phase. Also happening tonight is the potential peak of the Draconids Meteor Shower. The duration of this meteor shower is short, covering the period of October 6th through 10th. The maximum rate of meteors is variable. The shower has the potential to produce 70 to 200 meteors per hour. So keep an eye out, because outbursts of hundreds or thousands per hour have occurred several times during the 20th century. The meteors will radiate out of the north from the constellation Draco the Dragon. Draco was the guardian of the North Star. In the year 3000 BC, the celestial pole was considered to be the doorway between the mortal world and eternity. In ancient times, the star Thuban was the North Star. See Figure 3. Earth's rotational axis is slowly changing the direction in which it points. In 13,000 years, Vega will be the North Star.

Tuesday, October 11th

There is a conjunction between Jupiter and Mercury at dawn. If you have a clear view of the eastern horizon you will be able to see the two planets nearly touching. Using a pair of binoculars will give you a better view of how little space is between the bright planets. The only time to view them is between 0515 and 0545 before the 0556 sunrise.

In the News:

SpaceX has entered into an agreement with NASA for a Dragon mission to Mars, set to take place as early as 2018. Known as *Red Dragon*, the variant of the Dragon 2 spacecraft will be launched by the *Falcon Heavy* rocket. This will test the spacecraft's systems for making a soft landing on the surface of Mars. The success of that mission will pave the way to send astronauts to Mars aboard the *Red Dragon*.

Human history becomes more and more a race between education and catastrophe.
— HG Wells

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

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



FIGURE 2

Illustration from The War of the Worlds*: Death of the Martians from being exposed to bacteria found on Earth*



FIGURE 3

Source of the Draconids Meteor Shower with the past and future North Stars



CARIBBEAN MEMORIES

THE MANGO TREE

by Rick Lanning

Before moving to the Caribbean in spring 2004 to become editor of a weekly newspaper, I had never seen a mango much less eaten one. But there I was, sharing a two-storey house with a Jamaican family a mile from the ocean with a mango tree in the front yard.

St. Kitts is a fish-shaped island discovered by Christopher Columbus on his maiden voyage to the new land. I had ended up there because of what amounted to a crapshoot. A painful divorce after 19 years of marriage had left me numb and wanting to get away to a place where I could pull myself together.

I was a print journalist with decent credentials and did some shopping around through *Editor & Publisher* and an agency that found jobs for experienced editorial people. Two jobs were up for grabs, one in Hawaii, the other in St. Kitts. I carefully examined the newspapers both publishers sent to me in Florida, where I had been working, and decided the weekly in the Caribbean could really use a professional touch. I chose that one.

The Observer was a politically independent newspaper that served St. Kitts and also Nevis, a smaller island 40 minutes away by ferryboat. Kenneth Williams, the publisher, put me up temporarily at a hotel along the beach. My salary package included a housing allowance, so I began looking around for a suitable place to live for the next two years.

Charles, one of the reporters, told me he knew a family that was also seeking a house.

"They are good people from Jamaica," he said. "A mother, her daughter and her son-in-law. Perhaps they would be willing to share a house with you."

That was how I met Marvelette, her daughter Emily, and Edmund, her young son-in-law. We hit it off well from the start.

Marvelette, a stout woman who had worked as a security guard in Kingston, sized me up and frowned.

"You look like you need some good Jamaican food to put weight on you," she said. "I am the best cook in Basseterre. If you pay half the rent, I will cook you the best jerk chicken, pork, rice and plantains you have ever eaten. I'll make you healthy."

How could I turn down such an offer?

> *'No, no, no! That is no way to eat a mango'*

Marvelette had already found a house that was available. She excitedly described it to me, adding, "There is plenty of room for all of us. You can have the big room upstairs. I will fix it up for you perfectly. You will be very, very happy in your new home." She beamed.

Emily grinned. "We even have a mango tree in the front yard. It is wonderful. Just think — fresh mangoes every morning for breakfast! Have you ever eaten mangoes before?" I admitted I had not. "Well," she continued, "they taste wonderful and they are very healthy."

Mr. Williams had given me a company-owned car for my use. I followed them to the house. We arrived there just as the sun was setting. The landlord showed us the place.

I liked it.

After we signed the lease and paid him the first month's rent, we walked into the yard. A tree heavily laden with fruit was next to the front porch. Emily reached up into the branches and pulled three red-and-gold mangoes out of the branches.

"One for you, one for me and one for Mama," she said cheerfully.

Edmund said good-naturedly, "What about me? Don't I count?"

Emily wagged her finger at her husband. "He is our guest. Besides, if it weren't for him, we couldn't afford the house."

I tossed Edmund the mango to keep the peace and pulled a big ripe one off the tree. I started to bite into it.

"No, no, no!" Marvelette said, grabbing the mango from me. "That is no way to eat a mango. You must do it Jamaican style. Like this."

She peeled the mango from the top until it was freshly naked and threw the peeling away. "Now eat it. Don't be afraid to be sloppy. It's okay. Enjoy. Just don't stain your shirt with the juice."

A mango is a juicy stone fruit. I bit into the fruit and ate it.

"I want another one," I said, heading back to the tree. Marvelette laughed.

My job at *The Observer* was interesting and kept me busy. I supervised a small staff that covered everything on the island — politics, crime, tourism, education, volcanic eruptions, and even the occasional celebrity who came to the islands on holiday.

I handled the page layout and wrote headlines as well as a column. I also kept my staff busy with assignments that ranged from covering a fire that destroyed three houses, to what we thought was a shark attack on a tourist at one of the popular beaches. The "shark" turned out to be a four-foot barracuda.

Marvelette found a job as a security guard at a commercial development four miles away. Since she did not have a car and the buses didn't run after midnight, I often had to pick her up at 6:00AM when her shift ended. She had kept her word about cooking for me and I didn't mind picking her up. She would say jokingly, "When we moved here from Jamaica, I had one son. Now I have two."

At the end of two years, my government-issued work permit expired and I had to legally leave the island federation. I was homesick to see my family, but I felt sad that it was time to leave my island home.

Mr. Williams liked my work and asked if I would like to continue working for him once I returned to the United States. He wanted me to edit copy by e-mail and write an occasional story. I told him it would be my pleasure.

Marvelette, Emily and Edmund insisted on accompanying me to the airport.

Emily touched my arm. "Mama cried all last night," she said. "So did I."

As I left the house with my packed suitcases, Emily went over to the mango tree. She reached into the branches and selected half a dozen ripe mangoes and put them into a paper bag. I dropped my suitcases on the lawn and put my arms around the tree.

"I'm going to miss this mango tree," I said. "When I eat these mangoes on my way back to Miami, I'm going to think of all of you."

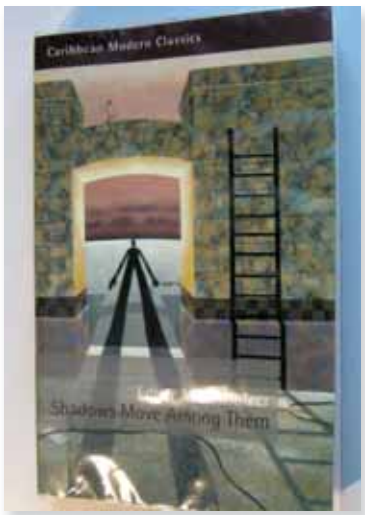
Marvelette wiped her eyes with her apron and smiled.

"Just remember to eat them Jamaican style," she said.

Rick Lanning is the pen name for an international journalist, magazine author and ghostwriter who lives in Phoenix, Arizona. His e-mail address is laurenzigeno@gmail.com.

BOOK REVIEW BY J. WYNNER

Fairy-Jumbie Jungle Home



***Shadows Move Among Them**, by Edgar Mittelholzer, Peepal Tree Press Ltd. ©2010 edition, ISBN 13: 978 1 84523 091 3*

Although Guyanese writer Edgar Mittelholzer has created a hinterland setting for *Shadows Move Among Them*, the novel, first published in 1951, does not have the spellbinding surreal atmosphere created by other Guyanese writers such as Wilson Harris for instance, or Stephen McWatt's short story, "Afternoon Without Tears", from his book of short fiction, *Suspended Sentences*, or even one of Mittelholzer's other novels, *My Bones and My Flute*, which was simply eerie.

Judging by Mittelholzer's title, it could be that on reading the book, turning over every leaf, climbing every trunk and finding yourself barking up the wrong trees – *Shadows* does not have that hinterland paranormal ambience for which the Guyanese writers are noted – it is not what was expected on reading.

However, Mittelholzer has fashioned, to quote the story's propelling character — impatient-to-grow-up 12-year-old Olivia — a "fairy-jumbie jungle home" in a commune among the Amerindians in Berkelhoost, a hundred miles up the Berbice River. The commune is a project of Olivia's father, the Reverend Gerald Harmston, its unquestionable leader who, along with a group of his friends at Oxford, founded The Brethren.

Rev. Harmston's friend Geoffrey Banningham financed the project with the money left to him by an aunt who liked their beliefs. The friends ordained each other, and The Brethren went off in different directions, to Africa, Malaya, Burma, and Gerald Harmston to Guyana with his wife Joan, where they raised their children, Mabel, Garvey, Berton and Olivia.

Shadows is an immense work of great depth. The story is like the surface of a placidly flowing river, but there are strong undercurrents that will sweep readers away to a different space, another way of life, another world. In this other world the author has created a Utopian society in the midst of the South American jungle, with imposed European values at the heart of which lie education, culture, sex and religion. Of the latter two, Rupert Roopnaraine in his introduction to *Shadows* says, "Mittelholzer wrote: 'Sex and religion are my "themes" as a writer. I hold very strong views on these two subjects and in everything I write.'"

Maybe Jim Jones of the infamous Jonestown commune in Guyana in the late 1970s read *Shadows*, but alas, Jonestown ended tragically. Not so the commune in Mittelholzer's novel. Berkelhoost was well thought out and still going strong at the end of the story.

Into the commune at Berkelhoost comes a relative of the Harmstons, a spent veteran from the Spanish Civil War, Gregory Hawke, to recover from his breakdown after his wife's death.

The story opens with Olivia hiding in the church to spite her father, who would not allow her to play her harmonium at the landing to greet Gregory when he arrives. Her father had said, "I don't think your cousin would want such a welcome. And it would be wise not to remind him about the Spanish War. I have an idea he's coming here to forget such things."

"And no loud shouting and horseplay," said Mrs. Harmston. "His nerves are bad."

But soon enough Olivia makes her presence felt to Gregory as she guides him through the commune and enlightens him about life at Berkelhoost.

Gregory learns about The Brethren's discipline when Olivia brings him a cup of tea and she's not having one. "Our vows of discipline. Every member of our faith has to take vows not to eat too much or indulge in an excess of pleasure, or behave in an unrestrained manner on occasions that call for order and formal conduct."

"Do you always keep your vows?"

"We try to, but we slip up now and then. We're human, you see. We never try to fool ourselves we're divine creatures. That's one of the great merits of our religion. It always takes into consideration that we're human beings."

A little later Olivia asks Gregory, "Do you know something? I'm clairvoyant."

"Are you?"

"Yes — I can foresee events. Not all the time — but sometimes."

"What a wonderful little girl you are!"

"Why will you insist on calling me 'little'! I'm not so little. I'm twelve going on to thirteen — and I have cognizance of lots of things many grown-up people haven't got. Haven't you discovered that yet?"

"Oh, quite. I'm not attempting to cast aspersions on your corgi — on your cognizance."

"Careful how you lead me on. I can be a tigress."

And the Oscar for best character in a book goes to Olivia, for her multifarious role as the grown-up child, guide, tigress, tutor, clairvoyant, user of malapropisms and all, in *Shadows Move Among Them*.

With all Mittelholzer's other inventive insights into his utopia — religion, sex, nature, discipline, education, population control, division of labour, crime and punishment — he has written a most lovable character in young Olivia, one of the most imaginative and fascinating characters to come out of West Indian literature.

LOOK OUT FOR...

The Century Plant: COMPENSATE MUCH?

by Lynn Kaak

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

You can see them from a distance, a towering stalk on the rocky horizon with yellow flowers at the top. This stalk can grow up to about six metres (20 feet) high. These showy sentinels are century plants, agave with attitude. However, that formidable stalk comes at a price for these plants.

Agave (from Greek, meaning "noble") is a succulent dry-area plant. There are about 300 different types, including the famous Blue Agave of tequila fame, but one is indigenous to the Eastern Caribbean. Strangely, although it has many synonyms in its scientific name (*Agave trankeera, A. van-grolae, A. scheuermaniana, A. salmdyckii, A. obducta, A. nevidis, A. karatto Miller*), it seems to be pretty well known by its common name Century Plant, with Dagger Log and Batta Log occasionally used around Antigua. West Indian Dagger is a less common name.

It seems to be a taxonomically taxing plant. For most of its life, the Century Plant is not particularly showy. It has thick spiky leaves, with sharp points and sometimes little serrations along the edges, which can grow to a length of one metre (three feet). The outer layer of the leaf is waxy, with a greenish, bluish, greyish colouring, with the green sometimes being more predominant. The leaves grow in what is referred to as a rosette pattern, all coming out from a central point and sticking out in a way that would deter potential grazers, if the threat of getting impaled wasn't enough. These rosettes can be over three metres (ten feet) in diameter. The sap from this plant can also cause severe rashes, which will make one want to know whether they are dealing with an aloe or an agave; some of the species can look quite similar. Oddly enough, agaves were once classified in the lily family (and aloes still are).



WORLDOFSUCCULENTS.COM



Left: Yellow blooms stand out against a blue sky

Right: The stalk looks like giant asparagus

Below right: The leaves, set in a rosette, are tough and sharp-pointed



However, after ten to 20 years (and not the 100 years implied by their name), the Century Plant decides it is time to strut its stuff. As a monocarp — a plant that flowers and produces seeds once, then dies — it then seems to overcompensate for its time of growing and gets showy. A stalk, which looks very much like asparagus on steroids (they are related), shoots up to that six-metre height. A crown of yellow flowers, with both male and female parts, blossoms, and this low-key agave becomes one of the more noticeable plants around. As they are normally situated in dry areas, there isn't usually much competition in the height department. This impressive protuberance remains upright until bulb-like growths appear, which are the "seeds" of the plant. After this activity, the whole plant will die, allowing the bulbils to fall and, hopefully, take root.

These sun-loving plants are well adapted to surviving in the drier areas of the Eastern Caribbean, and are often found around Antigua, St. Lucia's north area, and Grenada's "sunny south". The Century Plant is the national flower of Antigua & Barbuda, and they are quite prolific in the Shirley Heights area. These particular agaves are not particularly fond of cold temperatures, but can tolerate temperatures as low as 10°C, while preferring tropical heat for their existence. Century Plants also prefer dry, well-drained soil. For landscapers, they are an easy plant, as once they get started, they are best left to their own devices.

In years gone by, the stalks of the plants were used to make fishing boats that could be used in protected waters. The white pulp was used for fish bait. Now, the Century Plant remains a statuesque sentinel on some of the parched landscapes of the Eastern Caribbean.

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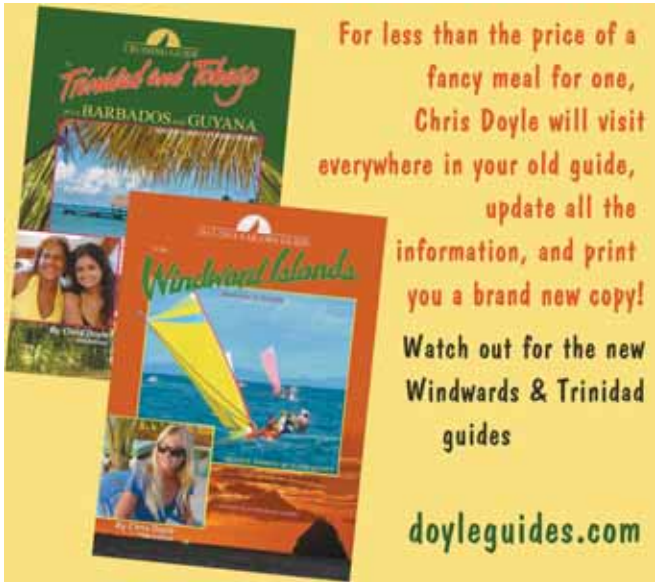
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Tide's Table

BY ROSS MAVIS

Plastic Bags Are Boon and Bust!

I doubt there is a boater who doesn't have a supply of plastic "zip lock" bags in his or her galley. We're even known to wash and re-use them multiple times. Since plastic was invented, it has been used for many practical purposes but also has been the source of much pollution. I also doubt there is a beach or shoreline around that doesn't have pieces of plastic littering its tideline. When cruising the swift-flowing Rhone River in France, a plastic bag plugged the cooling system of my wife's sailboat. As she rapidly approached bridge abutments it was touch and go before the engine was restarted after an offending plastic bag was removed from the overheated engine's water pump. That being said, the responsible use of plastics, and careful disposal of them after they finally outlive their usefulness, make plastic bags a boaters' boon.

Just the other day, a friend said he successfully made omelets in plastic bags for individuals on board. I first mentioned the idea in my column printed in the September issue of *Compass* in 2009. It's a great way to easily prepare individual omelets, meeting everyone's specific choices without using several pans and stovetops and lengthy cooking time. Separate plastic bags contain the beaten eggs and any specific choice of the person having the omelet. Chopped onion, ham, cheese, salt and pepper, etcetera, are chosen and added to the diner's baggie. A felt marker on the bag clearly identifies the eater's name and into a large pot of boiling water they all go, to cook for 10 or 15 minutes.

Well just recently, another friend introduced me to plastic bag ice cream. It's that time of year when cold treats — not necessarily in a glass — are a refreshing repast. Imagine making ice cream without the use of an onboard ice-cream freezer. As long as you have ice cubes and some ziplock-type bags you are able to enjoy delicious ice cream.



Plastic Bag Ice Cream
1/4 Cup sugar (125 ml)
1/2 Cup milk (250 ml)
1/2 Cup whipping cream (250 ml)
1/2 teaspoon vanilla or flavoring of your choice
2 trays ice cubes
1/2 cup coarse rock salt

In one medium size zip lock bag, pour in sugar, milk and whipping cream and add vanilla. Mix well and close the bag tightly with the zip top seal. Then place the ice-cream ingredient bag into a larger bag containing the ice cubes and rock salt. Be sure to seal both well — you don't want the contents of the bags to mix!

Use a towel to protect your hands from the cold while you shake and gently knead the bag while sitting in the shade. This will take about 15 minutes. Let the bags rest briefly and then open the ice-cream bag to enjoy the tasty contents of your crafty, cockpit frozen dessert.

Wowser! What an easy treat to make using plastic bags. This is a fun way to whip up a quick, cool treat.

Remember, dispose of plastic bags in proper facilities on shore.

Enjoy!

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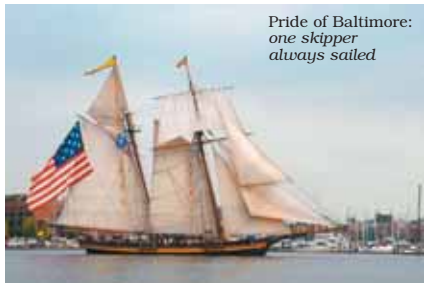


AN ERA OF SAIL

Dear *Compass*,

The story "Down Island with 'Big Ti'" by TD Matzenik in the July issue (www.caribbeancompass.com/online/july16compass_online.pdf, page 31) was a fitting tribute to the late Ken MacKenzie and the Caribbean charter industry at that time.

The 1960s and '70s was an era of "make do" and of sailors who loved to sail.



Pride of Baltimore: *one skipper always sailed*

For the first two years I had *Iolaire* she had no engine but did have a very noisy Stuart Turner generator. We sailed *Iolaire* on and off the docks in the old St. Thomas Yacht Haven and on to Caneel or Trunk Bay on day charters.

One day on the way back, the wind went light. The charter party was afraid of being late for cocktails and dinner. They asked me to start the engine. They did not realize *Iolaire* had no engine. Thinking fast, I went below, started up the generator, came back on deck and said, "These British boats have very small engines, so we will have to motorsail to get back in time for your cocktails before dinner." Needless to say, I trimmed the sails very carefully to get the maximum out of the light airs.

As we rounded the end of the West India Company dock and came on the wind the apparent wind picked up so we were sailing nicely. I said, "We always sail alongside the dock", went below and shut down the generator. We sailed alongside, the charter party helped me furl the main, paid me the charter fee and said, "Thank God you have an engine or we never would have arrived back in time!" They departed happily.

The late Sid Miller, wife and crew chartered the beautiful 65-foot Fife ketch *Isoletta*. Sid was an excellent electrician, motor mechanic and refrigeration expert. He was also an excellent and enthusiastic sailor who loved to sail.

When charter parties arrived, he would ask them if they really wanted to sail, or did they feel they had to have the use of an engine. If they said they really wanted to sail, Sid would put on his diving gear and remove *Isoletta*'s prop. He would then do one- and two-week charters sailing in and out of the tightest anchorages of St. Thomas, St. John and the BVI, and do glorious reaches to and from St. Croix, under sail with no prop drag.

In later years he was one of the skippers of the second *Pride of Baltimore*. He was a popular skipper with the crews as he insisted in sailing the *Pride* on passages, never using the engine as long as they could sail.

Don Street
Glandore, Ireland

LIGHTNING SEASON TIP

Dear *Compass* Readers,

Grounds and bonding connections can become heavily oxidized, particularly in the bilge. You don't have to be Nikola Tesla to understand that a high resistance connection is not going to work as intended.

In the case of a lightning ground the oxidation and high resistance could defeat the whole purpose of the conductor.

Check these connections and clean the terminals and point of connection. Shine them up bright!



Might just be the difference between an enjoyable cruise and misery.

Capt. Mitch Witt
Accredited Marine Surveyor

NOT WAITING FOR THE JUGGERNAUT

Dear *Compass*,

Our film *Vanishing Sail: The Story of a Caribbean Tradition* has just won another award — the Grand Jury Prize at the 2016 Barcelona International Film Festival — and official selection by three more upcoming USA festivals. We have also been researching various options for distribution and recently attended one of the most respected documentary markets in the world — Sheffield Doc Fest — where more than 2,000 delegates converge each year to network the industry and discover new films for their programming.

Feedback from TV networks, sales agents and distributors is that *Vanishing Sail*, a documentary about boatbuilding on a small island in the Lesser Antilles, is just one of those documentaries that does not represent immediate commercial success to them. So, rather than wait for the industry juggernaut to accept us, we are now developing our own hybrid distribution release because, just like the Carriacou boatbuilder Alwyn Enoe, who was featured in the film, we are determined to keep this thing going, going keep it ALIVE!



The encouragement we received at our recent screenings in Bequia, Turks & Caicos and Isla Providencia (Colombia) proves that our film is inspiring to many traditional boatbuilding communities out there who also want to preserve their heritage.

For the next few months, *Vanishing Sail* will continue to engage with our audience through special programs and events, banging the big drum of island spirit around the world — and as this ripple becomes a wave, we will continue to develop new partnerships for wider distribution.

Visit www.vanishingsail.com for news of upcoming screenings.

With thanks and respect,

Alexis and Justin

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***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 e-mail) if clarification is required.

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Read in Next Month's *Compass*:

Drenched Two Ways in Dominica

A Memorable Martinique Experience

Ackee — Jamaica's Frightening Fruit

... and much more!

A Trial for August Monday

by Chelsea Pyne



Left: 'Boats can squeeze in next to each other with only a few hairs' worth of room'

Below: Pickled conch and grilled lobster galore. 'Experiencing the food was worth the ride'

Bottom: 'The boat races are the reason the holiday exists, but I did not have the chance to catch one'



I knew before arriving in Anguilla that August Monday would not be my scene. After four years of college at a beach town, I have had my fill of scratchy boat speakers, salt water splashing into my beer, and the sunburn that followed my lowered awareness. I went to Anguilla as more of an observer than a celebrator. Some said it was the best week of the year while others warned me of the mayhem that ensued from dusk till dawn.

On my first-ever visit to the island, I knew the basics about its history and the festival. Centuries ago, Anguilla was a failed British plantation. However, the resilience of the former slaves was so great they were able to stay on the isolated island by taking advantage of the sea. The Anguillian men crafted schooners that were sailed at high speeds to and from the Dominican Republic. The fertile lands of the DR provided work for the men while their families awaited their return home. After the cane fields were harvested it was time to set back for Anguilla — and it became a race. The first to the finish was victor and thus the famous August Monday boat race became tradition.

The Anguilla Summer Festival, which went from July 31st to August 7th, is a combination of boat racing (now the national sport) and carnival. Our boat arrived on the 1st at around 10:00AM after an hour of travel from St. Martin. While speeding over seven- to nine-foot waves with 25 knots of wind, the weather conditions had actually improved. The days prior had seen a tropical storm, so we were glad to have missed the rougher seas. We pulled into Road Bay and already boats were anchored on top of each other. As my nervousness set in, I wondered if there would be room for us. This turned out to be a silly thought, because as I learned, boats can squeeze in next to each other with only a few hairs' worth of room.

I was highly impressed by all the boat captains' maneuvering skills — and even more so that beach-goers could party so intensely before noon. Alcohol is repulsive to me at early hours, but given the loud French rap played on the boat to our left and Justin Bieber remixed on our right, I suppose the atmosphere was already set. If two clashing melodies weren't enough, the main stage was blasting Bob Marley. An interesting medley of sound welcomed us ashore.

The late morning was actually enjoyable on Sandy Ground; however, this was before the ferries arrived and the liquor took hold of everyone's actions. My desires lay elsewhere; I couldn't help but follow my nose to the aromatic grills that were smoking ribs, chicken, lobsters and fish. I think the boats had an easier time finding room on the beach than I did trying to put in an order at the bar. Swarms of people gathered around the huts, which were incredibly hot from the smoke, but were also some of the few shaded places. Thankfully the heat did not deter me and I dutifully waited to get my share. I always choose food that I've never had, that is the chef's recommendation, or that is too weird to be true. Pickled conch tickled my fancy well enough and I was not disappointed. At US$5 a bowl it was worth it. A small rum drink was also five dollars, so spending my money on food seemed the obvious choice. Next, I devoured teriyaki chicken skewers with peppers and a side of Johnny Cakes. To call an end to my tasting excursion, I feasted on a mystery soup. All I know is that it was orange and had a chicken wing in it. The soup was good, but it was no pickled conch.

In all, experiencing the food was worth the windy ride over. Since the drinks were rather expensive and the UVB rays were burning through my sunscreen, I retreated to my water and the shade of our boat. For the rest of the afternoon I chose to "people-watch." The ever-increasing madness was entertaining to say the least. Everyone's drunkenness was really setting in by this time. Women sporting their show-all bikinis on the bows of boats is something I can try to forget, but won't. Sitting on the edge of my seat, I kept wondering how these women, balancing their drinks and dancing to the music, had not yet taken a dangerous fall. Fingers crossed that they all made it home safely to dance another day of the Summer Festival.

By two o'clock the beach population had easily doubled, as had the accompanying trash. I spent some time fishing out Styrofoam containers and soda cans that had lost their way into the sea. My group decided it was best we head back to St. Martin around three o'clock, as the beach was no longer walkable thanks to the accumulating garbage. Bottles and utensils made it dangerous for bare feet, and navigating around the hordes of people passed out in the sand was a challenge of its own.

How people are able to party starting with the 4:00AM J'ouvert Street Jam all the way until the late-night DJ battles still bewilders me. Doing a full week of these activities? Impossible. I remain impressed and fearful of the harm done to their bodies, but more importantly, the harm inflicted on the beach and bay. If I were an organizer for this festival, I would set up a detox tent. Cots and eye masks, white noise machines, ice baths, pitchers of lemon water and vitamin C tablets available for purchase. I think I could make a decent buck.

In all, August Monday was an event that I needed to experience for myself. I was most excited at the prospect of seeing the boat races — the reason the holiday exists — but I did not have the chance to catch one. Several were canceled due to excessive winds. I did get to view the unique boats as they sat anchored in the bay. Although their lack of decks and open hulls were neat, I believe I missed my chance to see them in their full glory. Until next year? Maybe, maybe not.





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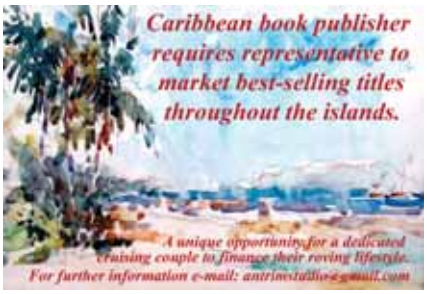
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OVERNIGHT SAIL

by Lindsay Bindman

I breathed a sigh of relief as we lifted our anchor and pulled out of Leverick Bay. We'd stayed there 15 days, waiting for the right weather window to make our journey to St. Martin. We definitely could have been stuck in worse places — the anchorage was calm, and free! We had access to showers and decent WiFi, but I was definitely ready to move on. "Farewell, Virgin Gorda!" my dad said aloud, echoing my thoughts. From the reading I had done and photos I'd seen of our next destination, I suspected that this next island might become a personal favourite. But getting there wouldn't be easy.

It would be 80 nautical miles and about 30 hours to reach Marigot Bay, on the French side of the island. We decided to motor on course and directly into the wind instead of sailing, as it would have taken much longer to tack the whole way, especially with our size of boat. The conditions were extremely rough, and heading directly into the wind didn't help. For the first time in my life I became seasick. As I lay in the cockpit, with my body thrashing around with each wave, my appetite disappeared and the remaining 26 hours seemed an eternity. I passed the time discussing movies and sharing stories with my dad. I tried to nap but it was futile. The only relief came as I looked up at the horizon hours later, and my nausea was temporarily disarmed while I enjoyed the beautiful sunset. As my dad and I took turns keeping a lookout for other boats in the darkness, I became starstruck by the night sky —- pun intended! I had never seen the stars so bright, with absolutely nothing competing with their light. I felt incredibly small, yet somehow very safe. My nausea subsided just in time for my turn to sleep, and I awoke to a beautiful sunrise. The waters had calmed overnight, and I began to feel myself again. Only eight hours to go.

The boat looked like a highlight reel of our night: an open bottle of Advil, my half-eaten peanut butter and jelly sandwich, the sweatshirt I'd put on for the first time since being in the Caribbean. I remember somewhere between sunset and taking my first watch, feeling chilly out on the open ocean. It was a feeling I hadn't experienced in almost 40 days.

Despite a few hours of uninterrupted sleep, I was exhausted. I'd never missed land in the way that I was experiencing that morning. But as I sat up and looked out past the bow, I could see the beautiful island in the distance. The water was so blue it seemed unreal. Baguettes, wine and cheese were in my future. With each passing moment the island became clearer and my excitement grew. It had all been worth it.

'The boat looked like a highlight reel of our night: an open bottle of Advil, my half-eaten peanut butter and jelly sandwich, the sweatshirt I'd put on for the first time since being in the Caribbean'



Twenty-one year old Lindsay Bindman is sailing with her father and captain, Dan Daniels, aboard Vagabond, *a Vagabond 47 ketch built in 1979. Lindsay says, "My length of time cruising so far is two months, but will be doing at least a year!"*

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COMPASS CARTOON



CALENDAR

SEPTEMBER

4	Reef Jam marine conservation fundraiser, St. Croix. www.ReefJam.com
5	Public holiday in Puerto Rico and USVI (Labor Day)
6	Public holiday in Bonaire (Bonaire Day)
10	Public holiday in Belize (St. George's Caye Day)
12	Public holiday in Guyana (Eid-Ul-Azha)
14	Public holiday in Suriname (Eid-Ul-Azha)
16	FULL MOON. Public holiday in St. Kitts & Nevis (National Heroes' Day)
17	Barbados Beach Clean-Up, Carlisle Bay. Barbados Cruising Club (BCC), donna@barbadoscruisingclub.org
17	Bart's Bash, various locations worldwide. www.bartsbash.com
17 – 18	Back to School Regatta, Tortola. Royal British Virgin Islands Yacht Club (RBVIYC), www.royalbviyc.org
19	Public holiday in St. Kitts & Nevis (Independence Day)
21	Public holiday in Belize (Independence Day)
22	Autumnal Equinox
23 – 24	Caribbean Sea Jazz Festival, Aruba, https://caribbeanseajazz.com
24	Public holiday in Dominican Republic (Our Lady of Mercy) and Trinidad & Tobago (Republic Day)
29 – Oct 2	Leg Three, Casa de Campo Billfish Tournament, DR. (305) 213-5521

OCTOBER

3	Public holiday in St. Lucia (Thanksgiving Day)
7 – 9	Caribbean Dinghy Championships, St. Maarten. St. Maarten Yacht Club (SMYC). http://caribbean-sailing.com/wp-content/uploads/2015/06/CDC-NOR-2016-Final-1.pdf
10	Public holiday in Curaçao (Curaçao Day), the Bahamas (National Heroes' Day), Suriname (Maroon's Day) and Cuba (Independence Day)
12	Public holiday in Puerto Rico and USVI (Columbus Day), Belize (PanAmerican Day), and Venezuela (Indigenous Resistance Day)
13 - 15	Bonaire International Sailing Regatta, www.bonaireregatta.org
14 – 16	Palmar de Ocoa Tuna Tournament, DR. wtevents01@gmail.com
15	Virgin's Cup Regatta, BVI, RBVIYC
16	FULL MOON
17	Public holiday in Haiti (Anniversary of the Death of Dessalines)
19	Public holiday in Jamaica (National Heroes' Day)
21 - 23	CSA Annual Conference, Antigua. www.csaconference.org
22	Public holiday in BVI (St. Ursula's Day)
22 – 23	Quantum/Red Stripe IC24 Regatta, BVI, RBVIYC
25	Public holiday in Grenada (Thanksgiving Day)
27	Public holiday in St. Vincent & the Grenadines (Independence Day)
28 - 30	World Creole Music Festival, Dominica, www.wcmfdominica.com
29	Foxy's Halloween Catfight (catamaran regatta), Jost Van Dyke, West End Yacht Club (WEYC)
30	Public holiday in Trinidad & Tobago and Guyana (Festival of Lights)

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

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—Continued from page 9

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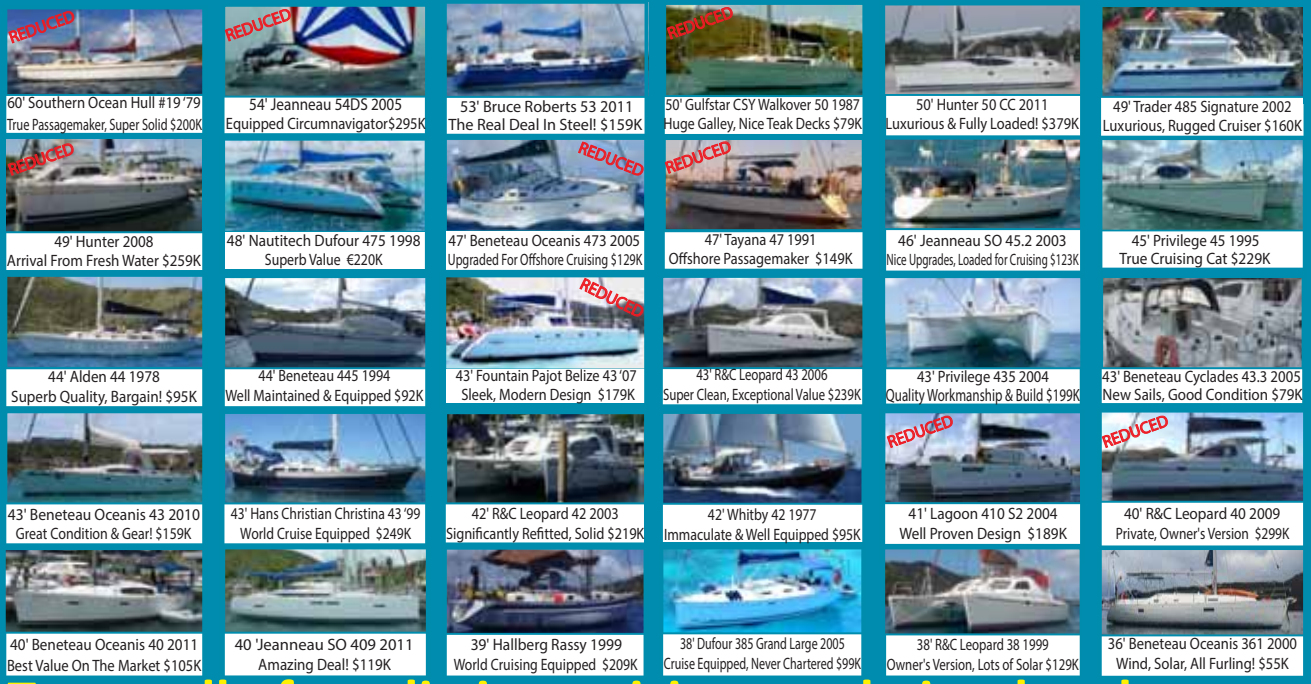
Sea Hawk Paints reports: In warm climates you will notice that as water temperatures rise, so do algae and slime on your hull. Known as soft growth, slime left untreated on your hull will lead to hard growth such as barnacles. Sea Hawk is the only brand of antifouling paint that provides dual-biocide protection through a variety of bottom paint and additive choices. The ultimate is Biocop TF, the industry's best dual-biocide antifouling paint. Additionally, Biocop TF can be purchased in pint-size cans and added to other Sea Hawk copper-based antifouling paints to provide dual-biocide antifouling protection. Biocop TF is the most effect dual-biocide when used on its own, but can also be added to other Sea Hawk ablative and hard-modified copper-based antifouling points to enhance their slime-fighting properties.

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

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MP = Market Place pages 41 to 42
C/W = Caribbean-wide



Antifouling 038 Taïsho

Antifouling tests in Caribbean waters have confirmed new **Seajet 038 Taisho** offers a 100% eco-responsible alternative with a significant uplift in underwater performance against the infestation of plant and shell growth and the prevention of slime. Listen to your conscience and protect your environment by applying **Seajet 038 Taisho with ECONEA®**



Premium batteries ... designed for 1600 cycles at 50% DOD

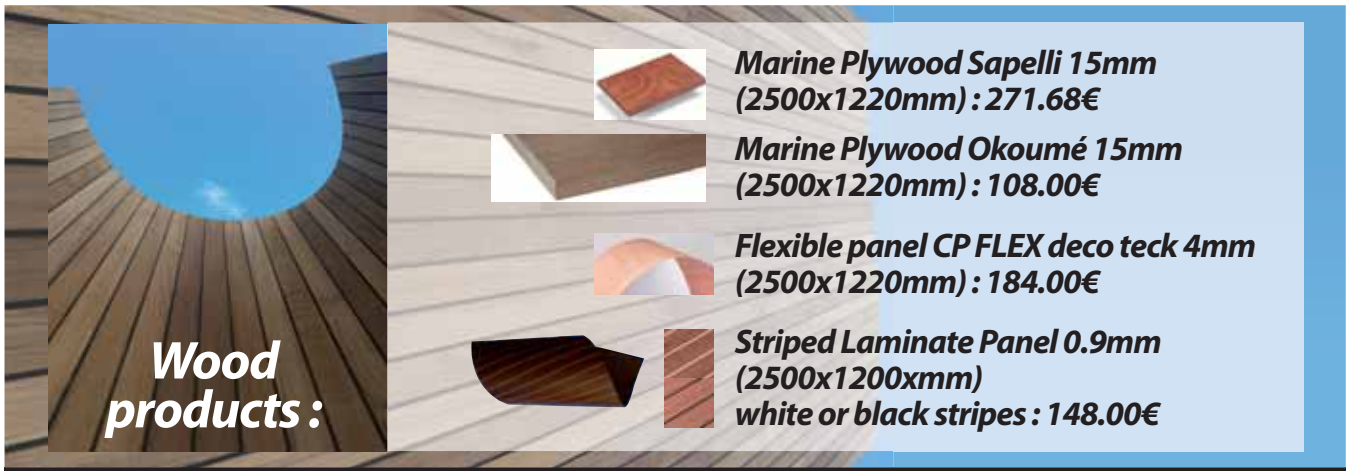
Trojan Battery's Premium Line of flooded deep- cycle batteries is specifically engineered to withstand the rigorous conditions of renewable energy applications. The Premium Line incorporates advanced battery features such as **Trojan's DuraGrid™, MaxGuard® XL separator and Alpha Plus®** Paste technologies that provide superior performance, rugged durability and exceptionally long life.

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Deep-Cycle Flooded Batteries

Our product strategy is focused on one simple objective – manufacture the highest quality battery available in the industry which is why our Premium Line is tested to IEC standards.



See our website www.wind.mq for an extensive overview of all our products.

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