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APRIL 2018 NO. 271

The Caribbean's Monthly Look at Sea & Shore

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See story on page 19

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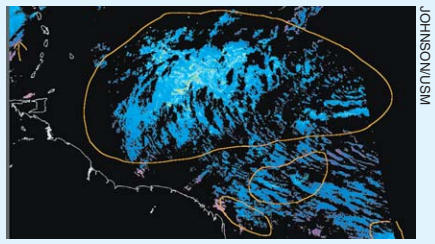
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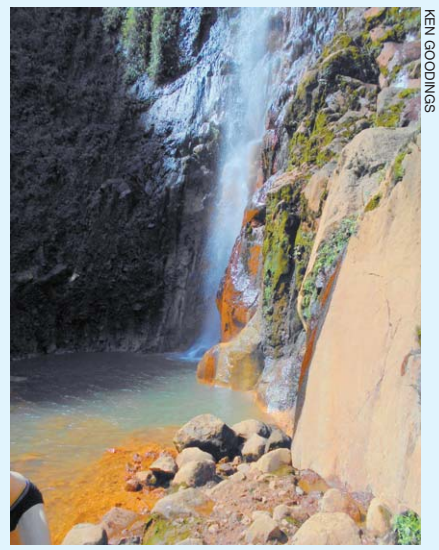
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On the cover: In tough conditions that saw over half the fleet retire and one boat capsize, Rambler 88 *broke the Caribbean's premier offshore race record. Photographer Tim Wright was there. See Regatta News, and story on page 19*



Click Google Map link to find the *Caribbean Compass* near you! **http://bit.ly/1fMC2Oy**

Info & Updates

New Trans-Atlantic Cruisers' SSB Net

For those planning to cross the Atlantic this spring or in the foreseeable future, the Seven Seas Cruising Association (SSCA) has partnered with Chris Parker of Marine Weather Service and two other HAM stations to provide a Trans-Atlantic Cruisers' Net. Beginning on April 15th, and continuing during the traditional crossing seasons for spring and winter, Chris Parker will provide weather routing specifically for those yachts crossing the Atlantic. His Trans-Atlantic passage weather will begin at 2200 UTC on SSB frequencies 8.137 USB and 12.350 USB. SSCA's net controllers Glenn Tuttle and Jim West, as well as Dick Giddings from the Cruiseheimers and Doo-Dah Nets, will host a cruisers' net at 2130, one-half hour prior to Chris's broadcast. They will also stand by to provide relays during the weather net. This service is available to all cruisers, not only SSCA members.

Visit www.ssca.org for more information about the Seven Seas Cruising Association.

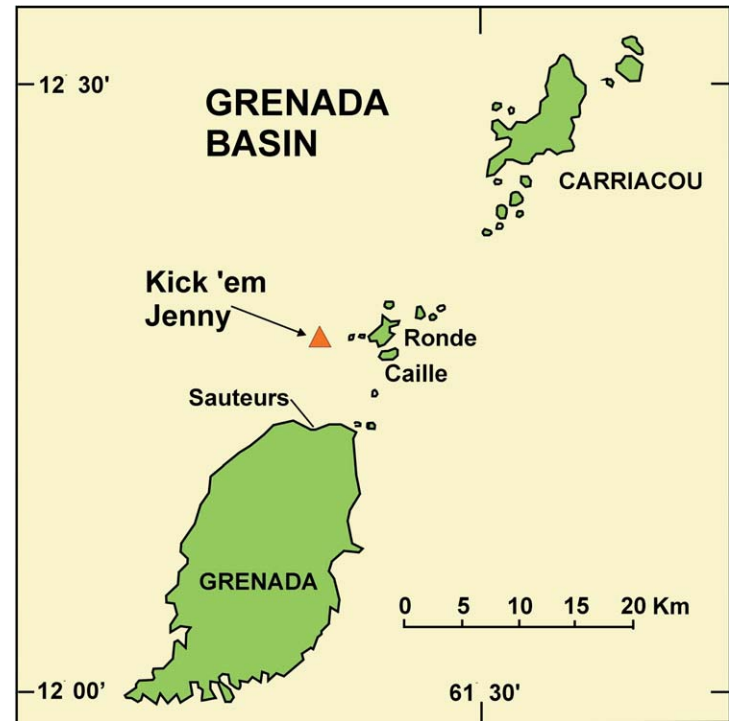
Underwater Volcano Alert

As this issue of *Compass* goes to press, the alert level of the underwater volcano known as Kick 'em Jenny, located eight kilometres north of Grenada at 12.18°N, 61.38°W, just west of The Sisters rocks off Ile de Ronde, has been returned to "Yellow" after a brief period of "Orange" owing to increased activity. With this adjustment to the alert level, vessels are no longer asked to observe an exclusion zone of five kilometres (just over three miles). The usual exclusion zone, again in effect, is one and a half kilometres.

The Orange alert level had indicated that an eruption might be imminent. According to the University of the West Indies' Seismic Research Centre, during an eruption, water near the volcano may become rough and the rapid ejection of hot rocks and ash can damage ships nearby. However, during quiet periods between obvious eruptions, it is extremely likely that considerable amounts of volcanic gas escapes from Kick 'em Jenny. If these bubbles become concentrated and the water density drops, any boat entering into the area will experience a loss of buoyancy and may even sink. This possibility of lowered water density above the volcano is an ever-present hidden hazard.

Kick 'em Jenny is thought to be the only "live" (likely to erupt again) submarine volcano in the Eastern Caribbean. It is also the most frequently active volcano in the region, erupting at least 14 times since it was discovered in 1939. The volcano is about 1,300 metres high and 300 metres wide at its summit, which is currently thought to be about 200 metres below the surface of the sea.

The UWI Seismic Research Centre notes that a tsunami is unlikely given the present location of the volcano and its pattern of activity. Tsunamis from submarine volcanoes can either be caused by explosions or collapse. The current depth of the Kick 'em Jenny vent inhibits its explosive potential and hence its ability to generate a tsunami. It



UWI SEISMIC RESEARCH CENTRE

would have to build up a summit closer to the surface for it to attain the ability to generate threatening tsunamis from explosions. Recent modeling undertaken of collapses from Kick 'em Jenny has provided no convincing evidence that it can produce life-threatening tsunamis at the shoreline since the volume of material involved is relatively small. While it is possible that very large explosions or large landslides at Kick 'em Jenny could generate tsunamis, the threat from tsunamis is very low.

Visit http://uwiseismic.com/General.aspx?id=59 for more information and alert-level updates.

—Continued on next page



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DOYLE CARIBBEAN

—*Continued from previous page*

Panama Mariner's Visa Not Required for Cruisers

Erick Galvez reports: Thanks to the support of our Panama Maritime Chamber and associates, of which I am a proud member, the Mariner's Visa requirement for visiting cruising sailors has been suspended. Panama's President has signed the amendment, which is now published and in effect as of February 14th.

Friends of *S/V Allicat* Aid Dominica



One yacht can make a difference. When the crew of Allicat *wrote to friends saying that Dominica needed help after Hurricane Maria, this was the result*

Jo Ann Reed reports: On February 15th, in Portsmouth, Dominica, a check was presented to the Portsmouth Association of Yacht Services (PAYS) in the amount of US$19,225. The money was raised in the US by friends of *S/V Allicat*. A letter was sent to 80 friends describing the devastation of Hurricane Maria. The generosity of these US friends was much appreciated.

Irma Under the Microscope

The US National Oceanic and Atmospheric Administration (NOAA) recently released its comprehensive report on last September's Hurricane Irma. Of particular



NOAA's report analyzes inaccurate track forecasts. Here's Hurricane Irma's actual track: the points show its location at six-hour intervals; the color represents maximum sustained wind speeds, ranging from blue (lowest) to red (highest)

interest to boaters is the analysis of the various forecast tracks, indicating why some were inaccurate.

See the report at www.nhc.noaa.gov/data/tcr/AL112017_Irma.pdf

Eight Bells

• HARRY SCHELL

Harry Schell Jr, passed away suddenly at age 68 on February 16th in Sarasota, Florida. Harry was the loving husband of Melinda Schell. He is survived by his daughters, Jenny Schell Byron and Karla Schell; and his sister, Patricia Joseph.

Harry and Melinda found their love of sailing on Lake Michigan, which eventually led them on a 15-year journey living aboard their Tayana 42, *Sea Schell*, and sailing throughout the Caribbean and Central America. They started out in 2002, cruising the Bahamas and the US East Coast. They cruised the Eastern Caribbean, and spent the summer of 2012 cruising New England. After returning to the Eastern Caribbean they visited the ABC islands, Colombia and Panama. They spent seven months in the Rio Dulce, Guatemala and then sailed through Belize and Mexico. They swallowed the hook in Florida in 2016.

Harry was an active member of the Seven Seas Cruising Association. His life can be honored and remembered through donations to his greatest passion, the education of sailors. The family invites donations to the Seven Seas Cruising Association.

—*Continued on next page*

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As an obituary in his local *Post-Tribune* newspaper said: Harry Schell loved three things in life: his family, sailing and making people laugh. The loss of Harry's jokes, friendship and genuine interest in others will be felt as far and wide as his travels took him.

• PAUL MIXON

Les Nicholas, BBS participant from Trinidad & Tobago, reports: Paul Mixon was the founder of the Black Boaters Summit (BBS), which embraced African-Americans and West Indians, regardless of ethnicity, who wanted to enjoy sailing as a skipper or crew in our Caribbean paradise. The Black Boaters Summit is held annually in the British Virgin Islands.



The first Black Boaters Summit shoved off in 1997 with ten boats and 100 participants, and it's been growing ever since. Paul and his BBS partner, Bill Pinkney (the first African-American solo circumnavigator), have taught hundreds of African Americans about the wonders of sailing. Many participants have gone on to become captains, spreading the joy of sailing to their families and friends.

After 20 years of organizing and producing the BBS, his last being in 2017, Paul became ill at the beginning of March and sailed on.

Grenada Chocolate Fest Next Month

Grenada's Annual Chocolate Fest will be held May 11th through 19th. The Grenada Chocolate Fest celebrates the island's organic and ethically produced cocoa and chocolate.

TRUE BLUE BAY RESORT



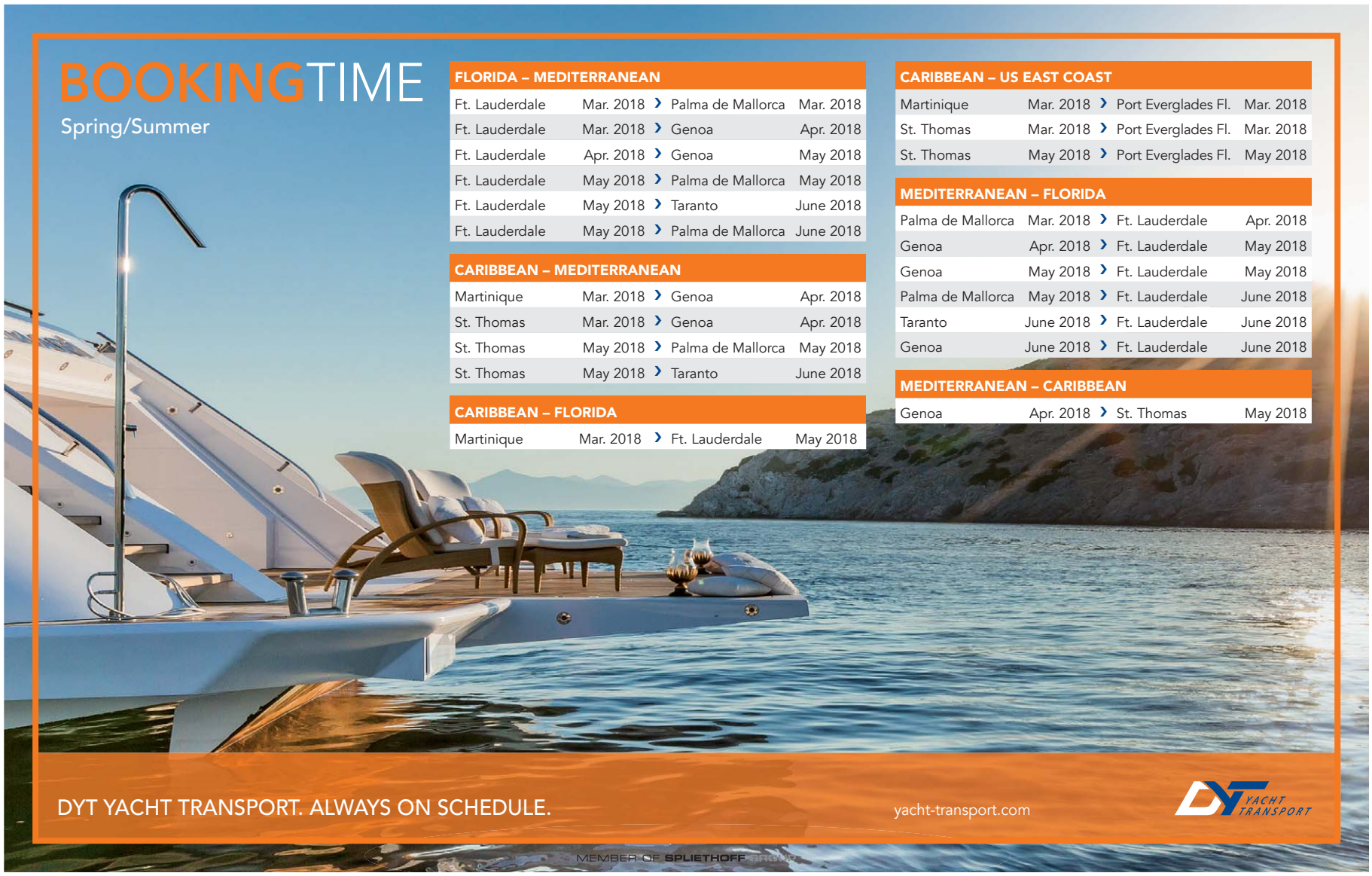
Applying a cocoa mask. Grenada will be all about cocoa and chocolate next month

There will be opportunities to meet cocoa farmers and chocolatiers, learn how Grenada's chocolate artisans craft their famous "tree to bar" products, visit the Grenada Chocolate Company factory, and much more.

Visit www.grenadachocolatefest.com for more information.

Welcome Aboard!

In this issue of *Caribbean Compass*, we welcome new advertisers Marina Etang Z'Abricots (CACEM) of Martinique, on page 7, Caribbean Enterprises real estate of Grenada, on page 23, and LAC Shuttle Service of St. Vincent, in the Market Place, pages 42 through 44. Good to have you with us!



BUSINESS BRIEFS

Project & Quality Assurance Manager Joins Horizon Yachts Grenada

Horizon Yachts Grenada is pleased to welcome Ricky Thomas to the team based at its newest workshop and office at Clarke's Court Boatyard and Marina. The company is extending its already strong team as its business base continues to expand, and in preparation to manage to the highest quality a record number of enquiries already received for the new season.



Ricky started his career as a teacher of Chemistry and Maths at Grenada's Anglican High School, St. George's, followed by a year as Technical Assistant at St. George's University. Since then he has spent several years in the United States where he obtained a B.Sc., Manufacturing Engineering Technology at Midwestern State University, Wichita Falls, Texas and a B.A, Merchandise Marketing and Design at Wade College, Dallas, Texas. During his time in the USA, Ricky also gained valuable work experience as a mechanical/product designer and mechanical design engineer. On his return to Grenada, Ricky spent four years as Information Technology Manager at Grenada Marine, St. David's. Ricky is currently studying to obtain a Lloyd's Maritime Academy Diploma in Small Craft Surveying.

Gary Haynes, Horizon Yachts yacht sales and service manager, says, "We are pleased to say that Horizon Yachts has gained excellent personal recommendations from our existing clients, resulting in us continuing to be busy in the traditional quiet season, plus receiving a very high level of enquiries and advance bookings for our full range of services: haul-out and storage, marine engineering and mechanical works, project management and guardianage. We wanted to expand our team to efficiently manage our increased workload, and Ricky's experience and understanding of the complexity of managing projects will help us to provide the best quality service to our growing client base."

For more information on Horizon Yachts Grenada see ad in the Market Place section, pages 42 through 44.

Sea Hawk Paints Appoints Operations Support Specialist

New Nautical Coatings, Inc. has announced the appointment of Michele Durham as operations support specialist. Based at the company's headquarters in Clearwater, Florida, Durham will report to Mike Detmer, chief operating officer, Sea Hawk Paints. Her responsibilities include business process improvements consisting of enterprise resource management, key account support, pricing and purchasing analysis, order flow advancement, reporting and customer experience enhancement.

"As Sea Hawk continues to expand in the marine coatings market, well managed, constantly evolving business processes are critical to meeting the company's goals," said Erik Norrie, CEO. "Michele will leverage two decades of experience in business analytics with her MBA and project management skill set to drive the Sea Hawk brand above all others," Norrie added.



Prior to joining New Nautical Coatings, Inc. and the Sea Hawk brand, Michele spent 13 years as senior business analyst/project manager at Ford Motor Company and four years as IT analyst/coordinator with Blue Cross Blue Shield. Michele holds a MBA from Baker College's Center for Graduate Studies and was honorably discharged from the US Army with top-secret/secret-background investigation security clearance.

A trendsetter of marine bottom paints, New Nautical Coatings, Inc. and the Sea Hawk brand were established in 1978 and are dedicated to bringing only the highest quality products and customer satisfaction to today's mariner. New Nautical Coatings is family owned and operated with a commitment to excellence. It provides a wide array of application-specific marine coating products that include antifouling systems, primers, solvents, and resins. Now offering innovative products globally, the Sea Hawk brand has enjoyed unprecedented growth and continues to grow as its products become more in demand worldwide.

For more information on Sea Hawk Paints see ad on page 25.

Shuttle & Shopping Service on St. Vincent

Shellese Craigg reports: LAC Services of St. Vincent introduces *Caribbean Compass* readers to our Airport Shuttle service and Grocery Shopping feature.

Starting from as low as EC$30, our direct shuttle travels from Kingstown to Argyle International Airport and back (personal pick-ups are also available on call). Children under age ten travel for free!

For those voyaging via boat who need groceries or boat parts, save yourself the trip to the stores and let us shop and deliver to your dock.

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Check out our Facebook page, LAC Services, and Instagram @lacsvg. These features are also available on our LAC app in the Google Play Store.



For contacts and more information on LAC Services of St. Vincent see ad in the Market Place section, pages 42 through 44.

Puerto Rico's Sal Pa Dentro Reopens

Ana Barasso's popular cruisers' hangout, the Sal Pa Dentro waterfront bar in Salinas, Puerto Rico, opened again on March 3rd, having recovered from major damage owing to Hurricane Maria.

For more information phone (787) 612-2792.



JOAN CONOVER

Windward and Leeward Island Weather Predictions

Global Weather Oscillations, a weather prediction organization, offers long-range predictions and Tracking Webinars for the Caribbean region. GWO is instituting two Prediction Zones for the Lesser Antilles. One zone will be for the Leeward Islands group that encompasses the British and US Virgin Islands southward to the island of Dominica. The second zone will cover the Windward Islands from Martinique south to Tobago and Trinidad.

GWO offers different prediction options. The basic prediction is a weekly webinar that takes a look at what may develop during the next two weeks. Another option also includes daily tracking webinars when a storm is likely to pose a threat for the Antilles. By incorporating zone predictions into the tracking webinars, GWO aims to provide more lead-time for the Lesser Antilles to prepare for a storm.

Predictions can be purchased at www.globalweatheroscillations.com.

Film *Vanishing Sail* on Vimeo

Alexis and Justin report: The online launch of our film *Vanishing Sail*, the award-winning film about boatbuiding on the Grenadine island of Carriacou, premiered on April 2nd exclusively on Vimeo on Demand's high quality streaming service, as we now set sail on a voyage to reach a wider audience of lovers of the sea, islands and traditions.

Getting the film seen by a wider audience has always been the main goal of the Vanishing Sail Project, to preserve the legacy of traditional wooden boatbuilding in

JOHN LYTLE



the Caribbean as well as inspire future generations wherever important skills are in danger of being lost.

If anyone would feel this film could inspire skills education programs or support a maritime heritage project in your area or even a fundraiser for your local Youth Sailing Program, please get in touch!

Visit www.vanishingsail.com for more information.



Sail on a Carriacou Sloop

Danny Donelan reports: Something special is happening in Grenada. The traditional wooden Carriacou sloops are seeing a renaissance and the boatbuilding culture is going through a resurgence thanks to switched-on tourists seeking a more authentic cultural experience when they visit the islands. Grenada is



becoming a sought-after stop for travelers wishing to reconnect with a simpler way of life where one can feel a connection to the people and the land and sea they live on. No island does this better than Grenada's sister islands of Carriacou and Petite Martinique, which are the only islands left in the Caribbean still building these sloops in the traditional manner on this scale.

Savvy Sailing Charters in Grenada now has four of these sloops including *Savvy, Zemi, Free in St. Barths* and *New Moon*. It is the only charter company in Grenada that offers these traditional sloops and their captains are also the boatbuilders. Savvy Sailing Charters only do private charters, preferring small intimate groups of family, friends and couples to the typical "booze cruises" on offer in most islands.

Carl Enoe, son of legendary Carriacou boatbuilder Alwyn Enoe, and the builder of both *Zemi* and *Free in St. Barths*, is one of these captains. He was the focus of the award-winning film *Vanishing Sail*, which chronicles Alwyn's struggles as he is building his last sloop and passing the torch to Carl to continue the trade for the next generation. Making a living during the slow periods when he is not building another sloop has been a blessing for Carl, and also for the guests who get to experience sailing with the builder himself.

Charters include sunset trips, half-day snorkel trips to the Underwater Sculpture Park, whole-day trips, and a two-day trip to the Grenadines. We will also build a charter around your particular needs, so just let us know what you are looking for.

We are also big on the racing scene in the Caribbean and do Grenada Sailing Week in January, the Bequia Easter Regatta, the Antigua Classic Regatta in April, the West Indies Regatta in May, the Petite Martinique Regatta and Carnival in May, Carriacou Regatta in August and the St. Lucia Mango Bowl Regatta in November.

Grenada has been lucky to have a people who respect their traditional culture and it is important for us to hold onto our boatbuilding heritage, as it defines us as a hardworking people who make a living from the sea. We have always been considered some of the best seamen in the Caribbean and we are proud of this. Carriacou Regatta is one of the oldest regattas in the Caribbean and it was started using these sloops. We are blessed that travelers are now interested in seeing a small piece of our culture and enjoying our sloops and our crew.

If you are interested in sailing on a Caribbean boat whose history dates back over 200 years then we are waiting to show you a great time. We can be reached on www.sailingsavvy.com or check us out on Instagram at #savvysailing, or on Tripadvisor as Savvy Sailing Adventure, or call Danny on (473) 409-3255.

Savvy *(at left) and* Zemi *(below) are two of the traditional island sloops available for charter in Grenada*





Caribbean ECO-News

Innovative Reef Restoration Helps Protect Islands

The 2017 hurricane season provided ample demonstrations of the increasing vulnerability of Caribbean populations and infrastructure to natural disasters. A new study, published by the University of California at Santa Cruz and The Nature Conservancy, in the *Journal of Environmental Management*, systematically measures the protective role of coral reefs, and field-tests a solution that reduces coastal risk by combining innovative engineering with restoration ecology. The study evaluates one of the first uses of reef restoration as natural infrastructure specifically designed to reduce risks to people and property, and reveals that coral degradation is directly linked to the severe erosion that threatens Grenville Bay, Grenada.

The researchers demonstrate a direct link between healthy reefs and shoreline stability in Grenville Bay, showing that healthy reefs reduce the wave energy arriving on shore. Grenville's healthy reefs keep more than half of the Bay's coastline intact. In contrast, severe reef degradation is linked with chronic coastal erosion in the northern section of the Bay, where the shoreline is disappearing at a rate of nearly two feet every year. In an attempt to adapt, villagers have built makeshift barriers with tires and driftwood to slow the erosion threatening their homes.

Since 2013, the Conservancy has led an ecosystem-based adaptation project in Grenada called "At the Water's Edge" (AWE), a community-based initiative to increase coastal resilience to climate change. One major component of AWE is innovative coral reef restoration to facilitate the recovery of the coral reef, which will in turn directly reduce coastal erosion and flooding. The study field-tests a reef-based hybrid submerged breakwater structure, which represents one of the few existing examples of reef restoration designed to increase community resilience with the use of nature. With support from the German Federal Foreign Office and in partnership with the Government of Grenada, the Grenville Bay communities, Grenada Fund for Conservation, Grenada Red Cross Society and Underwater Solutions, the pilot reef-based breakwater structure was formally launched in early January 2015.

"Grenada is on the frontlines of addressing the impacts of climate change, not only through its international leadership role in climate adaptation strategies for small island developing states, but also locally, with the implementation of projects which use nature-based solutions to enhance communities' resilience, and their capacity to adapt to climate change." said Nealla Frederick, AWE project lead.



THE NATURE CONSERVANCY

An innovative reef-based breakwater solution for coastal erosion has been field-tested in Grenada

The innovative design is constructed from locally sourced inexpensive materials, utilized local community labor, was easy to assemble on-site, is suitable for high wave energy or hurricane exposure, and is specially designed to encourage habitat restoration and enhancement. Live coral fragments from the existing reef were placed onto the structure to encourage natural reef growth. This approach is designed to be replicated in small island communities, which are often the most susceptible to the impacts of climate change.

A growing body of scientific studies and project-based experiences shows that coastal habitats such as coral reefs, oyster reefs, mangroves, wetlands and dunes can offer cost-effective protection from the increasing impacts of climate change. This study builds on this knowledge, highlighting the potential and importance of prioritizing and investing in coastal habitats as cost-effective natural infrastructure. Island nations can meet their adaptation and hazard mitigation goals by investing in nature-based defenses to significantly increase their coastal resilience and reduce the growing economic and human losses caused by coastal hazards.

More Coral Reef Restoration in Grenada

Grenada's Fisheries Division, through funding support from the GEF/UNDP Ridge to Reef Project, continues to make strides in the area of coral reef restoration.

Approximately 300 metres from shore on the north end of the Grand Anse Beach, and three meters below sea level, lies the Grenada Marine Protected Area Coral Nursery program. The area, which is demarcated by four pillar buoys bearing the words "Coral Nursery", is also home to a natural stand of Elkhorn coral *(Acropora palmata)*.

Elkhorn was once the most abundant coral species found on reefs in the Caribbean. Sadly, more than 90 percent of Elkhorn coral populations have been lost due to coral diseases, storm damage, coral bleaching, predation, climate change and human activity. These factors have created a synergistic effect that greatly diminishes the survival and reproductive success of the species, making natural recovery a slow process. Coral nursery initiatives are therefore critical for the rehabilitation of the endangered Elkhorn coral.

In 2016, coordinator of the Coral Nursery project, Denzel Adams, procured the materials and equipment necessary for the construction of six coral nursery tables, used to propagate Elkhorn coral fragments from a nearby natural stand. He then subcontracted four community members from the Grand Anse area, all of whom are fishers, to assist in the construction of the tables. Together with volunteers from the Marine Protected Areas Unit, these fishers provided approximately 152 man-hours towards the tables' construction and installation.

The tables were installed in 2016 and populated with coral fragments that are cleaned once or twice weekly to prevent algal overgrowth and predation. To date, a total of 163 coral fragments have been successfully cultured within the nursery at an average growth rate of 14.88 centimeters per year. Of these, 64 corals have been out-planted to coral reefs within the Moliniere-Beausejour Marine Protected Area, at sites adjacent to Moliniere Point and Long Point. These out-planting sites are also monitored and carefully cleaned weekly, as the first year of growth is the most critical for out-plants to cement themselves onto the reef.

Despite its successes, the coral nursery program has not been spared from the threats that plague natural Elkhorn coral populations. Within the nursery site, 32 percent of the total population cultured died as a result of a 2016 coral-bleaching event. Another three fragments were also dislodged from the tables and died owing to unauthorized human interference within the nursery. There has also been mortality at the out-planting sites, although it was significantly lower. Four corals died after becoming dislodged and smothered by sand during sea surges.

Despite the mortalities, the Coral Nursery Program has met, and in some instances exceeded, the expectations and targets of the pilot phase. Through financial and logistical support from the GEF/UNDP Ridge to Reef Project, the remaining 99 Elkhorn coral fragments will be used as propagation stock for expansion of the coral nursery program to new sites within the Grenada MPA Network. Adams also envisions a multi-species approach to coral nurseries in Grenada. He further highlighted the need for more experienced coral gardeners to ensure the successful continuation of the program; an issue that is already being addressed by the program's funders – the GEF/UNDP Ridge to Reef Project, and the Fisheries Division.

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For more information visit https://news.iwlearn.net/propagating-hope-for-caribbean-coral-reef-restoration or contact the project manager, Joseph Noel, at joseph.noel@undp.org.

Hurricane-Hit Islands Welcome Birds Back

Bird fans across the Caribbean rallied to learn about migratory birds on International Migratory Bird Day, February 21st. International Migratory Bird Day (IMBD) takes place all over the Americas, and is coordinated by Environment for the Americas. Caribbean events are organized by BirdsCaribbean, and take many forms.



ADRIANNE TOSSAS

Above: Dr. Adrianne Tossas (right) and her students at the University of Puerto Rico assessed the impact of Hurricane Maria on the numbers and diversity of birds in mangrove and coastal native forests

Dr. Adrianne Tossas shared a study with students at the University of Puerto Rico that will find out if Hurricane Maria changed the numbers and diversity of birds. Ingrid Flores, the Puerto Rico IMBD Coordinator, taught the value of wild spaces to migratory birds with school children at Instituto Las Américas of Caguas, Puerto Rico.

In Haiti, Anderson Jean from Société Écologique d' Haiti took 150 guests to Les Cayes to learn bird identification. Grupo Jaragua in the Dominican Republic reached more than 1,000 people with bird walks and talks.

In Cuba, a team led by Alieny Gonzalez visited schools to explain why stopover sites are key to migratory birds. Youth were amazed to learn that some birds can use wind gusts in their favor to "ride out" a tropical storm and survive.

On islands hit by Hurricanes Irma and Maria, dozens of bird feeders and bags of birdseed donated by BirdsCaribbean were given out to help local birds. "Bird food was in short supply following the hurricanes," commented IMBD Coordinator in Puerto Rico, Ingrid Flores.

"Through IMBD, we work to engage people of all ages to make their homes and towns safe places for birds," says Susan Bonfield, Executive Director of Environment for the Americas. For many islands in the Caribbean, creating safe spaces for birds can also be part of our recovery.

For more information visit www.birdscaribbean.org.

Sailors for the Sea Joins Forces with Oceana

Andy Sharpless reports: Oceana, the world's largest international conservation organization focused solely on protecting and restoring the world's oceans, and Sailors for the Sea, a non-profit organization dedicated to engaging ocean sailors in the cause of ocean conservation, have entered into an agreement to join forces under the Oceana banner. The combination, which is subject to approval of the Massachusetts courts, is expected to be concluded later this year.

Oceana's focus on winning victories for the oceans often relies on leveraging public support to influence policymakers. Having Sailors for the Sea join Oceana will help us engage with approximately 12 million recreational boaters — sailors and boaters who often care passionately about the health of the seas they spend so much time with.

Sailors for the Sea is a successful organization that engaged more than a million people in 2016. It has collaborated with more than 75 other organizations and implemented its programs in 49 countries and 40 US states. All of Sailors for the Sea's core programs will continue. They are:

• Clean Regattas: The world's only sustainability certification for water-based events was launched just over a decade ago by Sailors for the Sea and has certified 1,000 events reaching over 400,000 sailors.

• KELP (Kids' Environmental Lesson Plans): Sailors for the Sea collaborates with leading marine research and education institutions to create dynamic and relevant lesson plans designed to foster a better understanding of the marine world. The 43 lesson plans created by the program have been utilized by 618 organizations to educate over 114,000 students.

• Green Boating Guide: A one-of-a-kind guide that offers everyone, from the smallest sailboat to the largest mega-yacht, sustainable eco tips, resources and information for fun, meaningful, green boating.

Additionally, as part of this combination, Sailors for the Sea's founder, David Rockefeller Jr., has joined Oceana's Board of Directors. In addition to founding Sailors for the Sea, he has served on the Pew Ocean Commission. Sailors for the Sea board members have also been invited to join Oceana's Ocean Council.

Visit http://oceana.org and www.sailorsforthesea.org for more information.

Superyacht Reef Damage Yields New Moorings

After Microsoft co-founder Paul Allen's 94-metre *M/Y Tatoosh* reportedly destroyed an estimated 13,800 square feet of reef in the West Bay Replenishment Zone in the Cayman Islands in January 2016, money from the settlement between the government and Allen was earmarked to pay for a permanent mooring for large vessels at Seven Mile Beach Marine Park's north end.

As reported in the *Cayman Compass* (www.caymancompass.com), Allen agreed to pay compensation and fund emergency reef restoration; part of this agreement was a stipulation that some of the money go toward funding a sturdy mooring for large vessels in the area.

With help from West Indian Marine, the Department of Environment in Grand Cayman installed the first of four new superyacht moorings off West Bay — a giant orange mooring buoy designed for yachts larger than 100 feet, attached to a two-inch stud-link chain and 30,000-pound anchor. "It is pretty enormous," Scott Slaybaugh, deputy director of the department, told *Cayman Compass*. The anchor was reportedly dropped in a sandy area around 40 feet deep under the guidance of a Department of Environment research officer with experience in maintaining moorings for supertankers. There are plans for one more mooring in Grand Cayman and two in the Sister Islands, which would provide secure anchorage for superyachts for the first time in the Cayman Islands.

Slaybaugh told the *Cayman Compass*, "We thought it was an appropriate use of funds from the *Tatoosh* settlement, to prevent this same type of issue happening again."

Below: Compensation funds are being used to install superyacht moorings to prevent future occurrences after a 300-foot superyacht's anchor chain damaged coral in the Caymans

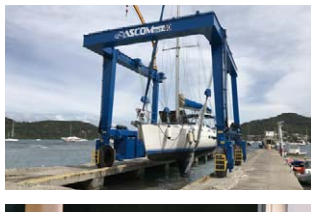


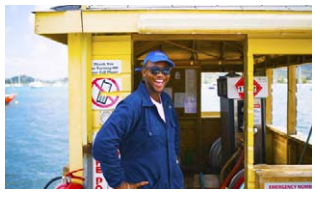
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Major Seaweed Invasion Underway — and What We Can Do About It

by Joan Conover

Over recent years, quantities of *Sargassum*, a type of seaweed commonly known as sargasso, have continued to wash up on beaches and appear in the waters of the Atlantic, the Caribbean Sea and the Gulf of Mexico. The 2015 season was the heaviest sargasso inundation on record, with the years of 2016 and 2017 showing a downturn.

Based on satellite imagery and reports from citizens, this year the impacts can be expected to be even worse. But new online tracking systems and suggestions for clean-up of affected beaches are highlighted in this article, along with ways of detecting the hydrogen sulfide gas given off by the decomposing weed and warnings on possible health impacts.

Major infestations of sargasso were reported in Barbados, in the Grenadines and in Bonaire as early as February this year, and islands to their north, including St. Lucia and Martinique, are starting to see mats and patches of the weed. Their windward beaches are becoming filled with rotting material off-gassing hydrogen sulfide, which can be a health risk.

The Gas in Sargasso

Since 2015, taking the risk seriously, the Government of Martinique has established an online website with updates on weed volumes and hydrogen sulfide levels, an excellent example for other islands. Two parts of hydrogen sulfide per million can cause spontaneous abortion in pregnant woman; 100 PPM is deadly, according to Martinique's website, www.anses.fr/en/content/exposure-emissions-sargassum-seaweed-washed-shore.

The US Occupational Safety and Health Administration states that prolonged exposure to three to five parts of hydrogen sulfide per million may 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.

Tarnishing of metals and discoloration of paint have also been reported in areas affected by a sargasso influx and the subsequent release of hydrogen sulfide. One 2015 report cited "(silver tarnishing in days not months) as an illustration of how concentrated the gas is, even away from the beaches.... we lost over $10,000 of electronic equipment solely through hydrogen sulfide damage." Another commented about the "appalling, nauseating smell, the damage to health, electronics, metals, and paint that occurred last time there was an inundation of this magnitude."

The gases in water can destroy reverse osmosis desalination systems' membranes and filters as well. Virgin Gorda lost its desalination system, located in Spanish Town, in the 2015-2016 sargasso season.

Tourism finds major problems with shorelines being fouled with off-gassing weed, sometimes with a smell strong enough to sicken beach-goers.

Other Problems with Sargasso

Environmentalists find turtle nesting beaches covered with thick strands of weed trapping hatchings and adult turtles alike, and preventing female turtles from getting onto the sand to lay their eggs. Offshore, the weed is friendlier, and fish and sealife travel and live in its strands.

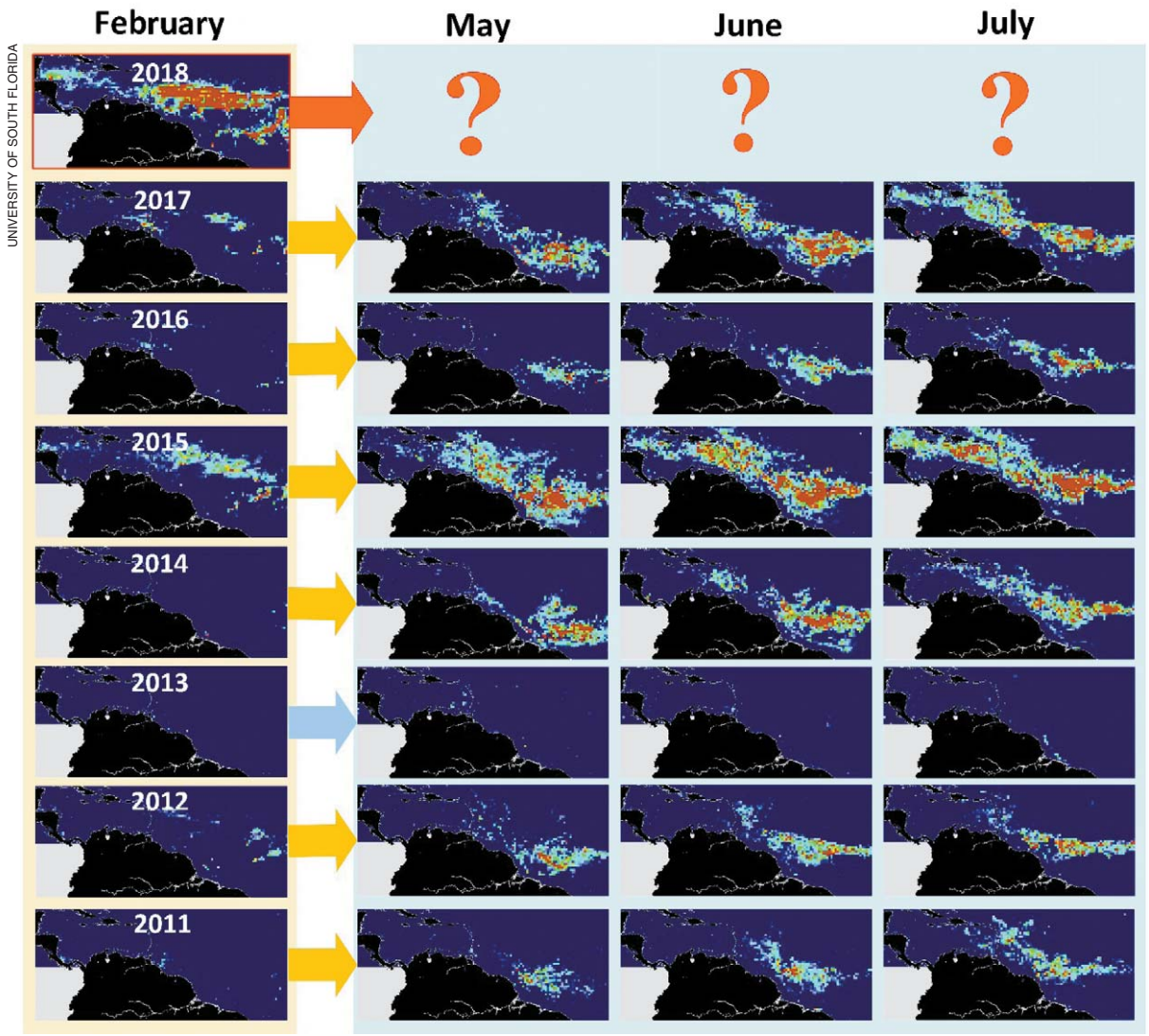
However, yachting and shipping interests recognize the problems this weed causes with propeller fouling, raw-water intake blockage and loss of steerage. Boaters should also be aware that mats of sargasso accumulate debris, such as floating nylon ropes, nets and other trash.

Another concern is the potential for this seaweed to accumulate heavy metals or other toxic materials. New testing, currently in progress with the University of South Florida, is obtaining samples and processing for this type of contamination. However, as samples are just now being provided, it will take time to analyze and determine what, if any, issues there are.

Sargasso Tracking and Prediction

The excessive growth of sargasso in 2018 seems grim. Researchers from the University of South Florida and NASA tell us, "The past months of January and February 2018 showed the largest bloom in the central West Atlantic, as compared to the same months in history." USF researcher Dr. Chuanmin Hu warns of the likelihood of "major beaching events this year as it is more and more becoming a reality — the total amount of sargasso we have seen in February (usually a low month) has now exceeded the maximum month of July/August of 2015."

—Continued on next page



Large blooms of sargasso in the Atlantic in February foretell inundations in the Caribbean a few months later. February 2018 saw the largest bloom yet, and forewarned can be forearmed



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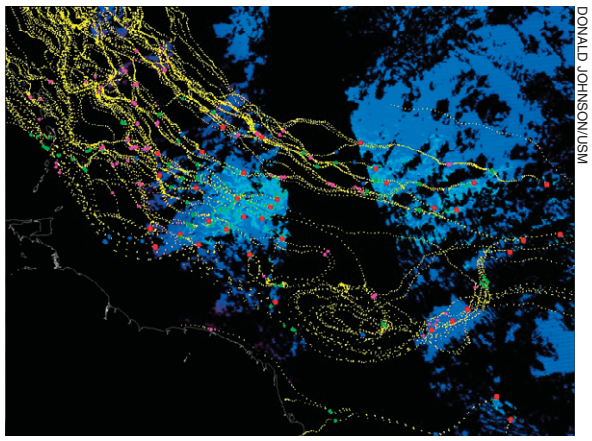
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—*Continued from previous page*

To give an idea of the possible impact areas, Figure 1 below shows the sargasso (blues) with projected pathways (yellow) expected for May 2018. The satellite image shows weeds off South America, and you can see Trinidad in the lower left corner, with the Leeward and Windward Islands in the direct path of the projections into the Caribbean Sea and points to the west and northwest.

Over the past several years, several research facilities have been developing technologies to identify the location of weed masses based on satellite imagery.



DONALD JOHNSON/USM



For example, see https://eos.org/features/sargassum-watch-warns-of-incoming-seaweed.

Dr. Hu adds "a warning system, similar to tracking weather systems by satellite, a Sargassum Watch System (SaWS) is found at http://optics.marine.usf.edu/projects/saws.html. SaWS is now online to distribute daily images with surface currents, allowing viewers and researchers to visually estimate sargasso aggregation and movement direction... if there is a large sargasso 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."

The sargasso's life cycle and route through the ocean are not yet well understood, but the volume of the weed seems to be increasing, and reports of sargasso sightings are important for researchers. Various theories explaining the faster growth of this floating weed include increasing weather extremes of heat, and/or additional nutrients introduced into the Atlantic that create or enhance massive blooms. Recent research also suggests that Atlantic seaweeds respond positively to increased carbon dioxide and acidity in seawater. (This is a major change from the former theory of slower growth in a more acidic marine environment.)

Thanks to supporting research by Jim Franks of the Gulf Coast Research Laboratory of the University of Southern Mississippi, and the forecasting of sargasso movements developed by oceanographer Dr. Don Johnson, the migration paths and weed patterns are becoming better known; ongoing research will allow better understanding of variation and aggregation patterns.

For more information contact sargassum@gcfi.org. Key information on sargasso can also be found at www.sargassoseacommission.org/index.php as well as regional cooperation efforts at online forums and meetings at www.car-spaw-rac.org/?lang=en

WHAT CAN WE DO?



Clockwise from upper left: Using images from NASA, Dr Hu, and other researchers, Dr Johnson created prediction tracks; using best beach-cleaning practices at Industry Bay, Bequia; by March 2018, many windward beaches were already inundated



What can be done in the case of a major influx of sargasso? Areas in the impact zones should monitor the situation daily, track hydrogen sulfide levels, and use best practices for cleaning target beach areas. Reports to researchers should be made. This should all be part of an overall approach to protect citizens, visitors, wildlife and environments affected by this overgrowth of seaweed.

Use Gas Monitors for Safety

Because of the dangers of hydrogen sulfide gas coming from the sargasso as it rots, governments, employers and individuals could use personal gas monitors to chart gas levels. These monitors cost about US$100 and are available online. For example, see BW Technologies BW Clip-BWC2-H-Single-Gas H2S Monitor (www.amazon.com/BW-Technologies-Single-Monitor-Detector/dp/B00V828MZO) or www.pksafety.com/bw-clip-2-year-single-gas-detector.html.

Employ Best Beach-Clearing Practices

Employ best practices for keeping beaches clear of large volumes of sargasso. Clearing beach areas takes an organized approach to clear the weed and dispose of it safely. In several places, the business sector is attempting to keep harbors and beaches free of weed, using a daily pickup approach. An information paper by Emma Doyle and Jim Franks (2015, Sargassum Fact Sheet, Gulf and Caribbean Fisheries Institute) describes the best ways to clear beaches, with monitoring for sealife; care for turtle and bird nesting areas, and without use of heavy machinery. Key provisions from the Fact Sheet follow.

- Beach cleaning should be done only in the presence of monitors who check for wildlife prior to any cleaning, and operators must respect no-go areas such as sea turtle or bird nests;
- Patience is required, and be aware that it's not necessarily desirable to clean beaches that are already facing a precarious erosion situation, that are essential habitat for sea turtle nesting, or where grooming will increase wind-blown sand and worsen erosion;
- Removal of sargasso should be from and to agreed areas only, and equipment should use the same route onto and off the beach to prevent harming dunes, destroying dune vegetation and turtle or bird nests;
- There is a difference between achieving a naturally clean beach and an over-sanitized beach — constant grooming of the beach for regular maintenance or for aesthetic purposes is discouraged due to very real risks of worsened beach erosion from physical damage of machinery and unintended removal of sand;
- Least intrusive practices are preferred — hand raking is preferable to machinery, beach-raking equipment with a perforated conveyor belt is preferable to heavy construction equipment, and heavy tracked equipment like road graders are prohibited. Front loaders must utilize a bucket-level control indicator/float mechanism to prevent gouging of the beach;
- A mechanized beach rake can remove moderate quantities of sargasso on dry sand. When exceptional amounts occur (i.e. in excess of three feet deep) then removal of just the upper layers of sargasso first with a front loader, without touching sand, can be followed by mechanized beach raking in order to reduce sand loss;
- Cleaning should always occur at low tide and heavy equipment should stay on wet sand in the tidal zone. Adjust cleaning schedules to when wind and storms are less likely to immediately bring new influxes;
- Consider public safety and avoid mechanical beach cleaning in the presence of fishers or beach-goers;
- In embracing the challenge of sargasso, good communications between agencies and the private sector, with the press, and with locals and visitors is essential. Make sure everyone knows where clean or less-affected beaches can be found.

Report Sargasso Sightings

Developing sargasso predictions has required on the ground, and in this case in the sea, knowledge of where volumes of weed were by providing location (latitude and longitude), date and time, and photographs for comparison of affected waters. This allowed comparison to satellite data to develop suitable applications. For several years, private citizen scientists and cruisers have reported their sargasso findings to the Gulf Coast Research Laboratory's sargassum research group.

Continuing reports are critical to these efforts, and cruisers as well as concerned citizens can report their findings.

To report sargassum sightings visit www.usm.edu/gcrl/sargassum/



REGATTA NEWS

Round Martinique Regatta 2018 Canceled

The Round Martinique Regatta 2018, scheduled for February 6th through 10th, was canceled after receiving a low number of entries owing to the simultaneous scheduling of several other sailing events. The format of the event had been changed from a weekend event for local sailors to a weeklong event, to target more sailboats in Caribbean waters and mesh with Martinique Carnival.

The dates for the next edition of the Round Martinique Regatta will be February 4th to 10th, 2019. It will precede Carnival by three weeks and will avoid programming conflicts.

Visit www.theroundmartinique.com for more information

Big Breeze for Jolly Harbour Valentine's Regatta

Nicole Corvellec reports: Competitive racing and a variety of party nights brought together sailors, visitors and residents of Jolly Harbour, Antigua during the weekend of February 9th to 11th. Eighteen boats raced in three classes: racing, cruiser/racer and cruiser. The Olympic-style courses were fine-tuned for more challenging racing, starting outside Five Islands Bay, and the spirited weather conditions brought an additional edge to the racing.

The events commenced Friday afternoon with a fun race around existing marks to get a feel for the conditions.

Saturday's racing saw more than 130 sailors competing in exhilarating conditions with wind gusts up to 30 knots. Day One consisted of four races around a course of three pillar marks, with either Windward/Leeward or Triangle courses set. The wind picked up as the day advanced, and only six boats of the 18 finished in the last race of the day.

The Sunday morning saw the Race Officer make a sensible decision to cancel the second day's racing due to gusts exceeding 35 knots and waves of nearly a metre inshore, giving those that finished all races in the first day the scoring advantage.

The Racing Class was very competitive with *El Ocaso* and *Liquid*, both J/122s, staying very close. *El Ocaso*, under new ownership, gained a slight advantage in the first two races with *Liquid* winning the third race. The final race of the day would be the deciding race. All boats started off well in the final race of the day but only *El Ocaso* finished, giving them the first place win, with *Liquid* in second. *Spirit*, a Cork 1720 and the only all-kids team, from the Antigua National Sailing Academy, came in third in the class and will be remembered for doing the broach of the weekend.

Caribbean Alliance Blue Peter, a J/30, being very comfortable in its home racing ground, came in first in the Cruiser/Racer Class, winning three out of the four races. *Blue Fin*, a Jeanneau Sun Odyssey 54DS, came in second despite not finishing the last race owing to an injury onboard. The modified Cal 40 *Huey Too*, finishing all four races, ended with the same number of points as *Blue Fin* but ended up in third, with *Blue Fin* winning the tiebreak with most first and second places won.

Clear winner in the Cruiser Class was *Seal*, coming in first in three of the four races. *Full Monty* came in second and *Imagine of Falmouth* scored third place.

Despite the weather canceling the last day of racing, the revelry following the prizegiving was second to none. His Excellency, Governor General Sir Rodney Williams KGN, GCMG, presented the prizes and in his speech he praised the organizers, sponsors and the participants for entering the challenging regatta, sailing being a key part of Antigua's tourist industry.

Major sponsors of the event were Budget Marine, the biggest chandlery in the Caribbean with three locations in Antigua, Sea Hawk Premium Yacht Finishes, and North Sails.

Save the date for next year, as the Valentine's Regatta will take place February 8th through 10th, 2019.

Strong Support for St. Maarten Heineken Regatta

Since Hurricane Irma hit St. Maarten last September, support from the yachting community has poured in. The 38th annual edition of the regatta, March 1st through 4th, welcomed an international fleet of 100 boats representing 25 countries, racing in 16 classes. In addition to a strong turnout of US, UK and other international teams, 32 of the 100 teams racing were representing the Caribbean islands.

LAURENS MOREL



Taking home the St. Maarten-St. Martin Cup for Most Worthy Performance Overall was Jan van den Eynde's Esse 850, *Wanna B*. "We won this trophy in 1999, and it feels wonderful to do it again," said van den Eynde, who has raced in the Heineken Regatta since its inception in 1980 and lost his previous boat to Hurricane Irma. He returned this year with a new boat: "It moves surprisingly well and this was only the fourth time we had sailed it."

The J/122 *El Ocaso* took the overall win in the competitive CSA 3 Class. Bob Hillier, who raced onboard with owner Chris Body, says, "There was no one dominant boat in the fleet, and taking the overall win came down to the last race."

In the Maxi Class, *Kialoa III* was able to pull ahead of the Brazilian Soto 65 *Camiranga* to take first place overall. The Polish team racing the Volvo Ocean 70 *Green Dragon* and Chris Swallow's team aboard the Pogo 12.50 *Akouavi* were able to hold on to their leads in the event's two Ocean Racing Classes. "This was the first time in history for our club that we won both the Gill Commodore's Cup and the Heineken Regatta," said *Green Dragon's* Przemyslaw Tarnacki, who has been racing with his team at the event for six years now.

And after some serious racing, came some "Serious Fun" and competitors went from the docks to the Regatta Village to join friends and locals for libations, final prizegiving and a performance from Grammy Award-winning musician Shaggy.

Already many teams have committed to competing again in 2019, including all three of the Volvo Ocean Racers and the 11 boats racing in the regatta's highly competitive fleet of 40-foot racer-cruisers. The St. Maarten Heineken Regatta's 39th edition is scheduled for February 28th through March 3rd, 2019.

Visit http://regattaguru.com/heineken/100254/results for full results.

See related story on page 20.

Challenging Record-Breaker: RORC Caribbean 600

The RORC Caribbean 600 has become an offshore classic. Celebrating its tenth anniversary this year, the 600-mile race around 11 Caribbean islands started on February 19th, and 25 knots of solid tradewinds with gusty squalls and a confused sea state delivered a challenge to more than 800 sailors from six different continents. Of the 84 boats racing, there were 41 finishers and 43 retirees.

George David's American Maxi *Rambler 88* set a new monohull course record of 37 hours 41 minutes and 45 seconds, beating the record set by David's previous boat, *Rambler 100*, in 2011. After setting the best corrected time under IRC, *Rambler 88* remained unbeaten, winning the RORC Caribbean 600 Trophy.

Ron O'Hanley's American Cookson 50, *Privateer*, came the closest to beating *Rambler 88* for the overall win, finishing in just under 52 hours, but falling short of the best IRC corrected time by just over one hour.

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This was an excellent result for a 50-footer in what was regarded as a "big boat" race because of the weather conditions.

Third place overall was shared by two boats, Stephen Murray's Volvo 70, *Warrior*, and Jens Kellinghusen's German Ker 56, *Varuna*. *Warrior's* corrected time gave her third overall and *Varuna* was awarded time allowance for the assistance she gave in the successful rescue of Greg Slyngstad's *Fujin* crew after she capsized on the first night, and this equalled *Warrior's* corrected time. A special mention goes to the crew of Stephen Cucchiaro's Gunboat, *Flow*, which also assisted in the rescue.

The first boat around the course was Peter Aschenbrenner's 63-foot American trimaran, *Paradox*, which finished the race in just 37 hours, 5 minutes and 16 seconds to take multihull line honours and beating *Rambler 88* to the line. After MOCRA time correction, *Paradox* also claimed the overall win for the Multihull Class.

The smallest yacht in the 84-boat fleet was Shaun Carroll's Australian modified Sea Cart 30, *Morticia*, which finished fourth in Multihull Class, after three days and nights. *Morticia* is described by many as a beach cat; the crew lived off chocolate bars, got soaking wet, and had virtually no sleep.

Catherine Pourre's *Eärendil* took line honours for the eight-strong Class40 division in an elapsed time of 2 days 13 hours and 15 seconds, breaking the previous class record by over three hours. *Eärendil*, with a French, Spanish and Italian crew, also won the Class40 division for this year's race by just under three hours. John Niewenhous racing his American Class40, *Loose Fish*, with Josh Hall was the only two-handed team to complete the race.

Philippe Frantz's French NM43, *Albator*, was the victor in IRC One. In IRC Two, Ossie Stewart's British Dufour 45, *Scarlet Island Girl*, sailing with Ross Appleby, crossed the finish line after over three days and nights to win the class. "That was just relentless," commented Olympic medallist Ossie Stewart. "Day and night we had strong conditions with really confused seas, but we never had wind and waves we couldn't handle. We lost the steering a couple of times, but Ross handled the problem superbly, fixing the issue while we steered with the emergency tiller."

In IRC Three, Conor Fogerty's Irish Sun Fast 3600, *Bam!*, returned to the RORC Caribbean 600, having won the class in 2016. Conor's team from Dublin were victorious once again. "This was definitely a wet and wild ride," commented Fogerty. "The last race I won was the OSTAR single-handed and I came down to do this race for therapy to get back into sailing, but after experiencing this event, it didn't feel like therapy!"

Andrew Eddy's Oyster 48, *Gaia*, was the last boat home, completing the race with his daughter, son and young friends more than three days after *Rambler 88*. "The crew never gave up, never mentioned the nightclub as we passed St. Barths, or the chance to visit the frigate bird colony of Barbuda. We came here to finish the race and that is exactly what we have done!" commented Eddy.

The 11th edition of the RORC Caribbean 600 will start on February 18th, 2019.

Visit http://caribbean600.rorc.org for more information.
See related story on page 19.

ON THE HORIZON

Antigua Classic Yacht Regatta this Month

The combination of serious racing, laid-back Antiguan hospitality, plenty of rum, sunshine, and great camaraderie in a friendly relaxed atmosphere, places the Antigua Classic Yacht Regatta in a class of its own.

"Antigua Classics is an amazingly broad church bringing together multi-million dollar vintage beauties varnished to mirrored perfection with 1960s ocean racers and, at the other end of the scale, the Carriacou Sloops. That's the magic of it. If you put only one international regatta on your bucket list, make it this one," says Elaine Bunting, editor of *Yachting World* magazine.

Antigua Classic Yacht Regatta will be held April 18th through 24th.

Visit www.antiguaclassics.com for more information.

Changes for 51st Antigua Sailing Week

Antigua Sailing Week is held annually at the end of April, and the 51st edition will commence with the Peters & May Round Antigua Race on April 28th. Following that will be five days of competitive racing off the south coast of Antigua, which will wrap up on May 4th.

Following discussions between Antigua Yacht Club and Antigua Sailing Week along with the Triskell Organisation in Guadeloupe, a decision has been made to cancel the Guadeloupe to Antigua Race, scheduled for April 27th. Historically a passage race to Antigua Sailing Week, the race has dwindled in size over the last few years, has been increasingly difficult and costly to organize, and has been deemed unviable.

Antigua Sailing Week itself is considered one of the Caribbean's most prestigious regattas, with 145 yachts participating in 2017. As of mid-March, there were already 85 entries hailing from over 15 countries. Many of the boats that raced in the exceptionally challenging 2018 edition of the RORC Caribbean 600 will be joining. Check out the current entry list at https://yachtscoring.com/current_event_entries.cfm?eID=4286

Get all the fun, excitement and action of Antigua Sailing Week by participating in the second year of the Club Class. This class is open to sailors who want to participate in the regatta, but who take their racing a little less seriously than others or don't want the expense of a full CSA rating.

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ANTIGUA CLASSIC YACHT REGATTA

ATLANTIC BACK CRUISING

GUADELOUPE - AÇORES - EUROPE

La transat retour / The back cruising

SIX DAYS BEFORE DEPARTURE :
(from May 7th 2018)
All the boats are in the marina
(Pointe à Pitre - Free mooring)
Final registration
Briefings : safety - communication
Safety controls on board

Festivities :
Cocktails - Music - Tourism offers

AFTER DEPARTURE :
Guadeloupe - Azores
& Azores to your final mooring
Fleet surveillance 24/24 (with satellite trackers)
Report positions on the Internet
Everyday you receive :
- Forecast (general situation and grib files)
- Fleet position
- Routing
- General informations

Maritim organization can be called at anytime by the boats and families

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DEPARTURE : MAY 13th 2018
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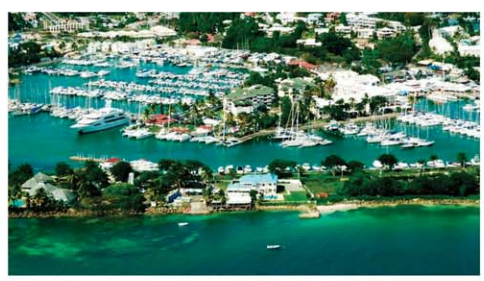
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The entry fee for the ASW Club Class is US$8 per foot of measured overall length (a third less than if you entered the CSA classes). A CSA Simplified Rating that takes only minutes to produce will be issued prior to the first day's racing at a cost of US$50. There will be one or two races per day for the Class. Only single headsail with or without pole will be allowed. No downwind sails, including mizzen staysails, are acceptable. See full Club Class rules at www.sailingweek.com/wp-content/uploads/2018/01/Club-Class-Information-2018.pdf

Following the regatta, the second annual Antigua to Bermuda Race will start on May 9th; visit www.antiguabermuda.com for more information.

For more information on Antigua Sailing Week 2018 see ad on page 14.



TOBIAS STOERKLE

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For details visit www.saltydawgsailing.org and see ad on page 17.

Spain to Cuba Race Announced

Enrique Curt reports: We are preparing the celebration of a new transatlantic sailing race from Spain to Havana, Cuba. The first leg, starting on September 1st, will be from the historic port city of Huelva in southwestern Spain to Gomera in the Canary Islands. The second leg, starting on November 24th, will be from Gomera to Club Náutico Internacional Marina Hemingway in Havana, Cuba.

Visit www. revistamares.com or contact sigacurt@revistamares.com for more information.

YOUTH SAILING NEWS

Barrows Named 2017 Virgin Islands Sailor of the Year

The 2017 US College Sailor of the Year, former Youth Olympic Gold Medalist and current 2020 Summer Olympic medal-aspirant in the 49er, Ian Barrows, has been awarded the title of Virgin Islands Sailor of the Year for 2017 by the Virgin Islands Sailing Association (VISA).



"Ian is probably the best natural sailor the Virgin Islands has ever produced. His international accomplishments through his final year at Yale, where he was named collegiate sailor of the year, speak for themselves," says Bill Canfield, VISA president.

Barrows, age 23, a native of the US Virgin Islands and brother of two-time Olympic sailor, Thomas Barrows, was also named College Sailor of the Year in 2010.

—*Continued on next page*



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Barrows, who started sailing Optimist dinghies at the St. Thomas Yacht Club at age five and later took summer classes at the Pleon Yacht Club in Marblehead, Massachusetts, credits both his brother and parents, Shep and Jean Barrows, for introducing him to and encouraging him in the sport.

"My parents sailed down to the Virgin Islands on their 32-foot sailboat and lived on it for several years. They taught my older brother how to sail and he encouraged me to hop in a boat as well. The St. Thomas Yacht Club had good coaches who helped me improve every day. My teammates and I pushed each other to keep getting better," says Barrows. "The Virgin Islands has some of the best sailing conditions in the world. There was almost always a consistent moderate breeze that enabled me to put many hours on the water. Also, the warm climate made sailing a lot more enticing whereas, if I grew up in a colder place I might not have ever wanted to sail."

The Virgin Islands' sailor has enjoyed considerable success in sailing prior to college. In the Optimist, highlights include first place at the 2018 IODA South American Championship and second overall at the 2008 IODA World Championships. In high school, as a skipper on the Antilles Sailing Team, Barrows won the 2011 Interscholastic Sailing Association Singlehanded National Championship in the Laser Radial and led the school's 2011 and 2013 wins in the 420 in the ISSA Fleet Racing Championship. Barrows earned a Gold Medal at the 2010 Youth Olympics in Singapore in the Boys' Byte CII.

"Currently I'm training for the Olympics in the 49er and look forward to improving my sailing ability throughout the process," says Barrows. "The best 49er sailors have gone on to skipper in the Americas Cup, so I thought it might be my best opportunity to have a chance to compete in the Cup in the future."

What advice does Barrows offer to young sailors in the US Virgin Islands?

"My advice would be to try and put in as many hours on the water as possible because that's what makes the biggest difference. Also, it's important to realize how lucky you are to grow up in a place like the Virgin Islands that has perfect sailing conditions year-round," he says.

Antiguans Hold Their Own at Schoelcher Week

Team Antigua traveled to Martinique to attend Schoelcher International Sailing Week 2018, February 9th to 13th. Racing against mainly sailors from Martinique, Shanoy Malone placed first out of a fleet of eight in the Optimist Benjamin Class, and Daniel Smith placed second among 18 contenders in the Laser Radial class. More than 100 sailors took part in the event.

Visit www.cnschoelcher.net for more information and full results.

Bright Future Foreseen for Young Caribbean Sailors

Young sailors from Puerto Rico and St. Thomas, USVI won the Pan Pepin International Dinghy Regatta hosted by Club Náutico de San Juan's Sailing Academy and held February 16th through 18th. Sixty-four sailors from the US Virgin Islands, Curaçao, and Puerto Rico raced in Optimists and Lasers.

During the three-day competition, in winds between 10 and 20 knots in San Juan Bay, as many as 14 races of approximately 30 minutes each were held for each Laser class, and 12 for Optimist Advance, on a windward-leeward course. The Optimist Green class for the youngest sailors went for 22 races of 15 minutes each.

"The regatta venue was kind of tough since some clouds with showers provoked shifty winds," said Pedro Luís Fernández, technical director of Club Náutico de San Juan's Sailing Academy. "We worked hard trying to anticipate wind changes. Everyone enjoyed the venue, the food, the Club's open spaces, and the good company of friends and fellow young sailors."

The experienced 20-year-old sailor Pedruco Fernández won the Laser Standard class, followed by Agustín Lazaro, both from Puerto Rico.

The Laser Radial class saw Gustavo Alayón, from Puerto Rico's southern city of Ponce, get first place, followed by Curaçao's Darilus Berenos and Sylvette Pérez from Club Náutico de San Juan. Alayón is expected to represent Puerto Rico in the ISAF's 2018 Youth Sailing World Championships to be held in Corpus Christi, Texas, this summer. Perez will be heading to Barranquilla, Colombia for the 2018 Central American and Caribbean Games.

The 15-year-old José Arturo Díaz, who won many Opti regattas before aging out last December, conquered the first position of Laser 4.7, followed by Osvaldo de León and Joaquín López, all three representing CNSJ.

The St. Thomas Yacht Club captured all three main positions of the Optimist Advance category, headed by 13-year-old Caroline Sibilly, and followed by sisters Winn and Katherine Majette, who have competed in this regatta for three years in a row. The winning trio planned to travel to the 2018 Optimist South American Championship in Uruguay late March.

The Optimist Green children saw Gian Marco Piovanetti from CNSJ get top award after almost three years racing in the Optimist class, followed by Diego Antonio Pagán of Ponce and Alejandro Cebollero also from CNSJ.

Fernández pointed out the talents of José Arturo Díaz, who brings in a great background in Optimists and is one of the most talented boys in sailing. "We are anticipating a bright future for him in international events." Díaz took second place in Laser 4.7 at the 2018 Laser Midwinter East Regatta at Clearwater Yacht Club, Florida, in February.

As a qualifier event for the 2018 Optimist North American Championship, the Pan Pepin International Dinghy Regatta confirmed that Lucas Perino, José "Memo" Méndez, Tiare Sierra, Benjamín del Valle and Ricardo López Cepero should be heading to Puerto Vallarta, Mexico, to compete this year in this event.

Joe Vizcarrondo, Commodore of Club Náutico de San Juan, stressed the importance of providing the resources to keep advancing young sailors. "Our Club is committed to our Sailing Academy and the continuous development of the sailing sport. We are proud to see Puerto Rico's young sailors learning and enjoying the sport as we can see a bright future ahead of them," said Vizcarrondo.

For more information visit www.academiadevela.com or www.nauticodesanjuan.com



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Skateboarding on *Blue Fin*

by Sandy Mair

Well, after last year's drifter it was on the cards that it would blow this year — and it did. Sustained 30 knots plus with gusts of 45 knots (and that's Force 10 to the layman). It was fast, fun and furious — at least until it became cold, wet and horrible. Of the record entry of 84 starters in the tenth annual RORC Caribbean 600 offshore race, which started on February 19th, only 41 finished, mostly the big guys, with the canting keel sloop *Rambler 88* setting a course record of 37 hours and 41 minutes.



ARTHUR DANIEL/RORC

Racing nonstop for 600 miles, from Antigua, down around Guadeloupe, up around Anguilla, and back — in 30 or so knots. It's no wonder that over half the fleet, including Danneskjold, *pictured, and the author's ride,* Blue Fin, *didn't finish*

Lots of the world's top boats and top pro racers took part and this regatta is now established as a "must-do" event in world sailing. So, yes — the Caribbean Sea really bared its teeth this year and showed us all that ocean racing here is not the dawdle in the sunshine that some believed. A badly damaged finger on the Antiguan Reichel Pugh 37 *Taz* and the overturning of the Bieker 53 catamaran *Fujin* bear ample witness to that, along with many other tales of cuts, bruises, seasickness and cold — and invariably wet.

I found myself on a lovely comfortable family cruiser, Rodney Dodd's *Blue Fin*, a Jeanneau Sun Odyssey 54DS, and off we went. We got a good start and rounded Green Island and Barbuda mark in the pack. Up went the spinnaker (in a huge squall) — and things went rapidly downhill. Twenty minutes later we were trolling a torn spinnaker, but got back in control and set off towards Nevis and some respite behind the islands. Then around Saba and the first of the "brutal" beats to St. Bart's. We lost places. Our sailplan of rolled-up genoa just did not work and so we made a quick detour into the calm waters of Cole Bay in St. Maarten, fixed broken reefing lines and changed to our old blade jib, and the boat became a new beast. Optimism set in again as we caught up and passed the J/122 *Noisy Oyster* in the night and the Oceanis 55 *Julia* just ahead. And as dawn on the Wednesday appeared we were just off Montserrat and reaching fast in bright sunshine with rising spirits all around.

But cold and wet were setting in — and down below our beautiful polished cherry-wood floor was turning into a skateboarding ramp as everything (and us too) crashed from side to side. Kitting up at night for our watches in wet gear was no fun at all. But Guadeloupe and the flat seas beckoned and we flew down the island's side in flat water, patting ourselves on the back how clever we were at getting through the calms.

—Continued on page 34

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Who Needs Wind When You've Got the Spirit?

by Chelsea Pyne



Above: The author having some 'serious fun' on the race course

Below: A robust Heineken Regatta fleet proved that St. Maarten is back in action

The island of St. Maarten has Hurricane Irma's name sketched over sidewalks and buildings in permanent ink. Abandoned cars line the road, stripped and still as skeletons. Boats balance on the roofs of airplane hangars. Hotels remain carcasses of what once was. Seven months after Irma tattooed her presence into our memory, she is still all that we residents see. The 38th St. Maarten Heineken Regatta gave us the chance to devote our attention elsewhere — a welcome distraction and opportunity to bounce back. The people of St. Maarten were more than ready to hold a major event, but the question remained: was the island?

During last year's Heineken Regatta I was perched on a cliff looking out towards Anguilla. I had my iPhone wedged between two stones as it recorded the boats sailing towards me. After half an hour of uncomfortably squatting over sharp corals, I snatched my phone and took off. That was the extent of my regatta experience — not exciting in the least.

At that moment I decided my boat would be out there too next year, and I'd see what all the hype was about. But of course, I didn't just decide I'd race, I went ahead and proclaimed to others that *Nai'a*, our CSY 44, would be a serious contender. Thankfully, nobody listened. Although *Nai'a* was dutifully tied with 17 lines during Irma and Maria, the ferocious winds managed to snap our mast as if it were a toothpick. (Note to self: next hurricane season remove and store mast.) So this year's Heineken would have to be put on hold, with bigger hopes for the 2019 regatta.

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As life tends to be funny, *Nai'a* wasn't going to receive the Sailing Stanley Cup and lifetime Heinies that I was planning on winning. Instead, I was to be onstage for a different reason. JonnyGuy, a friend and local musician, was asked to open for Jamaican artist Shaggy at the final party. JonnyGuy noticed my unapologetic dance moves and high embarrassment tolerance and signed me as one of his backup dancers.



I would don a taco suit for the performance. (Second note to self: stop drinking rum with JonnyGuy.)

It wasn't the stage I imagined I'd be on last year, but it was quite an achievement, right? Finally — my dance moves would get the recognition they deserved. "Everything is an opportunity," I explained to my mom as she tried to convince me the world wasn't yet ready for Taco Chelsea.

The Heineken Regatta consists of four days of world-class sailing, but that's only half of it. Going on its 38th year, the post-race concerts and parties are top notch. March is one of the greatest months to be on the island. Over 25 countries and Caribbean nations registered their boats, supplying a racing fleet of 100.

Surely there was one crew that could use an extra hand? I needed a boat and I needed a boat bad. I smooched my way into the hearts of crews with offerings of free taxi services, local bar knowledge, and kisses from my island dog. "I would *love* to give you guys a ride to the bars," I bashfully encouraged them.

In the end, my charms worked. I jumped aboard the Farr 65 *Spirit of Juno* from Antigua for four days and joined the Polish crew of the Volvo 70 *Green Dragon* for one race. I was attracted to *Spirit of Juno* simply because I too am a goddess. Okay, actually *Juno* was my least favorite Regina, but I do appreciate a strong female role. *Green Dragon* came with a superb racing record, and raised a good chunk of money for the island. Not only were these two boats significantly faster than my 1977 CSY, they're almost twice as long and twice as light. The carbon-fiber *Green Dragon* didn't even have a doorknob for its head. I tied a little knot around a band to secure the door. Then I realized they left the toilet paper behind as well, and I sat dumbfounded. (To my relief, I eventually found it.)

Left: Green Dragon's *crew waving to the crowd. Thousands came to support the regatta, giving St. Maarten a much-needed boost*

Right: Taco Girl gets into the regatta party spirit

I dreamed I would be sailing with and racing against Maxis, ocean racers, monohulls and performance multihulls. I'd be waving to holidaymakers on chartered bareboats and live-aboard families cruising the Caribbean as I crossed the finish line with the wind in my hair.

Here's what really happened: there was no wind. Truly, the wind was at Caribbean pace — taking its own vacation. It was an anticlimactic start to my racing career. But being on a ship that races for the joy of sailing picked up my enthusiasm. *Spirit of Juno* had a motley crew that I immediately took a liking to. *Juno* was your ideal Antiguan woman — curvy and resilient. She was built for rougher conditions, so she sat a bit heavier than her competition. We set off from Simpson Bay, immediately hitting nine knots in very little wind. I was beyond impressed. The crew came from four different continents. A few of us had never raced before, so I wasn't the only newbie. I was pleased to be on a boat that wasn't overly intense. The mates immediately reassured me that I would not be screamed at — they were there to be a serious competitor, but to also have fun. Our races together were filled with raunchy Irish jokes, grapefruit and planning the night's outing.

The first day of the regatta I was entranced. I stayed aft near the captain and first mate so I could badger them with questions, letting out the occasional shriek as boats came within whisper distance. "They're going to wreck us!" I would shout angrily at anyone who would listen. "Chels, it's okay. If they hit us, just hold on tight. Do not abandon ship," the captain tried to reason with me. (Though I still remain skeptical.) At the start, three Maxis were inches from colliding as they tacked among each other and around the committee boat. I was gasping for breath as they weaved in and out, faster than my CSY goes under full sail.

The races started blending together. Getting up at



six, meeting the crew at eight, starting the race at ten, finishing at one, shenanigans at five, and so on. There was time for a quick shower and nap between. This year, I would have the entire regatta experience. We'd sail hard, clean up and take on the next event. However, the fact that I couldn't make it past 9:00PM shows how carefully I played it. I didn't want a hangover. I already didn't understand how the racecourse worked; I wasn't going to make it any harder.

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I could see from my crew how fun it was to race dehydrated and sleep deprived. (Big thanks to Team Juno for selflessly giving their best at the bars — making sure St. Maarten was getting the much-needed attention.) Nevertheless, the crew worked hard. Right as we'd sit on the high side to counterbalance the heel of the boat, the captain would say, "Take a breather — and now get ready to tack." Literally one breath later we'd be back on our feet. No time to be slow and uneasy.

The third race day was almost called off. The fleet sat for hours as we waited for winds to pick up. *Juno* may not have won any awards, but as the Dutch Coast Guard can attest, we had the most fun. The crew taught me how to fender surf, which consisted of attaching a fender to a line and hanging it from the top of the mast. One person would be in the water trying to keep their balance on the fender as we did donuts around the bay. It was my first rodeo, so my form wasn't up to par, but I managed to not lose my bottoms. Eventually, there was just enough wind to fill our sails and the race commenced.

The last day I showed up ready for battle. I was supposed to rejoin the *Green Dragon*, who happened to win every race except the one I was onboard for (of course). Instead, I was needed on *Juno*. Our burly Irish crewmember had to catch a flight home and would miss the last race. Naturally, I was destined to fill his shoes. My four days of observing were finally going to be put to use. So I hopped aboard the boat that first resonated with me, with my sailing gloves on. Four hours of back and forth on the grinder was exactly what I needed. My body hasn't ached that good in so long. I bashed elbows with a significantly larger crewmember, got body slammed into the cockpit, and managed a rope burn through my shirt that took off a mole. I did this in one Around the Island Race. Imagine what it would have been like if I had thrown myself in it four days earlier.

Although my big debut race was going well, we didn't finish as strong as we hoped. That's the thing about sailing — it can all turn in a split second. What was meant to be a cheerful ending became a chaotic dash to get the kite in without anyone being injured. I've never seen a sail so angry. How it thrashed and flung people across the boat. Cursing its lines against our hands and knees, taking all of our skin with it. Blocks slamming against the deck with fury. An unbelievable force can come out of nowhere and catch even the saltiest sailor by surprise. After a few fumbles and colorful exchanges of words, we managed to get back control and bring the kite safely onboard. Although some were bloody — and certainly all were bruised and shaken — everyone was fine. Mere flesh wounds on our fourth-place finish. And never have we been so happy to have rope burns (on fully attached limbs!)



No wind, no problem. Fender surfing until racing resumes

But I wouldn't let the regatta end on that note. When we got back to the dock, I had two hours before my big performance. Two hours to get home, shower, change, stretch, and properly hydrate — after one hellofa day. One rum punch and two wines later, I was ready. I met the other backup dancer, who came in platform heels, sexy kitty-cat attire and glitter makeup. I was just happy to have gotten a shower in before throwing on my taco outfit. But it didn't matter; I felt one with the hard shell. JonnyGuy was on and this dancing taco cleared the Heineken Regatta stage.

Let me just say, in all of my days I've never got hit on so much as to when I was a taco. "Hey taco girl! Damn, you were delicious." But with such fame comes responsibility and power. Therefore, as the legendary taco of St. Maarten, I am deeming the *Spirit of Juno* a first place of its own. First place in Spirit and Serious Fun. (That's fitting, right?) To the goofy crew who made me part of the team from day one — thanks for putting me to work and teaching me how to race. I loved every minute and every mayonnaise-wrap lunch.

Although St. Maarten did not have the odds in her favor, the Heineken Regatta was a major success — even without wind. The committee had to work through many obstacles to get the foundation of the regatta settled. Moving locations, finding accommodation for 4,000 people, and ensuring that restaurants and beaches were repaired and ready... plus many other logistical hurdles. But with 100 boats taking part — many coming solely to support and bring business to St. Maarten — it goes to show how very special this regatta and this island is.

If anything, St. Maarten is diligently gaining lost ground. As cruise ships enter port and hotels reopen, we're slowly erasing Irma's name. The only way we can expunge her mark is with help and encouragement from others. (Ideally through more racing, more wind, more beer and more tacos.) And for the 39th St. Maarten Heineken Regatta, we hope to see you on the Friendly Island.

See more on the St. Maarten Heineken Regatta 2018 in this month's Regatta News, page 14.



Bequia's Three-Prong Approach to Sailing Development

Part I:

THE NEW 'JUNIOR SAILING CLUB OF BEQUIA'



As sailing development in Bequia continues to be supported and promoted by businesses, private individuals and organizations including the SVG Sailing Association, a new program has started up within the past year. Called the Junior Sailing Club of Bequia (JSB), it is a collaborative effort by local citizens, expats and organizations to ensure that an ongoing Learn to Sail program runs every Saturday and is available to all Bequia children regardless of ability to pay.

Eddie Brown and Rose Kaye (pictured with JSB members) and Chris Kaye worked with the 2017 Bequia Easter Regatta committee to prepare for Optimist races offered on the Sunday of the long regatta weekend. After the regatta, the group decided to formulate a new youth-oriented club and came up with JSB.

Renn "Eddie" Brown has been a moving force for youth sailing in the Grenadines for many years. A Bequia resident by way of Jamaican birth and a career in Germany, Eddie has been on the beaches of Bequia teaching youngsters about sailboats, sailing, and right-of-way rules as well as accompanying youth racers to regional regattas and clinics as chaperone and coach. Sadly, as of this writing Eddie is battling major health challenges. I dedicate this article to Eddie, who is the kind of man and mentor to be admired and cherished — and, I wish, cloned!

Since last year's Bequia Easter Regatta, 14 to 16 children have shown up on the beach beside the Tradewinds dock on the north end of Admiralty Bay every Saturday at 10:00AM. Some recent changes to the club's boat inventory have required them to temporarily use BIC dinghies on loan from Kelly Glass's Blue Lagoon Marina sailing fleet on mainland St. Vincent.

Utilizing Bequia's Plantation Hotel beachfront as a temporary sailing scene, we photographed the kids sailing the BICs (mainsail only, centerboard, self-bailing, plastic one design). The sandy and gradually sloping shoreline yields to rippling patches of seagrass bottom, which hugs the Admiralty Bay coastline. The children learn the names of boat parts, how to rig the boats, the three points of sail, basic safety and right-of-way rules. Especially important, the children are taught to stay away from moored or anchored yachts in the harbor, giving them a minimum clearance of two boat-lengths.

According to Rose Kaye, "The vision we have for JSB is continuity. We want to provide solid, reliable, safe sailing lessons for all island children seven years old and up. Right now our inventory is four Optimists, one Laser Pico and one Sunfish (less a rudder). We negotiated with the Antigua National Sailing Academy to obtain the used Optimists and the Pico, which arrived by container in March 2018. Action Bequia, other local philanthropic organizations and individuals came forward with funds for the purchase and transport of the dinghies and a safety boat."

Several youths from JSB participated in a sailing clinic hosted at Blue Lagoon, St. Vincent, last year. It was a collaborative effort by Kelly Glass/Blue Lagoon and Tyler Rice/Bow Sailing/USVI with support from Eddie Brown and Zeandre Browne, who currently teaches JSB sailing lessons and accompanies the children in the water from a safety boat.

JSB has a terrific constitution and recently adopted Sailors' Guidelines, which originated at L'Esterre Junior Sailing in Carriacou. The guidelines instruct both children and their parents on what opportunities the kids have for learning and advancing within JSB. The Junior Sailing Club of Bequia has a Facebook page where you can see more about their activities.

Next month, in Y2A's "Bequia's Three-Prong Approach to Sailing Development Part II", we'll take a look at Bequia Youth Sailors and their Jojo Adams, who was a featured youth sailor in Y2A in 2016. Now an adult, Jojo shares how learning to sail and race has affected his young life and his current aspirations.

JSB's Sailors' Guidelines



Basic Sailor – demonstrated swimmer, can sail all points of sail, can launch and land an Optimist dinghy, has demonstrated self-rescue from knockdown and capsize. Qualified to sail in an escorted fleet.

Good Sailor – As Basic, PLUS: experienced in gusty winds, knows right-of-way and collision avoidance, has basic weather and wind awareness, and has beginning of seamanship skills including basic knots, and boat and sailing rig parts. Can self-rig an Optimist dinghy and demonstrate care of equipment. Has sailed with JSB for at least eight sessions with a good attendance record. Has demonstrated good behavior and a helpful spirit.

Trusted Sailor - As Good, PLUS: Knows and abides by the basic rules of sailing. Can deal with strong squalls, can detect and deal with sea currents swells and tides, practiced in assisting other boats and signaling for help. Knows and has practiced man-overboard recovery procedure. Has sailed with JSB for at least 16 sessions and has demonstrated leadership in a boat and care and respect for others. With specific JSB and, if appropriate, parental approval, may sail without direct supervision within specified limits and when properly dispatched by a JSB coach.

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CARIBBEAN ENTERPRISES



Third Annual PAYS Yachtie Appreciation Week in Dominica

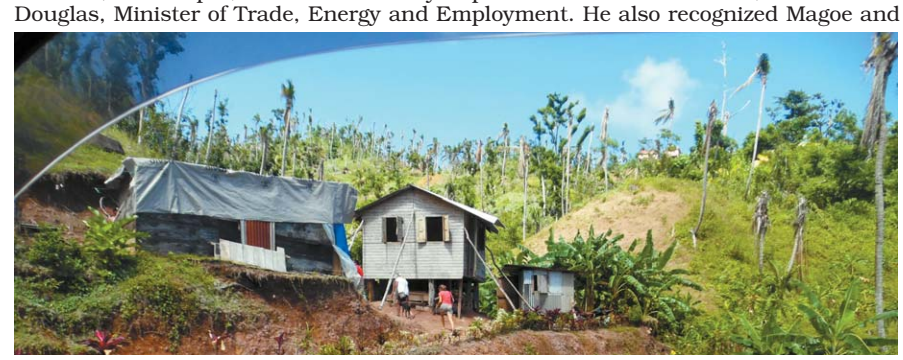
by Joan Conover

For the third year in a row, cruisers flocked to Dominica for Yachtie Appreciation Week. This event began in 2016 as a way for Dominica to say "thank you" to cruisers for helping the island after Tropical Storm Erica in 2015. This year, from February 18th through 25th, Yachtie Appreciation Week (YAW) said "thank you" again: cruisers have actively assisted in both immediate relief and ongoing recovery activities since the Category 5 Hurricane Maria hit the island in September 2017. First response included small yachts, then came the heavy lifting of *Flying Buzzard*, a classic oceangoing tug of the era of the steam ships — in all, a true "cruisers' aid" effort for the island.

During the kick-off barbecue hosted by the Portsmouth Association of Yacht Services (PAYS) on February 18th, the crew of the yacht *Aspen* counted 65 masts in Prince Rupert's Bay, including those of a few visiting tall ships. The Salty Dawg Sailing Association supported the overall event with a Dominica Rendezvous including seven Salty Dawg Rally yachts. The Seven Seas Cruising Association was represented by commodores' yachts including *Serenity*, *Mermaid* and *Growltiger*, along with associate *Callista* and others. SSCA's KPK HF Radio announced the event daily to encourage visitors. Ocean Cruising Club vessels in the harbor helped in the clean-up activities; volunteers dove in the anchorage prior to the event to remove roofing and other hurricane-related debris from the seabed. All cruisers visiting during the week participated in social events and supported hurricane-recovery efforts on the island, becoming a family of boats.

A Fun-Packed Week

The Commonwealth of Dominica's government supported an Opening Ceremony at the barbecue, with PAYS representative Martin Carriere introducing Director of Tourism, Colin Piper, and Parliamentary Representative of Portsmouth, the Hon. Ian Douglas, Minister of Trade, Energy and Employment. He also recognized Magoe and



Above: Cruisers bring supplies to the elderly

Below: Martin hosts a cooking class



Clair Menning of Macario Advantage, who spoke on ongoing volunteer opportunities for visiting cruisers.

The legendary PAYS barbecues are fun-filled, with strong rum punch, music, and good food. (There was no sign of lack of provisions at any of the week's PAYS events, nor at restaurants or in the markets — recovery is happening.) Dancing to the music, barefoot in the sand, cruisers partied late into the night with their boat lights in the background. However, thanks to those cruisers not used to the rum punch, which tastes like a light fresh-fruit drink, the next day was very quiet in the harbor!

After this launching, PAYS Yachtie Appreciation Week offered a full agenda of tours, dinners and humanitarian events. A morning VHF chat allowed cruisers to organize tour activities and hurricane-recovery efforts such as roofing, painting, framing and digging out foundations. It also kept everyone informed of area services such as a free WiFi location (at Smithy's Restaurant and Grocery), the local ATM, and laundry services.

Each day offered a different tour, with cruisers arranging to go with fellow cruising buddies. Monday was the Indian River tour, with complimentary drinks at the Bush Bar. On the trip, no engines are allowed, so we were rowed in colorful wooden rowboats. During the several-hour trip, our licensed Indian River tour guide described recovery efforts, past storm history and plans to support regrowth of the forests. Our guide was Uncle Sam; we saw several other guides with full boats all heading to the Bush Bar to party with us. Cobra's Bush Bar at the top of the river has been repaired and the dock and building show little damage now, but Tia Dalma's cabin of "Pirates of the Caribbean" fame was flattened by several large trees falling on its roof.

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PAYS members are still clearing large trees out of the water, with power saws thanks to Antigua's donations. The loss of the plant coverage allows a better view of the old railroad's concrete foundations destroyed by Hurricane David in 1979; our tour guide mentioned that Maria was much more devastating for the entire island. Little and



Above: Kalinago performing traditional dances

Below: Tools and roofing nails were donated to repair the PAYS pavilion



sometimes large coconut crabs have rebuilt their tunnels and a large iguana hung over the river on its tree perch — the wildlife is recovering.

As we left the river at dusk, we looked for the white egret tree, where for years the birds have congregated to sleep at night — and there it was. The tree was tattered, just recovering with some foliage, and the birds were fewer, but it was there and a symbol of recovery.

After the trip up the river, cruisers gathered for a potluck at the PAYS pavilion on the beach. Cruisers and PAYS members spent another pleasant evening together with good food and company, watching the sun set and trying to capture the green flash.

Trips to other areas included Syndicate Falls, a Roseau Valley tour, Spanny Falls and a Cold Soufriere/Red Rocks tour. Robust tour lunches were devoured at local restaurants. A Lion Fish Dinner, hosted by PAYS President Jeff Frank, offered this tender fish, caught by cruisers led by Island Divers' Fabian — a fun activity for many.

Cruisers also enjoyed parties at the various beach bars such as the Purple Turtle, Madiba's, and the WiFi hub of Smithy's restaurant. Offshore Passagemaking Opportunities hosted complimentary appetizers at Madiba's, with cook Charlie's pizza being the main feature — it was standing-room only with cruisers drifting down to the beach to drink and talk as the sun dropped into the sea.

The Saturday morning featured a cooking lesson hosted by Martin and Florine Carriere and their daughters Nicole and Nicky. Cruisers shopped for ingredients at the local market, and then learned how to cook Dominican specialties such as fishcakes and callaloo soup. We all brought our own knives again this year to chop the vegetables — none of us felt comfortable with the cutlass (machete) option! The "stove" was an open fire, with racks, which Martin considered normal for cooking, plus huge cooking pots.

—Continued on page 34





Cuba's New North Coast Marinas: Cayo Coco and Cayo Guillermo

by Ralph Trout

DESTINATIONS

Looking for a new area to cruise? Cayo Coco is the newest tourism endeavor by the Cuban government. This island is the largest of the stretch of small islands along Cuba's north coast known as the King's Gardens, or Jardines del Rey. These islands are reminiscent of the Florida Keys years ago, before the intense development.

The many islands form an archipelago stretching eastward from Sabana to Camaguey. The cays become larger moving east; Cayos Coco, Guayabal, Romana, Guajaba, Guillermo, and Sabinal are the biggest. Cayo Coco is the largest of the eight major islands, and the complete region is referred to as Cayo Coco. It can and will get confusing, but "Cayo Coco" means plenty of islands to explore.

Lots and lots of shallows and the many small islands of the Jardines made good hiding places for the early pirates who attacked Havana and other Cuban port cities. Until the recent surge in tourism, the King's Gardens were mostly deserted. It had a few fishing camps that were abandoned when fresh water ran out. The small islands are still basically undeveloped, populated mainly by cattle and wild flamingos.

There's been plenty of fresh water in the Gardens since the late Eighties, however, when tourism assumed third place in Cuba's economy, behind sugarcane and tobacco. The King's Gardens are now being cultivated and are second in beach tourism only to the Varadero Peninsula. The Jardines are a string of beautiful islands, beautiful water, with an almost constant breeze, superb snorkeling, and plenty of organized diving. Organized is the key word here. They do not want you diving without a Cuban escort. The spectacular reef is 200 kilometers long. The fishing is as good as it gets.

Above: Marina Cayo Coco, with 33 slips, is a Cuban port of entry

Below: Marina Cayo Guillermo's manager, Kenia Gonzalez

The Jardines were another of the many Hemingway haunts of Cuba. Supposedly he used his fishing boat *Pilar* to patrol for German subs off the Jardines in WWII. Cayo Coco and the next cay to the east, Cayo Guillermo, provided the background for his novels *Islands in the Sun* and *The Old Man and the Sea.*

We rented a brand-new Peugeot from Cubacar (available at major hotels; renting online is less expensive than in person) and drove to check out the marina facilities. I knew there were two marinas on the resort island. A long drive brought Marina Gaviota Guillermo into view, with a set of bronze statues of Ernest Hemingway watching from the bridge. It turns out that all the marinas in this area are also named Gaviota (seagull), all the marinas are operated by the Marlin Group, and all the websites are confusingly similar. But most important, these marinas are all first-rate, very safe, secure, and reasonable. While Marina Varadero is huge with over 1,000 berths, Marina Cayo Guillermo and Marina Cayo Coco are small, with 18 and 33 berths respectively.

Collectively, Cuba's north coast marinas — Hemingway, Varadero, Cayo Guillermo and Cayo Coco — are crying for business. Tourism is one of the few ways people can make almost-reasonable money throughout Cuba. Everything loosened up after 2008, letting free enterprise enter the tourism market. A meager 50-cent tip makes a huge difference when the average wage is US$20 per month. Hotels mean taxis and maids, restaurants mean waiters and cooks, tourists mean daysails and scuba trips. Every tourist means more in Cubans' pockets.

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Marina Cayo Guillermo

Cayo Guillermo's Marina Gaviota is Cuba's newest and probably smallest boutique full-service marina. The marina is sparkling new, looking towards the east, on the northeast coast. It is the next eastern stop after Varadero. Only 18 slips are available, for boats with six feet or less draft. Fuel and water are available, tucked into a safe, but little nook in the shallow bay. The rates are CUC.75 per foot. The marina is set alongside a bridge of the main highway. The place is quiet except for the almost constant breeze. After making the last turn into Bautista Bay (Ensenada Bautista), on the northeastern coast of Cayo, pass the first long dock. The fuel dock is the next right. Have your courtesy flag flying.

The shallows are still there and entry into Marina Cayo Guillermo can be touch and go, with six feet or less at high tide. If you have an alarm on your depth sounder, set it. The bottom is sand. I recommend having a hard copy chart. If you doubt the channel, there are dive boats, sportfishers, and daysailers to follow. The marina monitors VHF channels 16 and 19.

Customs and Immigration will check your papers. The marina is operated by the Marlin Group and the manager is Sra. Kenia Gonzalez. She explained, luckily for us in excellent English, that there had been some damage from last September's Hurricane Irma. All boats were taken south for protection, but the marina was up and running three weeks later. Their e-mail is direccion@cco.marlin.tu.cu.

There is a dolphin exhibit near by — The Dolphinarium — across the road past the gas station, if swimming with captive dolphins is of interest to you. Sportfishing is definitely a bargain at Marina Cayo Guillermo at CUC440 for an entire day, with October to December being the prime months. There are several sportfishers and daysail cats available.

Marina Cayo Coco

Marina Cayo Coco is farther east, tucked past a series of big hotels. This area is a diver's and fisherman's paradise. This Gaviota marina is a bit larger than Cayo Guillermo, with two concrete piers, 33 slips, and all the amenities, including fuel and water. Customs and Immigration are on hand. The rates are basically the same as at Marina Cayo Guillermo. Both have 110- and 220-volt hookups, cars available for rent, bars, telephones, reasonably priced small restaurants, and decent bathrooms — a definite plus.

The map showed Cayo Coco connected to the main island by a bridge. I imagined steel girders; instead it is a concrete causeway 27 kilometers long and just a few feet above the water. It is an impressive undertaking. The toll is CUC2. At the mainland end of the causeway is a unique stadium dedicated to rodeos.

The nearest town, about 60 kilometers south, is Morón. Not a lot going on, but it is an authentic Cuban city still mainly unchanged by the tourism explosion. There is a hospital here, should you need one. You can probably catch a baseball game there also.

Cayo Coco is a very upscale island. It is still very beautiful. The island has several hotels and almost all are private, built away from the centerline road along lovely, wide beaches. Cayo Coco has an airport with direct flights to Canada. Two short causeways link Cayo Coco to Cayo Guillermo and, to the east, Cayo Romano.



A visiting Canadian yacht at the Cayo Coco fuel dock

Of course, both marinas (and everything else in this modern world) are on Facebook.

With some other islands' tourism damaged by Mother Nature, Cuba is beckoning. Marlin operates a number of excellent marinas with rates comparative to or better than farther down island. Cuba is safe for yachts.

CUBA RULES

Excerpted from Cuban Cruising Regulations: https://cuba-boating.com/cuba-regulations-3

• Once your initial inbound clearance is completed, a coastwise cruising permit (*despacho de navegación – costera*) can be obtained from the Coast Guard (*Guarda Frontera*) on departure from your port of entry. Be sure to advise the harbour master that you intend to cruise Cuba, so the Guarda can be prepared. No pre-planned list of ports is required, but the Guarda must be advised of your next stop. This permit currently allows you to cruise the waters of Cuba, but it does not allow you to go ashore, except at a designated marina.

• If any of the ports of entry are entered, one has to go through the clearance procedure again.

• When cruising along the coast, one must report to the Guarda Frontera office in every port. All papers are usually inspected and the cruising permit is kept until departure.

• Officially, yachts may only visit harbours and anchorages where there are marinas — except for the offshore cays. No other anchorage or harbour may be visited and if it is (e.g., in an emergency), the captain and crew may not go ashore.

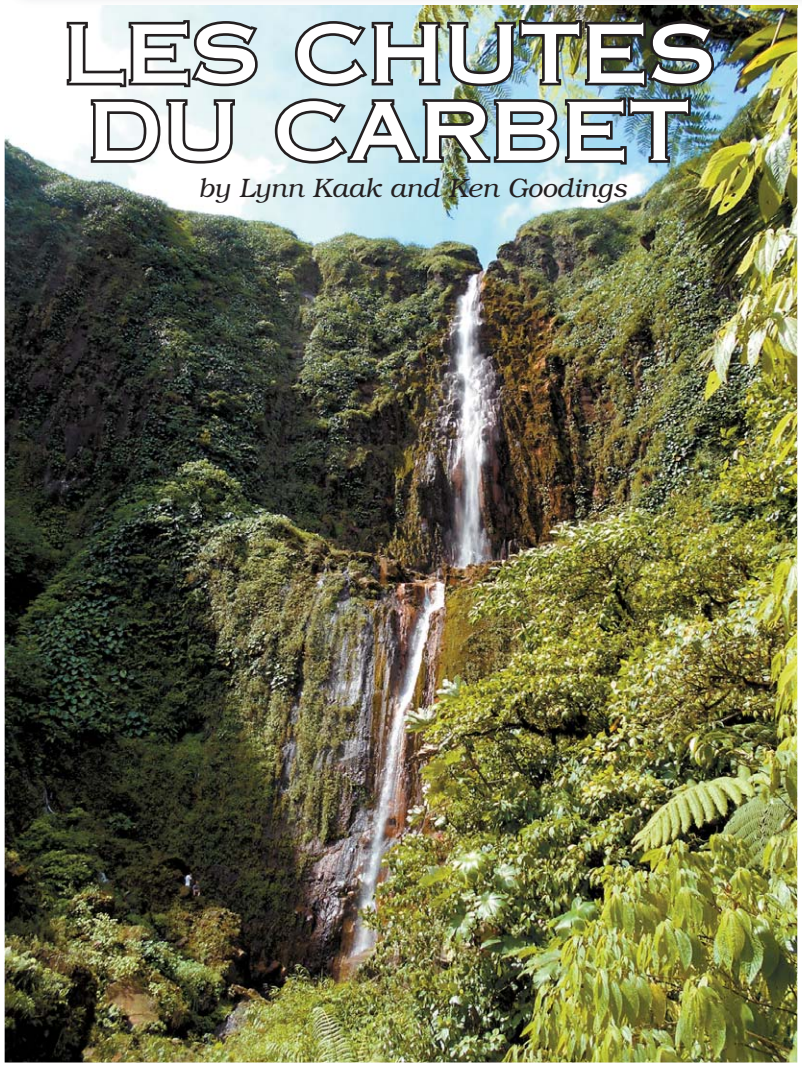




ALL ASHORE...

LES CHUTES DU CARBET

by Lynn Kaak and Ken Goodings



As we were sailing northward from Les Iles des Saintes to Pointe-à-Pitre, Guadeloupe on a particularly clear day, the Chief Engineer and Dish Washer of *Silverheels III* looked over toward the island of Basse Terre, in between looking for fish pots, and commented on what looked like a white scar on the east side of the Soufriere volcano. What we were looking at were the upper two of the three "Chutes du Carbet" (Carbet Waterfalls).

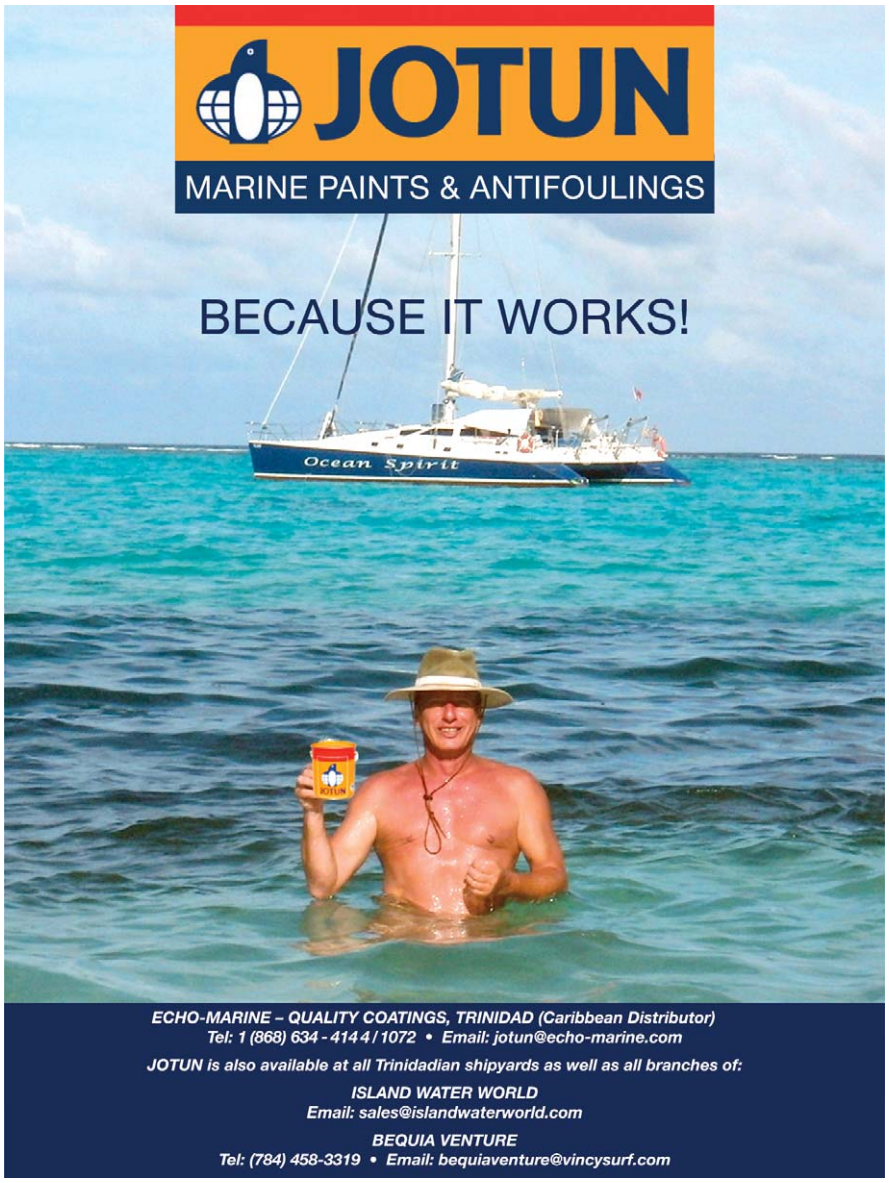
It is said that Christopher Columbus saw those same waterfalls from the distance, and told his men to make landfall there, as they would certainly find a river close by with fresh water. It couldn't have been the best water to drink, though, as the water has a very high sulphur and iron content, making it unpalatable by our standards.

Les Chutes du Carbet boast a succession of three waterfalls. The first one, the highest, is located at an elevation of 900 metres (3,000 feet). The waterfall has a drop of about 125 metres (410 feet). The second cascade, at an elevation of 660 metres (2200 feet) has a drop of 110 metres (360 feet). The third, well downstream, only has a 20-metre (65-foot) drop, but has the highest volume of any waterfall in Guadeloupe. For comparison, Niagara Falls is 52 metres (160 feet) high and Victoria Falls is 110 metres (355 feet) high.

—Continued on next page

It's worth the hike to see Guadeloupe's impressive Carbet Waterfalls





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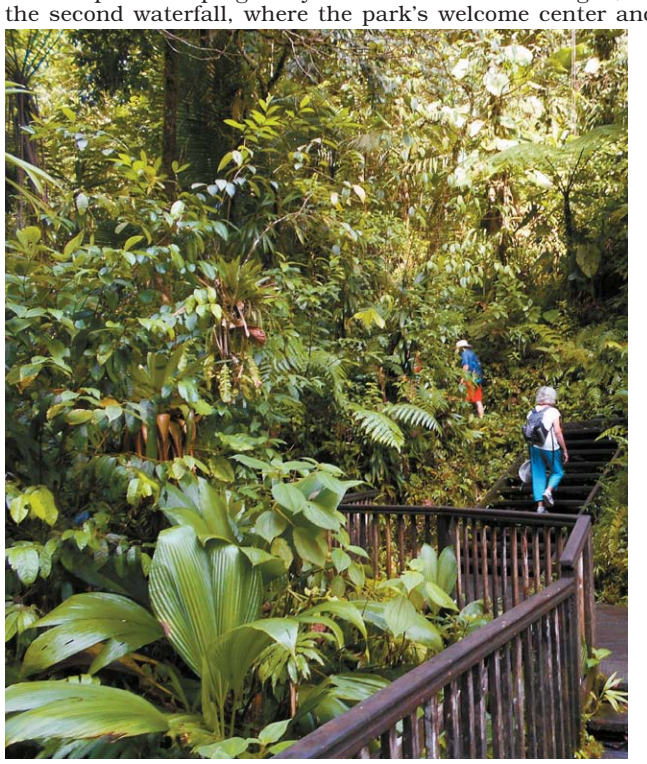
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Grabbing the handy map of hiking trails of Guadeloupe at the tourism office, it looked like the hike to the falls would be a pleasant, and easy, stroll. I didn't notice it only mentioned the second chute, not the first. We rented a car in Pointe-à-Pitre, and headed out towards the Capesterre area. Between using the road map and keeping an eye out for the direction signs, we made our way up to the second waterfall, where the park's welcome center and parking area is. We paid the small fee for entry to the protected area, and set off. The hiking map said the trail to the second falls was about a mile long, and moderate in difficulty. Piece of cake. It isn't really a trail, but a succession of paths and bridges, and has been made relatively accessible for those with mobility concerns.

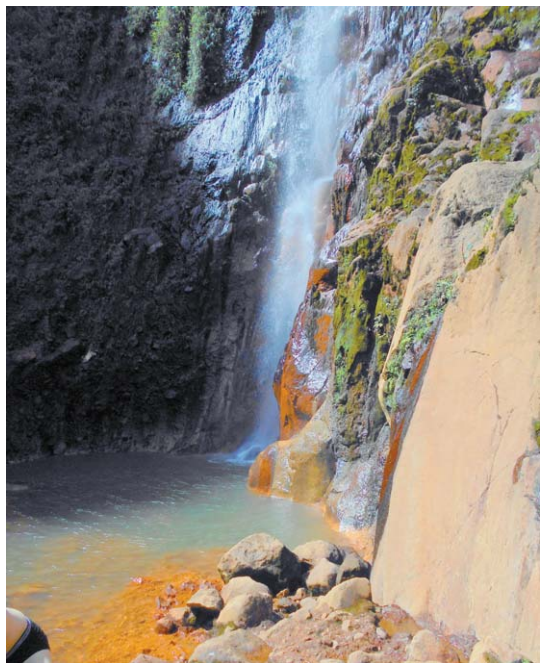


Because of an earthquake in 2004, and subsequent flooding, landslides and other shows of strength from Mother Nature, access to the second falls is limited to looking at them from a small distance. Still, it is a truly spectacular view, with rainforest foliage providing a dramatic backdrop, framing the splendour of the cascade.

Left: The first part of the trail is a succession of paths and bridges

Right: You can take a dip in the mineral-rich water below the uppermost waterfall

Since the first part of the trail was so pleasant, we decided to trek on to the "premiere chute". Time for a true confession here: we grossly underestimated the difficulty and length of that trail. The first part lulled us into a sense of complacency, and the second part punished us for our lack of preparation. The 240-metre difference in elevation does not take into account the ups and downs of going through a small valley or two; we ascended almost twice that height on the indirect route. It took us about two hours to climb up. In some narrow areas ropes are thoughtfully provided as handholds; in places we crept between boulders in spaces barely wide enough for an adult to pass through. There was a river to ford, and footing to be careful of. In places there were boardwalks to even out the muckier areas, or some steps to give you hope.



Despite the trail's tribulations, the first waterfalls themselves are well worth the trek. Every picture we have seen has shown the top of the falls shrouded in cloud, but the day we trekked up, it was completely clear. Since the trip up requires some serious effort, one does not have to navigate through crowds to get to the pool, or to enjoy the view. The iron content of the water is immediately evident by the rust-coloured streaks on the rocks, and a slight whiff of sulphur is noticeable. It is possible to swim in the pool, and most people pack some kind of lunch or snack to enjoy when they reach the end of the trail. Since I hadn't done my research well enough, we didn't have food with us, but our friends kindly shared their snacks with us.

And of course, there was still the hike back down.

The third chute is accessible by trails farther down and closer to Capesterre, or by hiking down on a connector trail from the other two waterfalls. For us, that will be for another visit to Guadeloupe.

On the drive back down to sea level, the sight of a sign advertising homemade ice cream was very welcome!

Tips for Hiking to the Chutes du Carbet

- Get the map "Sentiers de Randonée" (hiking trails) at any tourism office on the island, as well as the booklet on the National Parks of Guadeloupe. Between the two of them, you get a better sense of the trails. This assumes a working knowledge of French, though.
- Bring lots of water and some snacks or a lunch. Trekking poles, if you have them, are useful.
- Good shoes are a must.
- Give yourself plenty of time.
- Go to the nearby hot springs afterward and have a good soak!

MERIDIAN PASSAGE OF THE MOON

APRIL - MAY 2018

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!

April 2018	
DATE	TIME
1	0034
2	0122
3	0210
4	0258
5	0346
6	0434
7	0522
8	0610
9	0658
10	0745
11	0838
12	0918
13	1004
14	1051
15	1134
16	1228
17	1320
18	1414
19	1511
20	1610
21	1709
22	1804
23	1904
24	1957
25	2056
26	2139
27	2227
28	2315
29	0000
30	0002
May 2018	
1	0049
2	0137
3	0226
4	0315
5	0403
6	0451
7	0539
8	0625
9	0711
10	0756
11	0842
12	0928
13	1017
14	1108
15	1202
16	1259
17	1359
18	1500
19	1601
20	1659
21	1755
22	1847
23	1937
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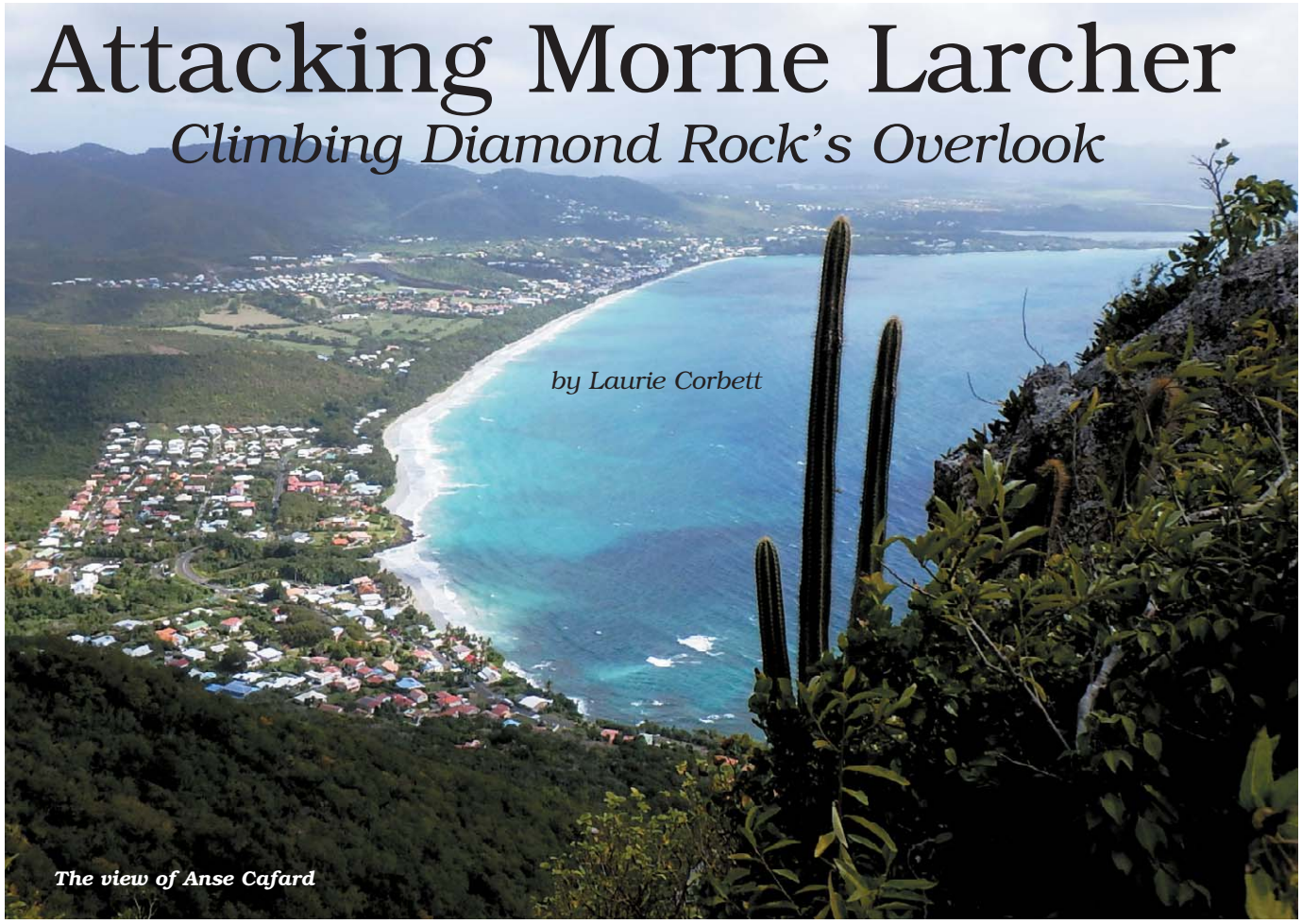
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ORM Offshore Risk Management

Attacking Morne Larcher

Climbing Diamond Rock's Overlook

by Laurie Corbett



The view of Anse Cafard

Although written in French, Jean-Luc Vuillet's book *45 Balades et Randonnées en Martinique* was a great find in a Marin bookstore, but it was the guide to the Morne Larcher hike that made the sale for me. The only criticism of the book I have is that it assumes all hikers have rented cars on Martinique. This hike was going to require some reconnaissance work.

Morne Larcher, which is the "head" of a ridge that resembles the form of a reclining woman, intrigued us for a number of reasons: it appeared accessible at low cost and effort, it looks over the very intriguing Diamond Rock, it was described as only medium difficulty, and we pass by it many times per cruising season.

One end of the hike is on the east side — Anse Cafard — while the other is approached from Petite Anse. Petite Anse is different from the next bay, Petite Anse D'Arlet, by the way. Neither Petite Anse nor Cafard have great harbours and docks for cruisers, leaving the cruiser to attack the hill from Grande Anse d'Arlet, Anse Chaudiere, or Petite Anse d'Arlet.

Our first attack included a dinghy ride from Anse Chaudiere into the dock at Petite Anse d'Arlet, and a hike to the south into Petite Anse. It was a no-go; with foot-tired people as a result of the climb over the hills between these only apparently close communities, we had little left to give the actual hike! We did get to scope out the steep road to Fonds Fleury, which takes you to one end of the hike. We also discovered Snack Fredo, a friendly watering hole with a great Creole menu that might play a critical role in a future attack on the Morne.

Next step for the savvy Caribbean hiker is to reconnoitre the buses. This end of the peninsula appears to have three different buses: a large bus that travels clockwise around the peninsula all the way east to Riviere Salée; a smaller bus that does the same route in reverse; and a small, more local bus that serves the western end of the peninsula and the close interior communities. As the third option does not visit Anse Cafard, it was quickly eliminated from the planning.

The bus stops are easily spotted in Martinique, and many have areas for posting the schedules. However, the schedules, printed and plasticized, are valued by the users, and do not seem to stay long on the boards. We found a schedule for the counter-clockwise bus in the shelter at Grande Anse d'Arlet, took a photo, and arrived the next day to check it out. Just before it arrived, the large clockwise bus came into view, and we impulsively jumped aboard. Not only did we have a fantastic two-hour bus tour of the peninsula, and not only did we score a schedule from the driver, but we saw from our window the well-marked start (or finish) of the hike in Anse Cafard. We were ready!

The following Monday, my wife, Dawn, and I caught the "short bus" from the safe and enjoyable anchorage of Grande Anse d'Arlet, and stepped off at Anse Cafard at 8:50. The start of the hike is a well-marked alley, sloping up behind the homes to the base of the old, eroded, volcano. A billboard at that point explains the trail, with maps, elevations, and viewpoints. A few steps more, and the ascent begins in earnest.

The slope of the east side of Morne Larcher is approximately 45 degrees. The trail itself is an obvious drainage route at the same angle, with exposed boulders and roots. Even though it had rained overnight, this slope was safe and quite climbable. As Dawn points out, however, she found difficulty in locating many of the footholds that her shorter legs needed. Still, for almost all of this side, we needn't have used our hands, in spite of the steepness. Only for about ten percent, near the top, did we feel the need to put our water bottles away to clamber over some larger rocks. Indeed, the rocks were not particularly slippery, especially in comparison to those one might find in a much gentler and constant watercourse.

Abruptly, the path got less steep, the rocks disappeared, and we stepped out into the sunlight at the viewpoint, at 410 metres. We had an unobstructed view of Anse Cafard and the community of Le Diamant, clear to the hills behind Ste. Luce. Sadly, because of the weather, we could only make out the profile of Ste. Anne, as that area was getting showers. Diamond Rock was partly hidden by brush, but a path to the left led down to a panoramic view, about five minutes away. Although a little hazy in the mist of the day, it still was a fantastic view of the Rock.

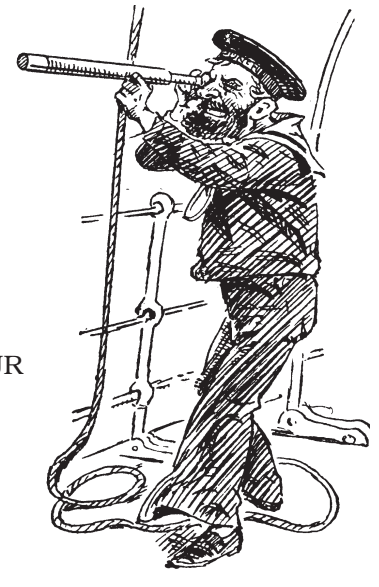
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—*Continued from previous page*

Commodore Samuel Hood gave orders to fortify Diamond Rock in January 1804, and it was commissioned as *Sloop Diamond Rock* by February 7th. It became a base by which the British better controlled the French pirates and privateers who harassed British shipping, while it also interrupted the shipping serving the major French port of Fort de France. The occupation resulted in a most vicious sea battle that tied up the French fighting fleet and interfered with French invasion plans elsewhere. Finally, on June 2nd, 1805, almost a year and a half later, the English leader, Captain Maurice, requested a truce and agreement, ending British occupation of the Rock. An excellent summary of these events is available at Wikipedia.com.







Clockwise from above: a trail map; finding the signs; chatting to friends from the Diamond Rock viewpoint; 'a path between two pastures carried us along'

While enjoying the panoramic view, we hauled out our hand-held VHF radio, and spoke at length to friends in the rain in Ste. Anne, on low power. Soon, friends from Rodney Bay, St. Lucia, also joined in the conversation. With VHF, elevation is a big thing!

Returning to the main path at the first viewpoint, we walked through a park-like setting, with sunlight dappling the ground through the trees. This wide and relatively flat path skirted the top, circling farther to the west. Although we assumed climbers could find smaller paths to complete the extra 60 metres to the top of the Morne, we stayed to the mapped path. As we approached the west side and began to descend, the path became a little muddier before surrendering to boulders and roots once again; another obvious drainage path.

The descent involved clambering over boulders that were a fair bit larger than those on the east side, and the tallest climber would have to analyze the choices among the crevices to minimize risk to fibula and tibia. A hiker climbing past us advised that it was still enjoyable as long as we "*prendre votre temp*" (take your time). Although we did just that, we still arrived abruptly at a fenced-in pasture; and looked over the very beautiful grassy vale called La Charmeuse (The Charmer), that makes up the saddle to the next mountain.

A straight, narrow path between two fences, with pretty pasture land on either side, carried us along for a ten-minute walk to the turn in the Fonds Fleury Road, where a small parking lot is located for hikers. The last 150 metres of height were covered on this steep, concrete road down to Petite Anse. Stepping onto the main road across from the fish market, we carried on to the right for five more minutes, upon our shaky legs, arriving at Chez Fredo. The hike, complete with the time taken up by the side-path and views, took three hours — just as advised by Vuillet's guide.

After excellent Lorraine beers and a beautiful lunch, we effortlessly caught the bus back to *S/V Cat Tales*.

Notes: Understanding the buses makes this and many other hikes on the peninsula available from most of the anchorages of the peninsula. Starting the hike from Anse Cafard worked best for us, with the larger uphill work done while facing the mountain, the downhill climb a fair bit shorter, and the finish being closer to a known lunch spot and to our boat; others may have a different preference. A drier previous night and drier day would have improved both hiking and the views of Diamond Rock, the Martinique south coast, and St. Lucia, but a lack of rain is never a guarantee in the Caribbean and waiting may mean missing out. We can see ourselves repeating this hike with friends, and maybe finding the very top of Morne Larcher.

Laurie and Dawn Corbett are cruising the Windwards and Leewards each winter season aboard their Canadian-flagged sailboat Cat Tales.

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ST. VINCENT REVISITED

by Angelika Grüner

MY son, Angelus, and I sailed from Charlotteville, Tobago, with rough seas and wind from the northeast, to the Grenadines. We found many boats in Mayreau and Bequia, but still isolated and lonely anchorages in Baliceaux, where it was quite rolly, and in Petit Byahaut on St. Vincent. Bypassing Wallilabou, which also seemed a bit rolly, a short hop north along the leeward coast of St. Vincent brought us to Cumberland Bay.

I had sad memories of this place. While we were anchored here more than five years ago, my husband, Richard, died of a heart attack. (See Letter of the Month in the May 2012 issue of *Caribbean Compass* at www.caribbeancompass.com/online/may12compass_online.pdf.) I always wanted to come back to these wonderful people who had been so helpful at that time. Now, in company with our son, I took that step.



Just after entering the bay, at about 11:30AM, a small boat came along. The man cried, "Angelika!" I looked at him in astonishment. "You are Atneal?" "Yes, welcome back!" He helped us to put the anchor down and took our lines ashore to tie around a palm tree.

Shortly after, others came to give us a hearty welcome. Josef the Rasta said, "I knew you'd come back one time. It was just two weeks ago when we spoke about you. Nice to have you back in Cumberland."

I was overwhelmed by our cordial reception. Within half an hour my baskets were overloaded with bananas, mangoes, passionfruits, avocados, eggplants, yams and carrots. Our friends were still here: Riki, who brings the best fruits; William, with bananas; Kiki, with two baskets full of nice passionfruits; Carlos, with handicrafts, and not to forget Josef, who does bush walks. Nothing changed! Except that Caroline, who made jewelry, had gone back to England. We had dinner at Mama Elma's, which was quite good. The next day Carlos roasted a huge breadfruit for us, and brought it to the boat.

If you ever come to St. Vincent, do visit Cumberland Bay with its cordial and courteous people. If you want to do them a favor, please bring some polyester resin with hardener. Riki asked me to look around for a used rubber dinghy that he could use to better deliver his produce to the boats. I really like a place where you don't have to run ashore for your veggies — they come to you by boat, and are much fresher and far better priced than in most other places. Don't miss Cumberland Bay!

From Cumberland Bay we sailed around to Chateaubelair, where we anchored in the northern part of the bay in seven metres. It is very scenic here with palm trees lined up along the shore.

Our goal was to hike up the volcano. In the afternoon we explored the shore, and searched for the path to the top. We found a sign about the track, but noted that the path does not begin at the sign!

The next morning we left *Angelos* at 7:15AM, taking the dinghy farther north around the corner, and into a small and narrow river outlet. There we fixed the dinghy to the sticks provided. Then we walked along the beach for 30 minutes. At 13°19.044' N, 061°13.572' W we found ourselves at a river mouth, and turned right, up the dry river bed. We walked in the riverbed, following some footprints.

This walk along the dry river is worth doing, even without hiking up the volcano. The bed meanders in sharp, narrow curves; the walls on both sides reach high. On our way, Angelus discovered a hummingbird's nest with two tiny eggs in it, mounted on a fern. We passed a palm tree growing into the riverbed horizontally, and then making an exact 90-degree angle to grow farther upward.

Shortly after that remarkable palm tree in the middle of the river comes a hill; the river passes on both sides. We saw footprints going up the hill, and followed them. At 13°19.045' N, 061°13.091' W we turned left, up into the forest. There is a nearly invisible sign in the bushes.

From here the path is easy to follow. It goes constantly up. Fortunately we walked in the shade. Sometimes we passed a sign; unfortunately they don't have numbers. At "Halfway Point" we took a break. There are some primitive benches made of bamboo to sit on. We should have started an hour earlier!

The path continued along a ridge, with sharp drops on both sides. But the bushes and trees are so high we hardly saw the ground below. Where it is very steep, logs are in place to act as steps.

After three hours we reached the end of the trees. Now we walked in the sun. Trees gave way to ferns and, farther up, to low, dense shrubs. I put one foot in front of another. I walked slowly. My heart was beating hard. I was gasping for air. I realized that I am not in condition any more! Several times I had to sit down and relax for a couple of minutes. Then I get back onto my feet again. The air is thinner up here.

I admired the wild pink orchids. Farther up grows *Tibouchina cistoides*, a species that grows only here on the volcanic soil. I step and step. "Where is the top? Does this ever end?" And again I sit down gasping for air. Sometimes the air smells of sulfur.

The view is amazing to the south, and to the west, where I can see Chateaubelair and the beach where we left our dinghy. I am alone. It is quiet. Angelus is already gone. There is no wind, no clouds. It is a fantastic day. "How far might it go?" So I get on my feet again, and up I go.

One step, and another, and — I am surprised. In front of me lies the crater. "Wow!" was all I could say. Angelus is sitting at the rim, looking down. The panorama in front of us is enormous. We have the complete mountain range around, and in the middle of the bottom is a volcanic dome. Since the last eruption, in 1979, the vegetation regrew, and all is green. We just sit and enjoy our sandwiches in the view of that panorama. All the strain to come up is forgotten. From leaving our dinghy we took exactly four hours. (Others, I am told, do it in nearly half that.)

After a while we follow the path eastward along the crater rim. Angelus wants to go into the crater. But it is very steep. Suddenly we see a rope to climb down. I quit; I am tired enough. Not so Angelus. He scales down. There is a little freshwater lake inside, and ferns knee deep that scrape his feet. Then he walks back towards the rope, crossing the dome of ashes in the center. But that was a challenge too, because the ash stones are soft, yet sharp as razor blades.

Meanwhile I start slowly back down. I take my time. In three hours I reach the dinghy again. What a day! I am totally exhausted. Tomorrow I will relax while sailing to St. Lucia.

Going up to the volcano, consider there is no water available on the way; the river is dry. However, do not go during or after a heavy rain; the path will be slippery and there is the possibility of flash floods. Angelus went up barefoot, I had sport sandals with a good grip. Although there are youngsters at Chateaubelair who will offer their services, we hiked up the volcano without a guide.

Above: 'Climbing the volcano, I step and step. Where is the top? One step, and another...'

Below: 'For more than five years, I had wanted to return to Cumberland Bay'





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—Continued from page 19 …RORC Caribbean 600

But our conceit didn't last long and suddenly were doing half a knot and going in circles.

By late afternoon we had cleared Guadeloupe's lee and set off on the second brutal beat: around the Saintes and along the south coast of Guadeloupe and the island of Desirade. Huge waves, 30- to 35-knot winds, fish pots everywhere and green water aboard — it wasn't fun. We even had a close-shave port-starboard crossing in the pitch-black night, with we weren't sure whom. By Desirade we were wet, cold and tired. Captain Rodney had had no sleep at all.



TIM WRIGHT/WWW.PHOTOACTION.COM (2)

A total fleet of 84 boats started, but after days of full-on racing in high winds and confused seas, only 41 completed this year's RORC Caribbean 600 course. DNFs were no disgrace

We finally rounded Desirade at 6:00AM on the Thursday in huge seas (we reckoned 20-feet or more) only to be met by 45-knot gusts and huge green seas being dumped into the cockpit. Our old Kevlar/Mylar blade jib was looking very tired and there was a potential problem with our hydraulics. We rolled the jib completely and ran on towards Barbuda with double-reefed main for 20 more miles — and only about 130 miles to go.

Rodney finally decided it was getting silly and after some discussion we agreed to call it a day and altered course for Antigua and home. Disappointing to get so near yet so far. But no shame — this year only seven out of 21 of the smaller boats (CSA Division 2) made it to the finish.

Ross Appleby in *Scarlet Island Girl* (a Dufour 45E) won the CSA Division 2, and *Privateer* (a fully pro-crewed Cookson CK 50) won CSA 1 and CSA overall. Other notable finishers were *Bam!,* at 36 feet the smallest boat in the fleet, which placed second in CSA Division 2; and *Olympia's Tigress* (Susan Glenny's First 40) who raced *Liquid* (Pamela Baldwin's J/122) all the way around and crossed the line only five seconds ahead after nearly 90 hours racing, to place third in CSA Division 2.

In the big guys' IRC-scored division, George David's *Rambler 88* won monohull overall and broke the monohull course record, with Ron O'Hanley's *Privateer* placing second. Interestingly, under CSA scoring the result was reversed and *Privateer* won overall. Who is right? Obviously we here in the Caribbean believe in our CSA rule!

The 63-foot custom trimaran *Paradox* (with world speed record holders Paul Larsen and Helena Darvelid aboard) took line honours overall, just ahead of *Rambler,* and won the multihull division.

Visit www.rorc.org/raceresults/2018 for full results.

So, the tenth anniversary of the Caribbean's premier offshore race will go down in the annals as having the windiest February weather most of us locals have ever seen in our lifetimes of sailing these waters. The shoreside organization by the RORC team was faultless and the huge team of volunteers and the "meet and greet" teams with their welcoming cases of cold Carib beers as each boat arrives home, as well as the 24-hour bar/restaurant at Antigua Yacht Club, are unique features of RORC racing anywhere.



And well done to myself at 74, and the rest of our Blue Fin Team, for getting most of the way around what must surely be one of the toughest offshore races on the calendar.

See more on the RORC Caribbean 600 in this month's Regatta News, page 14.

—Continued from previous page 25 …Yachtie Appreciation Week

Martin also gave us a quick lesson on the use of "ground provisions" (the various starchy tubers that are a mainstay of West Indian cuisine) and how to harvest and use coconuts — very informative and a favorite program.

On the last day, 50 cruisers traveled from Portsmouth to Kalinago Territory in vans hosted by Macario Advantage and Cobra Tours. This was a day of food delivery to the elderly, walking through storm-damaged areas, and having lunch, with a special tribal program by a Kalinago Shaman and tribal dancers. The dances are similar to those of the Amerindians in South America, even down to the serving of a fermented cassava drink used in indigenous religious ceremonies and sipped from calabashes. Very alcoholic! An unexpected tour to the Kalinago Culture Center was taken; the center is not usually open to the public. The Center Administrator said we were the only people to visit since September's hurricane. She said we gave them hope, which was a real reason for going.

Half the Fun was Helping

As the damage from Hurricane Maria was extreme, this year is an opportunity for cruisers to again help Dominica's recovery — and they are.

During Yachtie Appreciation Week 2018, cruisers continued to volunteer in the Portsmouth community by painting the Roosevelt Douglas Public School, which was damaged by the storm and also affected by the large number of refugees living in the facility until the end of December. Macario Advantage purchased paint and organized; cruisers provided labor. Principal Teddy Wallace asked, "Where did you find all these people?" Children stayed after school to say "thank you" and give hugs.



During YAW 2018, cruisers engaged in hands-on hurricane recovery projects, as well as enjoying daily tours and parties

Volunteers from Hands Across the Sea (a nonprofit organization dedicated to raising the literacy levels of children in the Eastern Caribbean, www.handsacrossthesea.net) organized a cruiser work party for a public elementary school's destroyed library, which was cleaned, and had old books dried and new books provided. (As there is still no electricity for most of the island outside of major towns, books are the main way to teach; schools still need donations of paper, writing implements and art materials.)

Volunteers helped re-roof Lamb's Feast, a feeding program for the elderly, helped dig out the foundation for the damaged Baptist Church, and dug ditches and installed a new sink for the PAYS barbecue area. In addition to providing labor, the cruisers in the harbor for the event also donated heavily from ships' stores and pockets to help as best they could, with at least one major contributor to PAYS asking not to be identified.

A non-profit organization, Macario Advantage (www.macarioadvantage.org), with powerhouse Magoe Menning, has a catamaran, *Macario*, in the Portsmouth harbor on a mooring for the next few months; they are helping organize cruiser aid and donations with the VHF net/chat and by providing supplies for the needy. Macario Advantage helped get the PAYS building repaired and ready for YAW 2018, and supported the key last-day visit to the Kalinago Territory. With a storage area at Smithy's Grocery, the Mennings have been organizing supplies that the cruisers drop off, and had daily work parties during the weeks before YAW. Their efforts will continue until they leave in May for Grenada. Cruisers can contact them, check out area volunteer opportunities and donate items.

The Commonwealth of Dominica not only hosted YAW but also wrapped up the event with a complimentary dinner at the restored colonial-era Fort Shirley, Cabrits, where cruisers and PAYS members shared tables, food and drink. The program was hosted by the Minister of Tourism, Colin Piper, with presentations given by Dr. Lennox Honychurch and Hank Schmidt. Martin Carriere was again the Master of Ceremonies. Cruisers were transported by various PAYS vans and taxis; the evening culminated with music and dancing.

With a weeklong agenda of tours, work projects, barbecues, potlucks, and music on the beaches, followed by an eye-opening trip to Kalinago Territory, Yachtie Appreciation Week 2018 was a hit with cruisers and locals alike.

The next morning, February 26th, saw the harbor emptying as yachts left for points north and south — and then filling again as more vessels arrived and grabbed moorings. We heard VHF calls to various PAYS members requesting assistance for moorings, and we said good-bye to friends via the morning net.

Visit Dominica this Season

The word is out: "Dominica is recovering — visit Dominica!"

Moorings in Prince Rupert's Bay have been checked, and Hank Schmidt was there with his Swan, *Avocation*, to talk about his plans for the newest moorings: 38 numbered and specially designed for hard usage in the harbor. PAYS installed additional mooring balls to replace storm-damaged ones, and installed two of the newest designs — the final 36 will be deployed in the next few weeks. Our mooring gear included heavy line, new metal eyes, and chain to a heavy concrete block on the seabed; diving the mooring emphasized the care taken with these systems.

PAYS guides not only welcome yachts as they arrive in Prince Rupert's Bay and assist in mooring and anchoring, but they also act as trained environmental guides, licensed by the government. Repainted and sometimes rebuilt since the storm, their brightly colored open boats have "PAYS" clearly marked on the sides. Boats, each decorated by its guide, are easily identified by the name of the guide on each vessel; the guides have name badges. Once yachts arrive in the harbor, they can hail "PAYS guides" or individuals such as Providence, Eddison, Cobra, Lawrence of Arabia, Alexis and SeaBird, who will come out to guide the yachts to moorings or anchorage areas.

The PAYS members also act as water taxis, tour guides and as friends, helping with tie-ups, Customs clearance, trips to the local market at the fishing docks, and much more. All PAYS tours leave from the PAYS dinghy dock, with security at the docks for the dinghies provided by the guides.

PAYS will help all vessels visiting Prince Rupert's Bay, regardless if on a PAYS mooring or on anchor — everyone is part of the Dominica family and cruisers are welcomed always.

CRUISING TIPS, ADVICE AND HOW-TOS



Podcast partner Nica Waters says, 'Getting ready to go cruising isn't only about the boat. It's about you, too'

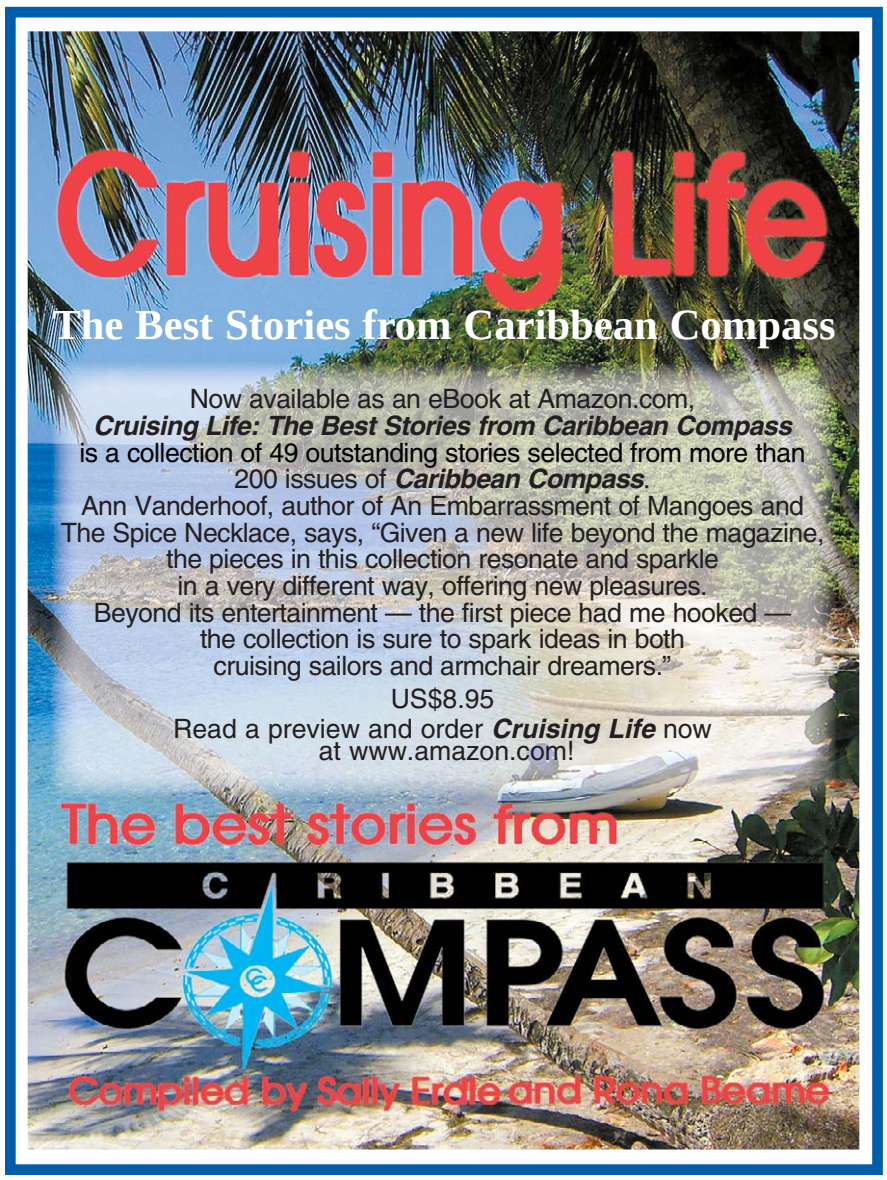
Take cruising from dream to reality or brush up on your skills with The Boat Galley Podcast, a new podcast that features tips, advice, and how-tos for your cruising adventure. Three experienced cruising women share their best stories in weekly episodes, each with their own individual flair. If you've ever had questions about this whole cruising lifestyle, this is THE podcast for you!

Lin Pardey, along with her husband, Larry, has sailed over 200,000 nautical miles with three circumnavigations under her belt. Most of those miles were done on boats under 30 feet long, which she and Larry built together. Her stories are glimpses into the timeless nature of cruising, and her practical advice is well honed for life aboard.

Carolyn Shearlock, best known for her must-have-aboard book *The Boat Galley Cookbook* (and its attendant website), has lived aboard and cruised for more than ten years. She is the go-to expert for cooking on board; her website attracts over 160,000 unique visitors each month. Her tips and anecdotes will speed your climb up the learning curve as you bypass the mistakes she and her husband, Dave, made as they learned the hard way.

Nica Waters, one of the admin team for the Facebook group Women Who Sail, has (with her husband, Jeremy) owned her 28-foot Bristol Channel Cutter since 1992. She's cruised extensively in the Bahamas and the Chesapeake, both before children and with them, and is in active preparation for the next, more open-ended adventure. Her YouTube show, Tasty Thursday, has been running weekly since October of 2012. Her entire philosophy is "Yes, you can!" and the stories and advice she shares will convince you it's true.

To listen to The Boat Galley Podcast, just search for "The Boat Galley" in your podcast app. Episodes are short, ranging from five to 15 minutes and cover every aspect of cruising and preparing for life aboard.



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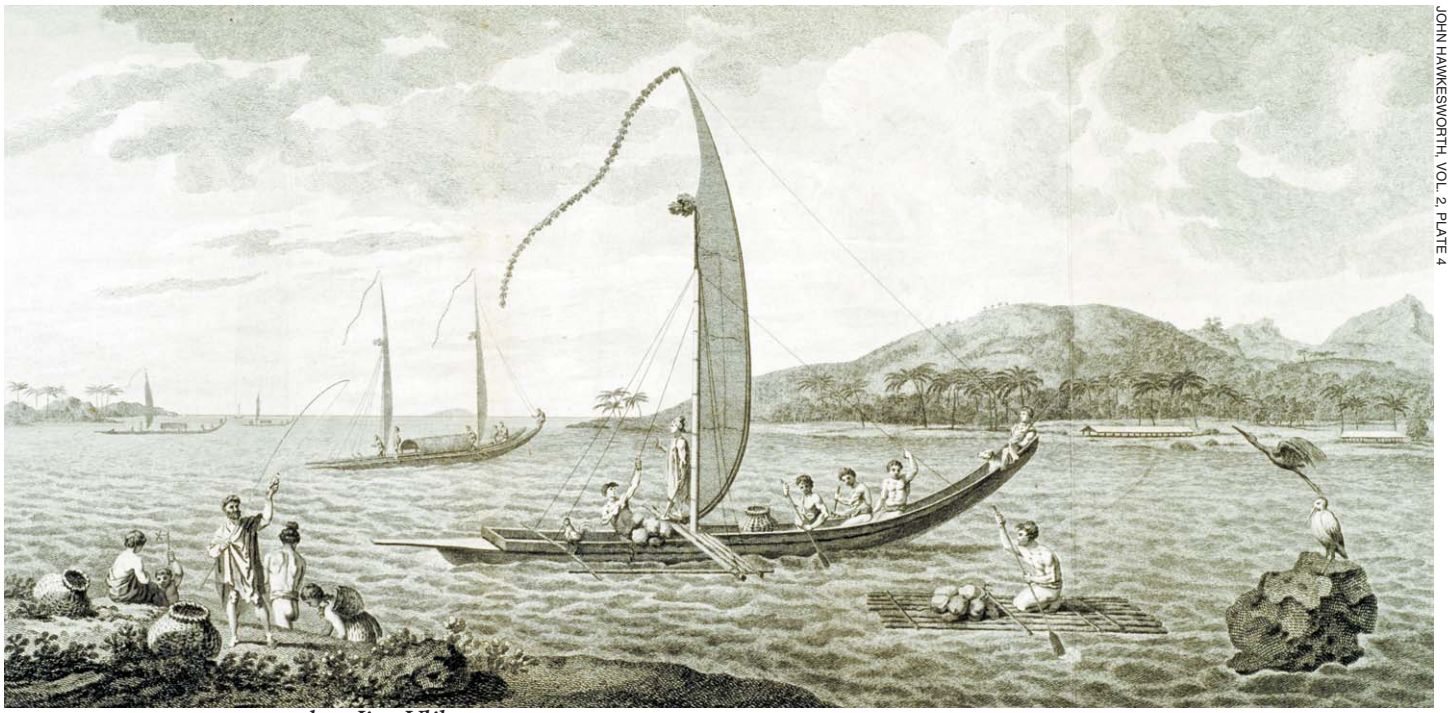
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The Sky from Mid-April to Mid-May



JOHN HAWKESWORTH, VOL. 2, PLATE 4

Ready for the transit of Venus in 1769, overlooking Matavai Bay, Tahiti

by Jim Ulik

It was the 26th of August, 1768. After restocking the supply of beer and water the *Endeavour* got under sail. Nineteen days at sea and the bark anchored in Madeira. The stores were replenished with 3,032 gallons of wine, ten casks of water and some food. The *Endeavour's* next stop was Rio de Janeiro, Brazil (see the December 2017 issue of the *Caribbean Compass* at www.caribbeancompass.com/online/december-17compass_online.pdf). After making a few other stops in the South Pacific, the bark finally was anchored in Matavai Bay, Tahiti on April 13th, 1769. There, Lieutenant in Command James Cook was instructed to observe the transit of Venus. His skills in celestial navigation made him the perfect choice for this venture.

Along with the Moon and planets there were a number of stars Cook used for navigation during the voyage. The well-known and brightest of constellations is Orion. During Cook's voyage Orion remained most prominent in the heavens. For those in the Caribbean, Orion is setting a little earlier each day. But, for Cook, sailing west, Orion was still high enough above the horizon for navigational purposes. Previously I wrote that the sword of Orion points to a spot on the horizon that is close to true south. Orion can also be used to find east or west. The first star in Orion's belt to rise and set is called Mintaka. Mintaka will always rise and set within one degree of true east and west wherever you are in the world.

Tuesday, April 17th

Since the beginning of March, Venus has become an apparition in the western sky at dusk. As each day passes Venus is getting higher and higher above the horizon. This evening a thin sliver Moon is aglow in earthshine and positioned just south of the Roman goddess of love and beauty, Venus. Because of its brightness, this object was considered to be the most beautiful of the planets and stars in the heavens. Unlike the beauty of the goddess, however, Venus the planet is just the opposite. Its thick atmosphere traps the Sun's heat, resulting in surface temperatures higher than 880 degrees Fahrenheit (470 degrees Celsius). Ninety-six percent of Venus' atmosphere is heat-trapping carbon dioxide. The reflective layer of clouds containing sulfuric acid, like that found in smog, makes Venus appear very bright.

Wednesday, April 18t

Each day the Moon shifts about 13 degrees to the east. This shift puts the Moon near Aldebaran tonight. The Moon is located in Taurus from April 17th through 19th.

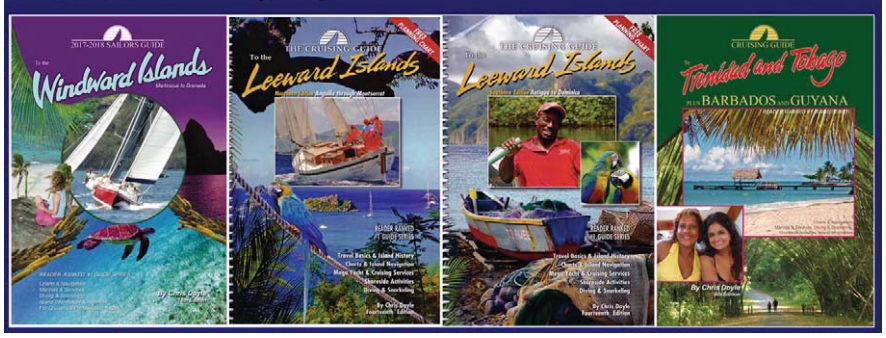
Sunday, April 22nd

Today is Earth Day and the Moon reaches first quarter at 1745 hours. The Moon will rise just before noon and not set until tomorrow just after midnight. Just off the dark side of the Moon is the Beehive Cluster or M-44. This cluster of stars contains more than 1000 suns with a diameter of about three Full Moons. The light you see from those stars tonight took about 600 years to get here.

The Lyrids meteor shower lasts from April 16th through 25th. This is a variable meteor shower with the potential to produce up to 90 shooting stars per hour. You may be able to catch a few shooting stars after 2200 hours but the best time will be when the Moon is lower in the western sky or after midnight. They will radiate from near the star Vega, located in the northeastern sky.

—Continued on next page

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—Continued from previous page

Tuesday, April 24th

For a few minutes after sunset you can catch a glimpse of Venus alongside the Seven Sisters (Pleiades). In Greek mythology, the Pleiads were the seven daughters of Atlas, a Titan who held up the sky, and the Oceanid Pleione, protectress of sailing.

Overhead there is a conjunction between the Moon and the heart of the lion, Regulus.

Thursday, April 26th

It takes Pluto 248 years to orbit the Sun, so it does not transit the sky very quickly. Mars will appear to catch and pass Pluto over the next few days. It appears at its closest point anytime between midnight and sunrise. At 0500 Mercury is rising with Mars, Pluto and Saturn overhead. Jupiter will be setting in the west.

Saturday, April 28th

Today marks the peak of the Scorpiids meteor shower but the Moon is now one day away from full, preventing any meteors from shining through. The best time to see any of these shooting stars will be after May 5th. The shower runs through May 19th.

Sunday, April 29th

This morning will be a perfect time to identify Mercury. The planet orbiting closest to the Sun is fast moving. This morning it is at its greatest elongation, or maximum separation west of the Sun, making it easier to spot.

Tonight the Full Moon makes an appearance. Watch for it to break the horizon at around 1800 hours. Jupiter will rise just after the Moon. Both objects will appear close over the next couple of days. As for the Moon, it will become full just before 2100.

Wednesday, May 2nd

Venus continues to appear a little higher in the western sky each day. It has moved away from the Seven Sisters and now appears closer to the double star Aldebaran.

Jupiter is rising in the east near the radiant of the May Librids meteor shower. This shower is active May 1st through 9th. The peak event is May 6th.

Friday, May 4th

In addition to being Star Wars Day (May the fourth be with you), there is a conjunction between the Moon and Saturn this evening. As the night progresses you may notice the Moon drifting slowly away from the ringed planet. Mars will rise before midnight to share the sky. Shortly after, the Moon will be almost equidistant between Mars and Saturn.

The first Friday in May is International Space Day. It was created by Lockheed Martin Corporation to promote math, science, technology and engineering education in young people to inspire them to pursue a career in science, especially a career in space-related jobs.

Sunday, May 6th

The Moon has now shifted away from Saturn and become closer to Mars. The pair will be visible during the early morning hours before sunrise.

The Aquariids meteor shower takes place in the early morning hours. This is a variable shower with anywhere from 40 to 85 meteors per hour. Unfortunately the peak is this morning with a bright Moon masking most shooting stars. However it is active from April 19th through May 28th, so there is plenty of opportunity to see some meteors streaking across the sky. Last seen in 1986, the source of this shower is Halley's Comet.

Wednesday, May 9th

Jupiter is at opposition: from Earth's vantage point, the Sun is located on the opposite side of the celestial sphere from Jupiter. As the Sun sets Jupiter will rise. During this time, Jupiter will be at its brightest.

Sunday, May 13th

It will require getting up early to see the conjunction between Mercury and the Moon. The slice of Moon will be south and west of Mercury. Know that Uranus is right there in the mix.

Tuesday, May 15th

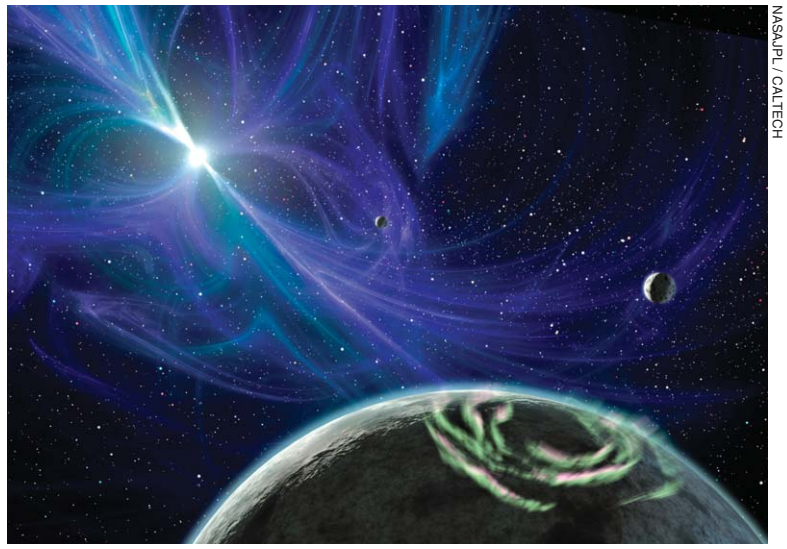
The Sun and Moon will rise within ten minutes of each other. The Moon, now lost in the glare of the Sun, is actually positioned slightly south and east. The Moon will return for us to see tomorrow night, its dark side bathed in the light reflected off Earth.

In the News:

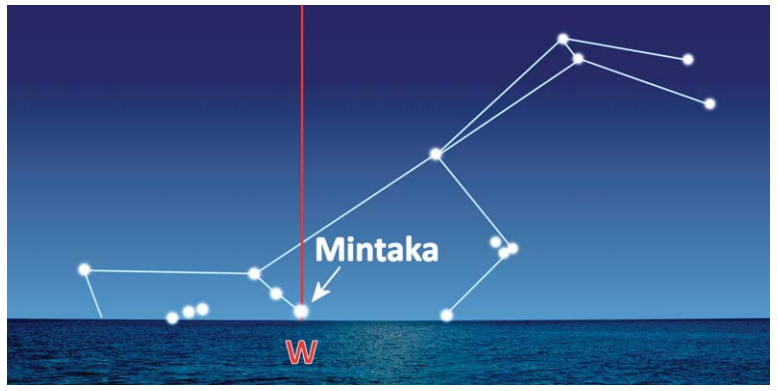
There may be a reduced need for celestial navigation because of the advances in science and technology such as GPS. However, the military has revived training in celestial navigation owing to the threat of hacking or jamming of GPS signals. Navigating planet Earth is one thing, but what about deep space? Enter the Station Explorer for X-ray Timing and Navigation Technology (SEXTANT). Similar to GPS, pulsars could be used as navigation beacons to accurately determine the location of an object moving at thousands of miles per hour in space. Pulsars produce energy beams timed so precisely that they rival atomic clocks on Earth.

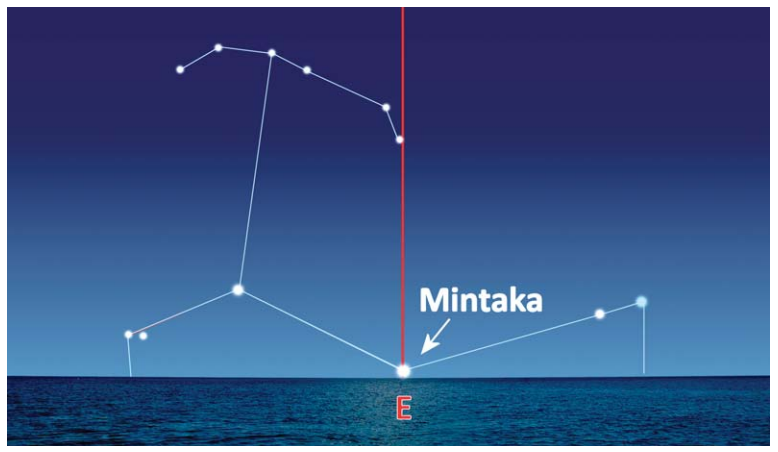
All times are given as Atlantic Standard Time (AST) unless otherwise noted. The times are based on a viewing position in Grenada and may vary by only a few minutes in different Caribbean locations.

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



NASA/JPL / CALTECH





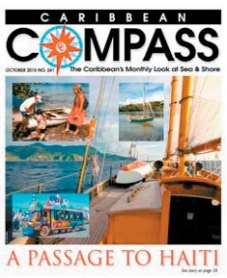
Top: Pulsar navigation — spinning and pulsing with radiation, much like a lighthouse beacon
Above: The star on Orion's belt Mintaka setting at true west
Below: Mintaka rising at true east. Mintaka will always rise and set within one degree of true east and west

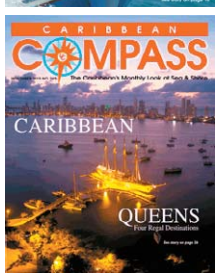
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LOOK OUT FOR...

A TORCH SONG

by Lynn Kaak

LYNN KAAK



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

The Torch Ginger, Torch Lily, Ginger Lily, Porcelain Rose, Wax Flower, or *Etlingera elatior* is certainly one of those memorable flowers. It probably didn't take long for European explorers to figure out how to get it from its native Philippines to the rest of the tropical world.

The flowering head, which is by far the most remarkable feature of this plant, is a melange of parts. The ovoid head is the home of the flowers, which are the overlapping petal-like features; there are a multitude of actual flowers on each one. The skirt is made of bracts, leaves that are specialized and more showy. The outer tissues are relatively thick, and have a waxy appearance. Put it all together, and it makes for one of the more instantly recognizable flowering bodies on any plant.

The plants are comprised of a tall stalk (tall, as in three to six metres tall, if given the chance) and leaves that grow off of fairly long leaf stalks. The flower head sits on top. Elatior means "tall".

The Torch Ginger is definitely a flower of the tropics and the subtropics. Any temperature less than 10°C (50°F) is extremely detrimental to the plant. It requires lots of water, so it is usually found in the more rainy parts of the islands, unless it is in a well-managed garden. Despite its love of water, it is also quite fond of the sun, being quite amenable to full or partial sunlight. Don't expect to find it buried deep in a rainforest, but in areas that have been cleared, it is a possibility.

It is a rhizome, meaning that it grows new shoots from existing roots, but it also reproduces through seeds. The seeds are scattered by bats, birds, and whatever else chooses to chow down on the seeds or the seedpods. For propagation by humans in gardens and other ornamental purposes, dividing up the roots is probably easier. Normally the plants are found in clumps, thanks to the growth from the roots.

While Torch Ginger isn't used as a food source in the Caribbean, it is used in different areas of Asia and the South Pacific as an ingredient in a number of dishes. The petals, base of the stalk, and the seed pods all have a use. Interestingly, it is also a very good source of chlorogenic acid, which has been shown to have a positive effect on metabolism and glucose utilization; coffee is a regular source for this, too.

If you find Torch Ginger flowers for sale in the market, buy a few to brighten up the boat. They are as long lasting as they are striking.

Spectacular in tropical gardens, torch ginger is also a long-lasting cut flower — look for it in island markets



CHRIS DOYLE

LYNN KAAK





THE BROWN BOOBY

My first acquaintance with the charismatic Brown Booby (*Sula leucogaster*), occurred while anchored in Tyrrel Bay, Carriacou; a female sat picture-perfect on the top of our masthead and as she looked down a yellowish, conical shaped bill with an audacious glimmer in her pale eye, I realized that this singular seabird was the creature a friend had warned me about — a bird with a predilection for perching on masts, resulting in my never-ending servitude, scrubbing droppings from a spattered deck. In an effort to make her abandon her post, and after having tried a range of colourful and gestural language, I rigged a long broom on a mast halyard to hoist whenever the little outlaw happened to be on her favored perch. However, she was not at all fooled and when all my strategies proved pointless I raised the white flag and admitted defeat.



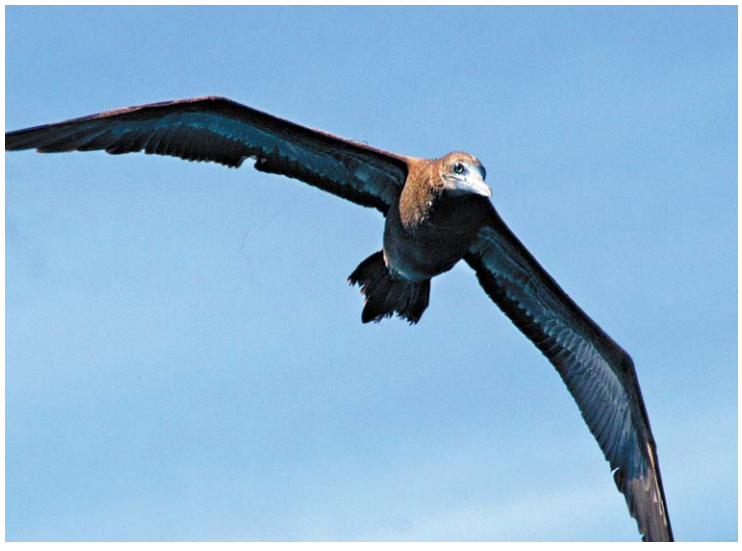
Practicing its moves, this juvenile booby hasn't yet developed the lighter-colored belly of an adult

This coastal dweller belongs to the genus *Sula*, a word stemming from the Icelandic *sulan*, meaning "awkward fellow" — indeed, large, *totipalmate* feet (all four toes are united by a web) render boobies naturally clumsy on land; for this reason, they prefer high perches such as masts to assist them with takeoffs. Yet, it is the name booby that I believe has been most unfairly bestowed. According to a 16th century Spanish historian and writer, Oviedo, boobies landed on Spanish ships and were captured and eaten by the hungry sailors, who interpreted the birds' lack of fear in the presence of humans as stupidity, and would call it by the Spanish slang word *bobo*, meaning "clown" or "dunce", from which the name booby originates. Today, this friendly behavior from wild animals is better understood and attributed to a lack of established predators, where animals have not had enough exposure to danger in order to develop its most basic response: fear. Present-day boobies, however, continue to display a relatively friendly disposition.

The Brown Booby is one of three species of boobies living in the Caribbean Basin and an inhabitant of tropical and subtropical coastal regions around the world. It belongs to the family *Sulidae*, which consists of six species of boobies, as well as its temperate-zone close relatives, the gannets. The booby is built to withstand the highly dynamic stresses associated with its characteristic plunge-diving style, with a medium-large hydrodynamic body, long narrow wings and wedge-shaped tail, exceptionally webbed feet, waterproofed feathers, forward-facing eyes, air sacs within the skull to protect it from high-speed impact and no external nostrils, to prevent water from entering the airways during dives; boobies must breathe through their bills.

The female is larger than the male, but while both share the same burnt-umber palette with white underparts sharply accentuated by a contrasting line where the brown lower chest meets the bright white belly, they're also distinguished by leg, bill and face colour, which are yellow in females and grey-blue in males. Additionally, in the Pacific regions of Mexico, Central and South America, males have white or light-grey heads. Juveniles are easily identifiable, being chestnut colored with virtually no contrast between breast and belly.

The Brown Booby is a monogamous seabird that starts breeding at around four years of age. Although breeding season is determined by food availability, in the Caribbean it peaks between December and February. Nevertheless, events such as El Niño reduce food sources and consequently have an impact on breeding seasons. Courtship involves the male capturing the female's attention by lifting its head to the sky with the slender neck stretched out while whistling, and walking unusually erect with an extravagant sway. Once the pair bonds, the union lasts several years and is reinforced with mutual preening, bill touching and bowing. A rough nest is built in a depression on the ground where typically the female lays two pale-blue eggs, two to four days apart. The couple takes equal turns at incubating the eggs on their feet. Interestingly, the junior egg is called the insurance egg, meaning that because of low hatching success, a second egg is laid as a safeguard — however, if both eggs successfully hatch, the stronger, older chick expels the younger, weaker sibling from the nest, causing the latter's death. This is called obligate siblicide: as energy levels required to feed both chicks would be too high and costly, the weaker member must be sacrificed for the good of the whole family. However, on occasions both chicks have been allowed to live when food is abundant.



Brown boobies take on average 150 days to become fully independent. This long period of parental care is typical of all pelagic birds and part of a collective of traits developed to help them deal with the stresses of life at sea; some of these traits include very small broods with slow growth rates and high parental care; long natural lives (the oldest booby recorded was 26 years old); group living, which offers protection as well as enhancing foraging success; and diet specialization, mostly fish and squid.

In the Caribbean island chain, the Brown Booby typically nests in remote cliffs, offshore rocks, coral atolls and mangrove areas with difficult access. Among some of the major colonies are Dog Island in Anguilla; Booby Rocks and Pirate Bay in Mayaguana, Bahamas; and Grande-Terre in Guadeloupe. Sadly, the Brown Booby population is currently in decline due to habitat degradation as a result of human activity, overfishing and badly disposed of fishing tackle; in fact, one of the photographs included with this article shows an airborne juvenile with a fishing hook caught on its right wing, near the shoulder, the faint outline of a line trailing behind him. Unless the bird manages to release the hook, it will eventually prevent him from flying and feeding, resulting in starvation and death. More awareness is the key to preventing these tragedies.

If you haven't paid much attention to Brown Boobies before, do so next time you see them — you might be lucky and observe a "congress", "trap", or a "hatch" of boobies, as they are known in a group. Most likely they will treat you to a spectacular acrobatic show, alternating between strong wingbeats and glides, followed by daredevil plunges, which range from low altitude U-shaped dives, executed perpendicular to the surface in order to catch shallow prey, to steep, V-shaped dives from 30-foot heights that propel them as far as two metres below the surface. Notice their formidable arrow-shaped profiles as they tightly fold streamlined wings alongside chiseled bodies before plunging into the sea, slicing through the surface with minimum disturbance. You might even reach the same conclusion as I have — the only foolish thing about the booby is its name.





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Read in Next Month's *Compass*:

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Anchor Floats — Yes or No?...

and much, much more!

Tide's Table

BY ROSS MAVIS

Canned Food for Cruisers: THERE'S A TIME FOR TINS!

Never thought I would expound on the virtues of food from a tin! But after spending some time cruising, my values have changed. Certainly the fast pork-and-beans or soup lunches make convenient and somewhat tasty fare while underway. However, tinned meats, such as chicken or beef, can be a great start for more substantial lunch or supper dishes. You can purchase good quality canned meats, and many long-term cruisers have learned to can their own.

I reflected on canned meat recently while reading the narrative of a voyage in search of the Northwest Passage and of residence in the Arctic regions during the years 1829 through 1833 by Captain Sir John Ross, and Commander Sir James Ross, two Royal Navy mariners.

As well as dried provisions, they also carried some livestock, which they consumed during the voyage. Fish and game birds plus seal and some foxes when available were also used to feed the crew during the more than two winters spent trapped in ice during their voyage of discovery.

In these early years of exploration, the vessels and their supplies were often shamefully inadequate. As with many supply contracts today, being awarded to the lowest bidder, many cut-rate provision houses supplied goods not properly packaged or sealed.

Though the early patent process of canning was considered sound, the haste with which thousands of cans of food were readied for sailing led to sloppily applied beads of solder on the cans' interior edges, allowing lead to leach into food and drinking water. Also, water distillation systems may well have used lead piping and soldered joints, producing water with a high lead content. This, and a poor diet, without vegetables and fruits, often contributed to the hazards and early death of many mariners.

With this sobering thought in mind, I carefully checked our own stock of tinned fruit, meat and vegetables to be sure they were all in good shape and without any apparent leakage. As with many other foods, be aware of any "use by" dates and throw tins away if the date has passed. Don't confuse this with a "best before" date though.

The US Department of Agriculture advises using shelf-stable canned ham within two to five years, low-acid canned foods (poultry, meats, soups, stews, pasta products, corn, potatoes, peas, and other canned veggies with the exception of tomato products) within two to five years, high-acid canned foods (tomatoes, juices, fruits, sauerkraut, and foods with vinegar-based sauces) within 12 to 18 months, and home-canned foods within 12 months.

The cans of food we carry on board are few and we use caution in their storage and use, but we value them — when cruising there is always a time for tins! Here is an easy recipe for a quick lunch or supper using canned chicken, mushrooms and peas, plus rice left over from a previous dinner.

Easy-Peasy Fried Rice

1 Tablespoon canola or olive oil
1 small onion, diced
1 285ml can mushroom stems and pieces, drained
1 155g can chicken chunks
1 1/2 Cups cooked white rice
1 285 ml can green peas, drained
1 Tablespoon garlic powder
2 teaspoons soy sauce
1 Tablespoon hot pepper sauce
Salt to taste

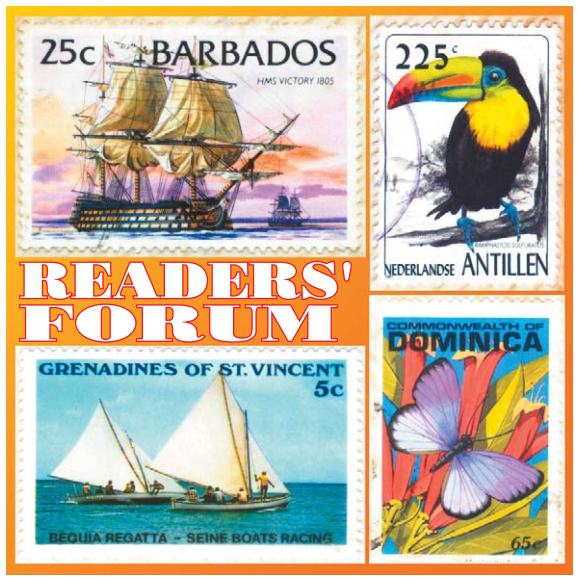
In a fry pan over medium high heat, add oil and onion and mushroom pieces and sauté for one or two minutes. To this add chicken chunks and cooked rice and green peas. Stir until well heated. Season with garlic powder, soy sauce and hot pepper sauce. Salt to taste and serve hot.



On the sea, off the grid, or in a hurry — you can whip up a tasty dish based on tins







FEBRUARY'S FAREWELL

Dear *Compass* Readers,

Regarding the obituary for Nick Philp in the February issue, it is sad to hear he is off on a voyage in sailors' Valhalla, where winds are fair and seas smooth, but it is great that he will be remembered by a really good obit written by Lucy Tulloch and published in *Caribbean Compass*.

Don Street
Glandore, Ireland

THE NEED IS STILL GREAT

Dear *Compass* Readers,

Lena Augustine thought she had been forgotten. Pastor of the Mahaut Gospel Tabernacle and co-founder/president of the Feed My Sheep Mission Center in Mahaut, Dominica recalls the night of horror when over 400 men, women and children ran to her mission center for shelter after their roofs blew away and their homes collapsed around them. Together they huddled, certain they were all going to die, as Hurricane Maria picked up dump trucks, uprooted trees and tore off concrete roofs for 12 hours. In the midst of this, the local river changed course and came crashing into the center, causing everyone to scramble up to the second floor.



In the immediate aftermath she faced having no water, no phone service, no electricity, no passable roads. Shut off from the rest of the island and the rest of the world, she was on her own as hundreds of souls were turning to her for help. Drawing upon her reserves of inner strength, she began to offer comfort and direction to those around her.

Two months later Pastor Lena Augustine learned that some of us in the United States who were looking for a way to help the people of Dominica had discovered her mission center. She learned that we had raised US$1,000 in cash and were about to personally deliver that, plus US$850 in provisions, to her mission. Pastor Lena no longer felt forgotten.

February update: While water has been restored and provisions and supplies are trickling in, there are still shortages, and vast areas of her mission center are still not in service. The building is dilapidated. The community garden that feeds many is not yet fully operational. While the government has granted her a waiver allowing her to have a partial hook-up to electricity, it is temporary: the center must be rewired to code before electricity can be fully restored. The roof remains massively damaged and rewiring cannot be done until it is repaired. The cost of repairs to the roof is over US$50,000. There are not enough beds, not enough bedding and not enough rooms, which forces little children and young adults to be housed together with little or no privacy. Some old people sleep on cots in the main room where meals are served. In order to fix these problems, Pastor Lena needs a massive infusion of funds and/or skilled engineers, builders and materials. As is true for the whole island of Dominica, full recovery of the Feed My Sheep Center will take years of dedicated service along with the generosity of those who choose to become donors.

The Feed My Sheep Center was founded in 1984 by Sam and Lena Augustine. Pastor Lena continued to run the center after Sam's death. The FMS Center is recognized by the government as the largest shelter on the island of Dominica. Nevertheless, the FMS Center is 100-percent dependent on private donations. They live from day to day, week to week and month to month on whatever donations they receive. The Dominican court system, which is independent from the government, often sends troubled youths, orphans, and homeless single parents to Pastor Lena's Center. No one is ever turned away.

To learn more about this center; its president, Lena Augustine; the island of Dominica; and most importantly, to donate, visit
www.youcaring.com/thepeopleofdominica-955956

Sheron Dixon Wahl

BRINGING A SMILE

Dear *Compass* Readers,

Meet "Flax" and "Max", two professional circus clowns from Germany. My husband, Ian, and I met them when they arrived on Martinique, from across the Atlantic via Barbados. We invited them aboard and eventually the conversation turned to work. They have taken a year off from work and were looking to "bring a smile" to the islands. They had already performed in Cape Verde and Senegal and wondered where they might "help" in the islands. We suggested Dominica and were able to find them some contacts from Sue on *S/V Clara* in St. Lucia and Deborah Augustine from Feed My Sheep, Dominica. While anchored in Prince Rupert Bay, the crew of *Macario* was also doing humanitarian work.

Ian and I travelled to Dominica on *S/V Reberth* and Christian and Katrin (Max and Flax) arrived in *S/V Charlie*. Contacts were made and shows organized: two at schools in Roseau, one in Calibishi, two in Portsmouth and one in Mahout. The Mahout stage was in the hurricane shelter, which during Maria housed over 300 people, and still has 30 living there. Not only is this a hurricane shelter but a respite, place of worship, soup kitchen and food bank. Dominica is still in great need. If you wish to help please contact Macario Advantage or Feed My Sheep, Dominica via their websites or e-mail. Alternatively if you have excess in-date cans of fish or meat and visit Portsmouth, contact Macario Advantage and they will see it is delivered to Feed My Sheep.



Circus performances are not something children in Dominica are used to, so their reaction was interesting and so rewarding. To hear the children laugh again after Hurricane Maria definitely proves that "laughter is the best medicine".

As you read this *S/V Charlie* is on its way to St. Martin to continue to bring a smile.

Joy Winterborn
S/V Reberth

GUNS ABOARD

Dear *Compass* Readers,

I am a citizen of the United States, an "American". I grew up with guns. In my family we kids got our first gun when we turned seven, a BB gun. We already knew the rules. Guns are deadly dangerous. You always assume they are loaded even though you always checked — that's the first thing you did when picking one up or when handed a gun — with it pointed at the ground. You never pointed a gun at anyone, not even in jest, not even as a kid. And when you pointed it at any living creature it was with intent to kill. We hunted our meat. When I was a teenager I had a small arsenal, two single-shot .22 rifles, a 30/30 carbine, and a 7mm Mauser with a long-range sight. That was back then, half a century ago.

When I moved from the land to my small yacht I brought a .38 special (a six-round pistol) aboard for possible defense. I got rid of it, gave it a burial at sea — for several reasons.

For one thing, regarding clearing in and clearing out of countries, guns (and ammunition) are an additional hassle to be dealt with officially (sometimes a considerable hassle — there have been a number of accounts in the *Compass* over the years). And failure to declare weapons is a serious crime.

Another reason, learned along the way, is that some of the people I met were interested in whether I had a gun — since I am an "American" some simply assumed that I did. A few offered to pay good money for the gun(s) that they supposed I had. I came to believe that having a gun on board made me more attractive to some would-be thieves than my money and my stuff.

And there is this. A gun doesn't protect you unless you are on the alert, have it at hand, know how to use it, and out-gun your adversary — who will normally use the element of surprise. And whether you get the drop on them before they get the drop on you. And if you can live with the possibility that the fisherman you killed might not have been a pirate — though you will be bound to argue that he was.

Also, an armed pirate will shoot in self-defense when he might not otherwise.

In my country having personal guns is an "inalienable right". In the Commonwealth it is not. Which people are safer? I'll take my chances in the Caribbean — excluding Venezuela.

Jim Hutchinson
S/Y Ambia

KEEP YOUR SHIP'S DOG SAFE

Dear *Compass* Readers,

I just heard from a vet in St. Maarten-St. Martin that pet dogs there have distemper at epidemic levels, so warnings are going to be issued. It is contagious and other islands are concerned it will spread. Prevention means a new vaccination (even if your dog's vaccination is current) prior to entering St. Maarten-St. Martin or leaving it. Boat dogs should be vaccinated weeks before they leave and carefully examined by the government vet before departing.

Of great concern is the number of visitors who do not report their pet's entry or exit; disease issues like this can make Customs rules change significantly.

This epidemic is similar to that in the Bahamas about two years ago, and now Nassau is permanently affected with distemper; the virus is now part of the environment there. So, cruisers need to be very aware.

We did not sail to St. Martin owing to this issue, although our dogs are never allowed off the boat in foreign islands in any case. We ourselves are staying away from dogs and other animals on land, and washing our hands and shoes when going back on board our vessel.

Joan Conover
S/Y Growltiger

WE WANT TO HEAR FROM YOU!

Dear* Compass *Readers,

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

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

Send your letters to sally@caribbeancompass.com.

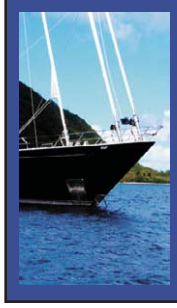
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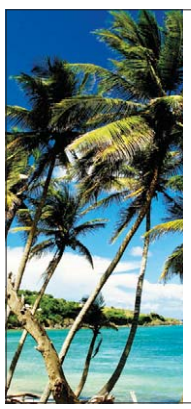
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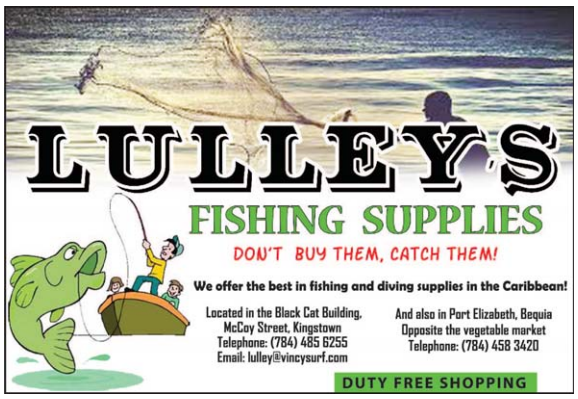
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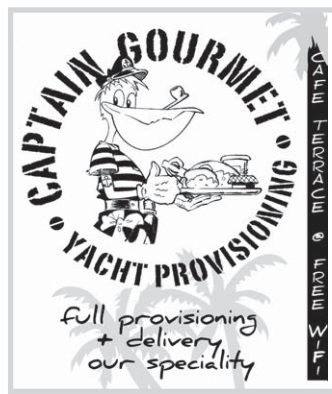
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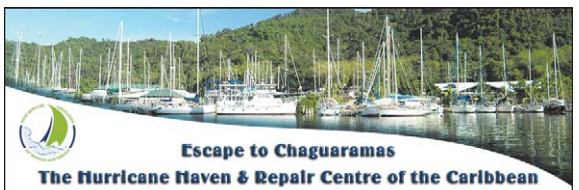
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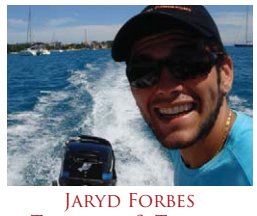
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CALENDAR

APRIL

1	Easter Sunday
1 – 2	Bequia Easter Regatta. Bequia Sailing Club, www.bequiaregatta.com
1 – 2	Gouyave Easter Regatta, Grenada
2	Public holiday in many places (Easter Monday)
3 – 7	Maxi Yacht Rolex Cup, Virgin Gorda. Yacht Club Costa Smeralda, www.yccs.it/en
6 – 7	Petite Martinique Maroon & Heritage Weekend. www.facebook.com/Petite-Martinique-Maroon-and-Heritage-Weekend
8 - 14	Les Voiles de St. Barth. www.lesvoilesdesaintbarth.com
10 - 15	Rincón International Film Festival, Puerto Rico, www.rinconfilm.com
13 - 15	Pure Grenada Music Festival. www.grenadamusicfestival.com
14	Nevis Blues Rally. SKYC, www.skyachtclub.com
16	Public holiday in Puerto Rico (Birthday of José de Diego)
18 – 24	Antigua Classic Yacht Regatta. www.antiguaclassics.com
19	Public holiday in Venezuela (Declaration of Independence)
21 – 22	Foxy's Wooden Boat Regatta, Jost Van Dyke, BVI. www.foxysbar.com
21 – 22	Barbados J/24 Open Championships. sailbarbados.com
22	International Earth Day
26 – 28	St. Thomas Carnival, USVI. www.vicarnivalschedule.com/stthomas
26 - 29	Mayreau Regatta, www.facebook.com/mayreau.regatta
27	Guadeloupe to Antigua Race. www.sailingweek.com
27	Public holiday in Dutch islands (King's Birthday)
27 – 29	Carriacou Maroon & String Band Music Festival. www.carriacoumaroon.com
27 - 29	Tobago Jazz Experience, www.youtube.com/watch?v=29FaHcM1IV8
28	Round Antigua Race. Antigua Yacht Club, www.antiguayachtclub.com
28	Public holiday in Barbados (National Heroes' Day)
28 – 1 May	West Indies Regatta, St. Barth. westindiesregatta.com
28 – 4 May	Antigua Sailing Week. www.sailingweek.com. SEE AD ON PAGE 14
29	Uncorked Beer & Wine Festival, Grenada. info@wgpromotions.gd
30	Public holiday in Bonaire (Rincon Day), and in St. Maarten (Carnival Day)
30	FULL MOON
TBA	St. Barth Film Festival, www.stbarthff.org

MAY

1	Public holiday in many places (Labour Day)
2 – 6	Cayman Islands Carnival. www.caymancarnival.com
5	Start of ARC USA rally from Tortola to Virginia or Florida. World Cruising Club, www.worldcruising.com
5	Start of ARC Europe rally from Tortola to Portugal via Bermuda, www.worldcruising.com
5	Boatyard J/24 Regatta, Barbados. sailbarbados.com
5	Public holiday in Guyana (Indian Arrival Day)
7	Booby Island Regatta. St. Kitts Yacht Club, www.skyachtclub.com
9	Start of Antigua to Bermuda Race. www.antiguabermuda.com
10	Public holiday in Aruba, Bonaire and Curaçao (Ascension Day)
10 - 12	Combat de Coques regatta, Martinique. Club Nautique du Marin, www.clubnautiquedumarin.com
11 – 19	Grenada Chocolate Festival. grenadachocolatefest.com
13	Atlantic Back Rally departs Guadeloupe for Azores. www.atlanticbackcruising.com. SEE AD ON PAGE 15
15	Salty Dawg Spring Rally departs Antigua for US. www.saltydawgsailing.org. SEE AD ON PAGE 17
18	Public holiday in Haiti (Flag Day)
18 – 20	BVI Dinghy Championships. Royal BVI Yacht Club, www.royalbviyc.org
18 – 20	Old Brigand Rum Regatta, Barbados. www.sailbarbados.com
18 – 21	Petite Martinique Whitsuntide Regatta Festival. www.facebook.com/petitemartinique.whitsuntidereggatta
19 – 20	Capt. Mike Fishing Tournament, St. Lucia. captmikes.com
19	Public holiday in Trinidad & Tobago (Labour Day)
20	Summer Solstice
21	Public holiday in the Cayman Islands Discovery Day), and in Belize (Sovereign's Day)
21	Public holiday in some places (Whit Monday)
26	Public holiday in Guyana (Independence Day)
28	Public holiday in Puerto Rico (Memorial Day)
29	FULL MOON
30	Public holiday in Trinidad & Tobago (Indian Arrival Day) and Anguilla (Anguilla Day)
31	Public holiday in some places (Corpus Christi)
TBA	St. Barth Theatre Festival. www.festivaldetheatredesaintbarthelemy.com
TBA	Annual SMILE Boat Show, Martinique, http://ot-marin.com/SALON-NAUTIQUE-DU-MARIN,412.html
TBA	Martinique Yole Festival, Ste. Anne, Martinique, http://yoles-rondes.net
TBA	Canouan Regatta

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

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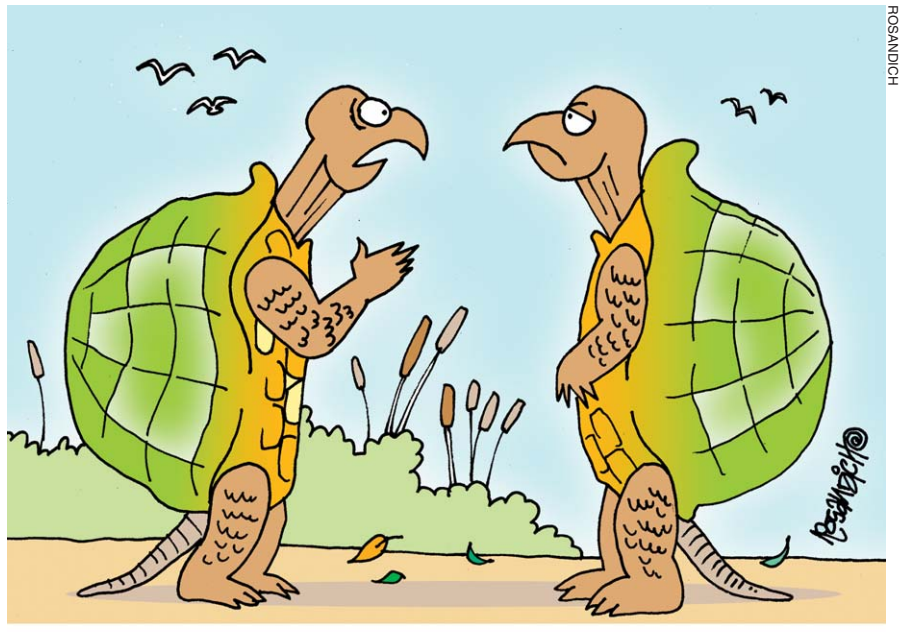
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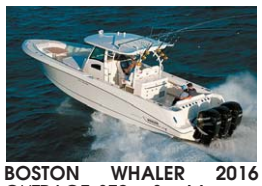
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33' X-YACHT Yanmar 21hp 3YM20 (2012). US$25,000. Tel: (758) 484-7614 E-mail: caribbeanyachtservices@hotmail.com



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PROPERTY FOR SALE

BEQUIA- LA POMPE 9,489 sq/ ft land. Fixer upper, concrete structure- house, no roof & windows. One concrete water tank, one minute drive in from main road. Power on site. View of Friendship Bay & all Grenadines. US$60,000 Tel: (784) 533-0016 E-mail: ollivierrejmichael@hotmail.com

BEQUIA - MT. PLEASANT Residential Building Lot. Lower Mt. Pleasant road, Belmont area. Admiralty Bay view, walk to restaurants. 10,478 sq/ft. US$185,000. Island Pace Real Estate. E-mail: info@islandpace.com

ST. KITTS & NEVIS - NEVIS "Ciboney's Retreat". Wonder where to go after cruising? We did & found it. (See Caribbean Compass September 2017 Page 41, "Swallowing the Anchor in Nevis") Built 2007, 3 beds, 3 1/2 bath, 3 verandas w/pool. Elevation 600'. Views of St. Kitts, Statia & Saba. For more info E-mail: ciboney121@hotmail.com

BEQUIA - MT. PLEASANT 9,700 Sq ft, wide views of Admiralty Bay. Optional architect designed approved plans available for a 2 bdrm house. US$72,000. Tel: (784) 458-3656

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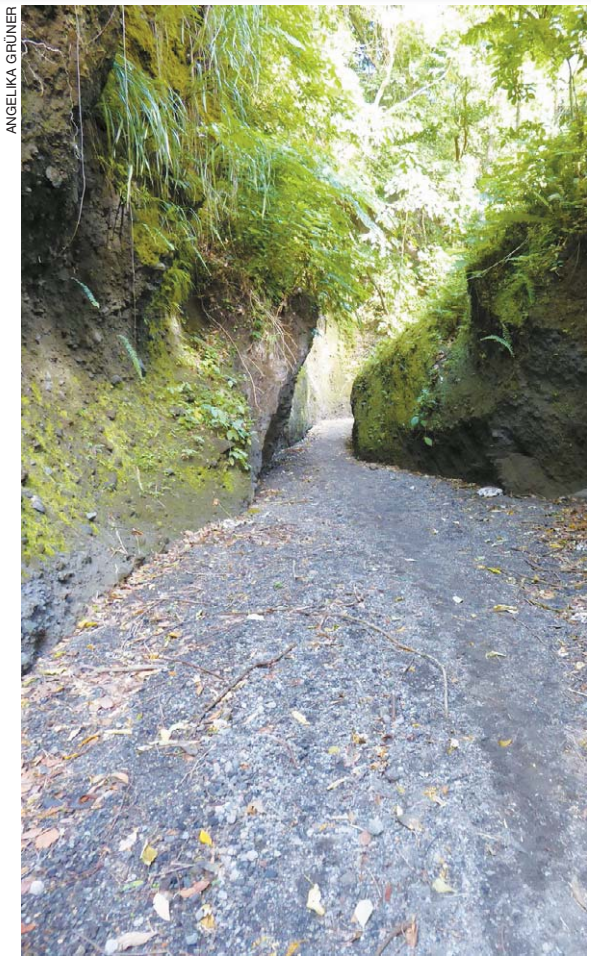
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GRENADA- SAILMAKER Turbulence Ltd. is looking for an experienced sail maker to work full time. Please send CV to richard@turbulenceltd.com or pay us a visit at our True Blue office.

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ANGELIKA GRÜNER



'This walk along the dry river is worth doing, even without hiking up the volcano.' See story on page 32

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MP = Market Place pages 42 - 44
C/W = Caribbean-wide


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