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SEPTEMBER 2017 NO. 264

The Caribbean's Monthly Look at Sea & Shore

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DAVON BAKER

See story on page 17

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On the cover: Carriacou's mighty decked sloops race for glory in the Caribbean's longest-running regatta. Photographer Davon Baker was on the water. See story on page 17



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.**

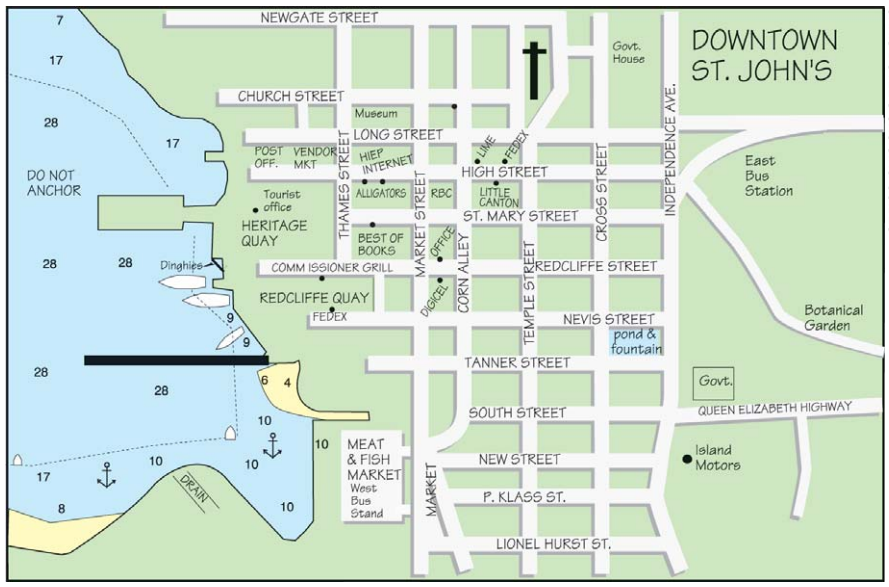
'*Compass* has entertained and enlightened the Caribbean sailing community (indeed, the world-wide sailing community), inspired writers of all ages and abilities to share their stories, and provided the info that we all need.'

— William Pringle

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Info & Updates

Free Maps at Doyle Guides' New Website



CHRIS DOYLE'S CRUISING GUIDES

Chris Doyle reports: Chris Doyle Publishing is pleased to announce the redesign of our website, www.doyleguides.com. The new design was done by Cory Zute of Digital Growth in Grenada, helped by our own Lexi Fisher. It is easier to navigate and designed to be used on tablets and phones as well as on computers. In it you will find guide updates, sailors' hikes, GPS waypoints, printable town maps, recycled stories, useful tools and links, and perhaps best of all, a separate page for every country or island we cover.

The town maps have been completely updated and are the latest versions (including those in the Leeward guides that are currently being printed). They are easy to print or copy. Print them out and use them on your shore trips!

Visit www.doyleguides.com to check out the new design.

Data on Crimes Against Yachts

Kim White reports: "Know before you go!" is the tagline for the Caribbean Safety & Security Net (CSSN). CSSN has served the cruising community for more than two decades and is the go-to source for up-to-date, comprehensive reports and information about crimes against yachts in the Caribbean.

Visit the CSSN website to review all that we offer; our website is device friendly, easy to navigate and resource rich. We make it easy. Subscribe to the very popular (and of course free!) "E-mail ALERTS" or follow us on social media to stay up to date. Get all the factual information captains and crews depend on to assess risk, make well-informed decisions and stay safe while enjoying cruising throughout the region.

CSSN has partnered for many years with Noonsite and the Seven Seas Cruising Association (SSCA), and our all-volunteer team continues to work hard to collect and deliver the information cruisers want — when, where and how they want it — including the daily KPK HF net on 8104 kHz at 0815 AST (see story on page 7).

We all depend on each other to self–report, so should you find yourself in the unfortunate circumstance of being a victim of a yacht-based crime, submit a timely first-hand report using the easy online CSSN incident reporting form, and do your part to keep our community safe and well informed.

CSSN makes it easy to "Know before you go!"

Visit www.safetyandsecuritynet.org for more information.

Cuba Rules for US Citizens

In July, the US Office of Foreign Asset Control of the Department of the Treasury issued additional guidance with regards to the travel to Cuba by persons under US jurisdiction. It states that any organization may sponsor a group for the purposes of people-to-people travel. The organization will need to provide a program of qualifying activities and ensure that group members follow the program.

A further update is expected on September 15th.

Visit www.treasury.gov/…/Programs/…/cuba_faqs_20170725.pdf for more details.

Eight Bells



• PAT HADLEY Noreen Patricia (Pat) Hadley, aged 88, passed away on June 28th, surrounded by family. She was born in Montreal, Canada on February 23rd, 1929 and was married to Dave Hadley for 49 years. Pat and Dave, long-time residents of Grenada, were frequently seen cruising up and down the Windward Islands in their Amel ketch, *Tiempo*.

—Continued on next page



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DOYLE CARIBBEAN

—Continued from previous page

The boat was named for the Spanish toast, "*Amor, salud y tiempo para disfrutarlos*" — "Love, health and the time to enjoy them". In 2000, Dave died of natural causes aboard *Tiempo* while at anchor in Martinique.

Dave's work as a young man had involved traveling in Europe and Latin America. After the birth of their first two children, Dave and Pat moved to Venezuela, where a third was born. While living there, they discovered, with the help of their friend Jeanne Fisher, the island of Grenada. During their time in Venezuela the whole family often came to Grenada for vacation, with Pat and the kids staying for months in rented homes. There they developed their love for the island and its people and their way of life. And this love formed itself into the plan of moving there, one day, to start a new life with an emphasis on sailing.

Family and friends were the focus of Pat's life. Her childhood was spent in Montreal, but her home was Grenada. The tapestry of her days was a collection of music, prodigious reading and precious moments sitting in the cockpit of *Tiempo* in conversation with friends. She sailed and traveled widely throughout her life and shared these experiences like a master storyteller.

Pat is survived by and will be sadly missed by her brother, her four children, her grandchildren, and her great-granddaughter, and all her friends in Grenada and throughout the islands.

There will be a memorial service in Grenada at a future point in time. Donations may be made to The Rotary Club of Grenada.

• PETER DEETH

The Antigua Yacht Club reports: It is with great sadness that we announce the death of our Admiral of 30-plus years, Peter Deeth, who died on August 9th. Peter was the founding member, commodore several times, and avid supporter of the English Harbour Yacht Club, later renamed the Antigua Yacht Club.



He was predeceased, in January, by his wife of 62 years, Ann. Peter and Ann led a very full and interesting life, which he documented in an autobiography, *'Tis all a Chequer-Board*, published in 2005.

Born in Leigh-on-Sea, Essex in 1924, Peter briefly attended Oxford University before being sent to Canada to train as a pilot for the Royal Air Force in 1942. He flew for the RAF until 1947, ending up as a captain in command of a B24 bomber in the Far East. Peter then moved to India to join his father's import-export business where he met Ann and bought his first boat, *Kelpie*, which they raced successfully together. They married in 1954 and moved to Trinidad in 1957, with daughter Alison, after Peter retrained as a commercial airline pilot and was hired by British West Indies Airlines. A detached retina forced an early retirement from flying and brought Peter, Ann and daughters, Alison and Astrid, to Antigua in 1960 where Peter and Ann added a son, Paul, and built and opened The Inn at English Harbour. They operated The Inn for 30 years, helping to bring tourism and employment to English Harbour, which, at the time, was a very impoverished, undeveloped and little-visited area. Their positive impact on the community was significant and Peter is affectionately known as "Papa" in English Harbour village. Peter's dream was to run a small hotel where he could teach guests to fly and sail. The flying was not to be, but Peter always owned yachts and took delight in taking guests out for sails first on *Spanish Main* and then *Petrana* and finally, while *Petrana* was off in far-flung corners of the world, *Blue Peter*.

Given his passion for sailing, Peter, along with Desmond Nicholson and Howard Hulford, decided to start a friendly racing event to mark the end of the tourist season for hotels and charter yachts. This event, which Peter co-founded and chaired multiple times, became Antigua Sailing Week, which recently celebrated its 50th anniversary. Peter and Ann raced *Petrana*, their "swift Bulldozer 50", in the early years of Race Week, dueling intensely against Don Street on *Iolaire*, before sailing her around the world during summers off from the hotel. *Petrana*, herself nearly 50 years old, is now raced in Classic Week by son Paul. Peter and Ann were active Life Members of the AYC and ended their sailing days in the Caribbean on *Katina* only three years ago at the ripe old ages of 89 and 82 respectively.



CASSIE CORNISH

• JOHN "BOB MARLEY" MASON

Laurie Corbett reports: Rasta John Mason, better known as Jahman or by his trading name, Bob Marley, died on August 13th, apparently of drowning. He was a daily visitor to almost every sailor who anchored in Rodney Bay, St. Lucia and to most who made use of the marina before the major upgrade — for at least the past 20 years. The interior of his boat was decorated with Bob Marley posters and memorabilia. When his health was better, he was a constant partier at the Gros Islet Friday Night Jump Up. Many of us bought from him, socialized with him, and enjoyed his company over the years. During his time as a service provider to yachties and tourists, he made many long-term friends (and girlfriends).

After the major changes at the marina, he no longer had the use of a container on previously unused property and was told by officials that his larger boat was not properly fitted out for a water taxi. As he was attempting to manage the deficiencies, his engine began failing, and his boat repairs began to mount. These difficulties, along with the tempering of constructive efforts usually attributed to the Rastafarian culture and increasing difficulty with his bad leg and general health decline, had significant impact on his later life. Still, he would be out in the smaller boat, going from yacht to yacht (especially the late-arriving French ones) until dusk, then slowly, laboriously, paddling all the way back to the marina and the bus system, regardless of the weather or the quality of the paddle. His positive attitude, willingness to socialize, and his belief in a benevolent deity, never wavered.

—Continued on next page



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Many of us took to looking out for John over the years, helping him with lunches, buying his products, and especially, running him back into the marina when we could not stand to see him disappearing into the dusk, risking danger from high winds and fast, irresponsible boaters.

• D RANDY WEST



Captain Fatty Goodlander reports: D. Randy West died on August 15th. Whenever I think of Randy, I think of The Smile. Randy had a mega-watt smile, a cat-that-swallowed-the-canary-smile, an I-just-found-an-ounce-of-weed-stuffed-between-the-cockpit-cushions-smile. I first met him while going stern-to in Gustavia in the late '70s. He was flirting with three Euro chicks (in French, German, and Spanish) and joking with a Rastafarian (in West Indian dialect) while seamlessly tending my two stern lines.

Later that evening, drunk at Le Select, I asked the French girl how well Randy spoke French.

"Some men zee speak 'menu' French," she told me with a sensuous smile. "Randy, he speak *boudoir* French. And German. And Spanish."

Randy wasn't merely happy — God had just told Randy a very funny, very insightful joke and Randy was just about to share it. (While writing this, I worried I might be exaggerating. Thus, I flipped through 100+ photos of Randy in groups. In each one, Randy's smile is brighter than the sun.)

Sure, Randy was an excellent sailor, yachtsman, and yacht racer. Sure he skippered Olaf and Peter Harken's experimental bipod-rigged *Procyon*. Yes, if a Spronk catamaran needed to be delivered anywhere in the world, he'd do it. Certainly, he helmed most of the Gunboat cats that ventured into the tropics. Sure, he was a wonderful ship's husband to *Ppalu*. Yes, he was an expert multihull sailor. But what really defined Randy was his love of life. He was a true bon vivant. And the thing Randy loved most was women. Now, please don't get me wrong. I'm not saying that Randy was a cocksman or a Don Juan — I'm saying that Randy adored women and women adored Randy. It was a mutual admiration society of two (well, sometimes more).

Each woman to Randy was a beautiful puzzle to be unlocked, a unique flower to help bloom.

When Randy finally staggered out of Le Select with those three lovely lovelies on that first night of our 35-year-long friendship, I didn't wonder if Randy would sleep with one of those young ladies — I wondered if he'd sleep with all three, at the same time, in the same bed. And yet I felt no envy, really, just male admiration. To be around Randy was to be aboard a Calypso party that lasted for many decades, to be in the innermost of the 'in' crowd of the Lesser Antilles.

I attended every Heineken Regatta and Antigua Sailing Week for more than two decades. Each time, one of the first things I'd do was find Randy to get myself aligned with the scene, to feed my head, to learn who was in rehab, jail, or heaven. One year during ASW, I was trimming main on a J/35 from NYC. Gradually the boat astern, which we owed time to, was reeling us in. Our NY skipper, a very aggressive stock-market guy, was getting nervous. With each wave, the overtaking boat would surf a bit closer. Finally our frantic skipper barked, "Don't even *think* about it, fellow!" and that wouldn't have been so bad but then he added, "…no f'n way, MFer!"

I, and almost all the local crew, winced.

Randy West slowly stood up at the helm, grinned, and said, "…uptight, are we?"

Then Randy looked at his crew and said "Let's go up… up… *up*!"

There was the sound of sails flapping, sheets twanging, winches spinning.

And the stockbroker guy turned sharply into the wind to block — just as Randy's crew eased the main and sailed cleanly through our lee.

He'd just totally humiliated our skipper — in a most gentlemanly way.

And as he accelerated away, Randy spotted me as he was checking out our rail beef.

"Is dat de Fat Mon?" he asked.

And I said back in awe, "Irie, Randy, Irie!"

Oh, Randy was blessed. He'd start to tell a story to a solitary girl at the Rusty Pelican in Philipsburg in the early '80s and the entire bar would hang on every word.

"And den," Randy would say, "Dat fellow found himself shackled to a chair in de Police Department in Sint Maarten — only de silly Dutch policeman left him for a moment and so he hop dat chair over to de window and toss himself out onto Main Street. When he hit de pavement, that chair done shatter and he done run back to his boat and sail back to Le Select where we all help to cut off de 'cuffs and buy him a beer." (A very famous local story from the yachting annals of the '70s.)

Oh, yes, Randy was a raconteur — and could even hold a pen in his hand as well. When Sir Robbie Ferron needed an onstage foil to help MC the Heinnie with — some sailor who knew every yacht racer in the Caribbean, East Coast, and Europe — he turned to Randy. And I can still remember the crowd howling with laughter as Randy explain "how dese islands work, me son" to the audience.

Now, to be perfectly honest, Randy, I, and many other "old Caribbean hands" ran on heavy fuel back in those days — everyone at Le Select did. We figured we'd sleep when we were dead — and most of us are dead. And, yeah, I used to call him "Randy Wasted" occasionally — all in good fun. And he was with me that fateful night at Autour Du Rocher when I was abducted by aliens in a pick-up truck with blue fender lights — well, I *think* they were aliens.

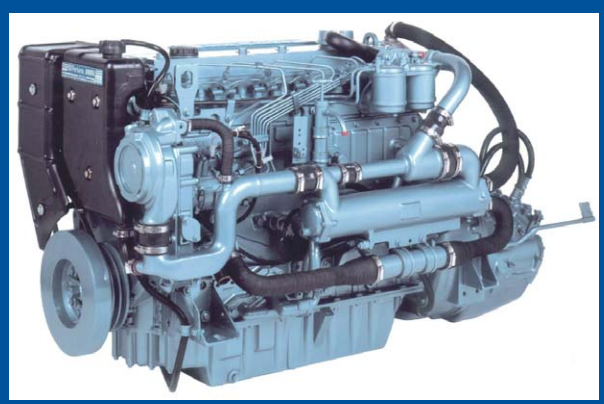
Anyway Randy, I, Lulu Magras, Mad Murphy, Chris Crawford, Thorpe, John Frith, Paul Johnson, Mad Dog Mark, the Pirate Queen, Uncle Foot, Les Anderson, Lovik the Lazy, David Wegman, Jean Claude, Harry the Rasta, Fast Eddy and Timothy Leary's wife used to explore inner and outer space in the fast lane. But as zonked as I saw Randy, I never saw him misbehave. He was always a perfect gentleman, always a fun guy to be with, always deeply considerate of the people around him. There wasn't a mean bone in his lanky, freckled body.

Two months ago, upon completing our third circumnavigation, my wife and I went to the St. Maarten Yacht Club. Mostly, it made us sad — to see a club once dedicated to sailors turned into one more for-profit booze dispensary.

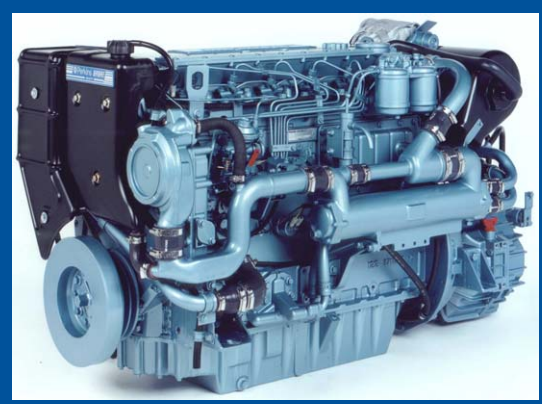
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SSCA Radio Station KPK

by Glenn Tuttle



Seven Seas Cruising Association (SSCA) is the oldest and largest worldwide organization supporting the full-time cruising lifestyle. SSCA focuses on promoting safety and fellowship among the cruising community. A primary means of promoting these objectives is through communications.

With the advent of the Internet, e-mail, cell phones, and social media, most people have the capability of being connected 24/7. This is not the case for a vast majority of the cruising community who elect to cruise in remote locations of our globe. For those cruisers, the principal way to remain connected is through high frequency (HF) radio.

HF/Single Sideband Radios

It is not an overstatement to say the majority of offshore bluewater cruisers have a high frequency radio on board their vessel. While many cruisers are licensed Hams (Amateur Radio License holders), the majority rely on the use of marine HF/Single Sideband (SSB) radios. Each morning these cruisers start their day by listening to, and participating in, SSB radio nets, and often end their day checking into nets as well.

Whether tuning in to weather router Chris Parker of the Marine Weather Center for weather forecasts (8.137 kHz), or participating on regional nets such as the Cruiseheimers Net (8.152 kHz), Coconut Telegraph Net (8.170 kHz), Panama Connection Net (8.107 kHz), NW Caribbean and SW Caribbean Nets (6.209 kHz), and the afternoon Doo Dah Net (8.152 kHz), this is how the cruising community communicates on a daily basis. These daily nets are the equivalent of several well-known and respected Amateur Radio nets servicing the cruising community such as the Waterway Radio & Cruising Club (7.268 kHz), and the Maritime Mobile Service Network (14.300 kHz). Times, and further information on these and other maritime nets, may be found on a printable format at www.docksideradio.com.

Often times, the US Coast Guard asks that reports of overdue vessels, hazards to navigation, and other serious matters of safety be relayed via these nets. But it is often the vessel operators themselves who must use their HF radios to send a Mayday, broadcast a Pan-Pan message, report routine safety messages, or request some form of assistance from land-based resources.

SSCA currently provides "on-the-ground" support to cruisers through our worldwide network of cruising stations. SSCA has recently initiated a SSB Voice Net, which widens the support of cruising stations over the air, extending a helping hand to any cruiser with an HF radio.

Above: Here to help: Glenn and Peppino at the KPK station
Right: The Tuttles cruise aboard their Grand Banks

What is KPK?

Two years ago, SSCA applied for and was granted a Public Coast Station License, call sign "KPK", by the FCC. At the present time, KPK broadcasts on frequency 8.104 for 15 minutes beginning at 1215 hours UTC, or 0815 EDT, and 0745 EST. The KPK Service is purposely scheduled to immediately follow the Coconut Telegraph Net, and come immediately before the Cruiseheimers Net.

The purpose of this service is to:

- Pass emergency and priority traffic, as well as traffic related to safety and security.
- Provide current news updates of interest to cruisers from such sources as the Caribbean Safety & Security Net, Noonsite, The Salty Southeast Cruisers Net, *Caribbean Compass*, Bahamas Chatter and others.
- Provide any vessels needing assistance with land-based resources.

KPK can assist with radio checks, float plans, telephone contact with family and friends, boat-to-boat relays, access to medical or mechanical professionals, marinas, Internet searches, or any other assistance that we may be able to provide.

Through a partnership with the Caribbean Safety & Security Net, (www.safetyandsecuritynet.com) any report of a safety and security nature occurring in the Caribbean and made to KPK will be immediately provided to the CSSN. Likewise, any recent incident posted on the CSSN website will be announced during KPK's broadcast.



CSSN's primary mission is the collection and dissemination of accurate information relating to crimes against yachts in the Caribbean, enabling cruisers to make intelligent decisions about how and where they cruise. [*See more information about CSSN in Info & Updates on page 4.*]

How KPK Helps

Although KPK is a service provided by SSCA, all vessels are welcome to participate. KPK also welcomes relay assistance.

One of the first "customers" of KPK happened to be SSCA members cruising on their boat, *S/V La Luna*, in Panama. They were returning to the States via the Yucatan, and needed to make an unscheduled stop in Isla Mujeres, Mexico. They contacted KPK on the morning net and asked if we had any information on anchorages and Customs and Immigration procedures in Isla Mujeres. I was able to make a phone patch to another SSCA member, Bob on *S/V Sunrise*, who had just returned from Mexico. Bob was able to answer all of *La Luna's* questions prior to their arrival in Mexico.

Recently, KPK assisted a cruiser who departed from Puerto La Cruz, Venezuela, only to make it to an anchorage near Isla Margarita where his injector pump failed. KPK stayed in touch with this cruiser throughout his difficulty, lending support and contact in case of an emergency.

Also, recently, KPK was contacted by a fishing vessel out of Roatan, Honduras. The captain usually stays in HF contact with his family while he is off fishing for weeks at a time. The HF radio on shore was having problems and the captain could not contact his base station. KPK was able to make contact for him and pass the necessary information for his family to restore service to the shore-based radio.

These are just a few of the dozens of times when KPK has been of assistance to mariners, or to the United States Coast Guard in locating overdue vessels. All vessels are welcome to the assistance of KPK.

Glenn Tuttle, an amateur radio enthusiast (K9TUT), is on the Board of Directors of SSCA, and serves as the Net Manager for SSCA Radio Station KPK. He is also the immediate past Commodore and Net Manager of the 52-year old Waterway Radio & Cruising Amateur Radio Club and a member of the Cruising Club of America. Glenn is active in the US Coast Guard Auxiliary HF Program and the Department of Homeland Security's SHARES HF Program. He and his wife, Eddie, and boat dog, Peppino, cruise aboard their 46-foot Grand Banks, Tothill.

Comments or suggestions regarding KPK may be sent to KPK@ssca.org.



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BUSINESS BRIEFS

Suzuki Outboards Win Top Product Award

Luriel Laboy reports: *Boating Industry Magazine* recently honored Suzuki Marine's DF175AP and 150AP outboards with the Top Product 2017 Award for their impact on the industry, innovation and improvements to the customer experience.



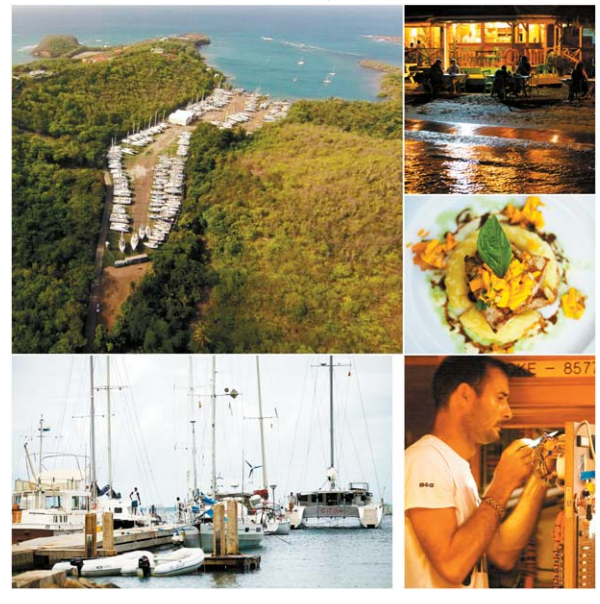
Both engines captured the award thanks to several technical and performance features. One of them is the Suzuki Precision Control, a cutting-edge electronic system that eliminates friction and resistance in the controls. The magazine also mentioned the Suzuki Selective Rotation system, which eliminates the need to stock both regular and counter rotation by incorporating a special, unified design of gears, shaft, and bearings in the lower unit. Finally, there is the Semi-Direct Air Intake system, which provides a better engine performance with a design that provides a fresh airflow to each cylinder.

"This is the third time that Suzuki has won the Top Product Award, showing the quality of our products and the reputation that our brand has in the industry," said Erving Rosario, sales and marketing manager of Suzuki in the Caribbean. "We are very proud to give to our customers a product that enables them to live the Suzuki Way of Life."

For more information on Suzuki del Caribe see ad on page 7.

Check Out the New Grenada Marine!

Tracy St. Louis reports: Grenada Marine is in the process of restructuring its entire yard and although not complete we have added a 100-metre (330-foot) dock extension that allows us to handle many jobs without hauling the yacht. GM has also added an Engineering Building at the top of the yard, which houses the metal shop, and the systems and mechanical workshops. In addition, we have relocated the administrative office, where customers can meet the technical supervisors, project management and back office team all in one building. The former administration building is now home to Island Water World chandlery. This move has allowed us to increase the size of the sail loft.



Dale Selvam, our new yard manager from New Zealand, has 25 years' experience in the marine industry as captain on sailing vessels, engineer on dive ships, managing refits, or sailing on his own S&S 48. Our multilingual yard manager is a hands-on experienced captain who can advise you on all aspects of what is best for your boat, be it large or small.

Whether you are looking for summer storage, a topside re-spray, a simple bottom job, a re-power or a complete refit, Grenada Marine is the ideal choice for you!

The professional and experienced team at Grenada Marine provides outstanding technical work and extended quality services in boat storage, repairs and maintenance.

For specialty storage, we offer one-piece steel cradles, tie-down anchors throughout and storage areas by boat type.

Our repair, refit and maintenance services include fiberglass and exotic composites, Coppercoat application, coating removal and surface preparation with the use of our dustless blast system, hull drying for osmosis treatment with the use of our hot-vac system, specialized steel boat projects for rust removal treatment and sealing, Awlgrip/Awlcraft painting, electrical/electronic/HVAC, mechanical, rigging and canvas/sail loft, woodwork and carpentry, metalwork and fabrication, and antifouling application/hull polishing/brightwork.

We also offer 24-hour security, moorings, a fuel station, WiFi connection, serviced laundry, a vegetable market, a delicious restaurant (Laura's), washrooms and showers, electricity and IWW chandlery which is based on site. Grenada Marine is a Port of Entry.

Effective this season, this "one-stop shop" is sporting marine blue and electric lime green on their brand new logo and buildings. The staff proudly wears the new uniforms provided to them for the season — Tees, shirts, polos, coveralls and boots. However, our tag line still remains "We love boats"!

For more information on Grenada Marine see ad on page 19.

Improvement and Investment Plans for Curaçao Marine

Nicole van Beusekom reports: In previous issues of *Caribbean Compass* we informed you about the change of ownership and management of Curaçao Marine and about the improvements that have been carried out right away.

—Continued on next page

—Continued from previous page

In this issue, as promised, we share some of the future improvement and investment plans with you.

This month! The visibility of the shallow spot just before arriving at the marina will be improved. For safety reasons we are placing a warning or welcome sign and reflective lights in the water.

During 2017 - Further maintenance on both the 40- and 60-ton trailers will be carried out.



At the end of 2017 - Reinforcement of the asphalted terrain to sustain heavier loads. With the addition of the 60-ton trailer a few years ago the yachts being hauled out at Curaçao Marine keep getting bigger!

In early 2018 - New electricity and water supply connections will be placed at the marina.

2017/2018 - Working on the possibility to offer duty-free shopping to sailors in transit at Curaçao Marine.

2018/2019 - Building on-site accommodation to be able to offer customers the choice of living aboard their yacht or to opt for a comfortable stay in one of the apartments.

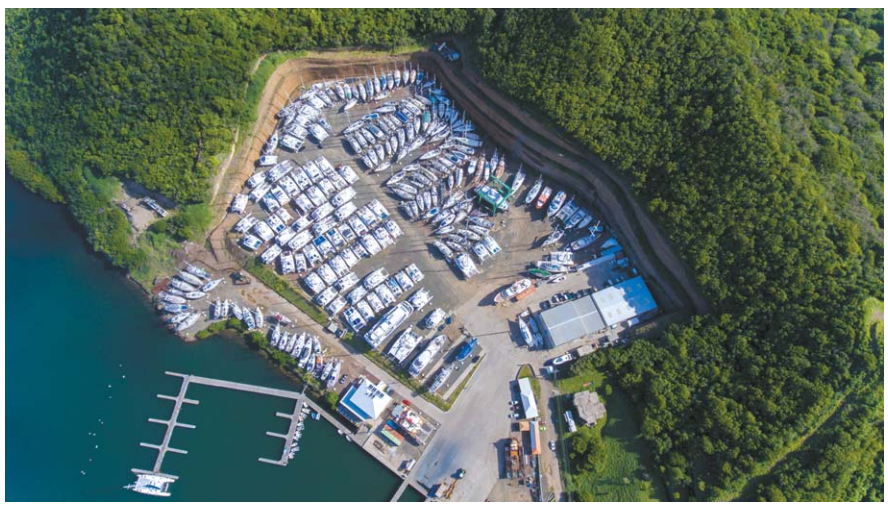
These are just a few of the major and minor improvements planned at the yard; new points of improvement might be added to the to-do list along the way. The new managing board finds it important to keep looking at the opportunities to raise the quality of Curaçao Marine to a higher level. As you can read, improvements are being made and will be made to various aspects of the business. All changes and improvements will directly or indirectly benefit the customer experience. The Curaçao Marine managing team and crew is looking forward to welcoming new and returning customers to the yard!

In the next issue of *Caribbean Compass* we would like to introduce the new management to the readers, so stay tuned for that! If you don't want to wait for the next issue, look up Curaçao Marine online! Visit the website www.curacaomarine.com, or follow Curaçao Marine on Facebook and Instagram. You can also subscribe to our quarterly News Flash to receive yard updates in your mailbox!

For more information on Curaçao Marine see ad on page 27.

Clarkes Court Thanks You for a Fantastic Summer 2017!

Arlene Telesford reports: The Clarkes Court Boatyard & Marina family would like to take this opportunity to thank all our customers who hauled out with us for summer 2017, which allowed us to be fully booked for the season! We appreciate that persons allowed us to show them why they are the reason we haul boats.



For those who could not secure a haulout with us this year, we encourage you to book early for the 2018 season.

We encourage customers to stay connected with us on Facebook, Instagram and Twitter for what we have coming up.

For more information on Clarkes Court Boatyard & Marina see ad on page 18.

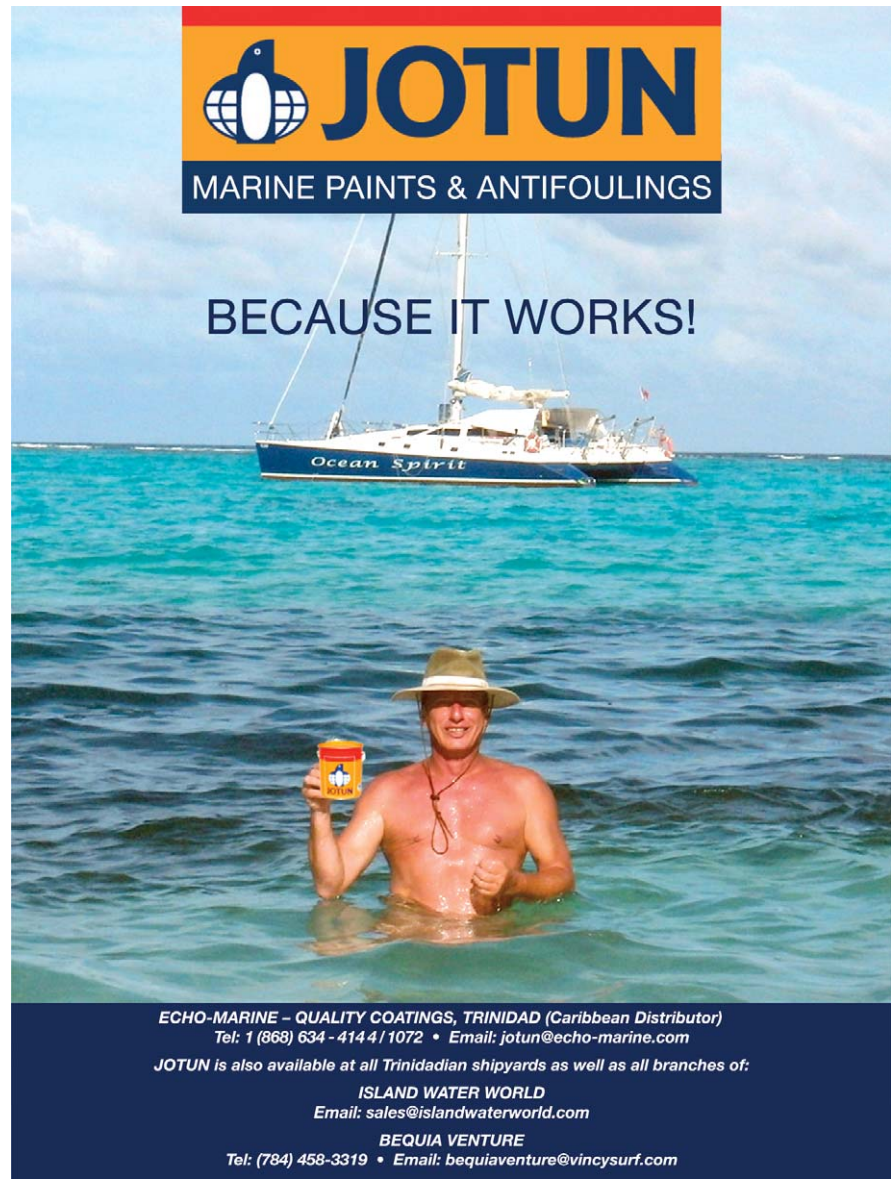
Training Aboard the Schooner *Ruth*

Do you wish to have a career at sea, train as a yacht captain or join the racing crew of a Grand Banks schooner?

The Barbados-built trading schooner *Ruth* (Caribbean Sail Cargo Initiative) is offering Boatmaster Offshore 1 training with a pathway to Master of Yachts 200 Commercial Endorsement ticket.

Schooner *Ruth* will set sail from Barbados on September 20th, with five trainees (aged 18 to 24 years) and six guest crew for 20 weeks and 4,500 nautical miles through the Eastern Caribbean, with 21-day return voyages to and stops at Barbados, Grenada, the Grenadines (White Island, Saline, Savan, Canouan, and Bequia), St. Vincent (Wallilabou), Montserrat, Saba, St. Kitts, St. Martin and Dominica, culminating in January 2018 with the Mount Gay Barbados Regatta and the Barbados to Antigua Ocean Race.

—Continued on page 32





Caribbean ECO-News

Well-Managed MPAs Offer Hope for Endangered Marine Species



SONIA JIND

Careful monitoring of reefs' health, such as that done by the AGRRA program (www.agrra.org), is a key part of MPA management

The International Union for Conservation of Nature (IUCN) announced in a new report in June that overfishing and the degradation of coral reefs across the Caribbean and Pacific islands are pushing many fish, including food sources like tunas and groupers, towards extinction.

The Greater Caribbean Red List report includes assessments of 1,360 fish species found near the shore across 38 Caribbean countries and territories. Species threatened by overfishing are commonly associated with reef habitat. The report notes that around five percent of marine bony shorefishes in the Caribbean are threatened by overfishing, invasive lion fish predation and the degradation of coral reefs and estuaries, which provide habitats and feeding grounds for many species.

In the Caribbean, the vulnerable red snapper (*Lutjanus campechanus*) and the endangered Atlantic bluefin tuna (*Thunnus thynnus*) are among the threatened species targeted by fishers.

IUCN said that fewer individual coral species are threatened with extinction in the region, although overall Caribbean reefs are in worse shape than those in the Pacific because of human pressures adding to the effects of ocean warming. It said various threats are flattening reefs across much of the Caribbean, particularly affecting the Elkhorn coral (*Acropora palmata*) and Staghorn coral (*Acropora cervicornis*). "These endemic, branching corals, which are among the most important reef-building coral species in the Caribbean and vital for the survival of reefs, are both classed as Critically Endangered," it added.

There is hope, however. "We know that well-managed marine protected areas (MPAs) can increase the resilience of marine species in the Caribbean and the Pacific in the face of mounting threats. In an extremely species-rich region dominated by small island states, inter-governmental cooperation between countries should be boosted to ensure protected areas are managed effectively, and destructive fishing practices are minimized," said Kent Carpenter, the manager of the IUCN Marine Biodiversity Unit.

See www.iucn.org/news/secretariat/201706/overfishing-reef-decline-threaten-greater-caribbean-and-pacific-island-fisheries-–-iucn-reports for more information.



WWW.ACCOUNTABILITYCOUNSEL.ORG

Caracol Bay in Haiti's Three Bays National Park

Haiti's First MPA Management Plan Presented

On June 20th, the Caribbean Marine Biodiversity Program (CMBP) held a public meeting in Port au Prince, Haiti to present the first management plan for Three Bays National Park to the Haitian government. The purpose of the plan is to conserve the marine and coastal environment along the Three Bays Protected Area and to support sustainable livelihoods for the surrounding coastal communities. It was developed by The Nature Conservancy, FoProBiM, a local non-government organization, and a contractor through a highly collaborative process that involved the National Protected Areas Agency of the Ministry of Environment (ANAP), local community organizations and businesses.

Jeantel Joseph, Director of ANAP of the Haiti Ministry of Environment, who attended the meeting, noted, "This MPA management plan — the very first one for Haiti — is a major step and an important tool for effective management at Three Bays National Park and a model for the country. The Government of Haiti stands ready to provide the necessary support to this process — recognizing the need to work in close collaboration with the local communities for the success of this plan. ANAP has learned so much during this process of development of this management plan and we are very thankful to TNC and USAID for their support."

Jean Robert Badio, Director of the Haiti Fisheries and Aquaculture Directorate, added, "Local fishers and other community members at Three Bays National Park depend on a healthy marine and coastal environment in this area for their livelihoods and income. To effectively manage the Park will require collaboration between ANAP, the fisheries department, and local fishing communities. If properly implemented, the proposed zoning and the Fisheries Sector Action Plan will become a model for all the marine protected areas of Haiti — with the potential to regenerate the fish population along the coasts."

Read the full story at www.haitilibre.com/en/news-21297-haiti-environmentpresentation-of-the-management-plan-of-the-three-bays-national-park.html

Thousands Enjoy Bird Experiences Throughout Caribbean

Thousands of people throughout the region had fun experiences with birds and nature during June's Caribbean Endemic Bird Festival. Dozens of festival events took place on different islands to celebrate the birds that live only here.

Activities were held for pre-school and primary students, adults and families. Bird talks were held on many islands to help people understand the unique birds that live only on specific islands or only in the region. Guided bird walks brought people of all ages out into nature to see these amazing birds firsthand. For many, it was their first chance to get an up-close view of birds through binoculars or a scope.

Other activities were as diverse as the region itself. In the Dominican Republic, Ridgway's Hawk Day celebrated the endangered Ridgway's Hawk, which lives only on Hispaniola. In Trinidad, bird education was brought to the streets with a bird education stand at a local market. In Puerto Rico, a special training workshop gave teachers learning tools about birds to use in classes year-round. On St. Martin, festival attendees planted coconut trees and painted bird feeders.

Endemic birds — those that live only on one island or within a small range — are at special risk of extinction. The Caribbean is home to many endemic species, and many are already in danger. The Caribbean Endemic Bird Festival is one of the Caribbean's only regional events about birds and nature. It is organized by BirdsCaribbean each spring, and dozens of nonprofits, schools, parks and other organizations develop events in their communities.

In July, more than 200 scientists, teachers and conservationists came together in Cuba at BirdsCaribbean's 21st International Conference. The event included nearly 150 presentations and workshops over five days.

"This year's theme was Celebrating Caribbean Diversity," explains BirdsCaribbean Director Lisa Sorenson. "We love the variety of birds here, but the diversity of our members is even more important. We brought people here from dozens of islands. We have different cultures and languages, but we all face similar challenges. The chance to share ideas improves our work all over the region."

—Continued on next page

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BirdsCaribbean is the region's largest conservation group. Programs like the Caribbean Endemic Bird Festival, which highlights birds found only in the region, reach over 100,000 people each year. At the conference, festival coordinators from different islands share ideas and activities. Others are inspired to launch festivals on their islands for the first time.



Researchers sharing their work give ideas that can help save birds. Members learn how birds recover after hurricanes or prosper when farmers plant shade trees over their coffee. Then they can bring bird-saving tools back to their own islands.

For more information visit birdscaribbean.org or find BirdsCaribbean on Facebook.

Kids' Ocean Camp Held in Barbuda

The Waitt Institute hosted the fifth annual Kids Ocean Camp from July 24th to July 28th. The camp taught children about ocean conservation and marine biology around Barbuda. Activities also included swimming, snorkeling, field trips to local beaches, a boat trip to the Frigate Bird Sanctuary, and a pier clean-up. The camp provided 31 students ages seven through 12 from the Holy Trinity School with the opportunity to explore Barbuda's marine environment first-hand through ocean-themed activities, lessons and field trips. The Waitt Institute sponsored this weeklong camp, led by Veta Wade, founder of Aqua Montserrat and Fish'n Fins.

The Waitt Institute has organized the Kids Ocean Camp every summer since starting Blue Halo Barbuda, a comprehensive ocean and coastal management project, in 2012. "These camps get students out of the classroom and encourage hands-on learning about the ocean, in the ocean," said Waitt Institute Site Manager, Robin Ramdeen. "The Waitt Institute partners with governments to develop and implement sustainable ocean policies through Blue Halo Barbuda. We strongly believe that educating communities about the ocean is key to fostering a generation of ocean leaders and ensuring sustainable resource use in the long run," added Ute Zischka, Waitt Institute Program Manager.

The Waitt Institute endeavors to ensure ecologically, economically, and culturally sustainable use of ocean resources. The Institute partners with governments committed to developing and implementing comprehensive, science-based, community-driven solutions for sustainable ocean management. Its goal is to benefit coastal communities while restoring fish populations and habitats. Its approach is to engage stakeholders, provide the tools needed to design locally appropriate policies, facilitate the policymaking process, and build capacity for effective implementation and long-term success



This year's camp received support from a diverse group of government agencies. Children had lessons from Barbuda Fisheries staff Doug Beazer and Roy Morris, Department of Environment Education Officer Arica Hill, Barbuda Council members Kendra Beazer and Asha Hope, and secondary school teacher Sophia Charles. This was the first time the Antigua & Barbuda Department of Environment participated in the Blue Halo Kids Ocean Camp.

"Working with kids is the way to go, it has to start with them for things to work," said Doug Beazer of Barbuda Fisheries. Asha Hope added, "I hope that the children realize the importance of the ocean, in terms of jobs, in terms of food, in terms of our survival as people. This camp is great because it really teaches them about keeping the ocean clean and the overall importance of the ocean."

Robin Ramdeen said, "It was rewarding to see how excited the children were about the ocean lessons and beach cleanups. I believe this experience will have a lasting effect on the children and will grow their interest in marine conservation. These students are our future and with their passion we can continue to improve our marine environment on Barbuda,"

Camp leader, Veta Wade said, "This camp is a great example of how shared love of the ocean and collaboration between islands can empower, inspire and educate the future generation and our people. I look forward to seeing more partnerships like this throughout the Caribbean as we work to protect our most valuable resource: The Caribbean Sea."

Contact Robin Ramdeen at rramdeen@waittinstitute.org for more information.

Fundraiser for Sea Turtle Conservation Bonaire

Did you know that the Sea Turtle Conservation Bonaire (STCB) Fundraising Auction, which will take place on November 25th, will include more than beautiful artwork?



This year, you can also bid on various other items, such as a spa weekend at the luxurious Santa Barbara Resort on Curaçao (including a 60-minute Yucahu massage for two!), and a two-night stay at the charming El Encanto Boutique Hotel on Bonaire.

Visit www.stcbfundraising.org and www.bonaireturtles.org for more information.





See why the Caribbean is worth defending.

Join The Nature Conservancy and help us Defend Paradise.

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

The Nature Conservancy

DEFEND Paradise

Early Warning of 'Invasions':

Tracking Sargassum Seaweed via Satellite — And How Boaters Can Help

by Joan Conover

Starting primarily in 2011, massive quantities of pelagic (floating) sargassum seaweed, also known as sargasso, floated throughout the Caribbean, impacting marine resources, fisheries, shorelines, waterways, and tourism. Similar events have occurred since that time. The amount of observable weed has lessened since the large influx of October 2015, however this process is cyclical and the coming season is projected to see a significant increase of this ocean-carried weed.



GCRF-USM.EDU

By sending reports of sightings, boaters can help verify satellite imagery showing rafts of sargassum drifting through the Caribbean

It will be during this upcoming season of 2017-18 when Caribbean governments and private citizens — including local boaters and visiting cruisers — will again need to develop procedures to address the problems that have been experienced in past "Sargasso Seasons".

The actual sargassum route and cycle are not well known, but amounts do seem to be increasing with each season's cycle; theories for this include increasing heat and/or additional nutrients introduced into the Atlantic that create or enhance massive blooms of this foliage. Recent research also suggests that Atlantic algae responds positively to increased $C0_2$ and acidity in seawater, a major change in the former theory of slower growth.

A first-hand report last month from the southern Caribbean mentions, "The smell at the moment is near intolerable; the build-up has increased massively in the last week or so, and now there is too much aggregated for the tide to remove it. Furthermore, there is so much ashore already that the new influx can only sit on and in the water. The wet sargassum rots on the shore, and sea life dies on the mass floating at the shoreline."

In cases where sargassum accumulates and decomposes in large quantities, the smell of rotten eggs can occur. This is the odor of hydrogen sulfide gas, which is given off as part of natural decomposition. The US Occupational Safety and Health Administration notes that when the smell is described as "more offensive" (three to five parts per million), prolonged exposure might cause effects such as nausea, tearing of the eyes, headaches and loss of sleep. Asthma sufferers may experience airway problems. Full details are at www.osha.gov/SLTC/hydrogensulfide/hazards.html.

Sargassum also has impacts on fishing gear and motors; for example, engine cooling-water intakes get clogged and rudders get jammed. Some fishers and other boaters are coming up with devices to free rudders of weed and to deflect sargassum from propellers, and are using strainers across water intakes to prevent blockage and engine overheating. Those navigating through the islands need to be prepared to deal with gear complications plus possible loss of power or steering, and plan for the safety implications of this, especially when underway at night.

Heavy mats of sargassum along the shoreline, such as occurred on the windward coast of Barbados in 2015, can prevent hatchling sea turtles from reaching the water.

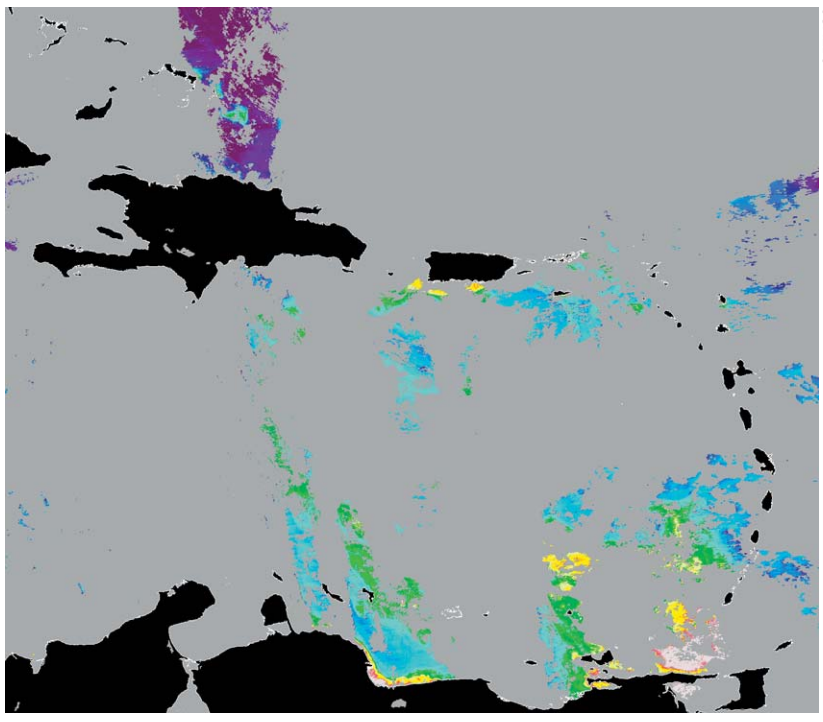
Becoming proactive and keeping informed about the location of these floating mats of seaweed will be the new reality for those in the Caribbean — islanders and sailors alike. This sargassum issue will not go away, and as one observer says, "This problem is something which will ultimate adversely affect all of us. All of us should be working together to be proactive in this matter, rather than merely reactive or inactive."

Some Caribbean island governments, such as that in Tobago, are already looking at satellite tracking to help cope with sargassum inundations (see www.ipsnews.net/2017/07/tobago-gears-fight-sargassum-invasion for details).

Satellites Spot Sargassum

Over the past several years, several research facilities have been developing technologies based on satellite imagery to identify the location of weed masses. (See (https://eos.org/features/sargassum-watch-warns-of-incoming-seaweed).

While this seems simple, it has required on-the-ground, or in this case sea, knowledge of where volumes of weed occur. This then allowed comparison to satellite data to develop suitable applications. For several years, private "citizen scientists" including cruisers have reported their sargassum findings to the Gulf Coast Research Laboratory's (GCRL) sargassum research group headed by Jim Franks of the University of Southern Mississippi.



USF.EDU

These data are used to model the movements of sargassum in the tropical North Atlantic, as well as within the Caribbean region. These data have also been used to determine the source of the massive blooms. GCRL research indicates a sargassum source region of equatorial origin, rather than connection to the Sargasso Sea. The GCRL research conducted by Franks and oceanographer colleague Dr. Don Johnson is ongoing.

Another effort to provide a satellite tracking application was being developed by Dr. Chuanmin Hu's group at the University of South Florida. We are happy to announce there is now an internet site with satellite imagery views of sargassum, which could provide early warning of where or when this seaweed will arrive or impact an area. While still in the development stages, this is a huge step forward for projecting where the weed will be and could allow countries in the impact areas time to prepare. Basically, there is an online Sargassum Watch System (SaWS) at http://optics.marine.usf.edu/projects/saws.html

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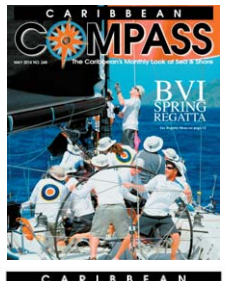
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My claims settlement record cannot be matched.

I have been connected with the marine insurance business for 47 years. I have developed a rapport with brokers and underwriters at Lloyds and am able to introduce boat owners to specialist brokers in the Lloyds market.

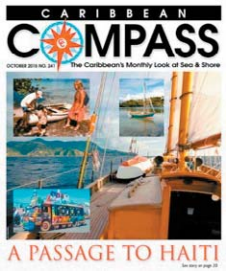
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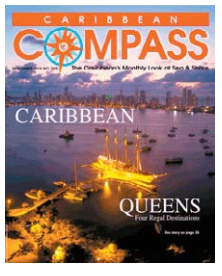
HEY, READERS!

If you'd like to receive notification by e-mail when each month's new *Compass* is available free online, just drop a note to sally@caribbeancompass.com and we'll put you on the list — it's as easy as that!









Second Annual Colombian Yacht Rally

Being presented with Colombian flags, snorkeling on one of the Caribbean's largest coral reefs, receiving honorary citizenship on the island of Providencia, visiting the remote Albuquerque Cays — the second annual Sovereign Colombia Rally provided one memorable moment after the other to the crews of 18 participating yachts.



CARLOS DEL CASTILLO (ALL)



Retracing routes once sailed by the 17th century privateer Sir Henry Morgan, this cruise in company through Colombia's waters and neighboring Panama began in historic Cartagena on June 17th, sailed to the islands of Providencia and Santa Catalina; visited the Albuquerque Cays; sailed onward to Bocas del Toro and the San Blas Islands in Panama, and finally returned to Cartagena on July 6th. Five of the fleet of Colombian and international sailboats did not complete the rally owing to minor breakdowns, but returned to their marinas without mishaps. The 1,054-nautical-mile route visited six ports, with the contrast between the bustling harbor of Cartagena and the idyllic Albuquerque Cays demonstrating the wide variety of sailing destinations Colombia offers.

The Rally Colombia Soberana 2017 was organized by Colombia's Ministry of Commerce, Industry & Tourism, the National Tourism Foundation (Fontur) and the National Navy, with the collaboration of Cartagena's Club de Pesca. Three of the participating sailboats were associated with the Colombian Navy and were crewed by officers, as well as cadets from the Almirante Padilla Naval Academy. Lieutenant Diego Salgedo noted that participating in the rally gave the crews a better idea of life at sea and under sail. The Colombian naval patrol boat *ARC San Andrés* accompanied the fleet.

At the opening ceremony at Club de Pesca, Deputy Minister of Tourism, Sandra Howard Taylor; the Caribbean Naval Force Commander, Rear Admiral Gabriel Perez; and the Nautical Tourism Advisor of Fontur, Carlos del Castillo, presented a Colombian flag to the captain of each sailboat.

Clockwise from left:
Rear Admiral Gabriel Perez, Vice-Minister of Tourism Sandra Howard Taylor, and Nautical Tourism Advisor Carlos del Castillo welcomed participants to the rally
Rally entry Shakira, *anchored at the Albuquerque Cays*
Diving at Isla Providencia
Visiting sailors and military base personnel joined forces for a beach clean-up at Playa Albuquerque

Colombia Soberana for the importance of an activity that encourages nautical tourism and sports.

The Deputy Minister, who grew up on Providencia, and her team from Fontur embarked with the rally from Providencia on June 23rd bound for the Albuquerque Cays, two small islands surrounded by reefs that mark the westernmost point of Colombia. There all the crews of the rally boats and the crew of the *ARC San Andrés* carried out the symbolic act of hoisting the Colombian national flag and singing the national anthem, together with the personnel of the small military outpost there. The rally sailors also showed their respect for the marine environment by participating in a big beach cleanup.



The beauty of the island landscape in Albuquerque was a source of delight for all the sailors, who marveled at the varying colors of its waters, the whiteness and texture of its sands, the freshness of its breezes, the pleasant murmur of the waves and the characteristic green coconut palms shimmering in the wind — an embodiment of "Colombian magical realism". The fleet remained there until June 26th, and the rally's port calls in Panama and the return to Cartagena went smoothly.

With the arrival of peace in Colombia after 50 years of civil war, the doors to tourism have been opened wide and nautical tourism has not only made great strides but is set for considerable future development. This rally — thanks to the combined efforts of the Ministry of Commerce, Industry and Tourism; Fontur; the National Navy and clubs such as Cartagena's Club de Pesca — is an example of encouraging sustainable, accessible, inclusive and modern tourism by promoting the country's sailing destinations.

Carlos del Castillo tells *Compass*, "We will be developing the 2018 edition of the rally, and we are looking to welcome a larger group of sailors and even more international participation."



After a 390-mile passage from Cartagena, the rally fleet arrived at Providencia and Santa Catalina on June 20th, where the sailors enjoyed a variety of activities including diving, snorkeling and visiting Cayo Cangrejo in the island's Parque Nacional McBean Lagoon, to get a glimpse of the protected flora and fauna. They also joined in the island's folklore festival, which included a queen show, masquerades, a float parade, musical concerts and traditional dances, in addition to races of the traditional local sailing catboats. *

The rally sailors were declared honorary citizens of Isla Providencia in a symbolic act offered by Mayor Bernardo Bent, recognizing this second edition of Rally Colombia Soberana for the importance of an activity that encourages nautical tourism and sports.

Interested in joining next year's Rally Colombia Soberana? Contact rally manager Carlos del Castillo at cdelcastillo@fontur.com.co, or Coast Guard CF Armando Ramirez at armando.ramirez@armada.mil.co. If you stop by Club de Pesca in Cartagena, chat with club manager Joan Macmaster about the event.

** For more information on Providencia and Santa Catalina see "Colombia's Trio of Gems" on page 16 at www.caribbeancompass.com/online/august14compass_online.pdf and "Old Providence" on page 33 at www.caribbeancompass.com/online/january15compass_online.pdf*

ROSETTE/ORANGE WINS 33RD ROUND MARTINIQUE YOLE RACE



PAULETTE LEE (ALL)

The Tour de la Martinique des Yoles Rondes is a weeklong, multi-legged race around the island of Martinique in traditional *yoles rondes* — 35-foot, open, sprit-rigged racing craft developed from the older *gommier* dugout canoes used for fishing. The term yoles rondes or "round yawls" (from the Norwegian *jol* for canoe) comes from their round — no keel — bottom. While traditional in form, technological improvements to the boats are constantly being made.

Carrying enormous sails, being steered with an oar rather than a rudder, and employing crewmembers hiked out on poles for balance, the yoles rondes are a challenge to sail and thrilling to watch. Crews can consist of a dozen or more; all are athletes. Yole racing is considered the "national sport" of Martinique, and the round-the-island race is the island's largest annual sporting event. The boats are coastal-community-based, giving extra spice to the competition and drawing passionate spectator interest. Municipal and commercial sponsorship is intense.



The 33rd Annual Tour, organized by the Fédération des Yoles Rondes, was held July 30th through August 6th. After a round-the-buoys warm-up in Fort de France Bay on the 30th, the fleet raced seven legs around the island, counter-clockwise — a total course of more than a hundred miles (180 kilometres). The legs were as follows: Fort de France to Anses d'Arlet; Anses d'Arlet to Marin; Marin to Vauclin; Vauclin to Robert; Robert to La Trinité; La Trinité to St. Pierre; and St. Pierre to Fort de France. The sixth leg, from La Trinité to St. Pierre, is the longest and most tactical — going over the top of the island, requiring a sometimes heavy-air gybe, and contending with possible williwaws from Mont Pelée — and is often decisive in the overall results.

Although *Cottrell/GFA* won the last leg, a sprint between St. Pierre and Fort de France, the last leg's third-place winner, *Rosette/Orange,* copped the overall victory, as it had done in 2014. A jubilant crowd massed on the beach offered a very warm welcome. The 2013 overall winner, *UFR/Chanflor,* was second overall and *Zapetti/L'Appaloosa* third.

Visit www.yoles-rondes.com for more information.

This round-the-island race for indigenous sailing boats is Martinique's largest annual sporting event



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ANNA LANDRY (2)



Off-Season Playtime for Yachts

by Jerry Stewart



The deluge that greeted Carriacou on Thursday, August 3rd — the day before the start of Carriacou Regatta 2017 — dampened the enthusiasm of potential competitors in the following day's Double-Handed Round Carriacou Race, particularly as there was a forecast for more of the same.

But braced for weather that never came, 15 yachts entered the yacht race series that ran from the 4th through the 7th — encountering benign, rain-free race days and fair winds.

For the first time, Suzy Stanhope's 56-foot *Spirited Lady*, a regular competitor at Carriacou, had a challenger in the awesome stakes (as in "Look at that awesome yacht!") in the form of Judd Tinius's 65-foot *Galatea*, built in 1899, on his first visit to our regatta. Roy Boughton came with his 1935 cutter, *Guiding Light*, to join us once again. And to round off the Classic entries was a newcomer, *Free Spirit*, a Luders 27 from 1955.

Mike Bingley returned to Carriacou Regatta with his Beneteau First 38s5, *Tulaichaen II*, still in good form, as was the other popular Beneteau, the 42.7 *Tumultuous Uproar* sailed by Russ Whitfield. I doubt we saw more than 16 knots over the long weekend, conditions that suited the Hughes 38 *Bloody Mary*, looking newly painted. With as much sail as a Windward sloop, *Samadhi*, Frank Pearce's 54-foot Sciarelli-designed schooner, showed the world that while they will not point, schooners can be really fast — and beautiful.

Yacht Race One, the Two-Handed Round Carriacou Race, sponsored by Doyle Offshore Sails, started and finished at Tyrrel Bay. The race results were posted and festivities hosted that evening at Lazy Turtle Pizzeria.

On the Saturday, Race Two was a Fully Crewed Yacht Race, sponsored by Island Water World. Starting off Hillsborough, it finished in Tyrrel Bay. Race results and activities were at Twilight Restaurant, the Gallery Café and The Old Rum Shop.

Sunday was the yachts' Lay Day — a great chance to go to Hillsborough and watch the famous local boats race! (See page 17.)

The last race, on the Monday, was another Fully Crewed Race that started off Hillsborough and finished in Tyrrel Bay. It was sponsored by Budget Marine, and the prizegiving was held at the Slipway Restaurant.

The overall results then. In Fun Class, *Spirited Lady* took third place, Andy Smelt's Spencer 44, *Yellow Bird*, placed second, and *Tumultuous Uproar* won first prize. In CSA class, *Free Spirit* came third, *Bloody Mary* second and *Tulaichaen II* was first.

One of the few Caribbean summer race series, Carriacou Regatta is an annual off-season playtime for cruisers and locally based yachts, featuring short, interesting courses. We were supported this year by Doyle Offshore Sails, Mount Gay Rum, Budget Marine, Island Water World, West Indies Beer, the Slipway Restaurant, Grenada Marine, Lazy Turtle Pizzeria, Lambie Queen, and North & South Trading. At the 11th hour, Tim Sudell supplied a race officer and committee boat, with long distance guidance from James Benoit in Grenada. Gus Pierre drove the mark boat.

Thank you everyone for helping to make this playtime regatta work!

Clockwise from top left:
Galatea *goes for the high side at the start of Race Two; the smallest entry enjoys the benign conditions;* Bloody Mary *sneaks up on* Galatea

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THE Carriacou Regatta has run since 1965, making it the longest-running annual sailing event in the Caribbean. The regatta was started in 1965 by Jamaican yachtsman J. Linton Rigg, who, upon arriving in Carriacou in the late 1950s, found that boatbuilding there had all but ceased. While in the Bahamas, Rigg had founded the Out Island Regatta with similar aims — encouraging the building and development of the small cargo and fishing boats he saw as endangered species. He reasoned that if boats were built to race, they would find useful work the rest of the year.

In the early days the event was for workboats only, but over the years the scope of the regatta was enlarged with the addition of a series of yacht races (*see page 16*). Most recently, races for Lasers and Optimists have been included. The yacht and dinghy races are well-run and great fun, but it is still the local boat races — especially the decked sloop races — that make Carriacou Regatta unique. This is a favorite regatta for all as it offers a relaxed, friendly sailing festival experience to be enjoyed by not only the participants but also those on land.

This year's edition took place from August 4th through 7th. Perhaps the most spectacular class, next to those in the Decked Sloops division, is the Long Open Boats — 28 feet of pure sailing muscle. Interestingly, this year that class featured five boats from the neighboring island of Bequia — and none from Carriacou. But Carriacou makes up for any deficiencies in other classes by her perennial decked-sloop dominance.

A separate round-the island race for the decked sloops was won by *Free in St. Barth*, with *Mageta O II* second and *Zemi* third. A stand-alone open boat race was won by *Black Berry*, with *Slip Away* second and *Eclipse* third. The Laser Class winners were an exact repeat of last year's results.



CARRIACOU REGATTA 2017 WINNERS

Optimists
1) Orion Ollivierre, Bequia
2) Drew Mitchell, Bequia
3) Eltino Bynoe, Bequia

Lasers
1) Rufus Vesprey, Carriacou
2) Ray-J Joseph, Carriacou
3) Akim Compton, Carriacou

Small Open Boats A
1) *Y Knot*, Reon Ollivierre, Bequia
2) *Ark Royal*, Oreko Joseph, Bequia
3) *Lightning*, Alexander Adams, Mayreau

Small Open Boats B
1) *Bad Feelings*, Samuel Forde, Mayreau
2) *D Shark*, Hudson Williams, Canouan
3) *God Angel*, Victor Hazell

Small Open Boats D
1) *More Worries*, Jojo Adams, Bequia
2) *Camille*, Kimani James, Bequia
3) *Galaxy*, Elmore Snagg, Canouan

Stern Boats B
1) *Savvy Baby*, Shahim Island, Petite Martinique
2) *Press Play*, Javal Charles, Petite Martinique
3) *Trouble*, Alan Noel, Petite Martinique

Woburn Class
1) *Unity*, (skipper unknown), Grenada
2) *Progress*, Ceran, Grenada
3) *Champion Boys*, Skylo Smith, Grenada

Long Open Boats A
1) *Slip Away*, Arnold Hazell, Bequia
2) *Black Berry*, Orson Ollivierre, Bequia
3) *Bequia Pride*, Kimani James, Bequia

Small Decked Sloops
1) *Maris-Stella*, Michael Bethel, Carriacou
2) *New Moon*, Dave Goldhill, Carriacou
3) *Small Pin*, Paul Martineau, Carriacou

Large Decked Sloops
1) *Glacier*, Calvin Patrice, Carriacou
2) *American Eagle*, Winsley McLawrence, Carriacou
3) *Free in St. Barth*, Carl Enoe, Carriacou

Thanks to Sheena Bristol, Secretary of the Carriacou Regatta Committee, for information in this report. Apologies for any missing details in the winners' list. Contact ccouregatta@spiceisle.com for more information.



DAVON BAKER (ALL)

Local Boats: THE HEART FROM THE START

Above: Descended from inter-island cargo vessels, the Carriacou sloops are swift and sea-kindly
Below: Bequia's Eclipse, *one of the Long Open Boats that evolved from whaling and seine-fishing boats*



Below and left: Laser and Optimist racers spearhead the new generation of sailors in the Grenadines



Women of Woburn Work Boats

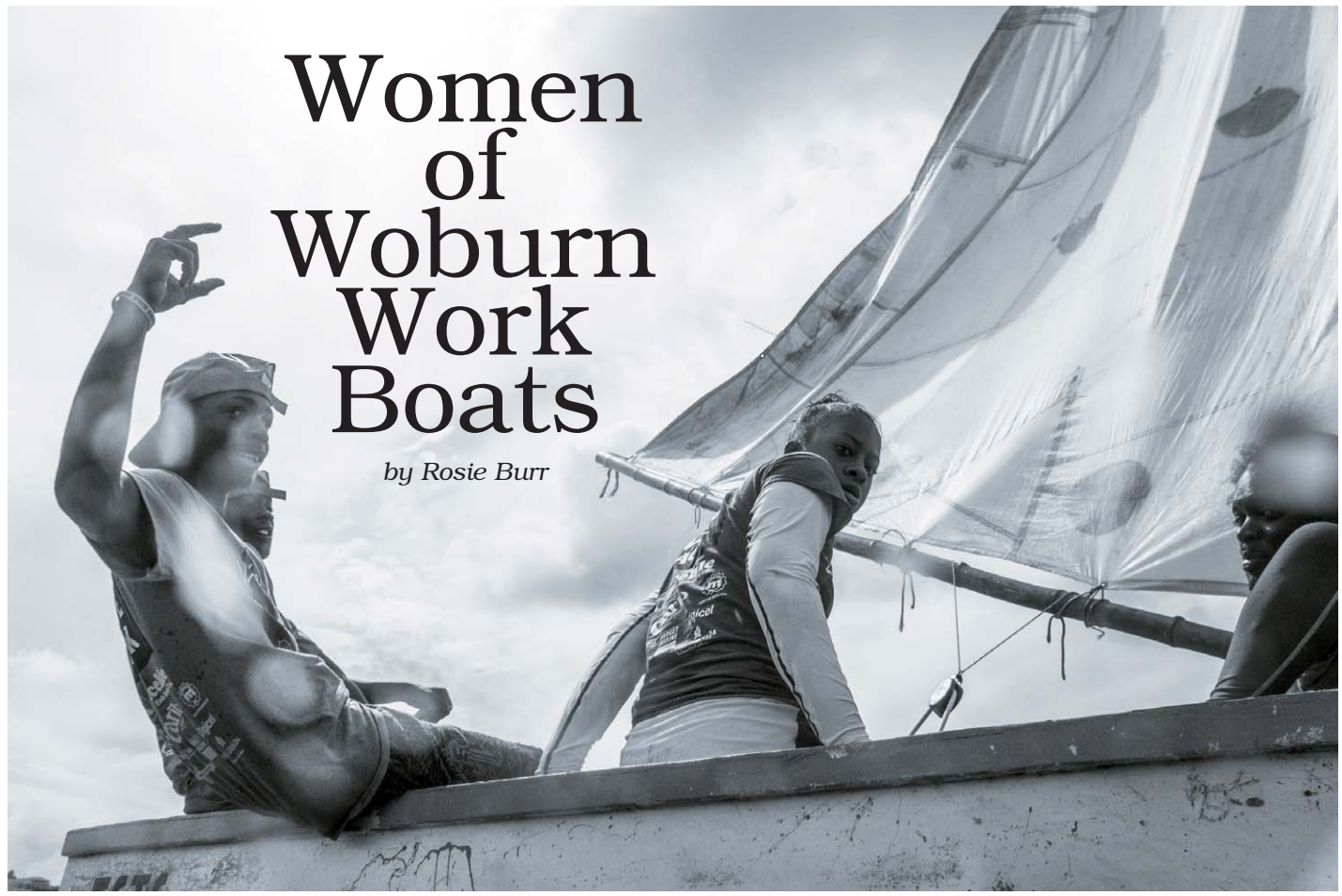
by Rosie Burr

Youth2Adult — Y2A — is a series of articles celebrating sailing's role in youth development for Caribbean children. This month's guest writer is Rosie Burr.

As a young girl, Kera Messiah sat on the jetty in Lower Woburn, Grenada, watching others race pretty sailboats about in the bay, and decided she was going to do that too. At 11 years old, keen to get out on the water, she found her way into the junior sailing programme run out of the village of Woburn in Clarkes Court Bay and learned to sail Mosquito dinghies. She was a quick learner, very competitive and loved being out there racing as fast as she could.

Twenty years on and Kera is one of the few women who crew on the very competitive Grenadian workboats. The climax of the local workboat season is the Grenada Sailing Festival, an annual event held on Grand Anse Beach. Boats from seafaring villages around Grenada and its sister islands of Carriacou and Petite Martinique get together for some serious racing. The regatta, held at the end of January/early February, is an exciting and colourful event. The brightly painted hulls race about the bay as the mostly male crews scramble to cross the finish line, where there is always a huge party in progress. Each boat is traditionally made from local hardwood. The mast and spars are more often than not bamboo and jury-rigged together.

—Continued on next page



Grenadian sailor Sidney Collins-Nimrod, center, racing on the workboat ISIS

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—*Continued from previous page*

Mostly without any deck hardware such as winches, these boats require skill and a strong crew to handle them. But Kera believes that given the chance an all-female crew could sail these boats. Kera's role onboard is to help work the jib. She says she loves the feel of water on her back while the boat heels over and enjoys nothing more than getting over the finish line — the excitement is exhilarating. When asked why there were so few young women out on the water she said she can only imagine that girls lose interest as they get older and don't realize the adventure they are missing out on. Too many are worrying about their looks and their hair, she says. But this doesn't concern her. The only worry she has is crossing the finish line and not swamping the boat.

Perhaps Kera's passion is unique. She says there were several other girls who sailed with her on the junior boats but none of them followed it through. When she left the junior program 11 years ago she had her mind set on the workboats. She pestered Raymond, the owner of *El Tigre*, the boat she currently races on, to let her sail with his team — always showing up ready and eager. She would assist if small jobs or repairs were needed and would help pretty the boat up — demonstrating just how keen she was.

Similarly, 16-year-old Sidney Collins-Nimrod is another keen young Grenadian female sailor who raced her first workboat regatta last January. Sidney said she really enjoyed sailing and helping handle the jib on the Woburn workboat *ISIS* at this year's regatta and hopes she will be racing again next year. Sidney was first introduced to sailing as a young teenager by her father, Sep, of the famous Nimrod's rum shop in Lower Woburn. They sailed on his Hobie Cat around Clarkes Court Bay and Hog Island. Sidney then got involved with the Woburn Wind Warriors junior sailing program, sailing Mosquito and Laser dinghies out of Petit Calivigny Marina in Benji Bay. She says she has always enjoyed being out on the water. While there are a couple of other girls who occasionally turn up, the group is primarily made up of boys.

The aim of the Woburn Wind Warriors, established in 2015, is to bring junior sail training back to Woburn, much like the program Kera was part of over a decade ago. Anita Sutton of Island Dreams yacht services, who helps run the sailing, says, "The program is open to the residents of Woburn, a village rich with sailing tradition, and is entirely funded by industry contributions and by the efforts of the young sailors themselves, who have raised money through two successful car-washing events. It is very community-based and Sidney's family helps support the program by providing lunch and drinks mid-session. Sidney's brother, Shakeem, has previously helped train the young sailors. Currently Kevin Banfield, who is Grenada's senior junior sailing coach, is instructing the team."

The program has five Mosquito dinghies built locally in the town of Gouyave, which are similar to but more robust than the popular Optimist, and one Laser for the older kids. Approximately 12 junior sailors aged between eight and 16 regularly attend each Saturday morning. A number of the older ones sail on the workboats at the Sailing Festival and at local regattas such as the Fisherman's Birthday race. Recently a group even traveled up to St. Lucia to take part in the dinghy regatta held at the St. Lucia Yacht Club in Rodney Bay. Sadly not many girls sail with the Woburn Wind Warriors at the moment. It's easy to see that this sailing program and others like it are important not only to nurture and encourage a love of sailing on an island that depends on the yachting industry, but also to instill a sense of teamwork, friendly competition, leadership, responsibility and respect for the sea among its young people today.



Kira Messiah and the rest of the El Tigre *crew at the Grenada Sailing Festival*

Sarah Baker, event director for Grenada Sailing Festival Westerhall White Jack Workboat Regatta says, "It is great to have young Grenadian women racing as part of a workboat crew, which has traditionally been men only. Both Kera and Sidney have come through the junior sailing program and we look forward to more girls following their example in the future."

Meanwhile both girls look forward to getting out on the water and sailing some more; and Kera hopes that in the future she will get to take part in Grenada Sailing Week, the island's yacht regatta.

Visit www.facebook.com/Grenada-Sailing-Festivalwww.facebook.com/Grenada-Sailing-Festival for more information on workboat racing in Grenada.

MERIDIAN PASSAGE OF THE MOON

SEPTEMBER - OCTOBER 2017

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 2017		21	1258		11	0443
DATE	TIME	22	1334		12	0543
1	2032	23	1430		13	0639
2	2121	24	1515		14	0734
3	2210	25	1602		15	0837
4	2258	26	1648		16	0917
5	2347	27	1736		17	1005
6	0000 (full moon)	28	1824		18	1052
7	0035	29	1912		19	1140
8	0124	30	2000		20	1223
9	0214				21	1309
10	0305	**October 2017**			22	1355
11	0358	1	2049		23	1442
12	0453	2	2137		24	1529
13	0550	3	2226		25	1617
14	0648	4	2316		26	1704
15	0746	5	0000	(full moon)	27	1752
16	0837	6	0005		28	1840
17	0939	7	0057		29	1927
18	1032	8	0151		30	2015
19	1123	9	0247		31	2103
20	1211	10	0344			



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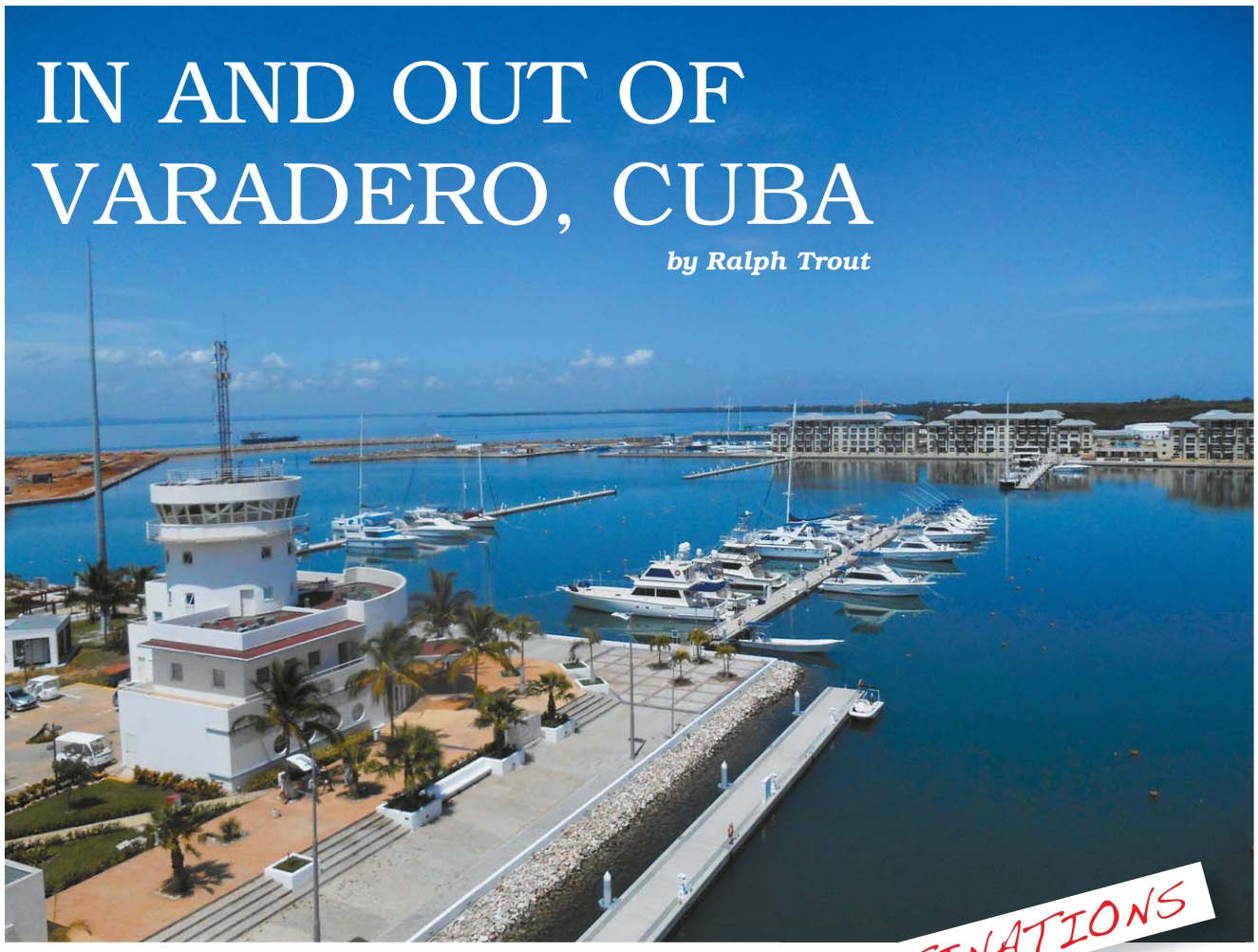
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IN AND OUT OF VARADERO, CUBA

by Ralph Trout



DESTINATIONS

High school guidance counselors never mention great occupations such as yacht delivery captain or crew. I've made my share of long sea runs, mostly to hide boats during storm season, but those days have faded. But by a series of coincidences, a captain recently asked if I'd accompany him to deliver a power yacht from Varadero, Cuba to Florida. Not long before, I'd sailed from Florida to Marina Hemingway, the closest yacht harbor to Havana, and didn't hesitate to jump at the chance to return to the attractive island.

Google explained that Varadero is a long peninsula east of Havana, sticking out into the Straits of Florida. On some maps it is named Hicacos, and that is also the name of its northernmost point. The GPS determined it was about 20 miles nearer than Hemingway to mainland Florida.

On the southern shore of Matanzas Bay, just west of Varadero, is the final destination of the Hershey train that runs from Havana, but we didn't need it as transport because we wouldn't be flying into Havana. Varadero has its own airport, Santa Marta, very close by, and everything was prearranged by the yacht's owner. The big questions remained: since we didn't have return tickets, would we be given visas at the airport in Florida; how much hassle would it be flying into Cuba with only a one-way ticket; and what would happen on the return without the required Coast Guard yacht permit? This was four days before President Trump's first Cuba proclamation. That was our time frame: three days to get the yacht and go before the curtain might fall… again.

Flying In

At the Miami airport it took only minutes and a Ben Franklin to get our two visas. No one seemed to care about the purpose of our visit. The American Airlines flight wasn't crowded, as not many tourists were going to Cuba during the summer. On arrival in Cuba, the Santa Marta airport was very efficient. As we disembarked we were scanned by a doctor and asked if we had any diseases. (I wonder why Immigration agencies in other countries aren't concerned about the health of those entering.) No one seemed to want the letter we'd written explaining that we were delivering a US-flagged yacht to the US. Once the luggage belt started moving the drug-sniffer dog appeared. We had no problems.

Ernesto, the Yellow Taxi-man, had a placard with the captain's name and off we went. Immediately it was beer o'clock. A cold Cristal is Cuba's *cerveza* of choice. Then came the money exchange: a beer for two pesos, not CUCs. Two pesos equal about eight cents, while a CUC is a bit more than a dollar. I already liked this place even before I had the second beer.

What is termed "Varadero" is nothing like anything I'd previously seen in Cuba. It is a long, narrow peninsula that lies between Matanzas Bay and Cardenas Bay. Many tall, modern hotels sit between a dozen miles of beautiful white sand beaches on the west and lush mangroves on the east. These monumental hotels/resorts are reminiscent of Isla Margarita in Venezuela before the Chavez crash. This is Cuba's jewel of modern tourism. It is the opposite of Old Havana's fun, with raucous crowds moving to street music. In Varadero everything is new — opulent, but tasteful, almost quiet and reserved. The main highway leading through the thin spit of land is Avenue of the Americas. Vintage US cars are evident, as are horse-drawn carriages, and the typical Cuban coco taxis, but Yellow Cabs seem to rule.

Meliá Marina, operated by the Gaviota group, rests at the very tip of the long peninsula at Hicacos Point, as the crowning achievement of Cuba's modern marine tourism. Chapelin Marina, a smaller docking facility, lies in the eastern side mangroves, but can be seen from the road and appears to be packed. This area could be a good place to hide if threatened by bad weather.

Meliá Marina

The official entry point is Meliá Marina. It is the mega five-star marina of the area and a port of entry, with Customs and Immigration. This marina is completely full-service, advertised to have fuel, water, ice, mechanics, electricians, and bottom cleaning with a 100-ton travel lift. All services are advertised, but I saw no work being done on any of the few, evidently foreign, yachts. The power yacht we were hired to deliver had a private service man.

The size of the Meliá Marina is shocking — 1,100 yacht slips. Everything is new, only two years old. Where Marina Hemingway has a quaint flavor, Marina Meliá-Gaviota Varadero is the future. The northern sea wall is completed and the new offices that will eventually house Customs and Immigration are still under construction. This seawall will also provide dock space for the expected megayachts; it is planned to accommodate 200-foot vessels. Along the concrete spit that divides the two sections of slips is the dockmaster's office, which resembles an airport control tower. This marina is very safe and secure. A note: Except for officials and specifically approved workers, it is wise never to permit a local person to board your vessel. This is a strict Cuban policy.

The marina is still in its infancy, but ready for customers. Yachts up to 40 feet pay 25 CUC a day, reduced to 22.50 if staying a month. Entry rates are 55 CUC per vessel and 15 CUC per person. (All prices are in CUC: US$1 equals .87 CUC. There were no banks or legal *cambios* evident in the marina or the hotels. Always bring cash. ATMs will not accept US credit and debit cards.)

It is possible to cruise and anchor at Cayo Blanco after getting a special permit. Diesel is available, but due to the slow season you may have to wake the attendant. As usual in Cuba, it is best to stuff the galley before you visit. The village of Varadero had some groceries available, but not much of a selection.

Francisco Hubrit has been the dockmaster since the project began. He takes personal pride working with every boater. Francisco pointed out that this marina is the second largest in the Caribbean — only Punta Cana in the Dominican Republic has more slips. He also mentioned that fishing in the area is excellent. They initiated the first marlin tournament here last year with only five boats; a 200-pound blue took the prize.

The marina now houses the Cardenas Catamaran fleet for daysailing and weeklong charters. There also is a massive sportfishing fleet. We saw boatloads of international tourists taking advantage of the cats. Highrise apartments, shops, and restaurants surround the marina. Every night we were entertained by talented dance troupes and excellent musical groups with great vocalists. Two pools are provided for anyone in the marina to enjoy.

Left: At Meliá Marina, the dockmaster's office resembles an airport control tower

Below: Two swimming pools are available for anyone in the marina to enjoy



To make reservations at the Meliá-Graviota Marina, connect by e-mail at reserva@marinagav.co.cu. The phone contact is (53 45) 66 4115, after dialing the US exit code 011.

Shoreside Sights

The marina provides double-decker buses that cost 5 CUC to ride all day — save your ticket so you can get back on. These make a circuit to the village of Varadero. A taxi one way is 20 CUC. The town is quaint and pretty with friendly people and a bank.

—Continued on next page

—*Continued from previous page*

There are plenty of deals on leather goods and some reasonably priced restaurants with tasty food.

Sights to see include the seaside DuPont mansion, Xanadu, built in the mid-



1920s. Reminiscent of Club Havana in the capital, it's now a chic hotel. Xanadu has the best of everything, from precious woodwork to a huge pipe organ. It also has a golf course, said to be the best in Cuba.

A fascinating archaeological site is Cuevas Ambrosia, not far from the marina. The caves, discovered in 1961, are spectacular, with 47 prehistoric red-and-black drawings. A flashlight is provided, and be warned — watch out for the bats. Highlights include Patriarca, an enormous 500-year-old cactus, and the Cueva de Musulmanes, a cave where human remains estimated to be 2,500 years old were found. The Ambrosia Caves are within Varahicacos Ecological Preserve. Surrounded by modern concrete edifices, this area has been protected since 1974. It is one of the best places in Cuba to hike (with plenty of drinking water) and to view the local flowers and animals, along with getting a sense of the island's indigenous history. Expect to pay about 10 CUC for everything.

Boating Out

Leaving Cuba from Meliá Marina by boat was easy. You are expected to embark *very* shortly after completing the paperwork. Always protect your Cuban visa, otherwise you must purchase another just to get out of the country. The Immigration officers waited nearby until we cast off the dock lines. The channel to Meliá Marina is very well marked, but watch your depth sounder. Pay attention to the tides. It is reported to take ten feet of draft, yet our sonar read it as shallow as five.



Above: New marina, old cars…

Left: A mural shows the layout at the 1,100-slip Meliá Marina

The return to Florida coincided with President Trump's announcement of his new version of Cuban policy. Even before we were in US waters, our Coast Guard planes circled us several times. They were in communication, wanting our registration details and our names. There was no problem, except that we had forgotten to raise our American flag. Somebody's always watching.

This is the last in a series of articles about Cuba by Ralph Trout. If you've missed the previous articles, find them in our online Back Issues Archive at www.caribbeancompass.com/backissues.html

- *April 2017 issue — Cuba, At Last. Part One: Getting There*
- *May 2017 issue — Cuba, At Last. Part Two: Being There*
- *July 2017 issue — Fun on a Budget Near Marina Hemingway*
- *August 2017 issue — Finding Happiness in Havana*



TIP-TOP TIPS FOR FIRST-TIME CARIBBEAN CRUISERS

Planning your first Caribbean cruise? One of the best things you'll find is the willingness of the Caribbean cruising community to give advice! We asked a wide selection of experienced Caribbean cruisers for their top tips — just for you.

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

A CURRENT AFFAIR

I have cruised in the Caribbean for the past 23 years. I paddle through the open ocean on my 14-foot-long, two-foot-wide fiberglass paddleboard. I use a GPS, carry food, water and my passport. My arms propel me along, no paddle, motor or sail. I have, in effect, a tiny yacht. I have completed major cruising routes in the Caribbean. My favorite took me from Grenada to Saba. My nemesis has not been wind, waves or sharks, but current. I have gone backward due to current.

Let me remind cruisers who would venture out into the big inter-island channels: When you leave an island's lee, you enter the open sea. You must contend not only with sea states there, but also with big currents. Check your degree of drift and compensate. The slow equatorial current flows westward. Tidal current — water entering and exiting the Caribbean Sea from the Atlantic — can be intense. The worst currents, I've found, lurk close to the ends of islands. Here, local currents and gusty winds add fierce bursts of energy. You may find an hour or so added to your ETA.



Words of encouragement for beginning Caribbean cruisers: If I can do it on a tiny hand-driven paddleboard, you can do it in your yacht. Just be careful. Never overestimate your abilities, or the power of the sea. Most important, have fun!

— Susan Chaplin
Tortola

Editor's note: To help time your channel crossings with favorable tides, see the Meridian Passage of the Moon table in every issue of Compass. *This month it's on page 19.*

IF COMING FROM SOUTHEASTERN US

Read Bruce Van Sant's book *The Gentleman's Guide to Passages South*, and keep it on board. It was invaluable to us during our trip south.

— Michael Rosner
aboard the Morgan 41 Out Island *S/V Panda*

ELECTRONIC AND EYEBALL NAVIGATION

Use electronic navigation and chart plotters for inter-island passages to make sure you stay above the rhumb line, all the way from your departure point to your landfall.

But *do not* use your chart plotter to enter or leave Caribbean harbors! Use the paper chart and eyeball navigation. Over-reliance on electronic navigation supports the local salvors. (See an article on this subject at www.caribbeancompass.com/online/september14compass_online.pdf, page 27.) The use of chart plotters at Spithead Channel in Antigua, and at Laborie in St. Lucia has caused four total losses and at least a score of groundings.

When using Imray Iolaire charts, read the back of the chart for tidal, piloting and seamanship information that is of tremendous value. This information is presented nowhere else except in my four guides, which together cover the entire Eastern Caribbean. Use my guides as pilots (piloting information is timeless), but also make sure you have on board one of the other guides that will give you up-to-date information on shoreside facilities.



On another subject, considering the total number of yachts in the Eastern Caribbean the crime rate against cruisers is not that great. However there are pockets where armed robbery sometimes occurs, and other anchorages where there are very good thieves who have sneaked on board when the crew is asleep, stolen money and gear, and departed without waking anyone. One deterrent is to install a motion-sensitive light tied into an audio alarm. Before going to bed, activate the system. If anyone approaches the boat, the light goes on, the alarm goes off, the potential intruder departs in a hurry.

— Don Street, cruising guide author
www.street-iolaire.com

Don has spent well over half a century cruising, racing, chartering, charting and writing about the Eastern Caribbean. The majority of this was done on Iolaire, *his 46-foot engineless yawl, and on* Li'l Iolaire, *his 28-foot engineless yawl.*

HONE YOUR ANCHORING SKILLS

Perfect your anchoring technique — you'll need it for those idyllic away-from-it-all anchorages you've been dreaming about. Always avoid anchoring over coral; it takes years to grow but seconds to destroy. Put out appropriate scope for the conditions (anchor chain is no use in the locker!), and make sure the anchor is securely dug in by going astern and/or snorkeling over it. Allow enough swinging room; boats will swing in different directions, especially if the wind goes light at night. The last thing you want is to be rudely awakened because your boat is dragging or swinging close to another boat. Always show an anchor light at night; one with a sensor that lights automatically at dusk is useful.



— Kevin and Christine Gooch
aboard the Prout 38 catamaran *Sweet Sensation*

NEVER TOO MANY ANCHORS!

I've been sailing the Caribbean since 1969 and I just wonder why anyone would ask this old curmudgeon for cruising advice! I am thrilled nevertheless to do my small part, whether or not my cruising lifestyle is relevant to your vessel and lifestyle. For example, for the past ten years I have spent most of my time in nearly deserted anchorages. Oftimes, mine has been the only vessel present for months at a time in Los Roques, Los Aves, the remote corners of the Bocas del Toro area of Panama, as well as remote corners of the Bay Islands of Honduras where there are no roads, no traffic, few shore lights, limited internet, no malls and scarce cold beer. There are, however, lots of silence and crystal-clear nights for compensation.

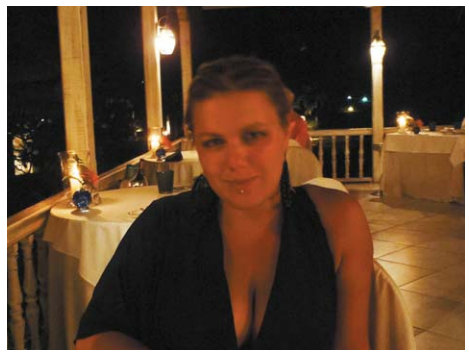


Right now [early August] my 44-foot wooden, engineless Carriacou sloop, *Mermaid*, is in Fruit Bight Harbour, Guanaja, Honduras, right on track to get smacked by Tropical Storm Harvey. I've got two hooks down, and a third ready. So my best advice would be that a vessel cruising the Caribbean can never have too many anchors nor can the crew have too much practice in laying them down.

— John Smith
aboard the traditional island sloop *Mermaid of Carriacou*
John's collection of non-fiction essays, Little Fish Big Pond, *is available at Amazon.com*

TAKE A DIP, DIVE THE ANCHOR

When I cruise in these lovely waters, I have a habit — a ritual, one might say — that I carry out every time I drop anchor. That is, I pull on snorkelling gear and dive down to see how well it's holding. This both saves me any doubts about the hold… and gives me a perfect alibi to have a dip every time I come to a new place. I would recommend anyone who comes to sail the Caribbean to join me in this tradition, no matter the bottom or the weather (both can vary greatly over just a short bit!) and no matter what location you are anchored at. It saves you from both worry and from potentially dangerous situations. And you did come here to enjoy the water, after all!



— Lena Padukova
Lena is a professional adventurer who sails tropical and polar waters alike. She writes about her adventures on www.adrenalena.se

USE SPACIAL AWARENESS

Tenable bays for anchoring are filling up or being put off limits by marine parks and MPAs. Sigh. And while some sailors are here for peace and quiet, others have come to party and play. To some extent, everyone can still be accommodated. But that takes technique, awareness, and empathy.

One aspect of this — only one aspect of it — is anchoring interval. Yachts wanting elbowroom, peace and quiet, privacy or whatever, anchor at the outer fringe of the anchorage and beyond, where we give each other 50 metres or more. Those wanting quick access ashore, WiFi, camaraderie, and the presumed security of close neighbors anchor close in.

There is a standard anchoring practice in vogue in which a crewmember drops their anchor ten metres abeam of another yacht then falls back to where they will lie. In high-density areas of an anchorage where a 20-metre interval is common, this is an efficient way to use the space available. Farther out, as water depth increases, the anchoring interval needs to increase: six-to-one scope becomes a longer rode.



At the outer fringe of the anchorage and beyond there are different considerations. First are the reasons why those who choose the outer reaches are out there, but there are operational factors as well.

The "outer reaches" in the bay that I most frequent have moved outward over the years. I now anchor twice as far from shore as I used to. I'm where the tugs and barges used to moor — they have moved farther out to accommodate us yachts. And others who want their elbowroom are anchored well outside of me.

Out here the water is deeper and we are hanging to a longer rode. Also, the wind has a long fetch from shore, there's more wind and chop, so we may be on extra scope as well. Furthermore, we are now out in eddies of current, which, especially in light winds, can move us every which way. Finally, out here, the bottom is mostly grass. One should find a patch of sand to anchor in — not just to save the grass, but so the anchor will hold. And I should also mention that out here the swell is worse… usually, not always.

So if you value elbowroom over the downsides of being out here, take a look at the existing interval and anchor accordingly. Welcome. But anchoring like you do in a crowd is too close.

At a guess, my little yacht is about half the size of yours, which makes it look farther away. Some people fall for that, so I get more than my share of close neighbors. Often it is a bareboat: people on vacation. If I don't see a problem I let it pass. Sometimes a yacht really is too close and I run them off — polite and calm works best. But I can be insistent too — the captain of a vessel is responsible for its safety.

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Local knowledge is good stuff to ask for and to share. If you happened to anchor on top of me and I got insistent, you should warn other yachts coming my way, "Stay away from that little boat; he thinks he owns the bay." And show them the picture.

— Jim Hutchinson
aboard the Bristol 24 *Ambia*

SECURITY MATTERS

Security is a primary consideration wherever you cruise. When at anchor, never retire to bunk in your unlocked boat with a completely darkened cockpit. The feeble light from a solar patio light is usually not sufficient.

When sleeping forward in a V-berth, you are quite isolated from whatever might be happening in your cockpit. Should you ever be boarded at night, it's very important that you remain safely inside your secured cabin rather than rushing out into the cockpit to confront an unknown number of assailants, who may well be armed.

A moderately bright 12-volt LED cockpit light combined with a well-secured companionway is a simple and effective deterrent to would-be boarders.

— **Ken Goodings**
aboard the Niagara 35 *Silverheels III*

BE SAFE AT ANCHOR AND HAVE FUN

My wife, Jan, and I have given a little free talk for southbound newbies in St. Maarten for the past two years, giving advice on fun places to go and places to avoid for safety reasons. This year we thought that six people were coming to Lagoonies to chat, and 23 folks showed up. It was a lot of fun and we had a spirited discussion on cruising safely. My Top Tip is to log on to SafetyandSecurityNet.org and sign up for the Safety Alerts. Then read their past reports on the areas where there have been attacks on cruisers. We tend to avoid those areas.

There are too many great places to go in the islands to list in this article. At the risk of being too negative, I will post the abbreviated list of riskiest areas that we avoid, so you will know before you go.



The French side of St Martin may be the dinghy-theft capital of the Caribbean. That does not keep us from going there. The food is too good to pass up. The local Cruisers' VHF Net will let you know which docks to avoid. Pull your dink out of the water every night and lock everything up. Enjoy the baguettes and pastries.

We avoid the south half of St. Lucia, including Vieux Fort where the authorities have not incarcerated the men responsible for killing a British cruiser in 2015. Southern St. Lucia also includes the area near the town of Soufriere, which is renowned for boat break-ins and harassment of cruisers who venture ashore.

We avoid all of mainland St. Vincent, where a German charter guest was killed during a robbery aboard a yacht at Wallilabou Bay in 2016, with the exception of the Blue Lagoon Marina, which has security guards.

In the Grenadines, we avoid staying overnight at Canouan and Mayreau, owing to repeated boat break-ins and thefts. We avoid staying overnight at Clifton and Frigate on Union Island because of serious assaults against cruisers in 2013 and 2016. The persons who assaulted the cruisers at Frigate Island were caught, but never jailed.

We do overnight in the Tobago Cays to join the lobster cookout on the beach, even though there was a violent boarding in 2012 and again in 2016. Each time, the bad guys were arrested but not convicted.

In Bequia, police never have caught the infamous boat cat burglar or persons responsible for dinghy thefts, but incidents there are fewer since there have been regular Coast Guard patrols. We really like cruising in Bequia and the Tobago Cays, but we go there knowing that there are risks and try to minimize the risk of someone coming onboard our boat and attacking us or stealing our stuff. We make sure that we sleep with hatches closed, the boat locked up and defensive devices ready in all of those harbors.

We spend a lot of time cruising in Grenada, and store our big blue cat, *Wildcat*, there in the summer months. We probably have spent more time in Grenada than any other single island in our last five years of cruising in the Caribbean. We really like the people and the island for many reasons and we feel fairly safe there. Ironically, SafetyandSecurityNet.org listed Grenada as having the most reported crimes against cruisers in 2016. So how on earth can we say that we will not go to St. Vincent but we spend months in Grenada? Because the Grenada officials actually put criminals in jail. The man who killed a female tourist in 2016 on a secluded beach is in jail. The three men who broke into a number of boats stored on moorings are in jail. Thanks to members of the local cruising community working with the police to find and prosecute these men, most of the stolen items were recovered. There are bad guys in Grenada, as anywhere, so we take the same security precautions that we do on all islands.

We follow the US State Department's advice and do not go anywhere near Venezuela.

Be aware of the safety problems and take precautions or avoid problem areas. Be safe at anchor as well as at sea. Have fun and be safe.

— George Todd
aboard the Lagoon 570 catamaran *Wildcat*

NUMBERS and WORDS

The boat's all checked out, and you are ready to cruise.

Not long ago, weather was the main concern of every sailor. Now numbers and words control our existence. Your account numbers range from banks to insurance, and every account has a password. It's almost impossible to keep every crucial item by memory.

Cruising takes you to foreign territory, and that's why we do it. Be careful. Write down every account and password. List every phone contact number. Keep the list in several safe locations, including in a notebook and on your laptop. But protect every bit of personal information. Be very wary where you expose your pin numbers.

This is fresh in my mind having lost my wallet. The aftermath is a harsh reminder of what I should have kept someplace else. Unless you're clearing in or out, only an ID, a bank card and a little cash are necessary when you go ashore. Keep all other cards, paperwork, etcetera in the most secure place on the boat, inside a double Ziplock to avoid damage.

Who really knows where you are? Another important safety tip is to connect with someone on a regular basis, by phone, Skype or e-mail, to detail your travels and present location. If you miss a check-in, they can contact the appropriate authorities. Always know where's the closest embassy.

Take cruising seriously. There is a lot to enjoy; everything will become a cherished memory. You'll learn from the hard knocks, it's all part of cruising.

— Ralph Trout
formerly aboard *Sea Cow*

SIMPLIFY!

As the anchorages become more crowded and sharing serene space is at a premium, we urge sailors new to living aboard in the Caribbean to consider two things. We certainly recognize there are many considerations but it's time for these two:

1. Simplify. Don't need it all. Downsize.

In a world burgeoning with "The one who dies with the most toys wins," be sure to consider that just the opposite is what makes life aboard satisfying and serene. "Less is more." In a complicated world, yourself can plan your new lifestyle to embrace the natural world and offer you a reprieve from noise, light and air pollution; be deliberate in outfitting your boat accordingly.

2. Solar power.

One of the best decisions we made in 2009 while converting a 2001 Jeanneau Sun Odyssey 40 coming out of charter in the BVI to our liveaboard home, was to choose solar over wind generators. When other cruisers tout their ice cubes, frozen goods, watermakers or air conditioning, we've not once been jealous. For that, they carry a noisy generator and/or run their diesel engine daily. Additionally, solar panels may adorn their boat but the *zzzzz* snaking sound of their wind generator fills the air (anchorage) while *Boldly Go* rests quietly. At the least, even silent blades send vibrations through the hull, and wind generators have more breakage and maintenance issues than solar panels do. I will say that the blades of a friend's trimaran's wind generator once repelled a would-be burglar who was caught unaware in the dark. The blood stains of his escape as his body slid off the *ama* into the water were all that remained of the burglar's failed attempt.

Solar power for a 30- to 50-foot sailboat only works if the crew is willing to conserve on their power needs. Our panel's combined 215 watts power blenders, grinders, powering up computers, phones and cameras from about 9:00AM to 4:00PM; limited use of lights and fans at night; and refrigeration 24/7. Our windlass and water heater only run when the diesel is on.

We came up with the term "deprivation therapy". Truly. When we go ashore for an iced drink or ice cream, we relish simple treats all the more. We've found it therapeutic to do without. It has built an attitude of gratitude that we treasure.

If we've offended cruising friends who have hosted us for cocktails on the rocks, that is not the intent. Instead, we hope that the new cruiser will consider the benefits of conservation, sticking with the basics and, above all else, letting all of us become enveloped in Nature's sounds of wind, surf, birds, Coqui frogs, silence and other natural delights.

— Ellen Birrell and Jim Hutchins
aboard the Jeanneau Sun Odyssey 40 *Boldly Go*

CATCH THE RAIN

Have a rain-catching bimini. Even if you have a watermaker, it is a boon to be able to collect water from passing showers and use it for showers, laundry, or as drinking water after treating it. (Tip 2: Get a solar shower — after a short time in the sun, your shower water will be warm!)

We had a bimini made with a screw-on nozzle in the middle that a hose connected to, so that water could be directed into bottles, a bucket, or the inflatable baby pool we used as a laundry basin. We sewed a short strap beside the nozzle so we could loosen the bimini slightly, attach a thin line, and tug down the middle for optimal funneling. Our bimini rain catcher allowed us to extend our time away from marinas as long as we wanted.



— Nadine Slavinski
aboard the 1981 Dufour 35 *Namani*

Nadine, husband, and young son lived aboard Namani *for four years, sailing from Greece to Australia, including two seasons in the Caribbean. She is the author of* Cruising the Caribbean with Kids, Pacific Crossing Notes, Lesson Plans Ahoy, *and* The Silver Spider, *a sea adventure novel.*

TRY DIELECTRIC GREASE

This sounds boring, but it was big to me. When I adopted the cruising life in 2004, I soon discovered that maintenance meant a lot of little electrical nuisances. I bought a lot of spare bulbs and fuses, and resigned myself to climbing the mast at least once per year for bulb failure, replacing bulbs and fuses throughout the boat as a regular thing, struggling to get bulbs and connectors loose that had fused, and replacing dried, cracking plastic and fixtures suffering from heat damage.

Then somebody said to get a tube of dielectric grease, and ignore any advice about not using it on the contacts. What a difference! I have not changed a bulb on the mast in years, and I have more spare fuses and bulbs than I can ever need. Apparently, a coating of dielectric on the contacts does not provide any significant damaging insulation, but does stop the growth of corrosion byproducts that do cause heat problems, bonding problems, premature bulb and fuse failure, and heat deterioration of fixtures. I also use it with crimped connectors. Indeed, I am tempted to try it on a cracker.

— Laurie Corbett
aboard the 35-foot Fountaine Pajot catamaran *Cat Tales*

EMBRACE THE DUALITY

I'm not the old salty sea dog that I sometimes pretend to be. A mere two years in Caribbean waters doesn't give me a whole lot of credentials. I can't even fathom how much more I have yet to learn. Nevertheless, this is home now and I will gladly share my part.

There is a funny duality of needs in the Caribbean. You don't need more than a few pairs of shorts and shirts, but you do need loads of sunscreen.

You don't need a heater or heavy sheets, but you need secure mosquito screens.

You may avoid duty taxes on alcohol, but you may need at least four different currencies to purchase it (Eastern Caribbean Dollar, US Dollar, Euro, Guilder).



You don't have to worry about being late, but don't expect anything to be completed on schedule — welcome to Island Time!

You don't have to like reggae, but you need to know Caribbean music goes much further than Bob Marley, Jimmy Buffett, and Rihanna.

You *do* need to be aware of crime; unfortunately, Caribbean pirates aren't as sweet as Capt'n Jack Sparrow is made out to be.

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My crew of three usually sticks to the French isles, as they tend to be cheaper and easier to clear in and out of. We use noonsite.com to double-check the clearance fees before setting sail.

The Gentleman's Guide to Passages South: The Thornless Path to Windward by Bruce Van Sant has been an invaluable resource.

As low-budget nomads, we enjoy the Caribbean because we can be true minimalists here. If you like sweating, continuously scrubbing the fast-growing barnacle community on your hull, and swatting mosquitoes for a living, this is the place for you. My solution to all of the above? Just jump in the water. Cool off. Come back to it later — Caribbean style. Warm, translucent water and blue skies are something you just never tire of — something *we need* above all else.

— Chelsea Pyne
aboard the CSY 44 *Nai'a*

DON'T RUN A CRUISE SHIP

Isn't it amazing how many friends and relatives want to come and visit once you get the boat to the Caribbean? The very same people who were too busy to help you sail the boat 1,400 miles upwind to get to Antigua are now asking when you will be there so that they can fly in and be entertained for one week (or two or three...). We like having people onboard. But it is too easy to book too many people in on tight schedules, and the next thing you know, you are running a charity cruise ship.

The real problem involves the word *schedule*. We do not like being on a schedule, especially someone else's. Schedules can get you into big trouble because we cannot schedule the weather. There are few things less fun that beating into Christmas Winds from St. Martin to Antigua because your friends are flying in tomorrow. They booked their flights three months in advance so that they could save $50, and do not understand why you want them to fly into St. Martin.

Medical Warning: Schedules which require beating into 25-knot winds can lead to loss of appetite and sexual desires. In serious cases, the side effects can last for months. Treatment may require a trip to the duty free jewelry store. Extreme cases can lead to a shortened cruising season followed by divorce and the sale of the boat.

There is a cruising adage that George and I learned to live by: We can tell you where we will be, or we can tell you when you can come down to sail with us, but we cannot tell you both.

Run on *your* schedule, not your guests'. Or better yet, don't have a schedule. Isn't that the point of cruising?

— Jan Todd
aboard the Lagoon 570 catamaran *Wildcat*

TAKE IT EASY

Contrary to the popular T-shirt, "live slow, sail fast", and maintaining the philosophies of Doyle and Street, sail slow.

Whether you are a Caribbean newbie or a seasoned cruiser, you will learn more of the different cultures and cuisines, meet more local people, and find the best places to stay if you take it slowly.



This also applies to arranging to take the boat to meet incoming guests in specific places at specified times. Cruising weather can interfere with best-laid plans. Let the guests get to you — it's part of their adventure.

Many cruisers we have met have told us they regret not having had more time to explore further before moving on. Sadly they may never return.

— Mike and Ineke Davies
very slow sailors aboard the Shannon 38 *Conari*

SLOW DOWN AND SMELL THE RUM

Are you the type of organized person who has your entire trip to the Caribbean printed on a timeline? Have you prepared a Power Point presentation for your friends and family, covering the entire route and all of the island destinations? Is your ship's clock a chronometer synced to the atomic clock? If so, the wind gods will be watching and lying in wait for you.

We have a suggestion. Get rid of that stuff. Don't throw it away, because you put a lot of work into it. Maybe file it away at home so that when you stumble across it two years from now you can laugh at the fact that your actual (wonderful stress-free) cruise calendar had no resemblance to your original timeline.

Every passage between every two islands is an offshore adventure. The timing of a sailing passage is best determined by a weather window. Why not wait and go when the wind gods say you can go? Bashing into 20 knots of wind and six-foot waves all day because we have to get to St. Somewhere on a schedule does not make Jan happy.

Take my advice if you want to stay married and not get voted off of the boat. Get that "mañana, maybe" island attitude going. Start singing "Don't Worry, Be Happy" instead of "Against the Wind". Keep the overall plan — but throw away your schedule.

One spring, we spent two extra weeks in the BVI waiting for a weather window so we could make the 80-mile upwind passage to St. Martin. We told one of our friends back in Texas that we were "stuck in the BVI for two extra weeks" while waiting for the wind to die down. Our friend said, "You must be the luckiest people on earth to be 'stuck in the BVI', on a beautiful boat, together. I have no sympathy for you."

He was right. Stuck in St. Somewhere? No problem, mon! Would you rather beat your brains out offshore or slow down and smell the rum? The island is bound to have a rum distillery on it somewhere. Go find it. When the wind dies off and the gods aren't looking, go, go, go!

— George and Jan Todd
aboard the Lagoon 570 catamaran *Wildcat*

George and Jan Todd are testing their marriage for the fifth season in the Eastern Caribbean onboard Admiral Jan's blue Lagoon 570, Wildcat. *George's first e-book* Island Sailing is NOT all Rum and Bananas Vol 1: Humorous Stories from the Bahamas *can be downloaded from iBooks, Smashwords, Kindle and most e-book sites.*

OF PACE AND PLASTIC

My single most important piece of advice is this: to maximize your enjoyment, relax into, and adopt the pace of life presented in its various and different regions and embrace it from the onset. (And please be proactive in stopping plastic getting into the Caribbean Sea.)

— Michael Magee
aboard the Beneteau 42 *Premier Cru*

Currently circumnavigating the Caribbean after 15 years as a regular Eastern Caribbean vacation cruiser, Michael is now in the Rio Dulce, Guatemala for hurricane season and bottom painting prior to heading north through Belize, past Mexico, into Cuba, and onward to Haiti.



A NOTE TO 'KID BOATS'

It's the people, not the places, who make a successful Caribbean cruise.

I once met a father on a large catamaran in St. Thomas, packing boxes to return Stateside. Their Caribbean cruise had ended before they even reached the French islands. His sad face said it all.

"What happened to sour the trip so quickly?" I asked.

"No other kids. My kids got lonely without them and my wife became upset. They left and now I am leaving, too. Bugger it all."

I hear that all the time and it breaks my heart. Years of planning and effort — down the drain.



So, if you want to successfully cruise as a family, visit popular cruisers' gathering places to meet other kids. Your kids will have company along the way and can revisit them in other Caribbean ports. (Same method is true for a solo woman without kids; she needs a network of friends too.)

It worked for us. We gathered our own personal posse of kid buddies before we embarked on the voyage to the Caribbean. Every year, families gather in Georgetown, Exuma, Bahamas to meet and voyage together, giving their children the social interaction they need.

We held morning kids' nets via SSB radio when on passage, took tours together, and built beach bonfires in new ports. Armed with this magical method of keeping the kids happy, we sailed around the world with them — interacting with other boats with kids the entire way. Remarkable, and a blast!

So, before you cast off, consider the happiness of all those on board. Ditch "the goals". The goals will happen easily if you place your family's needs first.

— Tina Dreffin
aboard the 42-foot Grainger catamaran *Freebird*

Tina an award-winning author of two books, travel memoirs of her world cruise with kids. She has sailed down the Caribbean island chain a dozen times for hurricane season, returning to the Bahamas for winter activities and kids' groups. In addition, she has cruised the globe for 40 years, completing a circumnavigation in 2008. Her homebase is aboard Freebird *in the Bahamas.*

DON'T MISS GRENADA

Since the 1970s, I've cruised the Eastern Caribbean from the US Virgin Islands south to Trinidad, as well as the western Caribbean through the Dutch Antilles, Colombia, the San Blas Islands and Panama, usually as crew on various sloops, ketches or yawls. I now spend winters "on the hard" in Grenada while occasionally crewing on friends' yachts, or racing Hobie Cats at my local sailing club.

Here's my Top Tip: When cruising the Caribbean, be sure to venture south to Grenada, which I consider to be the most friendly and beautiful of all the Windward Islands. While there, drop your hook off Hog Island, where you'll meet sailors from all over the world, including some who (perhaps like you) have recently crossed the Atlantic. On any Sunday afternoon and evening you'll hobnob with fellow yachties at Roger's Barefoot Beach Bar while drinking cheap beer and rum and dancing to live reggae or soca music.

(For more about Hog Island, see page 28 at www.caribbeancompass.com/online/june16compass_online.pdf).

— D'Arcy O'Connor
Grenada and Montreal

FINALLY — MAKE YOUR OWN DECISIONS!

In our first years of cruising we benefited from the experience of our fellow cruisers. The wealth of information was invaluable. You'll find that there will be no end to the opinions offered you — whether solicited or not! "Make sure you visit this island, don't go there, that weather window looks perfect, this anchorage is better." You'll find that the opinions will be as varied as the number of rum drinks at your favorite bar.



Just remember that the cruising lifestyle is not a "one size fits all". There is more than one way to do it. Gather the information, ask for opinions and at the end of the day make your own decisions. The weather forecast that one cruiser feels comfortable with might be more than your crew or boat can handle. Your buddy boat might want to keep moving and you would like to stay and enjoy your current location a little longer. The list goes on and on. Don't feel pressured to go with the flow or do anything you're not comfortable with.

Make your own plan, don't be afraid to change it and enjoy the journey!

— Jim and Wendy Ulik
aboard the Island Packet 27 *Merengue*

Jim and Wendy are beginning their 12th year aboard Merengue.

Want more advice? Check out the various Caribbean islands' cruisers group on Facebook — or just join the nearest Happy Hour!

For the past several cruising seasons, my husband and I have been taking our pets — three little Havanese dogs — sailing with us aboard *Growltiger* through Cuba, the Virgin Islands, and the Windward and Leeward Islands. We've seen pets aboard a lot of vessels in the tropics, and — ranging from the large Bengal cat who had a special five-foot diameter exercise wheel in the cockpit of his vessel at Charlotte Amalie, to little Zoe, a Parsons Terrier on *S/V Sapphire* — boat pets all share their captains' adventures. If you review pet-import requirements, you will soon find that birds and even hedgehogs have special rules and requirements or can even be denied entry to some countries. Like cruisers, boat pets come in all sizes and types!

ANNA LANDRY



Plan Ahead for Hassle-Free Caribbean Cruising with Pets

by Joan Conover

Plan Ahead

Plan ahead for pet care while on passage and while island hopping. These pets are your cruising companions; they deserve proper attention and care.

It's best to let your furry crewmembers travel a few times on short trips aboard before you raise the anchor and head offshore. Carry an adequate supply of the pet food they are accustomed to, and decide how they will use "facilities" on board.

For pet food, we carry several large bags of kibble for the first legs of our usually eight months in the tropics, picking up new supplies in the US Virgin Islands, the British Virgin Islands or Puerto Rico, where we find the obligatory Kmart- or Walmart-type stores as well as excellent veterinarians.

JOAN CONOVER



On St. Thomas, Crown Bay Marina has not only a good pet store in close walking distance from the dinghy dock, but a veterinarian in walking distance as well. Another veterinary office, "Canines, Cats and Critters", is near Red Hook and has additional locations on St. John and in the BVI. We send all our pet records to them ahead of time via e-mail, just to make an appointment later easier.

A consideration is transportation, such as a rental car or taxi (don't count on buses allowing animals), to get your pet from the boat to the vet's office. A carrier for your pet might be needed, so plan for that. We like the soft, foldable kind.

Obtain critical pet medications ahead of time. We take a year's worth of both heartworm medication (Sentinel) and Frontline Plus (FFP) for each dog. We have found that the heartworm medication provides some additional flea control, and FFP is required as an entry pretreatment for almost every country in the Caribbean. With this combination, we have not had flea issues, even in our long-coated dogs, and we haven't had problems with heartworms or intestinal worms.

We also have a first aid kit with eye/ear antibiotics, Capstar tablets for emergency flea control, and Benadryl for allergies (know your pet's dose), just in case. Of course, pet shampoo, conditioner and brushes are also on board.

Cats are fairly dependable as to using their designated bathroom facilities; dogs are a little more challenging. Our dogs have been trained from birth to use "pet potty pads"; we carry washable pads, as pads are not items found in just any location in the tropics. Other cruisers have a designated spot on deck that can be hosed off. Like my field trial Labradors, the Havanese are trained to pee on command, which can shorten the "where should I, do I want to" dances on shore. Practice your sanitary plan before you head offshore — there is nothing like a pet who refuses to use the correct "facilities".

With your pet's food supplies and medications on board, and a sanitary plan in place, cruising will be much more comfortable.

The Paperwork

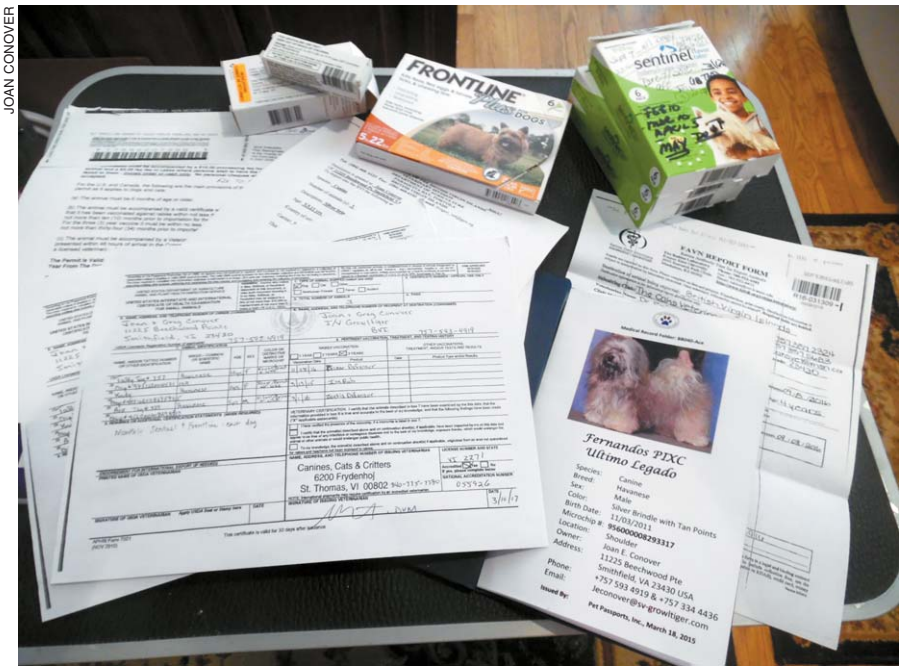
When sailing from one country to another, you will be in effect importing your pet on arrival, and then, just like the crew and boat, exporting them on leaving. Nearly every country you'll visit requires documentation, including recently obtained health certificates, for importing and exporting a pet. Each entry and export process provides you with the paperwork necessary to enter the next island on your cruising itinerary.

For some islands (not the rabies-free ones such as the British Virgin Islands, the Bahamas, and Bermuda), if you contact prior to entry, and do not plan to take your pets off the vessel or touch land with them, you can quarantine them on the vessel and do not have to do import and export paperwork. But check with the government veterinarian first and get e-mail permission. Make sure you have sent by e-mail a copy of your documentation to cover any last-minute changes. This has worked well for us in the BVI, USVI, St. Maarten, Guadeloupe, Dominica, Puerto Rico (they ask for your USDA certificate number during Customs check-in), and Cuba.

Good documentation makes all the difference. So, as part of our pre-cruise activities, we address our pets' health-certificate needs. This includes the immunizations necessary for the Caribbean, and a special rabies titer test to allow entry into the more restrictive countries (see "A Note on Rabies-Free Islands" below). We follow the most stringent rules (i.e. those for the British Virgin Islands), and with the USDA Certification paperwork for each dog, copies of the rabies-vaccination record, and in our case Pet Passports with photo and microchip, we do not have issues entering foreign countries.

Our plan to take pets on a cruise beginning in November includes a simple timeline: May - heartworm tests and general checkup/dental care/vaccines if needed; July/August - titer tests; end of October - USDA Export Certification. Make sure you receive documentation of all this being done, and bring several copies with you as well as leaving some with a trusted friend ashore. As with our human passports, we put a copy in our ditch bag.

JOAN CONOVER



Have all of the necessary medications and paperwork organized in advance, find a quality lifejacket that fits well, and give your pet time to become accustomed to the boat before you head offshore

We make sure none of our pets needs a vaccination while in the tropics, because, unless you are in the Northern Caribbean, you might have issues getting your pet immunized. Since we do these vaccines and titers for our dogs anyway as a protective program, it just means planning ahead for a cruise.

While import/export requirements for pets need careful attention to health records and documentation, when you arrive to clear into a new country it's a similar process to crew entry and exit, and is usually associated with the Customs procedure. It's not complicated — if you plan ahead and follow the rules. If you are not willing to comply, you risk loss of your pet, quarantine at a government facility (at your expense) and possible fines or worse. This is serious — these countries are trying to prevent the spread of disease both into and out of their borders; they are not the bad guys! Each country in the Caribbean can have different and special health challenges regarding rabies, heartworm, feral animals and other disease issues found in the tropics.

Be sure to check each country's regulations on their websites before you leave your home base. For example, the Bahamas require an entry permit, good for one year, for each animal, and since they only take money orders in payment, this is something to arrange prior to leaving on your travels. We send a copy of all our pets' health records, with the import form and money order to the Bahamas before we leave the USA; the entry permits are e-mailed back to us. (Expect the process to take several weeks; start it now!) Then, when we arrive, we just present the e-mailed papers with the permit and a current health certificate to Customs.

Exit from the Bahamas requires a visit to a private vet, and several days for processing; we used a vet in the Abacos. The Bahamas have a real challenge as several years ago a parvo outbreak occurred and the disease is now active in several of the island groups. They are serious about vaccines and exit permits to prevent the spread of disease to other countries. If you leave the Bahamas and try to enter another country with a pet but no exit permit, and a Customs agent checks, you could be in trouble. So think ahead, always!

Thank goodness for the internet and e-mail contact with the various government veterinarians, as this is the first avenue for getting your pets smoothly into and out of the various nations and territories that make up the Caribbean. Check for each country's site on the internet; rules do change. There's also a Facebook group dedicated to cruising with pets: www.facebook.com/groups/CruisingwithPets

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A Note on Visiting Rabies-Free Islands

If you are coming from the USA (or another country where rabies exists), and you are going to visit islands such as the British Virgin Islands that are rabies-free, your pets need special blood testing for rabies vaccine levels. In the USA, FAVN rabies titer tests (US$180 dollars and up, and good for a calendar year) take about six weeks for turnaround from your veterinarian to the University of Kansas laboratory and return. While I will not cover everything that this involves, realize that time is the real issue, and the rabies test needs to be done yearly. With a titer, plus the correct vaccinations for each animal (distemper/parvo, Lyme/leptospirosis, rabies, etcetera), flea and heartworm/worm treatments, it's possible to obtain from your veterinarian the USDA form for submission for export certification. It's a few-days' turnaround. See the US Department of Agriculture site for information on paperwork and information on foreign country regulations:
www.aphis.usda.gov/aphis/ourfocus/animalhealth/export



JOAN CONOVER

Safety Aboard

We follow some commonsense rules while on the boat. Safety offshore includes fitted lifejackets — *tested by each pet*! Like your own lifejacket, they have to fit and work. Get your pets accustomed to wearing the jackets before you start your cruise. Be sure to obtain a jacket that lifts the muzzle of the dog; some don't have that feature. A dog's head could be underwater quickly.

We also use our dogs' lifejackets as a lifting method to get the pups into and out of the dink, and even up and down when the boat is on the hard. Our dogs' names are on each jacket, and we have them placed, with leads, at an easy-to-reach location.

At anchor, the dogs love roaming topside and making sure no arrivals are ignored — they sit on the cabin top and observe the harbors. Like toddlers, our pets are never in the cockpit or on deck alone. In fact, following commonsense rules for toddlers is similar to what you should do for your pets.

Offshore, our pups are trained to stay in the cockpit, but just in case, we have lifeline netting from bow to stern. During bad weather, and during sail changes, the dogs are sent below and kept contained; they love being in their foldable soft carriers and in the captain's cabin. The carriers are also suitable for taxi or airline travel.

With a little planning, pets can be a joy on your travels. Plus, depending on the pet, they can offer an early warning of visitors — at least our dogs do on our boat. No one nears without at least one of our little dogs alerting us, making sure we know there is company coming. They are not yappy; they simply sound an alert, look at us for confirmation, and then sit and observe. Boat dogs can be a deterrent for unwanted boardings, or at least can be a type of warning system, especially with three dogs.

Our dogs do know they have permission while at anchor to run on the side deck — 51 feet from bow to stern — for exercise, chasing dinks that pass and make wakes. (A five-knot speed is okay, according to our boy Ace.) They sometimes use the upside-down inflatable dinghy for a trampoline, which is one major reason for putting netting on the lifelines.



TOM LANE

On deck or in the dinghy, training and precautions for pets' safety — and your sanity — help everyone have a happy cruise

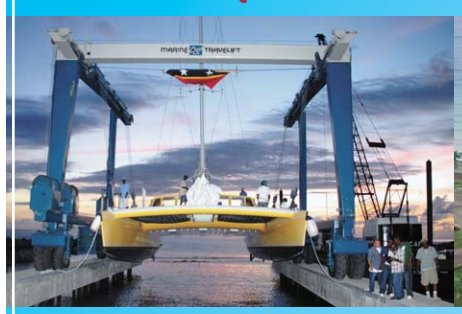
Now we once more are doing paperwork and getting vaccines for our pets, just in case the winds blow us south again. It's good to be prepared and to make sure our companions are healthy and protected from the increasing health risks we are beginning to see with the vicissitudes of climate change. Even if you don't travel, ticks are carrying more diseases, heartworm is spreading, fleas are increasing, and diseases are spreading. This year, for the first time, we immunized our pets for Dog Flu. So it's not just about cruising, it's also taking care of your pets for day-to-day life. They are your friends and companions — give them your love and attention as they give you theirs.

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MUSINGS ON MOORINGS

There has been a proliferation of moorings in the Eastern Caribbean recently, which has been both good and bad for most of us. The installation of private, fully legal mooring fields close to marinas seems to me a natural development of the commercial sector and, while some cruisers object on the grounds that prime anchoring space is being used, the moorings are a popular convenience for others. In most places there is still plenty of anchoring space, and we are all glad when those with limited anchoring skills find a mooring to secure their boat.

In some anchorages, moorings can be a big help. To cite some examples, I find the moorings in the Saintes helpful, as anchoring there was never easy and the moorings have created an orderly solution. Moorings would be equally valuable in St. Pierre, Martinique. Moorings in the SMMA in St. Lucia, in Saba, and in other marine parks are necessary to protect the environment, and in these spots anchoring is not easy either.

Safe as Houses?

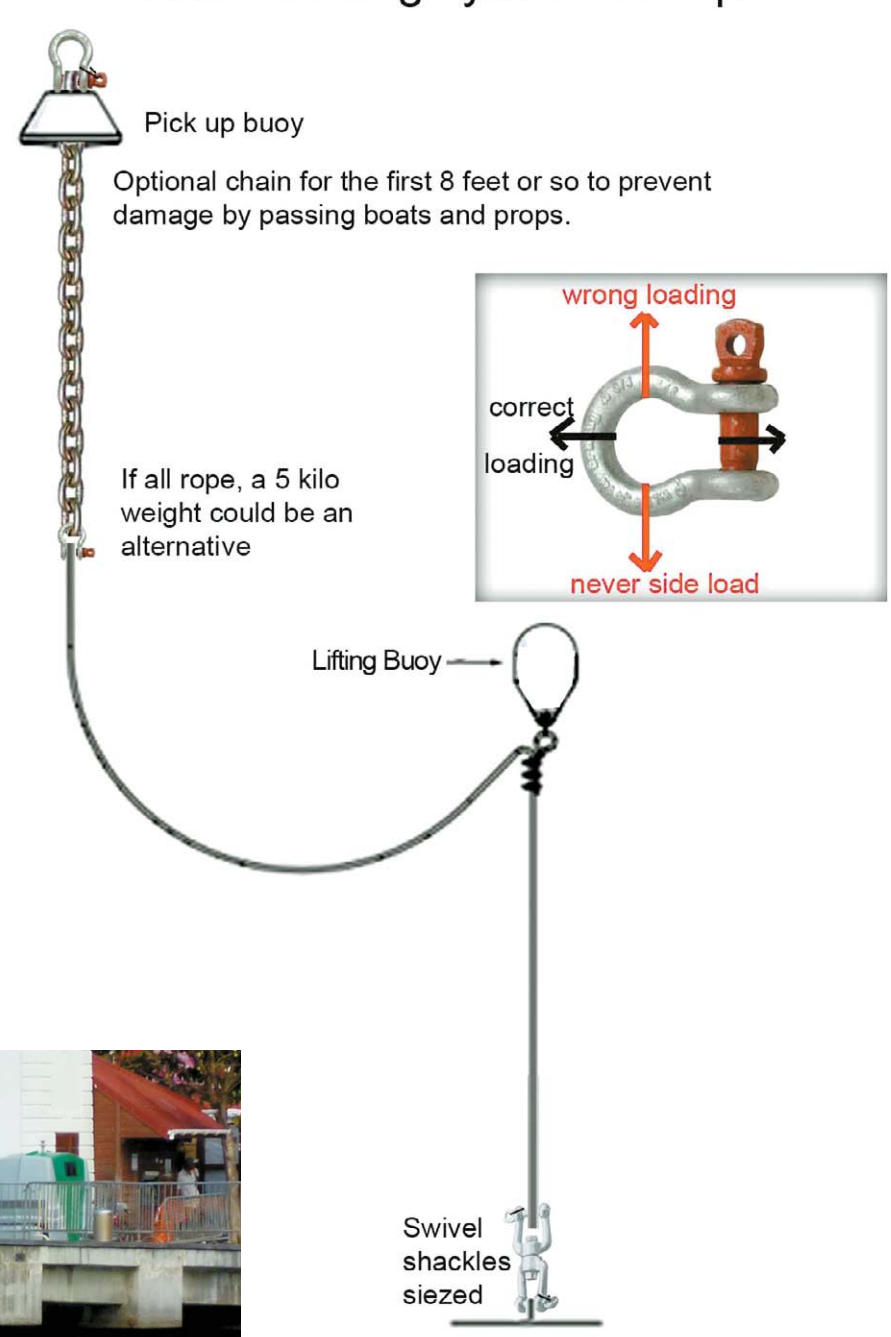
There is, however, a significant mooring safety problem. I am concerned about some new mooring fields, such as the one in Portsmouth, Dominica. I support the PAYS project, but when a cruiser posted recently on a Facebook cruisers' group that she saw three moorings break on one day that got my attention. If it is true that even one broke, I hope PAYS pays attention to this article.

Many of the moorings in other places have simply been wacky in design. I think the craziest were moorings in St. François, Guadeloupe that had rubber rodes. I didn't get to take a look at them because they had all snapped before I got there. Another set in Martinique had chain top and bottom and some rather skinny polypropylene in between; they, too, are all gone.

It worries me when moorings that are professionally laid and maintained by people I consider top of the line have failures and the moorings companies consider them inevitable. For example, in Grenada there have been three mooring failures in Prickly Bay recently, and one off Le Phare Bleu. There have been several in Dominica, and two catastrophic ones in Saba. The yachts that get wrecked or damaged while depending on the integrity of moorings are often people's homes, often their major asset. I would like anyone laying or maintaining a mooring to ask themselves if they would be prepared to bet their home that it is safe. Because that is what they are asking cruisers to do.

Given that moorings are in essence simple, they should be within a hair of 100-percent safe. Something is wrong when humans can fly millions of miles in complicated airplanes with fewer mishaps than we have trying to tether a yacht to the seabed. It is not like it has never been done before: all over the UK port officers maintain many thousands of moorings and, in the harbor I lived in, I do not remember a single failure even in Force 11 storms. Compare this with whole mooring fields failing in a short space of time in St. François and at Anses d'Arlet, to name just two.





Above: The components of a typical mooring system. Note correct shackle loading

Left: The buoys in the Saintes have a tall ring that is easy to put a line though

If a mooring is to be safe it has to be actively managed and maintained, which is not always done by the same people. This will have to be paid for. Moorings funded by the EU but which are unregulated quickly become private moorings on a first-come first-served basis. (Deshaies in Guadeloupe is an excellent example of this.) In some places, such as St. Barts, a small charge added into your clearance fee helps pay for your mooring. In marine parks, the entry fees sometimes cover moorings, but in most places you will have to pay if you wish to use them. Management includes keeping records on the age of components, and making sure they are replaced on time, checking to see that users are properly secured and not overloading the moorings, making sure they are paid for, and keeping tabs on maintenance.

Asking that moorings be at least as safe as houses is not an unreasonable request.

In the Saintes, Les Saintes Multiservices manage around 80 moorings. These are so heavily subscribed that you sometimes have to wait for one. They were deployed in 2011 and there has not been a single failure to date. The mooring area is sometimes subject to swells, there is always some movement, and it can be subject to high winds. What system do they use? The layout is similar to the general mooring system shown in the diagram. They have a large concrete block on the bottom that was professionally designed by Mobilis, a moorings company for yachts and ships. The cord used is Deltex, comprised of a twisted rope of single strands of polyester monofilament. I doubt that there is a lot of stretch to this cord, but if one strand breaks, it spins out from the main body and is easily visible. I suspect that they also have a scheduled replacement program. I also like their buoys, which are tall and easy to grab. Les Saintes Multiservices bring in divers to do inspections three times a year. They do have the advantage of working in clear water. I have seen them actively marking moorings that must not be used, and changing parts.

Most problems have to do with what comes up from the mooring, rather than the anchor itself, but it is worth mentioning what you might find down there. Professionally placed moorings usually consist of large concrete blocks or patent mooring anchors like mantas and sand screws. Adequate concrete blocks are secure, and unlikely to drag, but if they do, they will drag slowly. Usually a heavy piece of rebar is placed in the concrete as an attachment point. The rebar will not last forever so having a water pipe embedded through the center of the block is a good back up. A chain can be slipped through the pipe at a later time, if that becomes necessary. Mantas and sand screws seem to work well, but nothing lasts forever and they, too, will need to be removed and replaced from time to time.

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Some Causes of Failures

Now let us look at some of the failures and see what might be done. Two I know of have been shackle failures, two have been unexpected line failures (meaning the line was inspected and looked fine), and two have been line failures due to chafe.



Always dive on your mooring; otherwise you have no idea what is down there

• SHACKLE FAILURE: From the pictures I saw of the shackle failure on the internet, it looks like the shackle may have been side loaded (see the inset on the Mooring System diagram). No one would deliberately place a shackle like that, but if there is too much room in the links, the joining shackle might manage to turn to that position. It is essential to make sure this cannot happen by sizing components correctly.

Also, it looked like a cheap, generic brand shackle. Would you trust your home to such a thing? All professional mooring fields should use stamped, rated shackles. And if rated shackles are not available, super-oversized shackles, which by their very bulk are unlikely to break, should be used.

• ROPE FAILURES WITHOUT ABRASION. This is scary: rope just parting due to strain. I cannot be specific, as I don't know what kind of rope was being used. I have favored nylon because of its ability to stretch and cushion loads, and because it is extremely strong. Until I was researching for this article, I had not realized that immersion in water can weaken nylon rope up to 20 percent. I don't see this as a deterrent, just a reason to upsize.

So, the rope must be oversized for its load and, as it can weaken with use in water over time *without* giving warning, it must be replaced at safe intervals. The best estimate that I've found is that an oversized nylon rope should be replaced within five years.

• ROPE FAILURES WITH ABRASION. In at least two cases of failure, the rope had been abraded, contributing to its weakness. In one case the boat, left unattended for some days in rough, deep water, and subject to two-way current, managed to catch and abrade the mooring rope on its own keel. In another, the keel of another boat had abraded the rope. I had a mooring once in a shallow, high-traffic area that was frequently cut by passing day-charter cats' props. This was cured by going to all chain. Luckily, for occasional mooring users, this kind of damage will be within ten feet of so of the surface, and easily inspected. But those with mooring fields used by long-term customers should consider the fix given in the Mooring System diagram. Here, the first ten feet or so from the mooring is chain, not rope, making it less likely to be hit by a passing boat. Plus chain gives some protection in case it is hit. Cruiser Kenn Stepman suggested that the initial chain could be replaced by a five-kilo weight about ten feet down. This will help keep the mooring out of the way of passing propellers, but gives no protection if there is an encounter.

One essential feature of a rope mooring system (see the Mooring System diagram) is the lifting or riser buoy. Rope can all too easily snag on the concrete block of the mooring, or round the eye of a screw — I have broken an anchor line that way — or on coral or junk on the sea bed. This feature needs to be added to the PAYS moorings before the coming season if they have not already done so.

Many moorings in northern countries are all chain, which has a lot of advantages and is probably significantly safer if regularly inspected and measured for wear. But chain is expensive and I don't think we will see that all over the Caribbean. Also, in sharp sand it can wear down rapidly. However, as moorings in the Saintes have proved, properly maintained professionally designed moorings can be safe.

We in the Caribbean need to have safe moorings, or stop putting them down. When there are failures, these need to be investigated and steps need to be taken to make sure they are not repeated. It is economically and ethically wrong to assume that it is okay if every year we cast a few yachts ashore because that is the best we can do. We can do better. The Saintes example has proved it. A few places are occasionally subject to exceptional swells and wind. Saba, Statia, and Roseau in Dominica are good examples. In such conditions an anchor — or should we say mooring — watch should be maintained until conditions moderate.

It will probably be a while before we get everyone on board. In the meantime, let the user beware. Always dive on your mooring, make sure there is no damage in the first ten feet or so and that everything looks okay as far as you can see. Avoid moorings that have not been professionally put down and maintained.

SAILING SCHEDULE

Upcoming sailings 2017

FLORIDA – MEDITERRANEAN

Ft. Lauderdale	Sept. 2017	›	Palma de Mallorca	Oct. 2017
Ft. Lauderdale	Sept. 2017	›	Genoa	Oct. 2017
Ft. Lauderdale	Oct. 2017	›	Genoa	Nov. 2017
Ft. Lauderdale	Nov. 2017	›	Palma de Mallorca	Nov. 2017

CARIBBEAN – MEDITERRANEAN

St. Thomas	Nov. 2017	›	Palma de Mallorca	Nov. 2017

CARIBBEAN – FLORIDA

Martinique	Nov. 2017	›	Ft. Lauderdale	Dec. 2017
Martinique	Dec. 2017	›	Ft. Lauderdale	Dec. 2017

MEDITERRANEAN – FLORIDA

Tuzla, Turkey	Sept. 2017	›	Ft. Lauderdale	Sept. 2017
Palma de Mallorca	Sept. 2017	›	Ft. Lauderdale	Sept. 2017
Genoa	Oct. 2017	›	Ft. Lauderdale	Oct. 2017
Palma de Mallorca	Oct. 2017	›	Ft. Lauderdale	Nov. 2017
Genoa	Nov. 2017	›	Ft. Lauderdale	Dec. 2017

MEDITERRANEAN – CARIBBEAN

Palma de Mallorca	Oct. 2017	›	St Thomas	Nov. 2017
Palma de Mallorca	Nov. 2017	›	Martinique	Dec. 2017
Genoa	Nov. 2017	›	Martinique	Nov. 2017

FLORIDA – CARIBBEAN

Ft. Lauderdale	Nov. 2017	›	St. Thomas	Nov. 2017

FLORIDA - SOUTH PACIFIC

Florida	Dec. 2017	›	Central America	Dec. 2017
Florida	Dec. 2017	›	Golfito	Dec. 2017
Florida	Dec. 2017	›	Papeete	Dec. 2017
Florida	Dec. 2017	›	Auckland	Jan. 2018
Florida	Dec. 2017	›	Brisbane	Jan. 2018

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TROPICAL STORM DON

by Jim Hutchinson

I survived a direct hit by a full-blown tropical storm in Admiralty Bay, Bequia once (TS Lili, '02). It was a lot of work setting up and a lot of stress (and some excitement) during the storm. Nowadays I move into a storm hole, which is also a lot of work but less stress.

Monday. We've got a pop-up weather system less than ten degrees east of us, short notice. We watching, mon. Doesn't seem to be much.

By Tuesday morning it has become Tropical Storm Don. We are dead center on its forecast track. Don is expected to hit around midnight.

It's only mid-July and we've already been chased into the hole once, by Bret. Here we go again.

A large fleet of early birds had already gone in before I made my move around noon. My favorite spots were already taken but I found a nice berth between *Free*, a beautiful, heavy wooden sloop, locally built, and a kitesurfing catamaran with big advertising on its bows. I put out a stern anchor, nosed my boat into the trees with two bow lines, and ran lines diagonally into the trees from both sides of the stern.

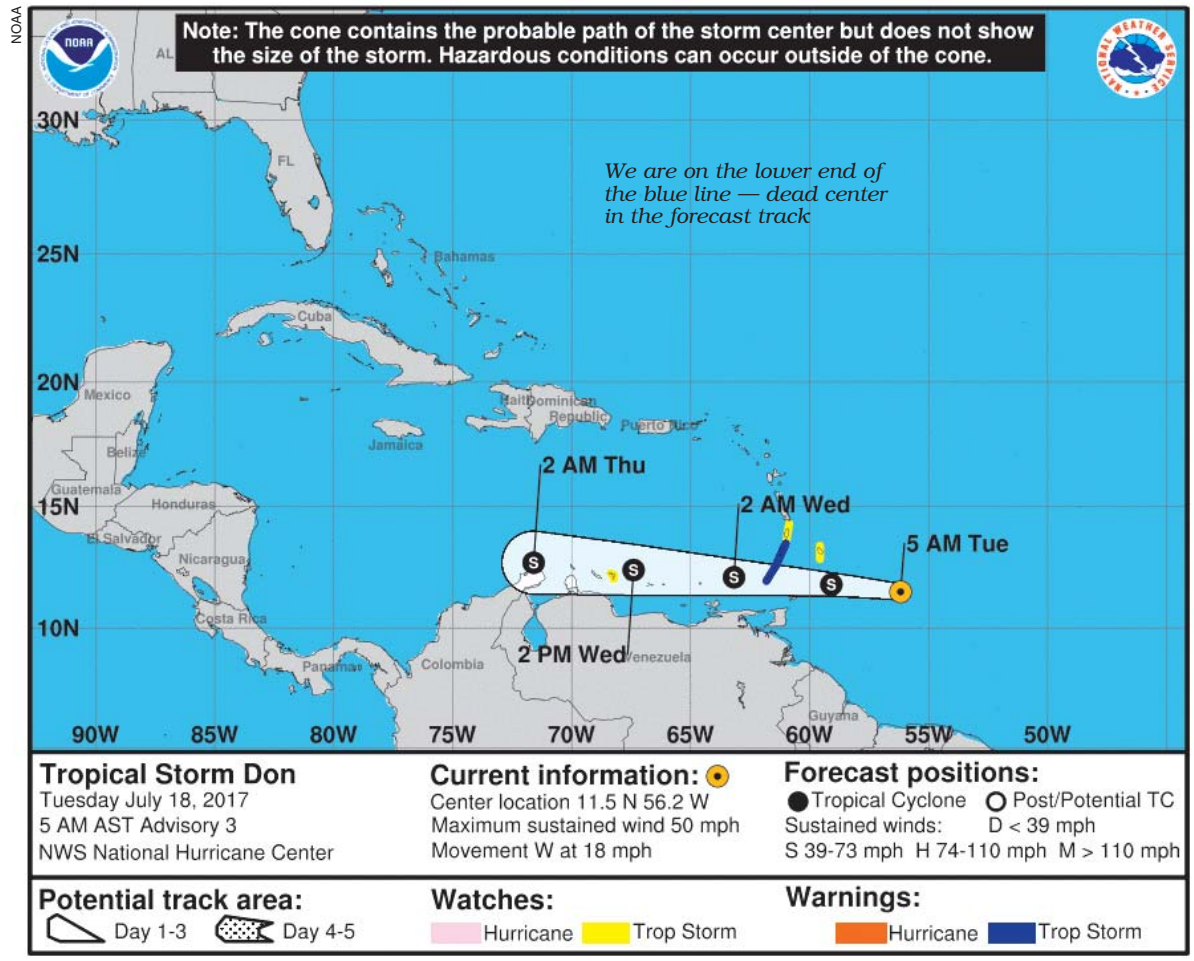
The rest of the fleet was still coming in, including the local diesel-powered fishing fleet, and there were outboard-powered dinghies running back and forth. A slick formed on the surface: machinery and bilge water, not a natural slick.

As evening came, things quieted down. Those who were coming in were in and settled. I turned in early to be rested in case it turned out to be an all-nighter. It was forecast to start around midnight.

At 8:30PM the wind began to pick up and gust some, which continued for a couple of hours. But when I got up at midnight to pee (prostate, you know) it had gone calm. I could *hear* wind, probably over the high hills to the east, but it was calm in the mangroves. The scene was overcast, dark and quiet.

0230 pee. Calm. Where was Don? Having no internet, I could only guess. He could have hooked to the north, as many storms do around this longitude, and started up-island to the east of us. Or perhaps he'd gone stationary southeast of Barbados and was building strength. Or maybe Don was weakening or falling apart. There is the proverbial "calm before the storm". In my experience, there is often a calm *beside* the storm... and sometimes after.

—Continued on next page





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—*Continued from previous page*

0400 pee. Calm. I'm well rested, so I stay up. Now begins the finest time of day aboard a yacht in the tropics — maybe anywhere. We are in the prelude to first light. It is calm and quiet. The sky is overcast; it is dark. All is peacefully waiting. I'm sipping my first cup of coffee in the cockpit.

Nature's morning chorus begins with its loudest voice first, a soloist — high on the hills behind the mangroves a rooster crows. Silence for a while, then he crows again. Overhead the black of the sky seems to be fading. Imperceptibly, first light begins. A broad chorus of cooing begins in the mangroves: pigeons, doves. Presently the solo singers in this slow-motion opera come in: the tropical mockingbirds with their diverse repertoire of clever tunes. All else is silence. Then, amid the calm, the air begins to move, barely at first, then a light breeze and a light rustle of upper mangrove leaves accompanies the chorus.

The growing light fades the curtain of darkness covering the black hills, grey shapes begin to form then faint hues of color, yellows to browns in the family of green, mottled in shadows that seem to deepen as the colors emerge.

There is a low layer of broken cumulus moving westerly at 15 to 20 knots and a solid overcast above. The wind on the water is five to ten knots; the surface has begun to ripple.

Remarkably, there have been no mosquitoes or sand flies.

The first human voices carry across the water. Humanity has begun to stir.

A passing shower. Sun becomes evident behind the clouds above high hills to the east. The low clouds are becoming patchy. The altocumulus overcast is beginning to break. There are isolated patches of pale blue to the east.

Diesel engines begin to rumble and occasionally roar. Man's day has begun.

I wait for those who want out in a hurry to leave. Then I mosey out about noon, roam the nearly empty bay and pick my spot at the outer fringe.

Tropical Storm Don had a lot of people worried. Don started out blustery and made us consider our options. But he didn't actually amount to much and fizzled early. There are some who have observed/suggested/hoped that this might be symbolic/prophetic of another Donald.

It's good when people can come away from a storm threat with a sense of humor.

(Some months later.)

"Honey, all the yachts are moving into the hurricane hole. The forecast says it is already a tropical storm and it is going to hit us dead center."

"Sheep. One of them ducks for cover, the others follow. Mostly Americans, I'll bet. Or Brits or French… all those Europeans, sheep, all of them."

"Well, yes, those *are* the flags that were in the bay."

"Besides, don't you have noodling today? And weren't you going shopping with the girls tomorrow? And I'm still trying to fix the exercise machine."

"But they say there's a storm coming. And they say that the forecasts using the new models really know what the storms will do."

"Ha! I just read an article where everyone went to all the bother of preparing and the storm simply disappeared — the forecast was wrong. This storm could fizzle like Don did. Besides, it will probably hit someone else — they usually do — that's a fact."



ROY HOPPER

The mangroves at Tyrrel Bay, Carriacou remain a popular refuge from storms. This photo was taken in the summer of 2007



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—*Continued from page 9* …*Business Briefs*

Captain Gerrit Scheper, Master of Yachts and an RYA Instructor, will be providing sea instruction to complement trainees' online RYA Yachtmaster Offshore theory studies leading to practical and written examinations by RYA examiners in Grenada.



Contact schoonerruth@gmail.com for information on joining the full program or program legs.

Tall Ship to Circumnavigate for 7th Time

Trudi Inglis reports: Starting in March 2018, the tall ship *Picton Castle* will set sail on her seventh world circumnavigation voyage under the command of Captain Daniel Moreland. On board will be 52 crewmembers including 12 experienced, qualified staff crew and up to 40 trainees, many of whom have no sailing experience at all. "Trainees come from all over the world to sail with us," says Maggie Ostler, Voyage Coordinator. "Some have sailed before, some haven't. In either case, the experienced crew, the ship, and the sea literally teach them the ropes."



Alongside the professional crew, trainee crew stand watches. They learn to use the compass, to handle lines and sails, to steer the ship, to handle small boats, and to help with cleaning and maintenance. They will have the chance to learn sail-making, rigging, marlinspike seamanship and celestial navigation, even learning diesel engine operation for those who are inclined. While this is primarily a seafaring experience, trainees get time off in the various ports to explore ashore.

Making this particular voyage particularly special, other than being lucky number seven, is that while Captain Daniel Moreland has been in command of all of *Picton Castle's* previous voyages around the world, this will be his last. Moreland is recognized internationally as a leading authority on square-rig sailing and traditional sailing vessel rigging, and was recognized with a Lifetime Achievement Award by Tall Ships America in 2016. The upcoming voyage will be his eighth global circumnavigation personally, including seven in command of *Picton Castle*. Nobody alive today has made more around-the-world voyages in a square-rigger than Moreland.

Says Moreland, "When I started out, we used to say that there were more men alive who had walked on the moon than had sailed around the world in a square-rigger. Due to our voyages that is no longer true. But it is still true that far more folks have climbed Mount Everest than have circumnavigated the globe in such a windjammer."

Some of the ports visited on the voyage include Panama, a number of islands in the South Pacific, Bali, Mauritius, Reunion, Madagascar, South Africa, Namibia, St. Helena, Grenada and Dominica in the Eastern Caribbean, and Bermuda. The voyage both starts and ends in the UNESCO World Heritage town of Lunenburg, Nova Scotia, Canada.

Trainee applications are now being accepted. Candidates will be required to provide proof of good health and participate in an interview.

In the past 20 years, over 1,500 people of all ages and nationalities have sailed as trainees on board *Picton Castle*.

Visit www.picton-castle.com for more information.

Happy Anniversary, *Cruising Life!*

Four years ago, the e-book *Cruising Life: the Best Stories from Caribbean Compass* was published, and it became an instant hit! Here are just a couple of the reviews it garnered:

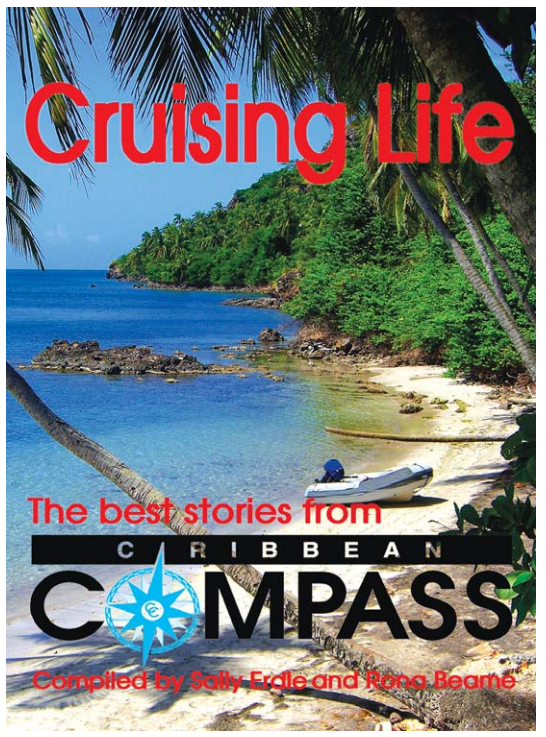
"This is a great collection of stories and articles from the Caribbean, and the first story will have you on the edge of your seat!"

— *Betty Karl, author of* Island Fever

"*Cruising Life* is packed with more first-hand knowledge of what you will find once you arrive in the Caribbean than any cruising guide or travel book. This book is a 'must have' for anyone who has visited or plans to visit the beautiful islands of the Caribbean."

— *Bob Bitchin,* Cruising Outpost *magazine, www.cruisingoutpost.com*

Cruising Life *is available from Amazon.com. See ad on page 36 for more information.*



—*Continued from page 13* …*Tracking Sargassum*

It distributes daily images with surface currents so others can visually estimate sargassum aggregation and movement directions.

Thanks to this information, along with the work of Jim Franks, the migration paths and patterns of sargassum weed are becoming better known; ongoing research will allow better understanding of variation and aggregation patterns.

According to Dr. Hu, "…if there is a large sargassum aggregation in a 'hotspot' in the Atlantic in February, we can predict that there would be major blooms in the Eastern Caribbean in spring and summer. So this prediction gives at least two months of lead-time to respond to beaching events. For example, back in February this year we predicted that this will be another sargassum year for the Caribbean, and this turned out to be true.

"Longer-term prediction (e.g. next year or future years) is currently not possible because we don't know what caused inter-annual variations in the past, although in general we believe that future years will also have similar events."

How Can Boaters Help?

What can cruisers and other boaters do to assist in the development of this early warning system for the sargassum? Get the word out to other concerned people, and continue to report when and where you see the weed! This is especially important as now there is a working prototype for the early warning system, and more testing and validation are critical.

More data points mean more accurate prediction models, and there are still other parts of the tropical Atlantic to be added. This is especially critical for the equatorial cruising regions from West Africa to South America and the Caribbean, where trans-atlantic sailors, such as those in the Atlantic Rally for Cruisers (ARC), can face serious impacts. (Solo sailor Donna Lange, during her 2015-2016 circumnavigation, was trapped in sargassum weed off Africa; she had to use a machete to cut her boat free from a vast solid mat of weed more than a foot deep.)

By reporting data, cruisers will allow Dr. Hu's team to fine-tune the processing tools.

GCRL's Senior Scientist, Jim Franks, asks cruisers to input their observations and data including latitude and longitude, photographs if possible (Jim will provide contact information in direct response to your report), and comments, to a website designed for reporting pelagic sargassum observations in the Caribbean and tropical North Atlantic. Data provided to this site will continue to be used by GCRL scientists and colleagues throughout the region to identify the source and examine the movements and causes of extraordinary sargassum events.

Please file your report on the form at http://gcrl.usm.edu/sargassum/sargassum.observation.form.php



It's easy to use this site to report sargassum sightings

Likewise, Seakeepers.org and the Sargasso Sea Commission have also developed a reporting system where detailed information can be filled in a reporting card and e-mailed to PhD student Mengqiu Wang at mengqiu@mail.usf.edu for validation of satellite observations.

In support of this data-collection effort, the international Seven Seas Cruising Association — the world's largest association of cruising sailors — is actively notifying their network of members via website and publications. We suggest other organizations do the same.

‘UNION-EYES’

by Chelsea Pyne

Thanks to my Irish heritage, I am usually the palest person in the room. The sun doesn’t like me. Which is why I’m usually the one at the beach in a big hat, a long-sleeve shirt and reapplying sunscreen like a madwoman.

In our 44-foot 1977 CSY cutter, *Nai’a,* we easily strolled along the Windward Islands last March. My eye trouble started on a crossing from Mayreau to Union Island, in the Grenadines. Like my skin, my eyes are also very sensitive to light. For about a week, I experienced eye irritation — redness, itchiness, and overall pain when I closed my eyes. I went through an entire pack of contact lenses in a matter of days, thinking that I just needed a fresh pair. Finally, I went without them and wore my glasses for a week to see if the irritation would heal. And it did, for about a day. When I returned to my contacts my eyes immediately went bloodshot and my left eye turned yellow. This was shocking. I sent my mom a photo to send to my childhood eye doctor to get his opinion. I soon received the text, “Get to a doctor!” Easier said than done, given my location — teeny, tiny Palm Island.

We got underway for an island that was not solely a resort. Only three miles long and one mile wide, Union Island is small, but mighty. We anchored *Nai’a* next to Happy Island in Clifton Harbour. The water was a classic Caribbean turquoise full of coral heads, which made the dinghy ride to shore a labyrinth. Turning left, then a sharp right, then back again — avoiding dark spots at all costs.

We were delightfully surprised with the main street storefronts offering homemade yogurts, gourmet products, fresh produce galore — but all at a fancy price. After having a local gentleman question our nationality (believing that we were Russians and wondering if we were interested in buying his gemstones), we made our way towards the nearest bar. There I was given directions to a pharmacy. We weaved our way down dirt roads with no street names, across people’s yards avoiding their goats, and poked our heads into shops to ask if we were headed in the right direction. The pharmacy was one like I’d never seen before: the tiny room had shelves stocked with shoes, school supplies, diapers and wigs.

I approached the woman at the counter to ask if she had eye medication and explained my situation. She told me to wait while she phoned the hospital. We learned that the doctor had just left and was on her way home. Luckily, the doctor lived down the street and would meet us there. Another woman arrived at the door to walk us to the doctor’s home. Incredibly grateful for her kindness, we set off on another adventure. After waiting 15 minutes in an overgrown apartment complex, we were invited upstairs. The woman was, in fact, not a doctor, but could still check my eyes and write me a prescription. I sat in her kitchen, surrounded by Dora the Explorer tidbits, and couldn’t help but laugh at myself. I was told to take antibiotics and to see an optometrist in Grenada. I paid my EC$60 bill (about US$25) and returned to the pharmacy to lay down another EC$45 for the prescription. I could have never imagined getting a prescription to happen this way, but I was very happy that it worked out.

For the next week I took eye drops, avoided alcohol and wore sunglasses over my thick eyeglasses. My new nickname: Six Eyes. It took us a few weeks to sail back to St. Martin, where I finally saw an optometrist. He told me that many people develop allergies in tropical climates. This particular irritation was due to microscopic mites and parasites in the air. They thrive in humid conditions and enjoy room and board on eyelashes. Although his microscope wasn’t powerful enough to zoom in and see them himself, all the symptoms added up. I showed him the antibiotics that I received from Union Island (its directions lacked English, French and German). He found a better prescription for me, with directions in French, but at least I could find help with French. The next step was to avoid wearing contact lenses for too long. A fresh pair every few days would help reduce redness — and this worked very well.

Since, I have not experienced any eye allergies. Although I now have one-a-day contacts, I can still stretch out their lifespan to last a week. If even the slightest irritation is felt, I open a fresh pack and have no problems. Another trick is to clean the contacts case often. The case must be fully soaked in very hot water and soap. The goal is to eliminate any area in which bacteria or mites can thrive. However, the mites also live in people’s ears and eyebrows, at most causing itchiness. Although



Tropical eye allergies aboard — who knew? ‘My new nickname was Six Eyes’

these critters are usually harmless, washing pillow covers regularly could help preventing spreading them around. Not so easy to do when your boat doesn’t come with a washing machine!

Perhaps it is the tiny island custom — to go out of your way to help others, even strangers. Or maybe the Union Islanders just wanted to get rid of the creepy yellow-eyed girl wandering their streets. From making sure we get to where we need to be, to inviting us into their homes, to offering us the best gems a Russian could find — Union Island was a pleasure. Although I’m certain to have more fun next on our return sail, when I can take on a few margaritas and see clearly (until the margaritas kick in). So thank you, Union Island, for piecing together this wandering sailor — till next time!

—Continued from page 6 … Infos & Updates

But, while waiting in line to buy Carolyn a drink, I heard a familiar laugh — a deep, rich laugh from my youth.

It was Randy West and he was wasted — but in a most delightful way. And he was soon hugging Carolyn and me as we traded stories, swapped tales, and exchanged salt-stained triumphs. And then he told us about painting a monkey red on St. Kitts and we were writhing around on the floor, laughing and screaming, “No more, Randy, no more… our laugh muscles are cramping!”

It was just like old times.

Rest in peace, Randy. The Caribbean’s loss is Fiddler’s Green’s gain.

St. Lucia’s Arts & Heritage Month

St. Lucia will be celebrating Arts & Heritage Month from October 1st through 29th.

Building on the celebration of Creole Day, which began in St. Lucia in 1981, this month-long Festival is a celebration of the richness and diversity of the island’s cultural, ethnic and artistic heritage. With musical, theatrical and other performances, with seminars and lectures, with varied culinary experiences, with street parties and with art exhibitions, this Festival will culminate on the weekend of October 28th and 29th with a celebration of International Creole Day in designated communities, marking the end of St. Lucia’s first Summer of Festivals.

Visit www.stlucia.org/summerfestival/arts-heritage-festival for more information.

Carriacou Corn Festival

Experience a family friendly mixture of food and music on October 29th at the inaugural Carriacou Corn Festival at Footprint Behind Sands, which explores the variety of ways corn, a crop indigenous to Carriacou is prepared for eating. There will be a local string band and steel pan playing, Quadrille dance performances, domino competitions, and much more to keep everyone entertained.

Visit info@puregrenada.com for more information.



WWW.STLUCIA.ORG

Registration Open for Antigua Charter Yacht Show

The Antigua Charter Yacht Show reports: The 56th Annual Antigua Charter Yacht Show’s new registration is now open and fully operational at https://registration.antiguacharteryachtmeeting.com. We now have full online credit card payment facilities for both VISA and Mastercard.

Yacht charter companies can now make multiple registrations within their account for both agents and yachts. Marine Vendor registration defaults to maximum of two participants per company. (Only with Show Sponsorship can the Marine Vendor bring more show participants; please contact us for more information. Sponsorship Information can be found on the website.)

We look forward to seeing you all at the show, December 4th through 10th. *Contact afsaneh@antiguayachtshow.com or sarah@antiguayachtshow.com for more information.*

Readers, Take Our Survey!

Ever since the *Caribbean Compass* was founded in 1995, every three years we’ve asked our readers for their input via a Readers’ Survey. The results, thanks to your informed, intelligent and sometimes iconoclastic responses, have allowed us to increase “customer satisfaction” on an ongoing basis. You do a great job of plotting the waypoints that keep us on course!

Participate in our Compass Readers’ Survey 2017 now at ***http://bit.ly/2eU3zsL***

LOOK OUT FOR...

Hey, Noni!

by Lynn Kaak

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

You might notice this odd-looking fruit on bushes in places ranging from well-kept gardens to deserted beaches. As far as aesthetics go, the fruit of the Noni leave much to be desired. The very pale green, bulbous fruit with the little spikes — looking a bit like a young pine cone made of wax — is not going to win any "Best in Show" prizes, but it does have some redeeming qualities in traditional medicine. This is a good thing, as the ripe fruit is known for being rather odorous, which contributes to its two other names. It is also known as "cheese fruit" or even, yes, "vomit fruit".



Morinda citrifolia was originally native to Southeast Asia and Australasia, but as is often the case, its territory was increased by the Europeans who propagated it throughout the tropics. It is quite hardy, and can tolerate a fair amount of salt, shade, sun, sand, rocks... well, it can grow pretty much anywhere that it can dig its roots into, just as long as it doesn't get too cold. It's just that kind of tree. It can happily grow from one of its multitude of seeds, or from a cutting.

This member of the coffee family is known for being a fast grower, and for maturing quickly. Within 18 months, it can start bearing fruit, and with an average height of nine metres, and large simple leaves, it makes for a good, quick-growing source of shade.

The roots can be used to make a yellow dye, while the bark can be boiled to create a purple dye. Both have been used in Polynesian batiks.

While it may be the Limburger of fruits, Noni is eaten either raw or cooked in some cultures, and the roasted seeds are edible as well. Granted, some of the Polynesian peoples see it as a "famine food", eaten only in times of desperation and starvation, but others, such as the Thai peoples, have developed recipes that utilize Noni fruits or leaves as a more common source of food.

Where Noni might be best known now is for its possible health benefits or medicinal properties. The fruit, leaves and bark are all utilized in traditional medicines. In some parts of the Caribbean, the leaves have reportedly been used for poultices or to make an infusion used to treat dysentery,

The juice of the Noni fruit is highly prized by some as a health tonic, and is being sold commercially. The purported benefits include increased mental alertness; help in strengthening the nervous, skeletal and digestive systems; skin care; high anti-oxidant and antibiotic properties; and possibly anti-cancer properties as well. This last application is being investigated further.

Maybe this one is worth holding your breath for!

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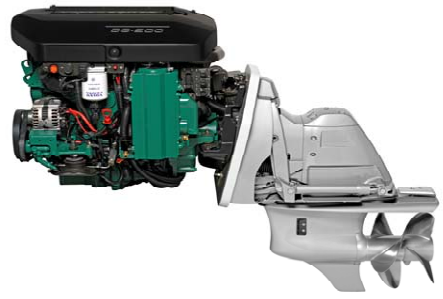
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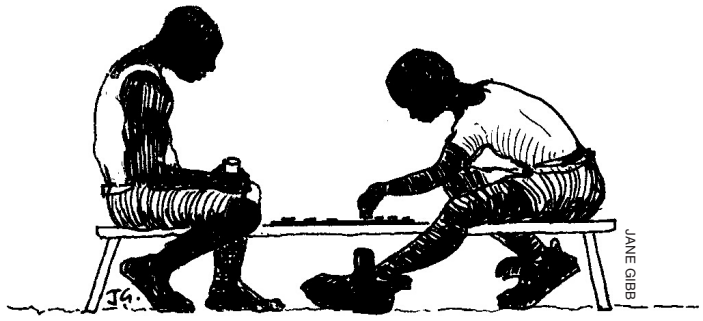




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OFF SEASON



No tourists will come today;
this time of year the islands
are for the locals,
with big rum bellies
sucking goat meat from teeth
after noonday meals.

Nobody here to buy the T-shirts
sailing the market square wind,
straining to hear Miss Quashie
and her week-old gossip to Queenie,
as nothing happen since then,
so what to do?

Taxi drivers doze in afternoon heat,
lunch weighing heavy
under almond trees.

Restaurant workers meditate
on stillness,
their only customers shooed and flapped
with hand and cloth
with an energy inspired
by long-dead gods.

Fishermen and lobstermen stay home
and fix up old cars,
play the radio loud
and lime like young boys
while under the sea
populations boom.

The beaches are quiet and bare
(like bank accounts this time of year)
because locals only take sea-baths
early mornings, Sundays and holidays,
and too-besides, is only white people
who need a tan.

Only the rumshop keepers
have business on their stools,
and is rum and coke with ice —
save the beers for the tourists
and the tourist season
when they come back
and the locals have to
drink on the run.

— Vanessa Simmons

Island Poets

Untitled

We cruise in the Grenadines. It's my belief
We have conjugal knowledge of every reef!
World's End, Union Island, we know them all well,
And they really like us, that is easy to tell.
They grasp at our bottom, don't want us to leave,
And use every trick that they have up their sleeve!
Our lust for adventure has never abated,
We still sail the Grenadines now in our eighties,
And recall when development was but a dream.
When man sees perfection, he cannot it seems
Let it stay as it is, he will not let it be,
But Lord I am glad I was able to see
Those deserted coves, and the lazy old ways
The old PSV — they were wonderful days!
And today we still love it, can still feel a thrill
When we see crimson sunsets, or moonlight. We still
Exult in an ocean so turquoise and clear,
Still feel the thrill simply just to be near
This planet's perfection, spectacular views,
And there's always the Compass when we need some news!

— Nan Hatch







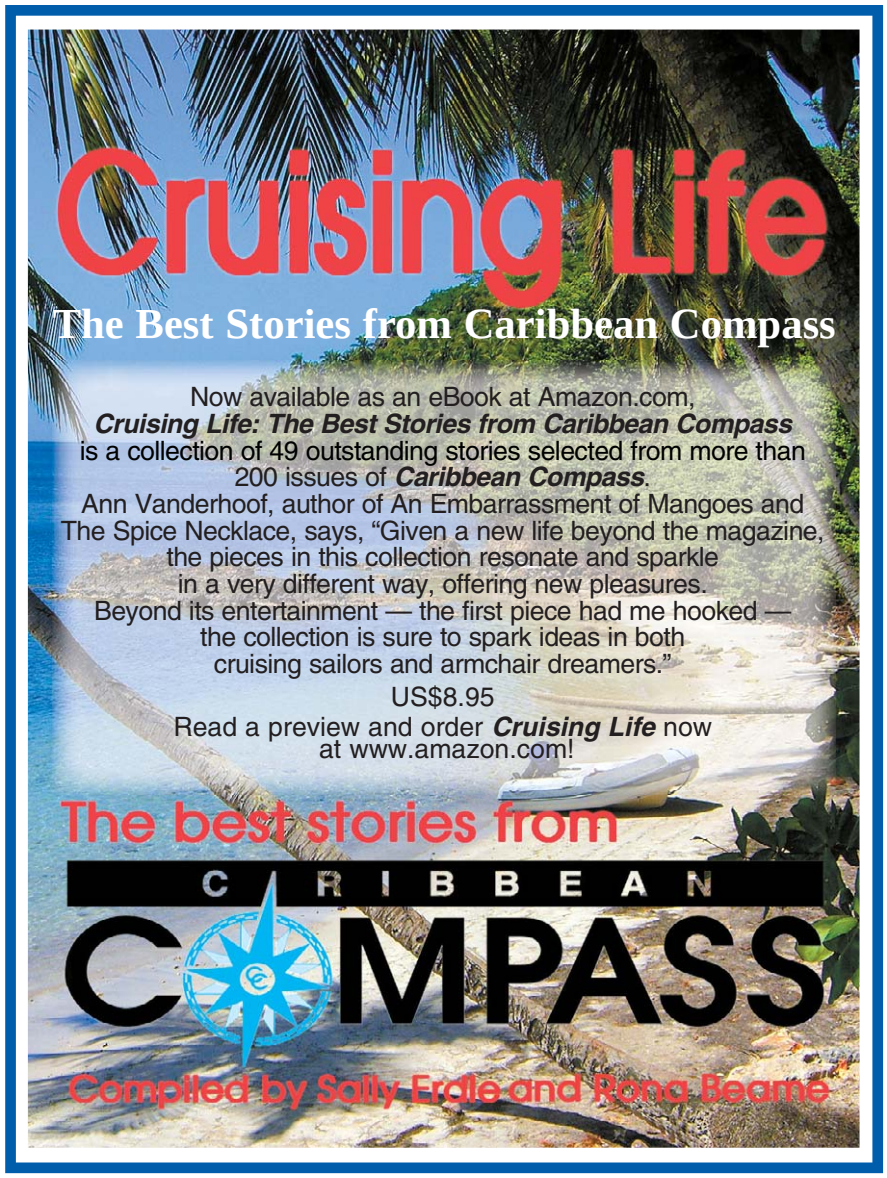


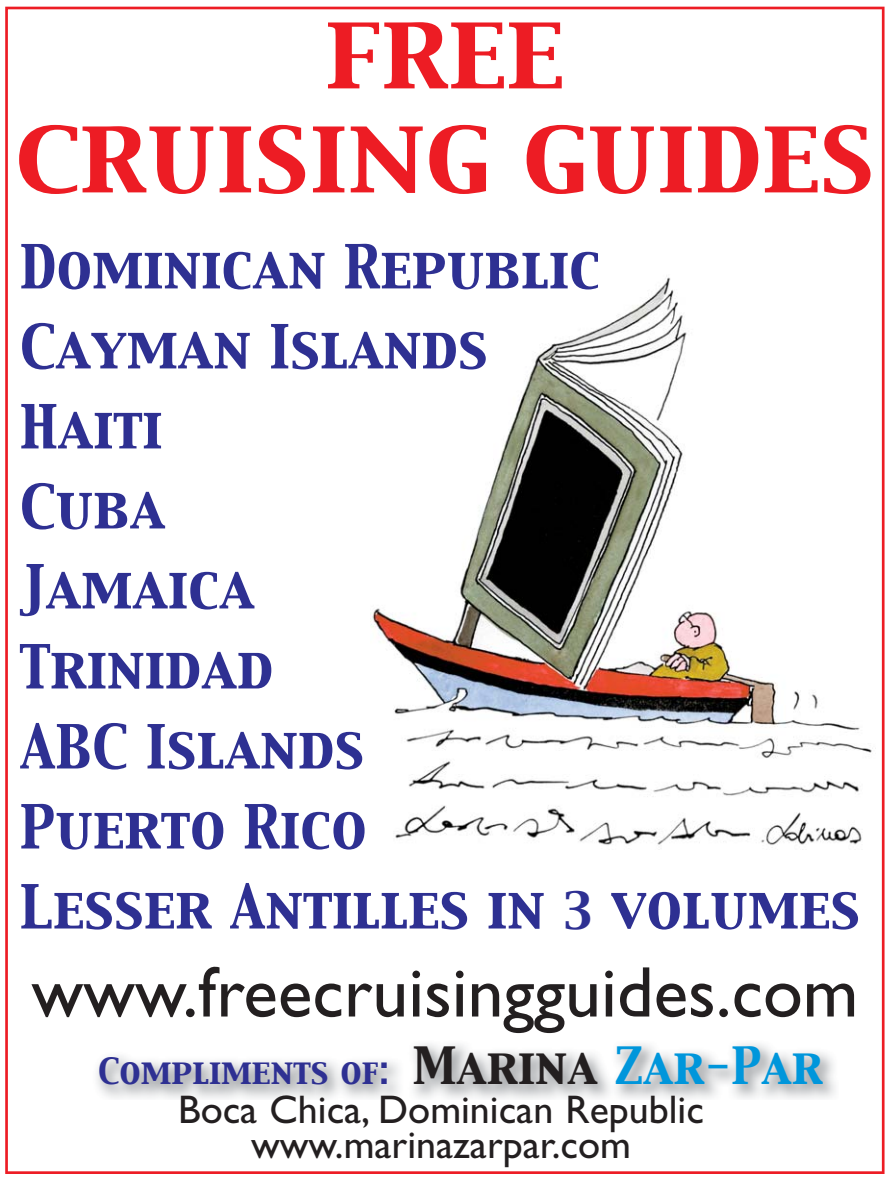
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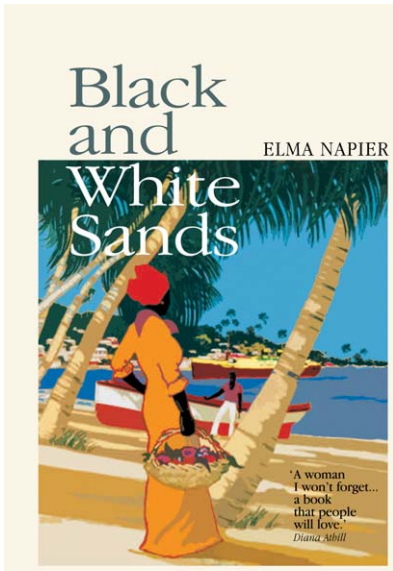
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BOOK REVIEW BY BOB BERLINGHOF

A Love Song to Dominica



A bohemian life in the colonial Caribbean

Black and White Sands, A Bohemian Life in the Colonial Caribbean*, by Elma Napier, © 2009, Papillote Press, nonfiction, 260 pages with photos, plus Introduction and Index. ISBN: 978 0 9532224 4 5.*

There is much to love in this love song to the island of Dominica, where the author moved in 1932 and lived until her death in 1973. The stunning beauty of the island penetrates her marrow and permeates every passage. Elma Napier wrote with lucidity, a keen wit, and a razor-sharp sense of humor. She moved to Dominica with a young family and an ailing husband who would succumb to tuberculosis in only eight years. While their home was being built, she lived in an Arawak open hut with mud, cockroaches, and rudimentary amenities, and walked great distances, but there is never a sense of self-pity, only resolute determination and the utmost appreciation of her friends, workers, neighbors, and the wonders surrounding her. Though she led a "Bohemian" life, she worked extremely hard and became the first woman to be elected to the Colonial Legislative Council — the apex of respectability. In the well-written Introduction by Polly Patulla, we learn that the author was of Scottish aristocracy, but tainted by twin scandals.

By the time she arrived in Dominica with her husband and children in 1932, this talented and fearless woman had spent her childhood on a grand estate in the Scottish highlands, lived in the Australian outback, visited the South Seas, and danced with the future Edward VIII. More significantly, she had emerged from two scandals: the social ostracism of her aristocratic father from the Edwardian court, and her own adultery and divorce.

Lennox Napier, an Englishman she met and fell in love with in Australia, became her second husband. He had traveled the South Pacific and rubbed shoulders with many post-Gauguin artists (one of whom — Holly Knapp — would become their neighbor on Dominica's northeast coast). *The couple had "discovered" Dominica on a Caribbean cruise — taken on account of Lennox's fragile health — and "fell in love at first sight, an infatuation without tangible rhyme or reason, yet no more irrational than any other falling in love."*

The island was desperately poor and neglected by the colonial authorities. Those in the north of the island had to catch a ferry from Portsmouth to get to Roseau, the capital, after first traveling for hours along muddy tracks. The author contends: *Sadness and decay, a flavor of old, unhappy far off things, underlay the island's beauty. It has never been easy to analyse, to define the mysterious charm that has lured some people to stay in Dominica forever, and from which others have fled without even taking time to unpack.*

Though poor, the islanders possessed a rich Creole culture, which Elma documents faithfully, and admits that, despite segregation of the sexes and of races by the ruling white colonials, *if we had not danced and dined and laughed with coloured people we should have had a very dull time.*

The island became a land of wonder to the newcomers. *We made excursions on horseback hiring quadrupeds from the barber, crossing the backbone of the island by way of a crater called the Freshwater Lake to distinguish it from the Boiling Lake. For days we climbed precipitous ridges or followed red clay tracks within reach of the Atlantic spray; rode through deep forest, silent save for the call of birds; heard for the first time the unhappy note of the siffleur montagne; and forded again and again swift mountain streams.*

The author and her husband settled in an Arawak-style hut belonging to Holly Knapp near Calibishie, with views of Guadeloupe and Marie Galante and two beaches close at hand — one with black sand, the other white. Before long they bought land and built Lennox's dream house nearby, undeterred by a young son, Michael, and daughter Patricia (who would one day give birth to the renowned historian Lennox Honychurch).

Over the years Elma entertained many influential artists and aristocrats, among them Somerset Maugham, Noel Coward, Patrick Leigh Fermor and Princess Margaret, but though she had servants, she never lived the white-gloved tea party existence of the Colonial Service wives in Roseau. She was a country girl who eschewed having a radio or electricity in her home. When the sun went down, lamps were lit. But she did have a typewriter and she wrote two memoirs of Australia, a novel, and many articles for the *Manchester Guardian*. She was well acquainted with politics and was an early environmentalist concerned with saving the forests. Husband Lennox became a member of the Colonial Legislature, and when he died, in 1940, she was honored to have been asked to assume those responsibilities (for which she was later elected), becoming the first woman to sit in Parliament in the West Indies.

She writes with wicked wit about her white neighbors.

Social intercourse in the Northern district, before the invention of the cocktail party at which one never drinks cocktails, was by elaborate picnic. The few white families were not on friendly terms with each other, and the miasma of ill feeling was doubtless more easily dissipated in the open air. Two white couples, and two only, were living in the neighborhood of Portsmouth and these were rigidly not on speaking terms. This was a case of female jealousy in the matter of precedence, one lady being the wife of a plantation manager and the other of the magistrate and district officer. When a local bridge was formally opened, these representatives of big business and the state ran forward as though in a race, scissors open, each hoping to assert their rank by cutting the tape first.

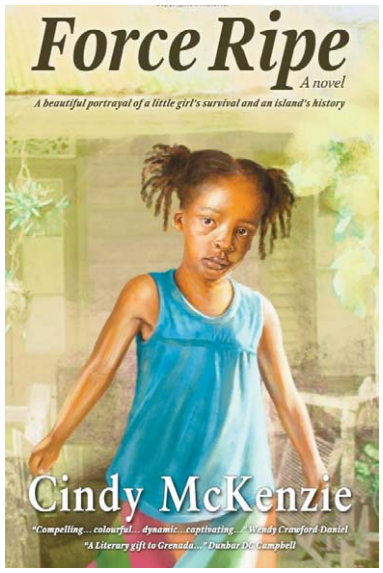
On another occasion, she writes, *When I suggested to one of our neighbors that she should call me by my first name, she answered: "We are against being on Christian name terms in Dominica. It makes it so awkward when we quarrel." ... At picnics, as at most parties, there was rigid segregation of the sexes except during the actual process of eating. Once the administrator's wife caught me chatting with two Methodist parsons and called me away saying: "You're losing your reputation."*

—Continued on next page

BOOK REVIEW BY J WYNNER

LEE'S STORY

***Force Ripe**, by Cindy McKenzie, Published by Cindy McKenzie 2015, fiction, 314 pages ISBN-13: 978 1517069681, ISBN-10: 1517069688.*



Grenadian born and bred Cindy McKenzie's debut novel, *Force Ripe*, written in dialect, is a work of fiction in which she has created a true-to-life scene of child abuse.

Among the amazing debut novels written, *Force Ripe* is right there with the best of them. It is an important book. It is a touching tale. It is a mirror held up to society, showing what is done to children, and how they suffer by the cold heartedness and indifference of both family members and caregivers.

As the author herself wrote in my signed copy, "The Reading, it breathes life into the story." And readers find themselves quickly immersed in the book's protagonist/narrator Lee's story from the time she was three years old to her mid-teen years.

The political climate of the book thunders at the end of the Eric Gairy governance and when Maurice Bishop, who overthrows Gairy, in turn is removed from power and executed.

The author also gives readers an insight into the Rastafarian movement and their way of life, which Lee experienced when her father, who was in the army that overthrew Prime Minister Gairy, said, "After Rasta pick up gun and fight for the Revolution, now they turn against Rasta. So he leave the army," and became a Rasta man.

Reading Lee's story we learn some of her family background, her sexual abuse and shame, and, the hypocrisy of those charged with caring for her. We learn about her life in the ghetto, school days, and we learn too what Lee wanted most of all was for her brother, Rally, and herself to have a happy family life with attendant mother and father. The times they spent all together were too few, and too long apart.

Lee begins her tale at the age of three with "first memories". Her bus driver father does not come home so much and her mother goes to work in Aruba, leaving Lee and Rally in the care of their great-grandmother, Mammy, and her husband, Papa, who is one of the too few persons who show Lee any real kindness.

From the very beginning Lee was aware of Mammy's preference for Rally, and dislike for her.

For Lee, the highlight of life with Mammy was when her father, whom she adored, came to visit her and her brother, announcing his arrival with his special whistle. "Me special whistle," as Lee called it, "I does leave anything I doing and run full speed," much to her great-grandmother's chagrin, who shouted, "Eh eh! What taking you so, Peeya!"

"Mammy spit out Peeya so hard, some of she food pitch out from she mouth with it. I don't even know what Peeya mean. I used to wonder if it is somebody who does pee in bed. But I does not pee in me bed. Mammy never call Rally names like that. She does call him *Beta*. And when she say come *Beta*, it does come out soft and nice." *Beta* is son in Hindi. Lee was called *Beti*, daughter, only when Mammy wanted Lee to do something special for her.

When Mammy has to spend a night away from home, she sends for Ken, who helps Mammy and Papa sometimes, to stay the night in the house with Papa and the two children. That night Lee experiences her first shame.

Eventually, Lee's mother returns from Aruba and her parents get married in lavish style. They live in a little house next to Mammy and the family is happily united for a while, until her father starts his womanizing ways. One day Lee sees another woman coming out of her mother's bedroom and she has a meltdown.

"Me eyes turn to fire and I give her one cut-eye; I sure it burn up she fudge skin, and melt up she Glow Spread voice. And if cut-eye could kill, she dead dead!

"AH tellin me mother! AH TELLIN ME MOTHER!" It make me jump up. And stamp up. Daddy try to hold me but I fling meself flat down on the floor. I roll. I bawl.

"Ah TELLIN me mother! Ah tellin me mother!"

Lee's mother goes away again and her father takes the children with him to live a life roaming the hills, and smoking ganja. Her father is now I-Trad; Rally, I-Rally; and Lee, whom her father used to call "little princess", is now I-Lee.

Lee experiences one ordeal after the other, until she is finally vindicated. Her mother, Gloria (who is seldom called by her name in the story, as is Lee's father, except for his Rasta name) tells off Mammy in no uncertain terms about her treatment of Lee, when she returns home for good and takes Lee to live with her in Mammy and Papa's home. Rally comes and goes as he pleases.

Force Ripe is about one child's desire for a loving home, which, as McKenzie, with her superb attention to detail, shows is not easy for Lee to attain. But "Lee's journey continues..." as the author's last words in the novel suggest.

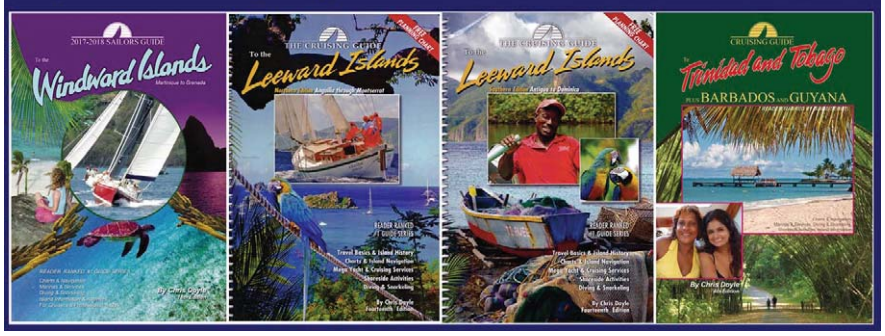
—Continued from previous page ... Book Review

Women talked servants and cake while men discussed politics and planting. (Once, I asked why, in the West Indies, persons practicing agriculture were always called "planters" and was told: "because they plant and never reap.")

Her wit and wisdom shine throughout. There was the island Administrator, Andrew Green, described by a friend as *born with the instincts of a gentleman but very seldom giving way to them.* She also relates the foibles of locals with equal élan — the superstitions and folklore that complicated their lives are chronicled lovingly. *Dominica is the island where the impossible always happens, and the inevitable never takes place.*

Reading about the modernization of Dominica after the war is quaint indeed. Her tireless lobbying in the Legislature helped connect the north and south of the island with a paved road, a huge accomplishment now taken for granted. But through the depredations of the Second World War or even through bouts of malaria, her love of nature and of the island itself never waver. This is a truly remarkable memoir of an amazing woman, a worthwhile read for island lovers everywhere, for nature lovers, feminists, and history buffs, describing in loving detail several eras that have now long passed.

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The Sky from Mid-September to Mid-October

by Jim Ulik

An asteroid is approaching. Will it impact Earth? Or will it be a close approach and safely pass by? Will you trust the conclusions of the scientists who find and analyze asteroids and their orbital paths that can potentially threaten our planet?

I received an e-mail that read an asteroid 246 feet (75 metres) in diameter was approaching Earth. While having a conversation with friends I mentioned the information contained in the e-mail. One response claimed an asteroid that size was not a big deal and no threat because it was so small. Look back at the June 2016 issue of *Caribbean Compass* [*page 34 at www.caribbeancompass.com/online/june16compass_online.pdf*] for a graphic view of the effects of an asteroid impact in the Caribbean. Actually, that asteroid traveling at 41,000 miles per hour (66,000 kilometers per hour) would result in a significant amount of damage. Within 3.1 miles (5 km), the approaching asteroid would appear 28 times larger than the Sun. People and animals that survived impact would be covered with third-degree burns. Everything else up to ten miles (16 km) from impact would be set on fire. The maximum wind speed would be 370 miles per hour (595 kilometers per hour). Effects of this impact could be felt at a distance of 311 miles (500 kilometers). The resulting crater would be 1.77 miles wide (2.85 km) and 2,650 feet (806 metres) deep. The meteor that exploded over the Russian city of Chelyabinsk in February 2013, injuring 1,500 people and damaging over 7,000 buildings, was about 20 metres wide.

New asteroids are discovered every day and their orbital paths are unknown. It may be easy to dismiss the potential for an impact but the orbits of asteroids change or, like the asteroid over Russia, we may not see it coming. So far there have been more than 1,000 asteroids discovered in 2017.

Saturday, September 16th

After dusk Jupiter will be shining brightly just above the horizon in the western sky. This giant ball of gas is positioned near Spica in the constellation Virgo. If the night sky is clear you will find the Milky Way stretching overhead. This band of stars that marks the galactic plane extends from the southwest to the northeast. Among those stars in the Milky Way is Saturn located near Antares, the brightest star in Scorpius.

Sunday, September 17th

Venus, Mars, Mercury and Regulus, the heart of Leo, will be visible rising shortly before sunrise. Above this mix is a sliver Moon making its slow progression eastward. Tomorrow morning the Moon will be located right between Venus and Mercury. Mercury and Mars appear very close and almost indistinguishable just above the horizon. This morning Mercury will be the brighter of the two planets.

Thursday, September 21st

Jupiter and Spica will be low in the western sky immediately following sunset. Among this grouping is a faint sliver Moon that just passed the New Moon phase. These celestial objects will set quickly and only be visible for a few minutes.

The Piscids meteor shower will reach its maximum rate of activity tonight. The maximum rate of meteors expected is around five per hour.

Friday, September 22nd

The Sun will cross the celestial equator or the imaginary line in the sky above the Earth's equator at 1602 hours. That is the moment that marks the September or Autumnal equinox. For us in the northern hemisphere it is the first day of fall. The Sun will appear to rise from the point on the horizon that lies due east, and set beneath the point which lies due west.

Tuesday, September 26th

As you watch the sunset this evening you will see an object gradually brighten above the western horizon. That object is Jupiter. Looking higher into the night sky there is a conjunction between the Moon and Saturn. They are both located in the constellation Ophiuchus.

—Continued on next page



Astronomers did not see this meteor racing towards Russia until it exploded near Chelyabinsk

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Saturday, September 30th

It's Astronomy Day! Astronomy Day is a worldwide event observed each spring and fall. Check any local astronomical societies such as the Sociedad de Astronomia del Caribe in Puerto Rico, the Cayman Islands Astronomical Society or Barbados Astronomy for available programs.

Wednesday, October 4th

The United Nations General Assembly declares October 4th to 10th World Space Week "to celebrate each year at the international level the contributions of space science and technology to the betterment of the human condition." The theme for 2017 is "Exploring New Worlds in Space". The mission of the World Space Week Association (WSWA) is to strengthen the link between space and society through public education, participation, and dialogue on the future of space activity using World Space Week as a focus.

Thursday, October 5th

This morning a conjunction between Mars and Venus will shine brightly in the east. Both planets are illuminated nearly 100 percent. The planets are nearly in line so they may appear as one. Tonight there will be a Full Moon rising at 1807.

Sunday, October 8th

Tonight is the peak of the Draconids meteor shower. Even though the Moon is a few days past full it will unfortunately rise relatively early, masking many of the shooting stars. Keep an eye out for any meteors before the Moon gets too high overhead. The volume of meteors is variable but numbers could reach more than 700 per hour. Radar observations detected up to 1,000 meteors per hour in 2012. These slow-moving meteors will radiate out of the north from the constellation Draco. The meteor shower will be active from October 6th through October 10th.

When the Moon becomes a prominent feature take a look around that area of sky. Antares and the Seven Sisters can be found nearby.

Thursday, October 12th

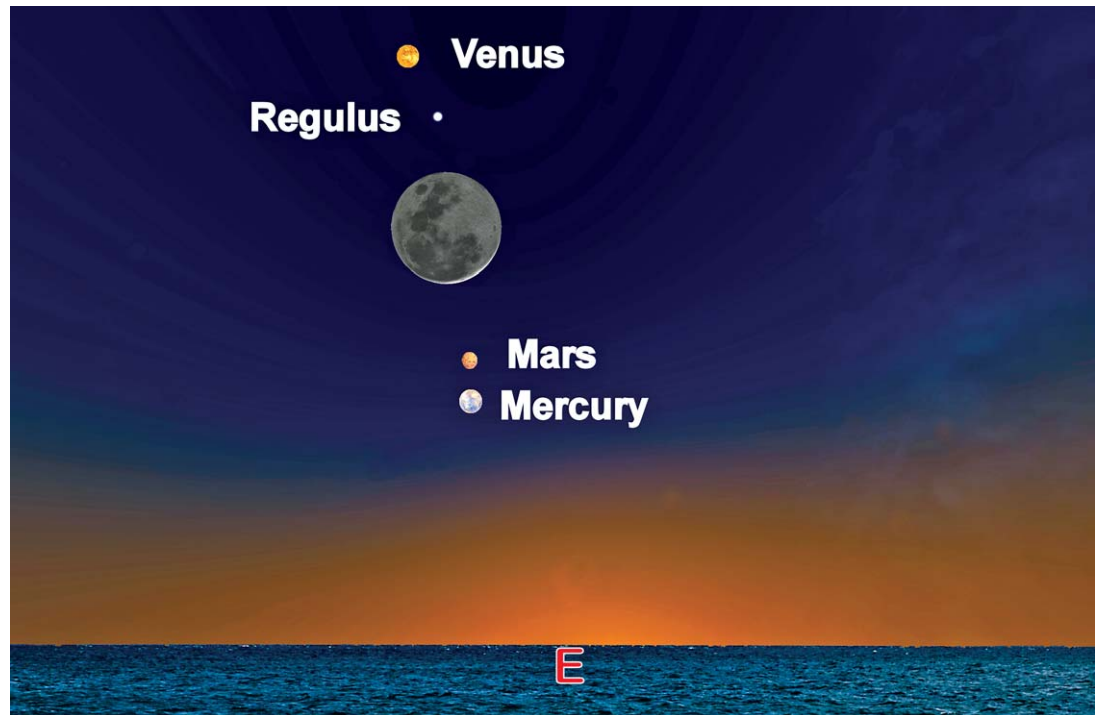
The orbit of asteroid 2012 TC4 is still being calculated. There is some difficulty in determining the orbit because the asteroid has been out of range of telescopes since its discovery in 2012. What is known is that the orbit of the asteroid does intersect with Earth's orbit. However, follow-up observations are necessary to assess the risk of impact. Even though scientists cannot yet predict exactly how close it will get, they are certain it will come no closer than 4,200 miles (6,800 kilometers) from the surface of Earth. For reference, satellites in a geosynchronous orbit are at an altitude of approximately 22,236 miles (35,786 kilometers) above mean sea level. The asteroid is estimated to be no larger than 100 feet (30 metres) in diameter.

In the News

Calculations of asteroid 2012 TC4's orbit were determined with only seven days of observation. It has been too distant and too faint to be detected over the last five years. The worldwide asteroid detection and tracking network will use this asteroid to assess their ability to work together in finding a potential real asteroid threat. This network is comprised of more than a dozen observatories, universities and labs across the globe. This will also assist NASA's preparedness drills rehearsing various aspects of an asteroid impact, such as deflection, evacuation and disaster relief.

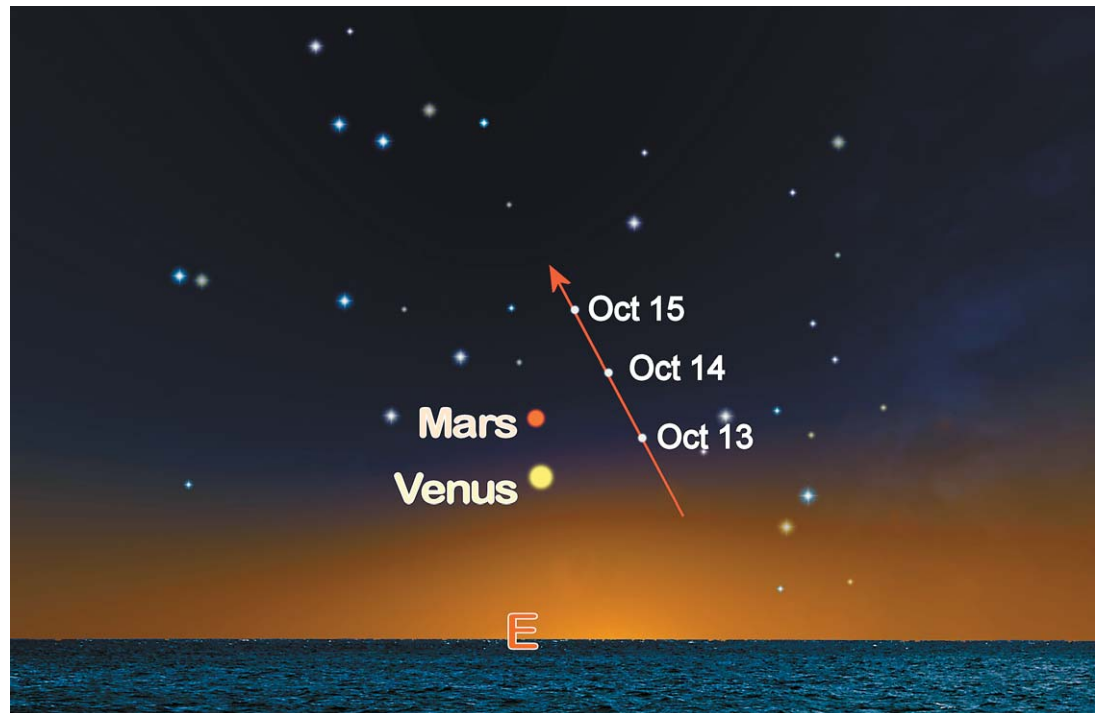
All times are given as Atlantic Standard Time (AST) unless otherwise noted. The times are based on a viewing position in Grenada and may vary by only a few minutes in different Caribbean locations.

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



Above: Conjunction of celestial bodies on September 17th at 0530 hours

Below: The path of asteroid 2012 TC4 with its close approach location on October 14th



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Ultra's Carib-Asian Cuisine: EAST MEETS WEST ABOARD

by Bill and JoAnne Harris



We have always loved to entertain aboard our cruising trimaran, *Ultra*. Our passion for parties made for an easy transition to the full-time Caribbean cruising lifestyle. Aboard our boat, we host lots of theme parties, too: Sushi, Tex-Mex, Lionfish and more.

When living aboard in the Caribbean, there are constant challenges to obtain fresh fruits and veggies. They can be plentiful one moment and practically non-existent the next. The most important thing to remember in the galley is to go with the flow and not be afraid to be creative. The substitution of ingredients can actually create a fusion masterpiece. What better way to have a party than to practice fun recipes on our guests?

We are currently taking a break and traveling through Asia and have noticed many similarities between Asian and Caribbean cuisine. The best part is that most of the ingredients we are seeing here in Asia are some of the very same we have at home in the Caribbean. That's great news — we can make a variety of Asian street dishes when we get back aboard *Ultra*!

While here in Asia, we took cooking classes to learn more of the Southeast Asian cooking techniques. This has been an amazing adventure and has definitely filled all of our senses. Below are two super-easy and super-beautiful recipes you can make any time. You can drink hot green tea with these dishes, but since they are somewhat spicy, you might enjoy an ice-cold beer to put out the fire. The joy in making these dishes is that they are quick, easy and healthy, have brilliant color, and taste yummy!

Ultra Green Papaya Salad

Prep time 15 minutes. Serves 6.

5 Tablespoons fresh lime juice
1/2 Cup finely chopped fresh basil
3 Tablespoons (packed) golden brown sugar
2 tablespoons plus 2 teaspoons fish sauce or soy sauce
4 garlic cloves, minced
12 green beans, cut into 2-inch pieces
3 green onions, sliced into matchstick-like pieces
1 medium cucumber, cut into matchstick-like pieces
2 medium carrots, grated
1 medium green papaya (or green mangos), peeled, halved and seeded
2 tomatoes, quartered
1 fresh red Thai chili with seeds, thinly sliced (if you are using dried red chilis, soak them in hot water to soften them, then slice them)
3 Tablespoons coarsely chopped roasted peanuts
1 Cup chopped fresh cilantro or culantro

Whisk first five ingredients together in medium bowl. Set this dressing aside.

Place beans in medium saucepan of very hot salted water until crisp-tender, about 5 minutes. Rinse under cold water and set aside for garnish.

Using julienne peeler, peel enough papaya to measure 6 Cups. Place in large bowl and add remaining ingredients except for peanuts, cilantro leaves and green beans. Pour dressing over and toss. Serve each plate with a sprinkle of peanuts, cilantro leaves and green beans.

Note: Sweetness for this salad balances out the sharpness of the papaya and the lime juice. Key to dressing taste: sweet, spicy, sour, and salty.

Ultra Coconut Milk Soup (Tom Yum)

Prep time 30 minutes. Serves 6

1 Cup coconut milk
3 Kaffir lime leaves or 1 1/2 teaspoons of finely chopped lime zest
2 slices galangal or fresh ginger root
1 leaf lemongrass, sliced diagonally
raw seafood (shrimp, squid, octopus, conch, fish, etc.)
2 ounces dried straw mushrooms/oyster mushrooms
1 tomato, quartered
1 Tablespoon fresh lime juice
1 Tablespoon fish sauce or soy sauce
1 teaspoon light brown sugar
2 whole fresh red chilis (if using dried, soak in hot water to soften)
1 teaspoon roasted chili paste for Tom Yum, or chili sauce
1 small bunch cilantro or culantro

Place the coconut milk in a pot over high heat. Add kaffir leaves (or lime zest), galangal (or fresh ginger root), and lemongrass. When boiling, add seafood and wait until it is cooked.

Add mushrooms and tomato. Add lime juice, fish or soy sauce, light brown sugar, chilis and chili sauce for Tom Yum. When cooked through, pour into serving bowls and top with cilantro or culantro leaves.

We look forward to making more of the fun recipes we have learned along the way.

JoAnne and Bill Harris are from Clear Lake, Texas and both hold 100-ton USCG Master licenses. Check out their Yacht Ultra *videos on the YouTube channel YACHTULTRA1 to see videos of their adventures. Their blog is www.jandbyachtultraadventure.blogspot.com*





Taking a break from their open-ended Caribbean cruise, JoAnne and Bill visited Thailand for culinary inspiration that works well in both places



SWALLOWING THE ANCHOR IN NEVIS

by Arthur English

Dreams are fleeting but memories always remain. Our first big dream was to live and work in the Caribbean. My wife, Judy, and I managed to do that in St. Maarten in the 1970s. But the dream changed, or at least we did. As our children got older it was time to leave. The education we wished for them would better allow them to come up with their own dreams and not saddle them with ours.

The island life was over but we held on to a piece of the lifestyle with a new dream when we had a 30-foot Seidelmann sailboat built in 1984. Every week we would drive down to the factory in Berlin, New Jersey, to look for real or imagined progress. The smell of resin as they laid up the fiberglass hull was wonderful. Watching the construction was such a treat. Chainplates fastened to knees that were glassed to the hull, hand-pouring the lead for the fin keel, building the furniture, a coin donated by Frit Cherubini placed under the mast as it was stepped to the keel, a first sail from Riverside down the Delaware River through the C&D Canal into the Chesapeake, it was all magic.

We named the boat *Ciboney* after the supposed first inhabitants of the West Indies. She was perfect for a family of four to cruise on weekends in the Chesapeake Bay. But the best thing about that boat was that it was the only boat I wanted. I went to boat shows with great complacency. There were bigger, newer, faster and even more beautiful boats to be crawled over and admired, but none that I loved like *Ciboney*.

Then it happened. In the winter of 1994 at the boat show in Atlantic City, New Jersey, I went aboard the Valiant 42. It was devastating. It was like the Seidelmann on steroids and to me it was beautiful. With the Seidelmann I never wanted to go beyond the Chesapeake Bay. Now I dreamed of the ocean, open water, off shore. We had been happy, now what? A new dream.

We visited the factory — this time, in Texas. We swore we would not agree to have a boat built on that trip. We would think about it for a while. We were true to our word. As soon as we got back to New Jersey we called up, said "yes" and put a check in the mail. We went to Texas to check on progress. The smell of resin as they laid up the fiberglass was wonderful. We named the new boat *Ciboney* after the old boat.

For the next few years we continued to sail in the Chesapeake, with one trip to Bermuda. On that trip *Ciboney* told us where she wanted to be.

We retired, sold our house and everything in it, and became full time liveaboards in 2001. In the fall of that year, right after 9/11, we joined the Caribbean 1500 rally and headed for the BVI. We cruised in the Eastern Caribbean for six years. We spent hurricane seasons in the Chesapeake some years, were on the hard in Grenada for Hurricane Ivan in 2004, the next summer was in the water at Crews Inn in Trinidad, then back to Grenada. We spent a lot of time in St. Maarten. It had changed beyond imagination since we used to live there. Each year we stopped in Nevis.

> 'We could see *Ciboney* sitting accusingly on her mooring, bobbing her head with an anxious desire to be underway and off on a new adventure'

We visited lots of islands and with each one Judy would say, "I think I could live here when we stop sailing." But Nevis became our favorite. One year, somewhat to our surprise, we bought some land. The next year we built a house. Maybe we were reliving our St. Maarten experience of 30 years before. While the house was being built we lived aboard *Ciboney* at anchor off Pinney's Beach. Almost every day we went to the construction site to check on progress. There was no heady smell of resin but we were lucky enough to have our son Andy, who is in the business in Wilmington, North Carolina, bring down a work crew and all the materials to do the tile and granite work in the house. Watching the stone being fabricated and polished on site was every bit as exciting as seeing custom boat furniture being fitted.

When we moved off the boat into the house things changed. Living aboard spoils you for just "using" a boat, especially in a place like Nevis with no marinas. We had a great mooring; you could see the boat from our pool deck. We even had use of a carport on the beach for our dinghy. But now we had to get the boat ready when we wanted to go somewhere. When you live aboard, the boat is always ready. More and more *Ciboney* just sat on the mooring and we could not stand seeing her just sitting there. No boat seems to sit well. They do so much better when they are moving. An idle boat is the definition of entropy. We had a new house that we loved on an island similar in size and population to the St. Maarten we knew 30 years before. And every day we could see *Ciboney* sitting accusingly on her mooring, bobbing her head with an anxious desire to be underway and off on a new adventure. But we were having a new adventure without her.

We told ourselves we were getting tired of sailing. It was becoming too much work and we were getting older. All of that was true but it was also a rationalization for the guilt. We loved that boat so much. It was our dream and we had been fortunate to have lived it. Now we had a new dream that was also an old dream. We were once again living on an island in the West Indies. There was only one way to deal with the guilt. We sold the boat.

The sale happened quickly. Perhaps *Ciboney* found a new owner more than the buyer sought out a boat.

One lesson from all this is that whenever you reach out for a dream you should always be prepared to let it go. So it is that for seven years now we have been living in Nevis. The name of our house is Ciboney's Retreat. Although it is only a dot on the mountainside our house is part of the view from the anchorage. We still see the sun setting in the Caribbean Sea with an occasional green flash and the lights from Basseterre at night. At 600 feet it is a bit cooler than sea level. We have mangos and bananas and monkeys (so we don't have the mangos and bananas very long.) Provisioning no longer involves a dinghy ride. This next dream is as wonderful as the last. But like in the last dream we are getting older and will soon have the next anchor to swallow and hopefully the next dream to pursue. So we are selling our house in paradise. The house is listed with a realtor. There are pictures on the internet. All of it is a bit strange. Selling a house is nothing like selling a boat.

Like our decision to leave St. Maarten so many years ago the time to leave Nevis is at hand. This time it is about health care and convenience for us. The last time it was education and opportunity for our children. Sometime, hopefully soon, "Ciboney's Retreat" the house, like *Ciboney* the boat, will seek out a new owner. The memories remain and we continue to dream.



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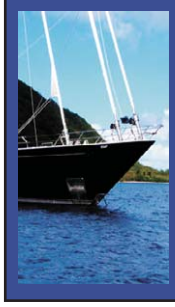


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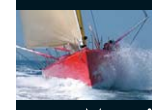


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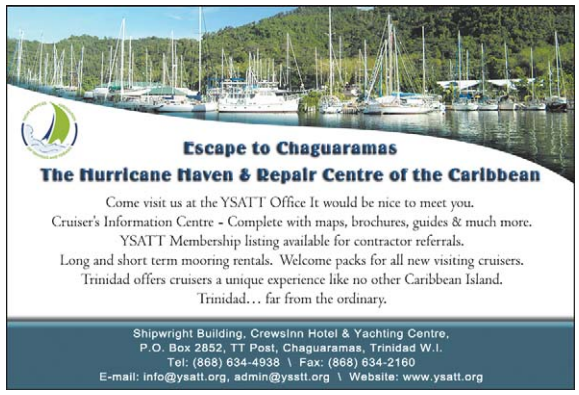
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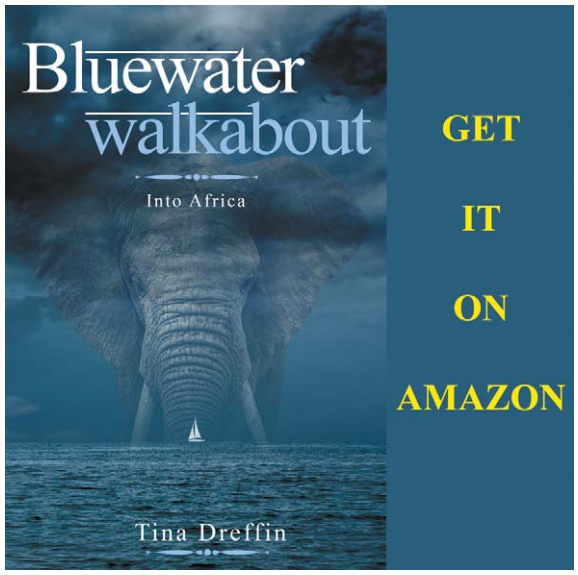
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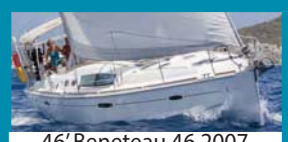

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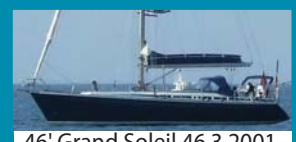

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SEPTEMBER

1	Public holiday in Guyana (Eid-Ul-Azha observed)
2	Public holiday in Suriname (Eid-Ul-Azha)
2 – 4	Around Culebra Race, Puerto Rico. BrISA, www.facebook.com/pg/BrisaSailing/events
2 – 9	Green Moon Music Festival, San Andres, Colombia. www.facebook.com/Green-Moon-Festival
4	Public holiday in Puerto Rico and USVI (Labor Day)
5	Start of Nereid's Rally, T&T to the Guyanas. marinaslm.com/rally
6	FULL MOON
6	Public holiday in Bonaire (Bonaire Day)
10	Public holiday in Belize (St. George's Caye Day)
16	Public holiday in St. Kitts & Nevis (National Heroes' Day)
16 – 17	BVI Back to School Regatta, Tortola. RBVIYC, www.royalbviyc.org
19	Public holiday in St. Kitts & Nevis (Independence Day)
21	Public holiday in Belize (Independence Day)
22	Autumnal Equinox
22 – 23	Caribbean Sea Jazz festival, Aruba, https://caribbeanseajazz.com
24	Public holiday in Dominican Republic (Our Lady of Mercy) and Trinidad & Tobago (Republic Day)
27 - 30	Country & Blues Music Festival, St. Lucia. www.stlucia.org/summerfestival/country-blues-festival


EXNER

OCTOBER

2	Public holiday in St. Lucia (Thanksgiving Day)
5	FULL MOON
9	Public holiday in the Bahamas (National Heroes' Day) and in Puerto Rico and USVI (Columbus Day)
10	Public holiday in Curaçao (Curaçao Day), Suriname (Maroons Day) and Cuba (Independence Day)
11 - 14	50th Bonaire International Sailing Regatta, www.bonaireregatta.org
12	Public holiday in Belize (PanAmerican Day), and Venezuela (Indigenous Resistance Day)
13 - 15	CSA Annual Conference, Antigua, http://caribbean-sailing.com
14	Virgin's Cup Regatta, BVI. RBVIYC, www.royalbviyc.org
16	Public holiday in Jamaica (National Heroes' Day)
17	Public holiday in Haiti (Anniversary of the Death of Dessalines)
19	Public holiday in Trinidad & Tobago and Guyana (Festival of Lights)
20	Public holiday in BVI (St. Ursula's Day)
25	Public holiday in Grenada (Thanksgiving Day)
27	Public holiday in St. Vincent & the Grenadines (Independence Day)
27 – 29	Jeff Campana Trophee, Guadeloupe, organisation@triskellcup.com
27 - 29	20th World Creole Music Festival, Dominica, www.wcmfdominica.com
27 - 29	Puerto del Rey Billfish Tournament, Puerto Rico. jgonzalez@puertodelrey.com
28	Foxy's Halloween Catfight (catamaran regatta), Jost Van Dyke, WEYC, martin@sailsistership.com
28 – 29	Vieques Rally, Fajardo, Puerto Rico. BrISA E, www.facebook.com/pg/BrisaSailing/events
28 – 29	Arts & Heritage Festival, St. Lucia. www.stlucia.org/summerfestival/arts-heritage-festival
29	Corn Festival, Carriacou. info@puregrenada.com

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



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Caraibes Diesel Services	St. Maarten	34
Clarkes Court	Grenada	18
Cruising Life	SVG	36
Curaçao Marine	Curaçao	27
Dominica Yacht Services	Dominica	MP
Down Island Real Estate	Grenada	MP
Doyle Offshore Sails	Tortola	4
Doyle's Guides	USA	37
DYT Yacht Transport	C/W	29
Echo Marine	Trinidad	9
Electropics	Trinidad	MP
Food Fair	Grenada	41
Free Cruising Guides	C/W	36
Gittens Engines	Trinidad	MP
Gonsalves Liquors	SVG	39
Grenada Marine	Grenada	19
Grenadines Sails	SVG	MP
Horizon Yacht Charters	Grenada	MP
Hydrovane International Marine	C/W	MP
Iolaire Enterprises	UK	13/37
Island Dreams	Grenada	MP
Island Water World	Sint Maarten	48
Johnson's Hardware	St. Lucia	16
LIAT	C/W	45
Lulley's Tackle	SVG	MP
Marc One Marine	Trinidad	MP
Marina Santa Marta	Colombia	22
Marina Zar-Par	Dominican Rep	38
McIntyre Bros	Grenada	13
Mercury Marine	C/W	47
Mid Atlantic Yacht Services	Azores	MP
Multihull Company	C/W	44
Neil Pryde Sails	Grenada	MP
Off Shore Risk Management	Tortola	9
Perkins Engines- Parts & Power	Tortola	6
Power Boats	Trinidad	MP
Regis Guillemot	Martinique	15
Renaissance Marina	Aruba	30
Save-A-Lot Food Stores	Grenada	40
Sea Hawk Paints	C/W	8
Seajet Paints	C/W	5
Slipway Restaurant	Grenada	MP
Spice Island Marine	Grenada	20
St. Kitts Marine Works	St. Kitts	27
Sugar Reef Bequia	SVG	MP
Sunbay Marina	Puerto Rico	31
Suzuki Marine	C/W	7
Technick	Grenada	MP
The Nature Conservancy	C/W	12
Tobago Cays	SVG	MP
Turbulence Sails	Grenada	18/MP
Venezuelan Marine Supply	Venezuela	MP
WIND	Martinique	MP
YSATT	Trinidad	MP

MP = Market Place pages 42 & 43
C/W = Caribbean-wide



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