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APRIL 2020 NO. 295

The Caribbean's Monthly Look at Sea & Shore



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—See Regatta News on page 14



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On the cover: Photographer Tim Wright's bird's-eye view of the action at the Caribbean's premier offshore distance race. See story in Regatta News on page 14.



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

Info & Updates

The coronavirus has swept the world like a hurricane. See the article about some of its effects on Caribbean yachting on page 10. And then have a look at the rest of this issue. Times are odd right now, and the relevance of some of the content in this issue will be affected by ongoing changes, but you'll see that the Caribbean is generally a pretty terrific place to be!

***Spirit of St. Maarten* Launched**

The K1 Britannia Foundation, a local non-profit organization, has launched a project called The Spirit of St. Maarten. Its flagship is the *Spirit of St. Maarten.* Working in partnership with the maritime and tourism industry, the ship will offer day cruises, night cruises, and term charters. Proceeds will help sustain charitable projects on the island.



Since K1's incorporation in 2014, the organization's focus has been on providing vulnerable and at-risk youth developmental and educational opportunities through a wide variety of programs within their Foster Care and Second Chance Program. Building on their volunteer program, K1 combined volunteerism and disaster relief during Hurricane Irma, which later evolved into an official disaster relief program, called K1 DIRECT, with the assistance of Carnival Cruise Line and Holland America Line. This relationship with the cruise industry inspired the idea of developing a shore excursion that creates jobs for youths, and a sustainable year-round source of income for sustainable projects.



The Spirit of St. Maarten Project is based on a social enterprise business model. The ultimate goal is to achieve sustainability by enabling non-profits to support themselves financially in innovative ways instead of relying solely on grants and donations. This flagship will be employing youth in maritime jobs, as well as in hospitality, thus creating a holistic approach to supporting vulnerable youth.

Priya Thirumur, Vice President and Cofounder of K1 says, "The Spirit of St. Maarten is not a K1 project, it is an island project. This is why we have decided to call the boat the *Spirit of St. Maarten*, as a flagship for programs with the island's youth and to find long-term solutions for social challenges faced by those on this island. It has been warming to see the support of the community and the maritime community, coming together to bring this very special flagship to life."

Prime Minister Silveria Jacobs stated, "The tenacity of each volunteer is very admirable and I cannot wait to see what their next project will be."

K1 thanks those who made this project possible, including Electec, FKG, Lagoon Marina, Lagoonies, Intermar, Budget Marine, Island Water World, Yanmar, Dave Dowling and Mark, Nexus, Bobby's Marina, Carnival, Emilio and Erin Johnson, PDG, Grant Thorton, Marine Couture, and many others.

For more information visit www.k1britanniafoundation.org or www.facebook.com/k1sxm

—Continued on next page



—*Continued from previous page*

Convictions in St. Lucia Yacht Death

Four men have been convicted of killing Roger Pratt, 62, after boarding his yacht in Vieux Fort, St. Lucia, in January 2014.

Jeromine Jones, Richie Kern, and Kervin Devaux were all found guilty of murder, while Fanis Joseph received a manslaughter conviction. Joseph received a lesser conviction because of the role he played in sending a lifebuoy to Mr. Pratt when he fell into the sea after being struck by Kern.

The four were quickly arrested after Pratt's murder, but court proceedings were held up by a backlog of criminal cases and extensive renovations to the courthouse.

'After six years and several adjournments, I'm just very relieved that we got justice for Roger,' Pratt's wife, Margaret, told reporters following the conviction.

The trial featured six weeks of witness testimony from Margaret Pratt, plus a pathologist, crime scene investigators, the forensic lab director, counselors, and a psychologist.

Jet Ski Circumnavigator Visits Cuba

Commodore José Miguel Díaz Escrich reports: On March 2nd, Alvaro de Marichalar Sáenz de Tejada arrived aboard his jet ski at Baracoa, Cuba, from Haiti. The Spaniard is circumnavigating the globe in commemoration of the circumnavigation initiated by Fernando de Magallanes on August 10, 1519 and concluded by Juan Sebastián Elcano three years and 22 days later.

A team from the Hemingway International Yacht Club of Cuba supported the jet skier on his six-stop route along the north coast of Cuba. Alvaro de Marichalar told the magazine *Excelencias del Motor* that "getting to Cuba means honoring our common ancestors."

After the trip through Cuba, the solo passagemaker planned to cross to Florida, United States. He previously crossed the Atlantic accompanied by the French exploration vessel *Yersin*. From Guadeloupe he made stops in St. Barthelemy, St. Croix, Puerto Rico, the Dominican Republic and Haiti. The range of his jet ski is 200 nautical miles, thanks to a supplementary fuel tank.

'Creative Vision' for Nevis Tourism

The Nevis Tourism Authority named Jardine Yarde as its new chief executive officer. Yarde is an experienced tourism, marketing and entertainment professional who previously served in consulting roles in Barbados and Grenada, including positions with Barbados Tourism Marketing Inc. and Caribbean-based Limitless Concierge Service.

Yarde has Bajan and Grenadian citizenship and assumed the CEO's office on February 1st. She holds a bachelor's degree in marketing and brings "a creative vision for the future of Nevis' tourism industry, an analytic tourism outlook, a strong digital marketing mindset and clear understanding of the importance of a business's digital footprint" to her new role, said NTA officials in a statement.

The dual-island nation of St. Kitts & Nevis last year became one of five Caribbean countries and territories recognized for early achievement of ambitious marine protection targets outlined in the Caribbean Challenge Initiative (CCI), whose 20-by-20 Conservation Goal challenges destinations to conserve and manage at least 20 percent of their marine and coastal environment by 2020.

St. Kitts & Nevis has approximately 50 percent of its marine area protected, said CCI officials. CCI is an organization bringing together government, the private sector and partners including funding agencies and non-governmental organizations in

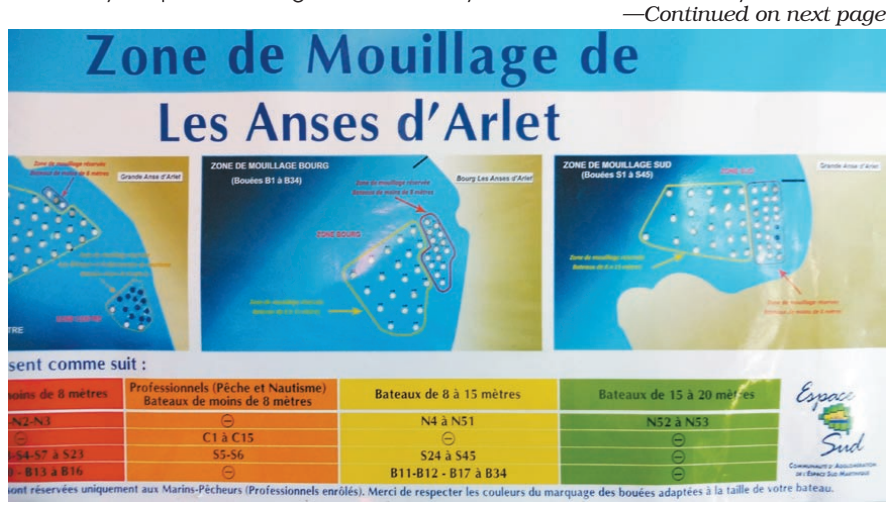


a collaborative movement to "conserve and sustainably manage the Caribbean's marine and coastal environments." (See related story in Caribbean Eco-News on page 12.)

Les Anses D'Arlet Moorings

Chris Doyle reports: Nothing seems to annoy functionaries more than yachts.

—*Continued on next page*



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MEDITERRANEAN ► US EAST COAST			
Palma de Mallorca	-	Ft. Lauderdale	Mar 2020
Genoa	-	Ft. Lauderdale	Apr 2020
Genoa	-	Ft. Lauderdale	May 2020
Taranto	-	Ft. Lauderdale	Aug 2020
Palma de Mallorca	-	Ft. Lauderdale	Sep 2020
Genoa	-	Ft. Lauderdale	Sep 2020
Palma de Mallorca	-	Ft. Lauderdale	Oct 2020
Genoa	-	Ft. Lauderdale	Oct 2020
Palma de Mallorca	-	Ft. Lauderdale	Nov 2020
Genoa	-	Ft. Lauderdale	Nov 2020

MEDITERRANEAN ► CARIBBEAN			
Genoa	-	St. Thomas	Apr 2020
Palma de Mallorca	-	St. Thomas	Oct 2020
Palma de Mallorca	-	Le Marin	Nov 2020
Genoa	-	Le Marin	Nov 2020

US EAST COAST ► CARIBBEAN			
Ft. Lauderdale	-	St. Thomas	Nov 2020

CARIBBEAN ► US EAST COAST			
St. Thomas	-	Ft. Lauderdale	Mar 2020
St. Thomas	-	Ft. Lauderdale	May 2020
Le Marin	-	Ft. Lauderdale	Nov 2020
Le Marin	-	Ft. Lauderdale	Dec 2020

US EAST COAST ► MEDITERRANEAN			
Ft. Lauderdale	-	Palma de Mallorca	Mar 2020
Ft. Lauderdale	-	Genoa	Apr 2020
Ft. Lauderdale	-	Genoa	May 2020
Ft. Lauderdale	-	Palma de Mallorca	May 2020
Ft Lauderdale	-	Taranto Italy	May 2020
Ft Lauderdale	-	Genoa	Sep 2020
Ft Lauderdale	-	Genoa	Oct 2020
Ft Lauderdale	-	Palma de Mallorca	Oct 2020
Ft Lauderdale	-	Palma de Mallorca	Nov 2020

CARIBBEAN/US EAST COAST ► SOUTH PACIFIC			
Le Marin	-	Papeete, Brisbane, Auckland	Nov 2020
Ft. Lauderdale	-	Papeete, Brisbane, Auckland	Nov 2020

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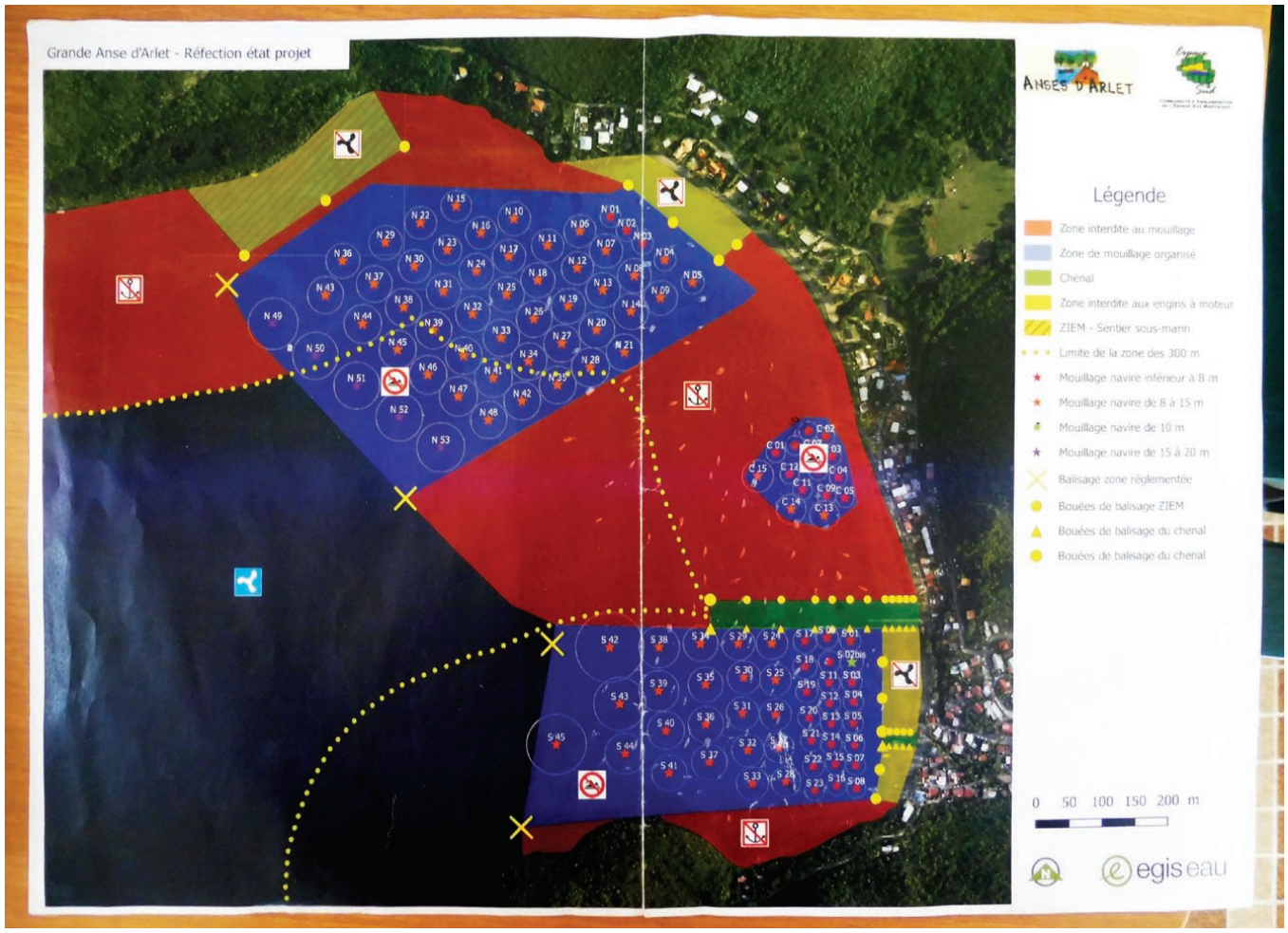
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MEMBER OF SPLIETHOFF GROUP

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They anchor all over the place, they don't seem orderly, and they are hard to control. To be honest, we haven't always done much to earn their trust. There were so many abandoned yachts in the Le Marin/Ste. Anne area of Martinique that new laws had to be written to deal with the situation. In addition, we tend too anchor too close to the beach for many a beachgoer's comfort.

The functionaries' response to this is often to make yachts use moorings as a means of control. Unfortunately, it is rare for functionaries to sit down with yachtspeople to come up with a workable plan. Thus it is with Les Anses D'Arlet.

Once more, the town is planning to try to regulate anchoring and mooring. In Grande Anse D'Arlet they have laid 52 moorings on the north side of the bay. The two inner and northern rows for yachts up to eight metres; the outer five take yachts up to 20 metres and the rest are for yachts up to 15 metres. The south side has 45 moorings: the inner three rows are for boats up to eight metres, the rest are for boats up to 15 metres. If you do not use a mooring, there will be no anchoring within 300 metres of the shore, or anywhere in line with all the moorings. This leaves an anchoring area for larger boats out in the middle of the bay, west of the moorings.



In Petit Anse D'Arlet they have laid 34 moorings on the east side of the bay. Fourteen of these are for boats up to eight metres, and 20 for boats up to 15 metres. You may anchor farther down towards Anse Chaudiere. You may not anchor less than 300 meters from the beach or the northern shore. Anse Chaudiere will be an okay place to anchor, but large boats will have to anchor way out.

In high season there may not be enough moorings to satisfy demand. The officials plan to have website where you can book and pay for a mooring.

As this issue of *Compass* goes to press, the moorings do not yet have pick-up lines, and no one seems to know when the system may start. Until then people anchor wherever they like, as before.



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32	$0.90	$0.81	$0.77	$0.63
40	$1.15	$1.04	$0.98	$0.81
50	$1.25	$1.13	$1.06	$0.88
60	$1.36	$1.22	$1.16	$0.95
65	$1.51	$1.36	$1.28	$1.06
75	$1.56	$1.40	$1.33	$1.09
80	$1.71	$1.54	$1.45	$1.20
100	$1.76	$1.58	$1.50	$1.23

For yachts above 100 feet LOA and for bookings of longer periods, please contact us for a personalised quote.

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■ All rates are quoted in US Dollars and berthing fees are payable on arrival. ■ Rates are based on a vessel staying and paying for the berth for a consecutive number of days as indicated. Catamarans are charged at 1.5* the advertised rates. ■ A deposit of 10% of the value of the booking (Min US$100) is required to secure a berth. ■ Deposits are only refundable up to 30 days prior to the booked arrival date. ■ Berths will not be held for vessels not paying a deposit within 7 days of a quotation being issued. ■ Invoicing will commence from the booked arrival date unless 7 days' notice is received of a delay in arrival. ■ Electricity: US$0.62 (inc VAT) per kWh ■ Water: US$0.12 (inc VAT) per gallon. ■ Specific Docks and Utility Supplies will not be guaranteed. ■ Space on the 110v/60Hz dock will only be made available to vessels occupied and consuming power for the whole period of stay. ■ For further information, please contact the Marina Office on +1 473 435 7431/7432 or email: reservations@cnportlouismarina.com ■ Vessels being left unattended for an extended period must be left under the care of a local company or individual whose details must be provided to the marina office prior to the captain / owner's departure. ■ Prices are subject to change.



BUSINESS BRIEFS

Need Crew for Moving Your Boat?

Offshore Passage Opportunities (OPO), the US and EU crewing network, is expanding into the Caribbean with a service for boatowners looking for experienced sailors to crew on their vessels. This service also provides sailors on shore with options for getting back aboard a yacht for a week or more.

OPO has been around since 1993, primarily providing crews for offshore deliveries, but boatowners and skippers in the Caribbean can now list island-hopping and extended cruising options on SailOPO for free. Crews pay their way to and from the yacht, and in some cases chip in for provisioning.

"This is not a charter service for owners looking for paying guests," says Hank Schmitt, President of OPO. "Our purpose is to put owners together with experienced sailors on a voluntary basis."

For more information visit SailOPO.com/Caribbean see ad in Market Place section, pages 44 and 45..

Colorkote Antifouling Earns Lloyd's Certification

Sea Hawk, the premium nautical coating brand, announced that its top-performing triple biocide antifouling, Colorkote, has earned the Lloyd's Register Certification in recognition for the quality standard of the product. This, in turn, benefits vessel owners who apply it.



Lloyd's Register

Colorkote is the next-generation hull coating. It incorporates self-polishing, triple biocide antifouling power, low-leaching chemistry, vibrant colors, multi-season longevity, and universal hull compatibility to satisfy the need for superior antifouling, lasting performance, environmental sensitivity, and galvanic corrosion-free protection. It delivers world-class efficacy in deterring marine growth.

"Sea Hawk's expertise is the root of our innovation," said Erik Norrie, Sea Hawk CEO. "Lloyd's Register Certification of our Colorkote antifouling bottom paint proves that Sea Hawk excels in offering boat owners cutting-edge performance, appearance, and compatibility to protect and enhance their vessels."

The newest formulation of Colorkote enables application on virtually any hull type without the effects of galvanic corrosion. Cuprous oxide in antifouling paint reacts with aluminum or steel/iron hulls, causing these hull types to corrode prematurely, but Colorkote is cuprous oxide-free. This makes Colorkote the ideal coating for metal-hulled vessels.

Colorkote is handcrafted in America and available in bright white, deep black, blue, red, green, and yellow through Sea Hawk authorized distributors and retailers worldwide.

A trendsetter of marine bottom paints, New Nautical Coatings, Inc., with its Sea Hawk brand, was established in 1978 and is dedicated to bringing the highest quality products and customer satisfaction to today's mariner. New Nautical Coatings is family-owned and operated. It provides an array of marine coating products that include antifouling systems, primers, solvents, and resins.

For more information on Sea Hawk paints visit www.seahawkpaints.com and see ad on page 9.

Going West with CaribPan Rally

Join the CaribPan Rally to sail the Caribbean with others interested in visiting unexplored islands, vibrant cities, and a diverse cultural heritage. Feeling safe is what it's all about. Everyone is welcome!

Oliver Solanas Heinrichs, author of *Cruising Guide to the Canary Islands* and managing director of Viking Explorers, together with Russ Goedjen from Shelter Bay Marina in Panama and Joan Conover from the Seven Seas Cruising Association, know that many boats sail towards Panama from the Windward Islands. Both Shelter Bay Marina and the SSCA have been active in supporting efforts to keep people informed and protected across the region.

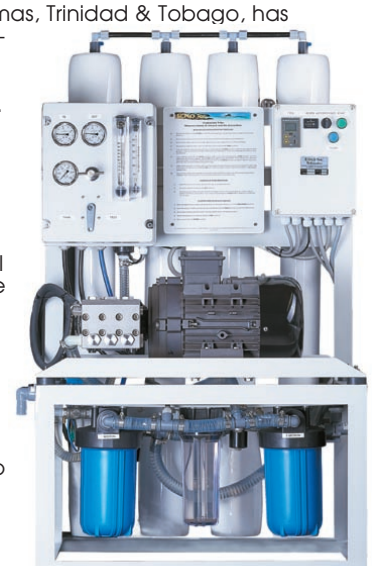
Oliver and his fiancé Carlota are looking for more boats to sail west together. The idea is to organize little fleets, leaving from different islands and supported by marinas and companies, as they sail from the Windwards to Curaçao, from Santa Marta to Cartagena, and from the San Blas Islands to mainland Panama.

Apart from the CaribPan Rally, the organizers are providing information and updates to southbound groups from Mexico. They hope that more marinas, companies, and cruising associations join this initiative.

Visit the Facebook page CaribPan Rally or contact Oliver at oliversolanas@gmail.com for more information.

ECHOTec Watermakers Launches Largest Desalination Units

ECHOTec Watermakers, located in Chaguaramas, Trinidad & Tobago, has announced the launch of their 7,000-gallon-per-day and 14,000-gallon-per-day desalination machines for onshore and offshore applications such as hotels, marinas, ships, and communities. While the largest system made to a client's order was a 100,000-gallon-per-day plant, installed at Tobago Plantation, the new products are serial-built and in-stock units, ready for immediate delivery.



The first 20 units installed continue to operate cost-effectively and reliably on several individual offshore fish-farming platforms in Chile. Two more systems were delivered to the Wind and Sea Resort in Mayreau and the Bougainvilla Hotel in Union Island.

ECHOTec Watermakers is the only company that manufactures watermakers in the Caribbean. Since 1996, they have earned and retained the trust and friendship of clients worldwide, in addition to globally located dealers who recommend their products to customers first.

Visit www.echotecwatermaker.com for more information or enquiries and see ad in Market Place section, pages 44 and 45.

—Continued on next page

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Parts and Power Supplies Perkins Engine

All Hinckley 59s are special yachts, built to a quality that few builders have been able to replicate. They are known as powerful and comfortable world cruising vessels. Each Hinckley yacht is manufactured to its owners' specifications, making it unique.

Athena was built in 1987, with a Perkins M6354 135Hp diesel engine providing the beating heart of the vessel. But 32 years after installation, it needed to be replaced. Todd Patterson of B&G Marine Services in Tortola, BVI, immediately turned to Parts and Power to supply a new Perkins Engine. Rob Hales of Parts and Power worked closely with Todd to ensure the solution was right.

The only Perkins engine available was the M300C, a 6.6-liter engine, rated 300 horsepower at 2,400rpm. Although significantly more engine in capacity and horsepower, it fit in the same place as the old M6354. So, a new Perkins M300C diesel engine was proposed with a new ZF 280-1 transmission.

Within days, the Perkins M300C engine was collected by Todd at Parts and Power in Port Purcell, Tortola, and taken to B&G Marine Services in Nanny Cay. Here, the dedicated B&G team worked long hours to remove the old engine with Aquadrive and install the new Perkins engine and ZF transmission.

With only three weeks available for the work to be completed, it was a challenge to get this new engine installed. Needless to say, a very happy owner enjoyed the Christmas charter, two weeks of sailing around the British Virgin Islands.

Parts and Power, Ltd. would like to thank B&G Marine Services for choosing Parts & Power and Perkins. They welcomed the chance to work closely together on this project.

Visit www.partsandpower.com for more information on Parts and Power.

New Fuel Dock in Cartagena, Colombia



The brand-new fuel dock at Club de Pesca in Cartagena, Colombia, is your next stop for fuel, beer, ice, chips, and sodas. Club de Pesca also offers holding tank pump-outs and more.

Visit www.facebook.com/pg/ClubDePescaCartagena for more information.

The Multihull Company Announces Balance 442

Chris and Chrystal, brokers for The Multihull Company in Grenada, attended the 2020 Miami Boat Show, when The Multihull Company's president, Phil Berman, announced the production of the new Balance 442 catamaran. Built in Cape Town, South Africa, by Mark Delany, this is a scaled-down version of the award-winning Balance 526 and 482 catamarans. With less waterline length, the Balance 442 will maintain all the characteristics that made the Balance 526 so popular and innovative, including the highly coveted Versa-Helm. Chris and Chrystal can't wait to check it out!

For more information on the Multihull Company see ad on page 47.

New Dinghy Dock at Anse Cochon, St. Lucia

Chris Doyle reports: The new dinghy dock at Anse Cochon in St. Lucia is a winner! Anse Cochon is one of my favorite places in St. Lucia and Ti Kaye resort has just made it more yacht friendly with the addition of a floating dock.



Ti Kaye is a charming cottage resort perched on the southern headland of Anse Cochon. Their dive boat and water taxis use the floating dock, so do not lock your dinghy on, but instead tie it to one of the rope loops provided. You can see the dock from Ti Manje, the beach bar. If you head up to the main area, introduce yourself to the security guard and let him know you have left your dinghy there.

Fishermen occasionally set nets in the bay. They probably won't ask you to move your anchor, but it is a fishing priority area, so cooperate if they do. Day charter catamarans stop in for short snorkeling sessions and a small group of somewhat pushy vendors, who sell to them, may approach you. It would be most unwise to accept a mooring from them. Please leave the white float west of the dock free; it is the dive boat's mooring.

On the docks are the resort's dive shop, Island Divers, run by Lesta ((758) 456-8120), the Ti Manje beach bar, and Fou Kampeche, a new wood-fired pizza oven, where they cook great thin-crust pizzas (place your order at Ti Manje). Kids are welcome on the beach and in Ti Manje, but you need to be over 18 to enter the main resort.

Locally owned by Nick Pinnock, Ti Kaye is a success story with a distinctive Caribbean flavor. For me, the magic of this place is in climbing the scenic staircase to the top of the hill and into a world with lovely gardens, birdsong, a pool, and fabulous views over the bay. You have arrived in a Garden of Eden!

The restaurant at the top is Kai Manje. With upmarket food, it's the place to come for dinner, though you can also eat lunch. They have a spa perched on the edge of the cliff, where the precipitous view of the bay fills one side of each room. It's wonderful to arrange for a massage late afternoon. This allows time for a relaxing drink afterwards, followed by dinner, which starts at 6:30PM.

To avoid disappointment, make reservations for the spa and Kai Manje. Give as much notice as possible by calling (758) 456-8101/03.

Horizon Charters Spring & Summer Offers

Horizon Yacht Charters has super savings across all its Caribbean fleets with up to 25 percent off from now into June 2020. From July 10th to October 31st, they offer 30 percent off charters longer than ten days.

Visit www.horizonyachtcharters.com for more information on yacht charters.

For more information on Horizon Yacht Grenada Yacht Management see ad in the Market Place section, pages 44 and 45.



Navigating the COVID Sea

As this issue of Compass *goes to press, the world is experiencing a pandemic. These are uncharted waters and the weather reports keep changing! But the proverbial "prudent mariners" are adjusting their sails, sometimes frequently.*

Right now, the most important thing that can be done for global health and the economy is to slow the spread of the coronavirus, and many Caribbean countries have wisely taken steps to do so. However, these steps are coming too fast for Compass*, as a monthly, to keep updated on our pages (see Noonsite and Facebook cruisers' groups online for that). But to give you an idea of the scope of measures being taken, here is a "snapshot" of where we are — or were — on March 23rd, 2020.*

Canceled Regattas and Other Events

Organizers are making the responsible decision to postpone or cancel many Caribbean regattas and other sailor-friendly events. Some of them, at the time this issue of *Compass* goes to press, include:

Yachtie Appreciation Week, March 15 - 21, Dominica
St. Barth Bucket Regatta, March 19 - 22, St. Barth
St. Thomas International Regatta, March 27 - 29, USVI
BVI Spring Regatta, March 30 - April 5, BVI
Antigua Classic Yacht Regatta, April 1 - 7, Antigua
Bequia Easter Regatta, April 8 - 12, SVG
Les Voiles de St. Barth, April 12 - 18, St. Barth
Antigua Sailing Week, April 26 – 1 May, Antigua
Mayreau Regatta, April 30 - May 3, SVG
St. Thomas Carnival, May 1 - 3, USVI
St. Maarten Carnival. May 1 – 3, St Maarten
Antigua Bermuda Race, May 6, Antigua
St. Lucia Jazz Festival, May 7 – 9, St. Lucia
ANR Tobago Sailing Regatta, May 13 – 16, T&T

Immigration Changes For Yachts

Many Caribbean governments are implementing temporary immigration restrictions in hopes that the virus will be contained and things can get back to normal as soon as possible. Note that many of the restrictions affecting visiting yachts that were instituted in March were due to expire at the end of March, albeit with the possibility of extension.

For the latest information visit www.noonsite.com/news/novel-coronavirus-2019-ncov-special-procedures-being-introduced-in-ports-of-entry-worldwide

In some territories (e.g. Puerto Rico and the French islands), even if yachts could enter during March, people were only allowed to be out on the streets for certain reasons. Non-essential businesses were closed until the end of the month.

When clearing into a country that is currently open to yachts, if possible use the SailClear electronic pre-clearance system (www.sailclear.com) wherever available to reduce time spent in Customs and Immigration offices.

As this issue of *Compass* goes to press, let's take a clockwise tour of the Caribbean, starting in Puerto Rico.

IMPORTANT NOTE: *Please remember that this is a snapshot taken on March 23rd to give you an idea of the scope of measures being taken. Information is to the best of our knowledge at the time, but things are changing hourly. At the time you read this, check with Noonsite and local sources to determine the current situation.*

• PUERTO RICO: Although the borders and ports are open to private vessels, all marinas are closed until March 31st. Vessels in transit from other jurisdictions may come into certain marinas ONLY IF it is pre-arranged with the marina for explicit authorized reasons. Contact your intended marina well before your entry to confirm any changes or restrictions. Others can anchor out and come ashore for "essential services."

• BVI: Effective March 19th, entry into the BVI will not be permitted to anyone other than "belongers," residents and work permit holders. These measures have been put in place for at least one month.

• ANGUILLA: 14-day quarantine on arrival.

• ST. KITTS & NEVIS: Yachts may enter at St. Kitts Marine Works, Port Zante and Christophe Harbour on St. Kitts, and at Charlestown Pier on Nevis.

• ST. MAARTEN: (Dutch side. For St. Martin, see French Islands below.) Closed to all yacht arrivals except local boats until April 1st.

• ANTIGUA: Yachts must check in at Nevis Street Pier, St. John, but can clear out at English Harbour or Jolly Harbour. It is advised to contact a yacht agent before heading to Antigua; the authorities want to know when to expect you. All boats are requested to use Eseaclear (Antigua's electronic pre-clearance system, www.eseaclear.com) as additional info is being requested on where passengers have been in the last 28 days. (Foreign nationals who have traveled to China, Italy, Iran, Japan, South Korea and Singapore in the previous 28 days will not be allowed to enter the country.) If you don't have access to internet on board, do this at your previous destination. On arrival, call the coast guard or port authority on VHF16 for mooring instructions.

• MONTSERRAT: 14-day quarantine on arrival.

• FRENCH ISLANDS: Martinique closed to non-EU flagged vessels on March 23rd. A 15-day "lockdown" (people only allowed on the streets for essential reasons) commenced on March 17th to end by April 1st. The lockdown might be extended, so check with the local authorities. Checking out can be done by e-mail and Snack BouBou in Ste. Anne, Martinique, was open for clearance serivces as of this writing.

Effective March 17th the Saintes and Marie-Galante have closed their anchorages to all foreign yachts until further notice, and are requesting that those already there depart.

• DOMINICA: Closed to yacht arrivals until further notice.

• ST. LUCIA: On March 19th, St. Lucia suspended all yacht arrivals until further notice.

• ST. VINCENT & THE GRENADINES: No nationwide yacht restrictions yet. The island of Mustique has ordered that no visiting yachts will be allowed access until further notice.

• GRENADA: Grenada closed all ports to yachts on March 22nd. Persons aboard all yachts in Carriacou are currently not allowed ashore.

• TRINIDAD & TOBAGO: As of March 22nd, Trinidad & Tobago's air and sea borders were closed until further notice.

• BONAIRE: Bonaire is closed to yachts until April 7th. Locally registered boats are allowed to return with 14 days quarantine.

• CURAÇAO: The island was closed to all marine traffic with the exception of large cargo ships until further notice.

• ARUBA: As of March 17th all international inbound travel was halted until March 31st. An exception was granted to Aruba residents.

• COLOMBIA: As of March 16th Colombian borders were closed until May 30th. The sea and land border closing applies to both Colombian nationals and foreigners. Only Colombian citizens, foreign residents and diplomats were allowed to enter the country by air, and must isolate themselves for a period of two weeks.

• PANAMA: Yachts can arrive from countries not on a list of virus sources (which will be modified as required), but movement ashore is restricted and regulations are changing daily. Advice from Russ Goedjen of Shelter Bay Marina (ad on page 18): Contact an agent — one who has commercial business and is enrolled and adept in a Panama Canal/AMP program called VUMPA. Agent Erick Galvez (ad on page 36) recommends that sailors don't head for Panama until further notice.

The San Blas islands are reportedly "locked down."

• COSTA RICA: Costa Rica closed all borders to non-nationals on March 18th.

• HONDURAS: Honduras is closed to yacht arrivals. As of March 17th, Roatan was on lockdown for the following two weeks.

• GUATEMALA: Guatemala banned all non-resident arrivals from March 16th to 30th.

• BELIZE: Belize has closed all maritime ports of entry until further notice.

• CUBA: As of March 23rd, Cuba has closed its borders to non-residents until April 19th.

• DOMINICAN REPUBLIC: Ports are closed.

Where Will The Boats Go?

One experienced Caribbean cruiser advises, "Don't screw around. Stay put or you may not have a safe port to go into with very little notice. Who knows when your new destination will decide to close its borders?

"If you HAVE to go, consider a self-quarantine when you arrive. Coronavirus is serious stuff, and the islands have limited resources to deal with it. Inadvertently introducing or adding to the problem isn't what anyone wants to do."

Some cruisers will quickly find a place to store the boat and fly to their home country as soon as possible, while others have decided that the Caribbean is safer than home (or can't get home) and will stay here — somewhere — for hurricane season.

May is usually the month when boats leaving the Caribbean for the summer head out; some will try to leave earlier this year. But keep COVID-related regulations in mind when doing your passage planning. If you are joining a rally, contact the organizer. If passage crew will be joining you, make sure (re: flight availability, and their nationality and recent travel history) they can get to your departure point and home again after the passage.

Things may change, but as this issue of *Compass* goes to press, Bermuda is currently closed to visiting yachts until April 8th (RCC Bermuda will deal with vessels in distress on a case-by-case basis). In Horta, Azores, yachts are allowed to call, but must make prior contact with Horta Marina on VHF16 for authorization to enter the harbor. If/when space is available in a designated quarantine area, arriving vessels will be allowed to come alongside to take on fuel, water and provisions, but no crew are allowed ashore and no shore personnel are allowed onboard.

If you're heading for the US, see www.whitehouse.gov/presidential-actions/proclamation-suspension-entry-immigrants-nonimmigrants-certain-additional-persons-pose-risk-transmitting-2019-novel-coronavirus and www.cbp.gov/travel/pleasure-boats-private-flyers/pleasure-boat-locations. Contact the USCG before arrival; VHF is probably best.

Also be aware that some Florida and East Coast marinas are currently not accepting transient vessels, and some municipalities have implemented restrictions. *The Waterway Guide* is keeping track of the rapid ongoing changes along the East Coast: www.waterwayguide.com/covid-19-reports

On March 16th, Canada announced the closure of its borders to non-nationals, with the current exception of US citizens.

Check for the latest updates online, practice social distancing, wash your hands — and look forward to the time we can get back to full sail!

Thanks to Joan Conover, Lynn Kaak and Sue Richards for information in this report.

Noonsite is keeping abreast of changing requirements at www.noonsite.com/news/novel-coronavirus-2019-ncov-special-procedures-being-introduced-in-ports-of-entry-worldwide



See why the Caribbean is worth defending.

Join The Nature Conservancy and help us Defend Paradise.

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

The Nature Conservancy

DEFEND Paradise

Caribbean ECO-News

Caribbean Businesses Called on to Support Marine Conservation

More action and funding are needed to protect the region's coral reefs and to conserve marine resources, says Karolin Troubetzkoy, special envoy for the Caribbean Challenge Initiative (CCI). Troubetzkoy called on businesses located in or doing business with the Caribbean to support conservation efforts by collaborating with national conservation funds across the region.

Troubetzkoy said that 2020 is an important year for taking stock of the two major goals of the CCI. The first, known as the "20 by 20," challenged Caribbean destinations to effectively conserve 20 percent of the region's coastal and marine habitat by 2020. The second, the "Sustainable Finance Goal," is aimed at ensuring ongoing progress in conservation in the region through the establishment of financing mechanisms that provide reliable funding.

While much more commitment is needed to arrest the decline of coral reefs and to encourage more sustainable fishing practices in the Caribbean, she said there were some notable successes, including the establishment of over 50 new Marine Protected Areas (MPAs), which raises the total protected marine area across the region from seven to ten percent.

Additionally, she lauded the five Caribbean countries and territories that had already met or exceeded the 20-percent targets. The Dominican Republic leads at 75.54 percent, declaring 31 new marine and coastal protected areas totaling 3.2 million acres. The Bahamas added over 11 million acres to its protected areas system, and St. Kitts & Nevis declared a new marine managed area encompassing a two-mile radius around the entire island, creating 49.93 percent marine area protection for the twin-island state. Other countries and territories over the 20 percent mark are Haiti, Puerto Rico, and the United States Virgin Islands.

Progress has also been made in aligning financing mechanisms. Under the Sustainable Finance Goal, ten Conservation Trust Funds have been set up which could access funding from the Caribbean Biodiversity Fund (CBF), an umbrella fund focused on regional resource mobilization. With the assistance of the CBF, National Conservation Trust Funds have been established and supported in Antigua & Barbuda, The Bahamas, Dominican Republic, Grenada, Haiti, Jamaica, St. Kitts and Nevis, St. Lucia, and St. Vincent & the Grenadines. Troubetzkoy wants to encourage more private sector support for the national conservation funds that would unlock matching donations from the CBF.

Major activities planned for CCI and the CBF in 2020 include a conference planned for July when participating countries will assemble in The Bahamas to report on progress toward the "20 by 20" goal, and the establishment of sustainable financing mechanisms to support conservation and management activities in the protected areas. Before the July sessions, she reported that "a CCI Secretariat roadshow will visit our member countries to engage stakeholders in the countries and to participate in engagements highlighting CCI activities in those destinations."

The Caribbean Challenge Initiative is a coalition of governments, companies and partners working together to accelerate action on the marine and coastal environment. Founded in 2008 by a group of Caribbean governments eager to enhance the conservation of their marine and coastal resources, CCI has since grown to include private sector membership and garner over US$75 million in funding commitments.
For more information contact secretariat@caribbeanchallengeinitiative.org or secretariat@caribbeanbiodiversityfund.org.

Microplastics are New Homes for Microbes in the Caribbean

A recent study at Bocas del Toro, Panama, looked at how marine microbial communities colonize microplastics, and what effects this might have on the environment.

With five trillion pieces of plastic in the oceans, the dynamics of marine environments are shifting in ways that are yet to be discovered. Over time, discarded plastics such as sandwich bags and flip-flops have degraded into "microplastics" — particles less than five millimetres long. Kassandra Dudek, a former Smithsonian Tropical Research Institute (STRI) fellow and doctoral student at Arizona State University, looked at how marine microbial communities colonize microplastics in Almirante Bay, at STRI's Bocas del Toro Research Station. Since Panama acts as a catch basin for marine debris in the Caribbean Sea due to its geography and interaction with oceanic currents, it is a prime location for the study of plastic pollution.

Dudek took the six common plastic types found in most household items, such as water bottles, and cut them into tiny pieces before submerging them in the bay. "The major goal of the study was to assess differences among plastic types, and I wanted to ensure these plastics were also environmentally relevant," Dudek said. "Consumer items found in everyday households are the plastics polluting our beaches and oceans."

After a month and a half, she noted that marine bacteria formed biofilms — build-ups of bacteria — on all plastic types, using them as artificial reefs and creating "plastispheres," a type of ecosystem found on human-made plastic environments.

However, some diatoms, which are photosynthetic microalgae, did exhibit a preference for plastic type. Research has shown that hydrocarbon-degrading bacteria, or bacteria that may be capable of degrading plastics, can be associated with diatoms. This dynamic may ultimately prove convenient, as it could potentially promote the degradation of microplastics. "I wish to further explore this diatom-hydrocarbon degrading bacteria relationship and assess if diatoms help to recruit hydrocarbon degrading bacteria to a plastic's surface," Dudek said.

KASSANDRA DUDEK



The research platform at the Bocas STRI station, where the microplastics were deployed.

Dudek also speculated that microplastics could also serve as a vehicle for toxic and disease-causing organisms. These contaminated microplastics could potentially be dragged from the coasts to the open oceans via currents, to be swallowed by fish; or they could sink and affect the benthic communities on the ocean floor. But much research remains to be done regarding the role microplastics play in the transportation of pathogens.

Read the full story at www.labmanager.com/news/microplastics-are-new-homes-for-microbes-in-the-caribbean-21732

CARICOM Secretariat Headquarters Going Solar

The CARICOM Secretariat is moving towards 100 percent renewable energy for its Headquarters Building in Georgetown, Guyana, with construction of a photovoltaic power generation system.

CARICOM is the Caribbean economic community that includes Antigua & Barbuda, the Bahamas, Barbados, Belize, Dominica, Grenada, Guyana, Haiti, Jamaica, Montserrat, St. Kitts & Nevis, St. Lucia, St. Vincent & the Grenadines, Suriname, and Trinidad & Tobago.

The project is part of a wider initiative called "The Introduction of Renewable Energy and Energy Conservation System in Guyana and CARICOM," being financed by the Government of Japan. It will include the installation of 400 kilowatts of solar photovoltaic power generator to provide electricity to the Secretariat building; a battery and power-conditioning system for energy storage and power quality regulation; and an advanced building energy management system to, among other things, provide air conditioning controls and track energy efficiency and indoor air quality. Commissioning is scheduled for September. On completion, the Secretariat expects its Headquarters building to derive 100 percent of its energy from solar-based sources on a majority of its operating days.

The project design is linked to the CARICOM Energy Policy and the regional strategy for sustainable energy. It's expected that the project will be a forerunner to the type of transformation that will happen in member states as they transition to renewable energy.

St. Lucia Resort Makes Own Marine Biodiesel

Following the success of its first Biodiesel Conversion Centre in St. Lucia, Sandals Resorts International is exploring ways to expand the project throughout its resorts across the region.

For the last five years, the company's Dive Centre at Pointe Seraphine, St. Lucia, has been the site of its first biodiesel plant, successfully converting used vegetable oil from the kitchens at the company's three resorts on the island into biodiesel fuel for use in marine vessels. The project was started in 2015 by Maurice Moss, former Marine Boat Maintenance Manager at the Dive Centre, who built the first conversion processor from "bits and pieces" he collected from St. Lucia's Sandals resorts.

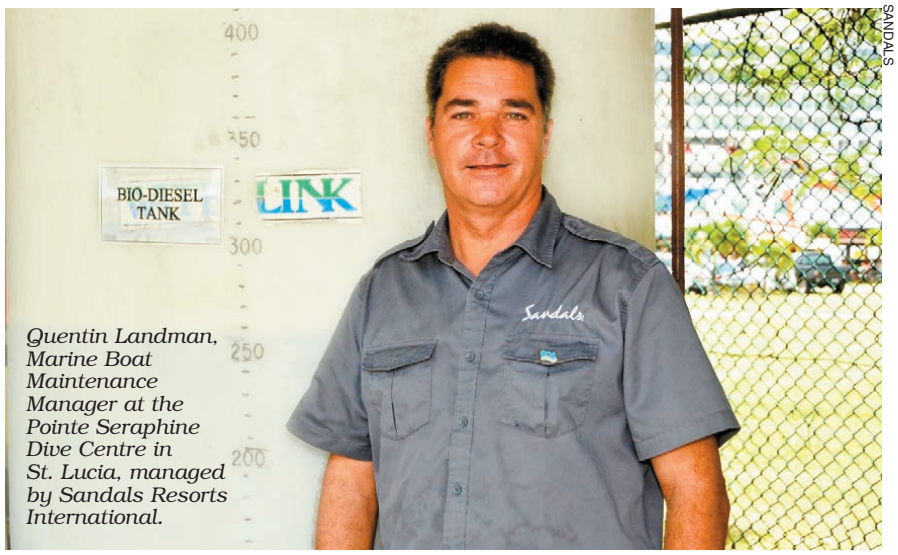
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Since July 2018, the plant, which has been upgraded, has been managed by Marine Boat Maintenance Manager Quentin Landman, and the actual fuel conversion is handled by the company's Biodiesel Technician, Sammy Hillman.

Biodiesel is a clean-burning alternative to petroleum diesel and is derived from new or waste vegetable oil. It is made by reacting fatty acids with a base in the presence of an alcohol, typically methanol, and a catalyst. According to the US Department of Energy and Agriculture, using biodiesel in place of petroleum diesel will reduce the emission of total unburned hydrocarbon by 60 percent, carbon monoxide by 48 percent, and particulate matter by 47 percent, and will see a 100 percent reduction in sulphates. Research has also shown that biodiesel is the first fuel to have fully completed the health-effects testing of the US Clean Air Act with results revealing that biodiesel poses no health threats and reduces the compounds linked to cancer by 80 to 90 percent.



SANDALS

Quentin Landman, Marine Boat Maintenance Manager at the Pointe Seraphine Dive Centre in St. Lucia, managed by Sandals Resorts International.

According to Landman, the plant produces approximately 320 gallons of biodiesel per month and this is used to fuel the company's four dive boats as well as his own company-issued van. He added, "We manufacture about 80 gallons over six days and our engines drink diesel at rates of 25 gallons an hour. What we save at the pump is about 90 cents per litre of diesel."

Landman explained that the use of biodiesel saves the company approximately EC$1,361.26 per month in fuel costs. He added, "Using the biodiesel fuel cuts our monthly diesel budget by 10 percent. For a small project, those are commendable results."

Although the company's vessels are not fully run on biodiesel fuel and are instead powered by a mix of biodiesel and petroleum diesel, Landman says that the environmental benefits and the savings are no less remarkable. "We add about 35 to 45 percent biodiesel to the vessels' diesel. We do this because there are settings in the vehicles' engine-control units that would need to be changed to allow them to run entirely on biodiesel and we've not done that yet. We've found that a mix is best and I've used it on my own vehicle with no ill effects," he said. Landman added that mixing biodiesel and petroleum diesel maintains similar horsepower and fuel economy.

Landman also revealed that residual product from the conversion process, known as glycerol, is beneficial and when subjected to one more chemical process can be transformed into liquid soap for use in the kitchen or to wash marine vessels.

Sandals Resorts International's Deputy Chairman, Adam Stewart, added that additional research and testing would continue in St. Lucia with a view to replicating the work of the Conversion Centre in all islands where Sandals and Beaches resorts operate.

Read the full story at https://caribbeanbusinessreport.com/sandals-runs-successful-biodiesel-pilot-project-in-st-lucia.

Jamaica Addressing Disposal of Ship-Generated Waste

The Maritime Authority of Jamaica is actively seeking to implement legislation to incorporate the provisions of MARPOL. MARPOL is the main international maritime convention covering prevention of pollution of the marine environment by ships, including air emissions, from operational or accidental causes, and is an International Maritime Organization (IMO) convention that deals with protection of our environment.

For years, successive governments in Jamaica and other Caribbean countries have not been successful in adhering to MARPOL regulations by ensuring that proper waste reception facilities are available to accept ship-generated wastes, which is a requirement for member states. Every state in the region conducts substantial trade by ships.

Under the MARPOL regulations, vessels are required to land their garbage properly in any of the ports of IMO member states they visit, and should also ensure they obtain garbage receipts, so that when their vessels are inspected by port State control officers, the officers can track what the vessels have done with all the garbage they have produced during the voyage.

When vessels cannot land this waste, unfortunately much of it ends up being thrown overboard, which gives rise to ship-generated marine pollution.

Two years ago, the Jamaican company CEAC Outsourcing started operations under its HazPro brand and constructed a facility off the port located in St. Catherine. They collect waste from vessels under strict, controlled conditions and take it to their facility, where ordinary combustible waste, food waste and medical waste are incinerated. Through an agreement with another facility, in St. James, the company also collects sludge, which is oil waste. This is recycled and used in resurfacing of roads, among other applications.

If MARPOL's strict requirements are met, and the relevant local ministries', departments', and agencies' rules are followed, vessels may discharge medical waste in a port. Jamaica has the capacity to receive this medical waste from ships, and also takes medical waste from hospitals and medical centres islandwide.

The activities at the Hill Run location include the storage and incineration of medical waste, industrial waste and ship generated waste. The facility is operated 24 hours a day, seven days a week. Operators of the facility are trained to international standards, and all equipment utilized is certified as fit for purpose.

Read the full story at http://jamaica-gleaner.com/article/shipping/20200211/jamaica-effectively-addressing-disposal-ship-generated-waste

Rare Union Island Gecko Now Protected

The Union Island Gecko (*Gonatodes daudini*), which is endemic to the Southern Grenadines island after which it is named and which is popular globally in the illegal pet trade, has been accorded international protection.

The only known population of this vanishingly rare gecko is confined to a 50-hectare patch of forest on Union Island. This single population comprises an estimated 9,960 individuals, including juveniles, but numbers are rapidly declining as a result of rampant poaching for the illegal pet trade.

Its minuscule size makes the Union Island gecko very vulnerable to desiccation, so it lives mainly in moist crevices or under logs and rocks to avoid drying out. Very little else is known about the behaviour and life history of this recently discovered lightweight lizard.

St. Vincent & the Grenadines' Minister of Agriculture, Saboto Caesar, made the disclosure that this lizard is now classified as Critically Endangered by the IUCN in Parliament last month as Terrance Ollivierre, MP for the Southern Grenadines, called for legal protection of the tiny reptile. Ollivierre noted that persons were poaching the gecko and selling it abroad. "And it must stop. We have to put the laws in place in order to protect our gem."



FAUNA & FLORA INTERNATIONAL

Caesar thanked Ollivierre for raising the issue and went on to say that the gecko has recently been accorded the highest level of protection under the Convention on International Trade in Endangered Species of Wild Fauna and Flora (CITES). Caesar added that an international campaign will ensue so that the general public will have the information.

In calling for legal protection of the gecko, Ollivierre described it as a "beautiful gem... It's a tiny, breath-taking lizard with jewels on it." Ollivierre said that the gecko is about three centimetres long and its weight is said to be about that of a pinch of salt.



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REGATTA NEWS

Caribbean Multihull Challenge Well Established

The second annual Caribbean Multihull Challenge (CMC) took place from February 14th through 16th in St. Maarten.



LAURENS MOREL

"We will make the CMC *the* meeting place for multihull people in the Caribbean," said race director Robbie Ferron at the awards ceremony, following three days of competition hosted by the Sint Maarten Yacht Club. "Thank you for being so tough this year. The winds were unusually strong but you handled it."

Finn, the 53-foot trimaran skippered by Australian Brett Trevillian, scored four first-place finishes in four races to win CSA Multihull 1. In doing so, *Finn* was named Most Worthy Performer for the most decisive win in the most competitive class.

In the MOCRA Multihull Class, a trio of boats was using the CMC as a tune-up for the Caribbean 600: two MOD 70 trimarans — American Jason Carroll's *Argo* and Italian Giovanni Soldini's *Maserati* — and a 63-foot trimaran, *Shockwave*, skippered by Jeff Mearing. Unfortunately, tight racing never materialized, as *Maserati* retired on the first day and *Shockwave* was out on Day Two, after breaking its boom. By virtue of sailing clean races in all three contests, *Argo* became the class victor.

In the Pirate Class, comprised of cruising multis, David Slater's vintage Outremer cat, *Delphine*, matched *Finn's* score by winning all four races. "It's nice to come to a regatta where you don't have to explain the kind of boat you sail," said Slater, who was clearly used to sailing in events ruled by monohulls.

Tryst, Appie Stoutenbeek and Arthur Banting's Newick trimaran, topped the CSA Multihull 2 Class. The CSA Multihull 3 winner was Georges Coutu from the Dominican Republic with the Leopard 50 *La Novia*. Sailing with an all-woman crew, the Leopard 47 *Seaduction*, another CSA Multihull 3 competitor, won the Spirit & Style prize.

The CMC is now firmly established on the Caribbean regatta schedule. the third edition is planned from February 5th through 7th, 2021.

Thanks to Herb McCormick for information in this report. Visit www.smyc.com/caribbean-multihull-challenge for more information.

Round Martinique Adapts to Heavy Weather

At the end of a three-day competition, February 14th through 16th, in heavy weather conditions, the Round Martinique Regatta was exemplary in terms of sportsmanship and conviviality. The crews said they were thrilled with the 2020 edition and are already signing up for 2021.

Two days before the start of the event, the forecast left the organizers little hope for the first race, the round the island race. Canceling this course was compensated by holding two shorter races in the protected bay of Fort de France before the leg sailing to Le Marin via the leeward coast. Although less exposed, the boats still had to face strong winds and rough seas, but nothing compared to the three-metre high waves on the Atlantic side of the island. Twenty boats battled it out, tacking upwind, to reach the bay of Le Marin.

The next day, sailors enjoyed the Round Diamond Rock course. With two coastal races in the bay of Sainte-Anne as a warm-up, the crews set off under spinnaker in a Force 5 to 6 wind towards Diamond Rock, to finish with a tough upwind sail towards Fort de France and the marina of l'Etang Z'abricot. Whitened by salt and sunscreen, the happily exhausted crews enjoyed post-racing drinks.

On the last day of racing, the race committee decided to step up the competition with six "banana" courses in the bay of Fort de France for the Surprise Class. The Racing Class followed a slightly longer coastal course.

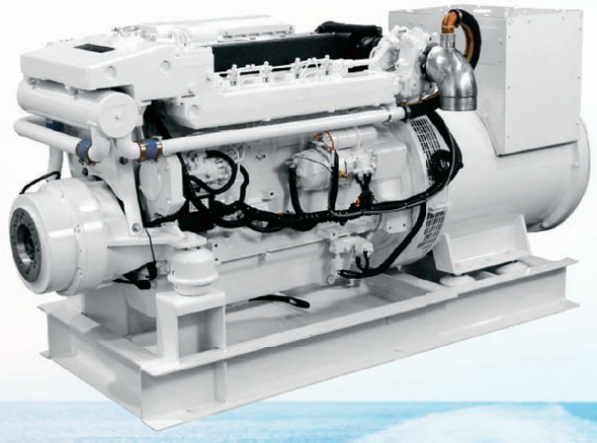
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The overall class winners were Jean-François Terrien's *Sang Neuf* in Racing, Roberto Maxera's *Miaw* in Cruising, Tristan Marmousez's *La Morrigane* in Surprise, and Rodolphe Sepho's *Rêve de Large* in Multihull.



Organizer Paul Constantin said, "The 2020 edition was a great success. Our partners have decided to continue supporting us next year with greater resources. We will focus on making the race village the epicenter of the regatta and on upscaling the number of participants from the Caribbean. The Round Martinique Regatta will become a top event, unmissable on the sailing calendar in the West Indies."

Thanks to Sabina Mollart Rogerson for information in this report.

Visit www.theroundmartinique.com for more information.

All-Female Mayreau Crew a First

At the Grenadines Sailing Tournament, hosted by the Canouan Island Council on February 15th, an all-female crew from Mayreau raced an open working boat for the first time in St. Vincent & the Grenadines. Team captain and high school student Jeaneil Cayenne was joined by classmate Samarah Forde and two adult women, Helen Forde and Charlene (Charlie) Wilson, on *God's Angel*, a 14-footer owned by Lenus (Claude) Alexander. In difficult weather, facing wind, current, and waves, the women completed the challenging course in 2 hours and 54 minutes.

"The best part was coming up from Jondelle," said Cayenne, referring to a rock near Catholic Island, "because there was plenty wind and water. Our experience shows women can do the same as men when it comes to sailing. And it was fun, amazing, and competitive." Mayreau Junior Sailors' coach Helen Forde concurred. She enjoyed the experience too, adding, "It was the best ever, competing against men when you're all female."

Mayreau was well represented during the event, with four Optimist boats, one Laser, one Sunfish (all crewed by junior sailors), and one other working boat, crewed by men. Lesroy Ollivierre finished the Optimist course first, followed by Leon France in second place, and Azeem Forde in third. Jarvon Bartholomew, despite repeated rudder problems, finished in good style. Norfrick Baptiste sailed the Laser and Stephon Forde raced the Sunfish. Captain Adolphus Forde was joined in the 16-foot working boat *Lightning* by his brother John and high school student Jay-Z Forde.

The Mayreau Junior Sailors are grateful to the Canouan Island Council for providing the Grenadines Sailing Tournament as an opportunity for their young sailors and all-female crew to gain racing experience early in the season. They also wish to thank Gus De Roche, the *Gemstar* crew, Samuel MacDonald Construction, and Patrick Bynoe for providing transportation for the sailors and the boats.



Charlene Wilson, Helen Forde, boatowner Lenus Alexander, Captain Jeaneil Cayenne, and Samarah Forde.

First Caribbean Foiling Championships

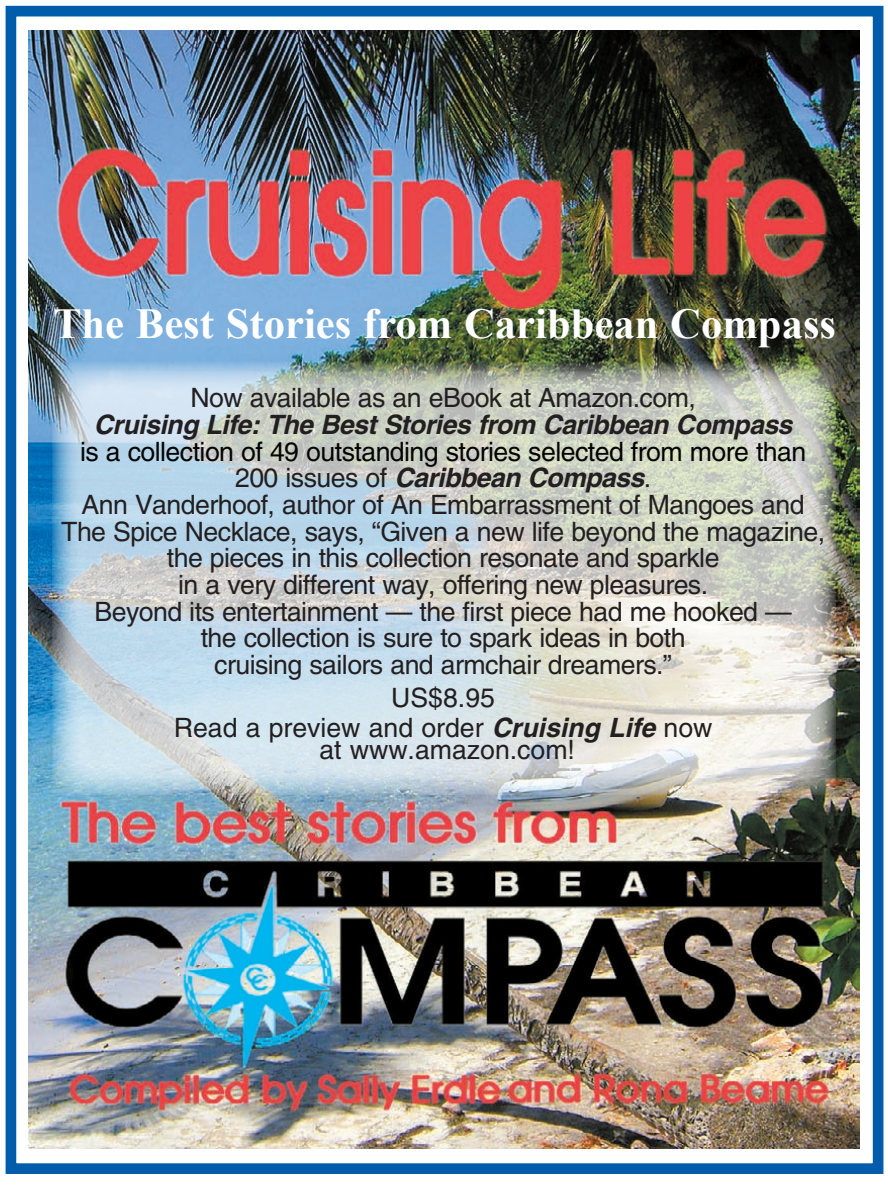
Despite light wind conditions, the inaugural Caribbean Foiling Championships, which began on February 21st, saw three days of kitefoiling and windfoiling races. Competitors from the Caribbean and abroad demonstrated their skills in foiling, highlighting the promise of the sport's youngsters, who competed in the same category as the adults.

Kitefoiling is fast. As riders focus on the race and decide on the angles of the turns they want to make, supporters only hear the whistling noise from the foil gliding through the water. Each race is completed in under ten minutes, depending on the size of the kite and turning choices by each rider. The fastest completion of the course was six minutes, by 17-year-old Tiger Tyson from Antigua. His top speed was 51 kilometres per hour (28 knots), turning him into a rising star in the Caribbean kitefoiling world.



During a festive prizegiving ceremony, the crowd cheered Tyson, who finished first overall. Olivier Blottière from Martinique came in second and Loic Brismontier from Guadeloupe won third place.

—Continued on next page





—*Continued from previous page*

The organizers, Sacha van der Wouden and Maxim van den Pol, thank the sponsors, supporters, volunteers, competitors, and race committee for making this first edition of the Caribbean Foiling Championships happen. They are convinced this event is good for the island of St. Maarten, as foiling is a growing and exciting sport that will be included for the first time in the Paris 2024 Olympic Games.

See related story on page 18.

Outsider Breaks US's RORC Caribbean 600 Streak

The 2020 RORC Caribbean 600 attracted 73 boats from 21 countries and crews from six continents. Starting on February 24th, the fleet sailed a 600-nautical-mile course non-stop, circumnavigating 11 Caribbean islands. The boats left from English Harbour, Antigua, and headed north as far as St. Martin and south as far as Guadeloupe.

The overall winner of this 12th edition was Tilmar Hansen's TP52, *Outsider,* skippered by Bo Teichmann. *Outsider* is the first German boat to lift the RORC Caribbean Trophy, breaking a seven-year streak of winners from the USA.

Runner-up was the defending US champion, David and Peter Askew's Volvo 70, *Wizard,* which also took Monohull Line Honours. The MOCRA Class winner was Adrian Keller's Nigel Irens 83-foot catamaran, *Allegra.* Multihull Line Honours went to Peter Cunningham's Cayman Islands-flagged MOD70, *PowerPlay.*

IRC Zero was won by *Outsider.* The Bella Mente Trophy went to Landry, Siwicki, and Roesch's Mills 68, *Prospector* of the USA. Giles Redpath's Lombard 46, *Pata Negra,* from Great Britain, was victorious in IRC One. Placido Arango García-Urtiaga's Spanish Swan 65, *Libelula*, arrived third and received the Swan Challenge Cup.

IRC Two was won by *Scarlet Oyster;* the sixth class win for the British Oyster 48 and the seventh for skipper Ross Applebey. Pamala Baldwin's Antigua-based J/122, *Liquid,* captained by Jules White, was runner-up in IRC Two and CSA Two and became Best Caribbean Boat for the second year in a row.

The IRC Three win went to Peter McWhinnie's JPK 10.80, *In Theory* of the USA, the IRC Two Handed win to Richard Palmer's British JPK 10.10, *Jangada,* adding to their overall victory in the RORC Transatlantic Race, and the Class40 Division win went to *BHB,* sailed by Arthur Hubert from France.

The last boat to finish was *Cabbyl Vane*. The Dutch brothers Yoyo and Jan Gerssen on their 1974 Ohlson 35 had to retire in 2019. This year they were joined by two crew. A huge gathering at the Antigua Yacht Club cheered their arrival. "This means so much to us," they said. "We were determined to finish. Racing 600 miles in *Cabbyl Vane* is a lot, but she was solid and so was the team."



ARTHUR DANIEL

Outsider *becalmed off Barbuda.*

The 13th edition of the RORC Caribbean 600 will start on February 22nd, 2021.

Thanks to Louay Habib for information in this report.

See www.rorc.org/raceresults/2020/rc600-one01.html for full results and related story on page 41.

40th St. Maarten Heineken Regatta

The 40th Anniversary edition of the St. Maarten Heineken Regatta, held March 5th through 8th, saw some of the closest competition in the event's history. Racing in 17 classes, the fleet included boats ranging from Melges 24s to veteran America's Cup 12-Meters.

The top honors for Most Worthy Performance for monohulls and multihulls, respectively, went to James Barker and Jeno Amanav, co-owners of the X-402 *MYXY*, and St. Maarten's own Ian Martin, the skipper of the Leopard 45, *Spellbound.* The Most Worthy Performance award is presented to the team that wins the most competitive class most convincingly — which *MYXY* did in the 13-boat CSA 5 class. Martin and his crew were the decisive champs of the 13-boat Multihull 2 class.

On the last race day, the scorecards were finalized with a series of races starting along St. Maarten's southern shores. Race Committee Boat B, in Simpson Bay, sent the CSA 5, Multihull 2, four Bareboat divisions, and the cruising Island Time contingent on a single race to the isle's southeastern point and back.

Meanwhile, off Cole Bay, Race Committee A sent the Ocean Racing 1 division on a 27-nautical-mile jaunt to a mark south of Tintamarre and back to finish in Simpson Bay. Ocean Racing 2, Multihull 1 and CSA 1 sailed a race of 22.5 nautical miles, also concluding in Simpson Bay. The remainder of the top racing classes — CSA Sportboats 1 and 2, and CSA 2, 3 and 4 — sailed a pair of windward/leeward races south of the island.

The Ocean Racing 1 class win came down to this final race, which the Volvo 70 *I Love Poland* won, with the Cookson 50 *Grace O'Malley* taking third. That knotted their scores at 10 points apiece, but the big Volvo won the class overall by virtue of winning the final contest. The Volvo 65 *Childhood 1* took third overall.

The CSA 3 class engaged in the regatta's tightest and fiercest competition throughout the event. Sam Talbot's J/111, *Spike*; Rob Butler's Reflex 38, *Touch 2 Play*; and Pamala Baldwin's J/122, *Liquid*, traded places on several occasions on the first, twice-around-the-course race. *Spike's* fifth in that race looked to be the death knell to their hopes for overall victory, but they roared back with a first in the final race, tying the score at 14 points with *Liquid*, which recorded two seconds on the day.

—*Continued on next page*



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The crucial final win gave *Spike* the victory. The 40th St. Maarten Heineken Regatta will also be remembered for the solid showing from a slate of local favorites. The winning skippers representing St. Maarten and, in some instances, the Sint Maarten Yacht Club, included, along with Ian Martin: Ian Hope Ross aboard the Melges 32, *Kick 'em Jenny 2* (CSA Sportboat 1); Frits Bus at the helm of the Melges 24 *Team Island Water World* (CSA Sportboat 2); and François Nel and Rodney Williams, who make it look easy shorthanding the Joubert/Nivelt 52-foot cat *Island Water World Arawak* (Multihull 1).



LAURENS MOREL / SALTY COLOURS

The Most Worthy Performance award is presented to the team that wins the most competitive class most convincingly — which MYXY *did in the 13-boat CSA 5 class.*

Other winning skippers included Jordan Mindich on the J/105, *Solstice* (CSA 4); Vincenzo Adessi on the all-carbon beauty *Fra Diavolo* (CSA 1); and Eric Stallings on the Sun Odyssey 509, *Heinefish* (Bareboat 1).

Heinefish crewmember David Pritchard, part of a team out of Lake Lanier, Georgia, said, "It's the best racing I've done in big boats in a very long time. The round-the-island race was amazing. After nearly 40 miles we had five boats within a minute of each other, from Germany, Holland, all over the place. What a special regatta!" Nearly every crew could say the same.

Visit www.yachtscoring.com for complete results.

ON THE HORIZON

Women Sailors Have Shone at Les Voiles

Since the first edition of Les Voiles de St. Barth Richard Mille in 2010, women have been represented as crew, owners and captains. While their numbers are lower, the women who own boats and skipper compete on equal terms with men. Better yet, they achieve victory, like Wendy Schmidt (*Selene*), Catherine Pourre (*Eärendil*), and Pamala Baldwin (*Liquid*). The regatta has also hosted all-female teams, such as *Les Voiles au Féminin*, led by St. Barth's Sophie Olivaud and Emilie Aubin (2013, 2014, 2015, 2017, and 2018) and The Sirens on *Olympia's Tigress*, led by Susan Glenny (2016, 2017, and 2018).

"I particularly like Les Voiles de St. Barth Richard Mille. The regatta is raced on a unique body of water and St. Barth has an amazing atmosphere," said Glenny, the British sailor who skippered *Maiden*, the boat best known for its 100-percent female crew in the 1989-1990 Whitbread round-the-world race (now called The Ocean Race). "*Tigress* has always been a small team with great ambitions. I believe that everyone could enjoy the pleasures of sailing, regardless of their age, gender, or experience."



Women compete on equal terms with men.

Glenny is not the only female to challenge for honors in St. Barth. Others include Annie O'Sullivan on *Diamonds are Forever*, Sarah Waters on *Hot Stuff*, Shannon Mindich on *Solstice*, Lucy Jones on *Northern Child*, and Kristy Hinze Clark, co-skipper with Jim Clark on the Maxi *Comanche*.

Baldwin has not missed an edition since 2016 and won her section in 2019.

Visit www.lesvoilesdestbarthrichardmille.com/us for more information.

YOUTH SAILING NEWS

Interschool Dinghy Championship in St. Maarten

The third annual Domino's Interschool Dinghy Sailing Championship took place on February 9th. Twenty-nine sailors on 22 boats, representing seven schools, participated in six tough races in Simpson Bay Lagoon. Each race saw several capsized boats due to strong winds, but the participants persevered. They battled for trophies in five different classes: RS Quest, Laser, Laser Pico, Optimist, and the overall school trophy.

In the RS Quest Class, the winners were Summer Jean Morton and Sahil Khatnani from Learning Unlimited (LU). They struggled in the morning but came back in the afternoon, winning all three races.

In the Laser Class, the battle for first was close, with Emma Lennox (LU) and Ajani Destin (Saint Dominic High School) tying for points. Ajani eventually took the trophy by winning the last race.

The Optimist Class saw three close competitors, all winning races. In the end, the winner was Caii Banting (Sister Regina School), who finished first in half of the races.

The biggest class was the Laser Pico Class, in which nine boats contested. Lucas Disch from Saint Dominic dominated the day, winning five of the six races.

For the overall school trophies, the results of the three best performing boats per school were added and compared. Caribbean International Academy went home with the third-place trophy, while Sister Regina obtained second place because of their results in the Optimist Class. The overall winner was Learning Unlimited, thanks to their podium finishes in three different classes.



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LIGHT WIND - GOOD FUN

Kitefoiling Announces Itself in St. Martin

by Chris Morvan



Not psychedelic seagulls, but a flock of kitefoilers.

Anyone who has ever been to Orient Bay on the French side of the island shared between St. Martin (French) and St. Maarten (Dutch), will probably remember it as being breezy. That is what makes it bearable, because Caribbean beaches with white, sun-reflecting sand can roast you like a chicken.

One end of Orient Bay (or Baie Orientale, to give it its Gallic version) is the island's only official naturist beach, and if we're going to get damaged by the rays, let it be on our backs and arms, not the areas where the sun doesn't usually shine. We have to be careful at the best of times and that breeze might, in fact, compound the problem, as it brings the *apparent* temperature down to a tolerable level. It's like the opposite of the windchill factor.

But the weather has been unpredictable in these parts recently, and February 21st, the first day of the inaugural Caribbean Foiling Championships, which relies on wind, was hampered by a lack of the blowy stuff.

But first, what exactly is foiling?

The key word here is foil, an abbreviation of hydrofoil. The concept has existed for many years, and certain boats around the world have been using it since at least the 1960s. The hydrofoil is a relatively thin, sleek piece of metal (or nowadays maybe carbon fiber), attached to the hull. It starts off beneath the water but the hydrofoil's design lifts it as it gathers speed, much as an airplane flies because the shape of the wings produces lower pressure above than below, making it rise naturally.

So, with a boat you can see how the foil rising takes the hull out of the water, creating less resistance and therefore more speed.

Apply the concept to a board smaller than a conventional sailboard with an airplane-wing-shaped foil underneath, and you have a recipe for speed and elegance with a dash of mystery, as the board appears to be standing on the water on a slim pole. It is the forward motion that makes it work, and the board is powered by a windsurfer-style sail (windfoiling) or a kite (kitefoiling) that the sailor holds onto by a sort of trapeze handle.

The organizers of the Caribbean Foiling Championships, Max van den Pol and Sacha van der Wouden, are a charming young couple from the Netherlands, who came to the Caribbean to work at St. Maarten's Heineken Regatta and, noting that yachts tend to be the preserve of older sailors, started thinking about how they could offer a similar experience to younger people, with equipment that is both less expensive and more portable.

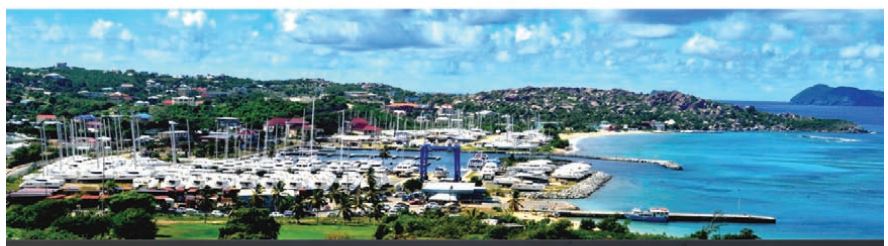
Max describes kitefoiling as a "discipline," rather than a sport of its own, because the skills needed to perform it generally grow from previous incarnations. A seasoned foiler himself, he brought this first-hand knowledge to the setting up of the event, including the vital area of safety. Sacha, meanwhile, is what might be described as an "improver" in the sport, quickly gaining experience but modest in her rating of her ability. She is the Caribbean Foiling Championships' PR person, the link with the world's media and, this being a youth-oriented event, there is plenty of modern technology involved, not least in the safety aspect. Electronic tracking is used to keep tabs on competitors.

As with any water sport, there is a potential element of danger, and, as Max points out, "It's not a question of how fast you can go, it's how fast you *dare* go."

All the technology in the world, though, can't bring wind to a Caribbean beach if nature is not cooperating, and as 40 hyped-up competitors gathered at Orient Bay, silent prayers were going up for a large breath of moving air.

—Continued on next page

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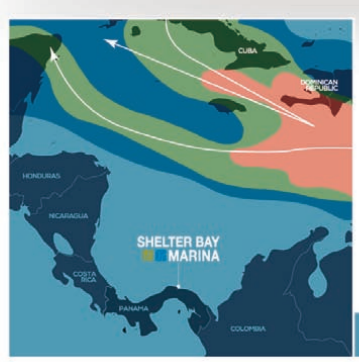
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The first race was supposed to be around the island, but as we all waited for wind, there was plenty of time to talk to some competitors. And remarkably young they were too, some of them.

Nolan Bourgeois, a 14-year-old windfoiler from Guadeloupe, said, “I am a bit nervous but I really want to make it to the finish line, and I think I can even challenge some of the adults.”

Women were well represented, including Cora Mazière, who had flown in from Martinique with a little band of supporters. “It’s not my first time in St. Martin but first time foiling here,” she said, eyeing the sea and keen to get started.

Contestants had come from as far away as Greece, the Netherlands, France, Puerto Rico, Venezuela, Antigua & Barbuda and Martinique, while the Guadeloupe windfoiler team had even chartered their own plane to come, because they had so much equipment to bring.

On the beach, casual visitors couldn’t help but notice that something special was going on, and many now know they were there in the infancy of a sport destined to be in the Olympics.

With the sky overcast and no wind, eventually it was decided that the round-the-island race could not take place, and the course was changed to circle the nearby tiny island of Tintamarre. Then, after lunch, the wind picked up and there was a collective sigh of relief.

A highlight of Day Two saw a victory for 16-year-old professional rider Tiger Tyson from Antigua & Barbuda. Tyson stole a march on his rivals with a tactical tack that had the connoisseurs purring, although he was suitably modest in his assessment. “It was super light and gusty wind, but those are actually my favorite conditions,” he said.

Oliver Blotière came second and summed it up in a way that exemplifies the spirit of the event: “It was complicated but we were able to foil for a while, even before the start of the race. Orient Bay is a beautiful playground for foiling.”

Sunday was another calm day weather-wise, and some riders who were not able to compete were disappointed. Stan Rodriguez, who lives in St. Martin, spoke for many when he said, “I trained every day for this and it never happened in 20 years in February to have less than ten knots of wind here.”

Race Officer Sacha Daunar, from the French Federation of Sailing of Guadeloupe, explained, “When there is light wind, we have to find solutions and try to wait for the best conditions of wind to launch a race in order for racers to score official points and allow them to move up in the international ranking. In those conditions, the only thing to do is to be patient.”

So, not an ideal outcome for the first staging of the Caribbean Foiling Championships, but a good time was had by all. Bruno Kancel from Guadeloupe, who won the Friday’s race around Tintamarre said, “I am trying to get more small events to happen in Guadeloupe, and with the official side, the Caribbean Foiling Championships is the perfect format.”

Eliott Pierre-Heym from St. Martin, who took third place in the windfoiling, was very upbeat: “I can’t wait to try it again next year.”

Visit www.caribbeanfoiling.com for more information.



Tiger Tyson, overall winner of the Kitefoil Pro Class.

Olivier Blotiere, Tiger Tyson and Loic Brishontiere.



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40TH ANNUAL ST. MAARTEN HEINEKEN REGATTA



LAURENS MOREL / SALTY COLOURS (ALL PHOTOS)

STILL CRAZY GOOD AFTER ALL THESE YEARS

St. Maarten has been establishing itself as one of the premier sailing venues in the region with the annual Heineken Regatta, and this year's 40th Anniversary edition sealed the deal. Given a run of light airs just prior to the event dates, March 5th through 8th, the organizers must have been apprehensive, but conditions on Day One couldn't have been better, with a 14- to 20-knot easterly breeze and clear skies. Nearly 150 boats raced in 17 major classes. There were plenty of foreign competitors, such as the CSA 1 class winner, the Italian 60-footer *Fra Diavalo*, and *Anna*, a Mobile 50 from St. Petersburg, Russia. And then there was the celebrated 58-foot *Maiden* from the UK, of Tracy Edwards and all-female crew fame.

Day One

In Ocean Racing 1 class, featuring seven purpose-built Volvo 60, 65 and 70 round-the-worlders, plus a Cookson 50 visiting from Australia, the Aussies had a blistering start, although in due course the big Volvo 70, *I Love Poland*, asserted her authority.

A highlight of the day was the CSA 5 class, with the X-402 *MYXY* tussling with the similarly speedy Hanse 43, *Avanti*, and the Jeanneau Sun Odyssey 44, *Vollectus*.

The wind picked up as the day progressed and it was challenging by close of play. It was one of those days when, unless you had a particular affiliation with one boat, you could simply sit back and gaze in admiration at these masterpieces of design and the skilled crews who handled them.

Day Two

Day Two saw 148 competing yachts in the point-to-point Round St. Maarten race, which involves strong currents and wildly varying wind speeds and directions. Caressed by a 14- to 18-knot breeze, the top racing classes took on the 39-nautical-mile circuit around St. Maarten and tiny Tintamarre, which lies off the north coast. For the rest of the divisions the race was just 37 nautical miles, cutting inside Tintamarre.

The round-island spin is where local knowledge plays an important part. Already, an early pattern was emerging: all the leading boats played the shore aggressively, with multiple short tacks up the beach, and it looked like it would be a very good day for Caribbean sailors with local knowledge.

—Continued on next page

Left: Race Director Paul Miller and his team devised a format that would create a wall of sails as the boats streamed downwind.

Below: I Love Poland *showboating for the crowd at the yacht club.*



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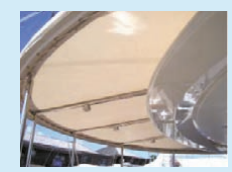
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Day Three

There comes a point in every regatta, after several races have been recorded and the top contenders have begun to establish their supremacy, when the competition becomes critical. Day Three was, as racing sailors say, "Moving Day."

The two CSA Ocean Racing classes and the Multihull 1 division went on a pair of 14.2-nautical-mile races from Cole Bay around Pelican Rock with a finish in Simpson Bay. CSA Divisions 1-4 and the two CSA Sportboat classes competed in two 10.4-nautical-mile contests that also wrapped up in Simpson Bay.



Left: Spellbound *won Offshore Multihull 2 overall.*

Right: Powerful competitors like the Swan 80 Umiko *shredded their way around the island.*

Setting off from Simpson Bay, the CSA 5 and Multihull 2 classes, and the Bareboat 1-4 fleets sailed two races: a 10.6-nautical-miler along the island's south shore, followed by a 17.1-nautical-miler to a mark off Marigot and back. The Island Time class also sailed the round-trip course to Marigot.

The Ocean Racing 1 class began the day with a tie for the top spot between *I Love Poland* and *Grace O'Malley*. With a pair of bullets the Aussies extended their lead over the Polish crew, who recorded two second places.

The CSA 1 Sportboat division delivered some of most thrilling competition. Ian Hope Ross's St. Maarten-based Melges 32, *Kick 'em Jenny 2*, began the day with a one-point lead over a familiar Caribbean foe, Antiguan Bernie Evans-Wong's RP 37, *TAZ*. At the end of the day, *TAZ's* two fourth-place finishes dropped it to third in class, while *Kick 'em Jenny 2* consolidated its lead with a solid 1-2 score line.

In CSA 3, momentum seemed to be on the side of Pamala Baldwin's J/122, *Liquid*, after its win in the round-the-island race, which put it in a tie with American Sam Talbot's J/111, *Spike*. But *Liquid* finished second in both of Day Three's races to Talbot's team, who maintained a two-point lead.

Two points separated the top three contenders in CSA 4 as the day began — Jordan Mindich's J/105, *Solstice*; Patrick Bernier's Dufour 34, *Speedy Nemo*; and Raphael Magras's X-Yachts 34, *Maëlia CEPAC Antilles*. With a fourth and a third, however, *Speedy Nemo* slid into fourth, while *Solstice* moved to the top of the class with a pair of victories.

Finally, the Island Time class may be composed of cruisers, but it doesn't make matters any less competitive. Robbie Ferron's Nonsuch 33, *Bunglebird*, and Island Time class founder Hank Schmitt's Swan 48, *Avocation*, had quite the duel, though it was Jason Calianos's Bavaria Cruiser 45, *Parceira*, moving across the finish line first. Even so, thanks to *Avocation's* fourth in the day's racing, *Bunglebird's* third was enough to keep it atop the leader board.

Day Four

For the final day's racing, Race Director Paul Miller and his team devised a format that would create a wall of sails as the boats streamed downwind to the finish mark. "We've set courses of differing lengths, which will get as many boats as possible spinnaker-sailing together back towards the finish, creating an amazing and memorable visual image of boats heading back towards the airport and bridge," said Miller.

The scorecards were finalized with a series of races starting along St. Maarten's southern shores. Race Committee Boat B set up shop in Simpson Bay and sent the CSA 5, Multihull 2, four Bareboat divisions and the cruising Island Time contingent on a single race to the isle's southeastern point and back.

Meanwhile, stationed off Cole Bay, Race Committee A sent the Ocean Racing 1 division on a 27-nautical-mile jaunt to a mark south of Tintamarre and back to a finish in Simpson Bay. Ocean Racing 2, Multihull 1 and CSA 1 sailed a slightly shorter race of 22.5 nautical miles, also concluding in Simpson Bay. The remainder of the top racing classes all sailed a pair of windward/leeward races south of the island.



In Ocean Racing 1, *I Love Poland* won, with *Grace O'Malley* taking third, to see the Volvo 70 win the class overall. A crucial final win gave *Spike* the tiebreaker in CSA 3, in what was easily the event's closest class.

As always on the concluding day of racing, the dash from the race courses back through the bridge into the Simpson Bay Lagoon brought out all sorts of costumed crazies: large men in women's bathing suits, pirates galore, a boatful of striped "Where's Waldo?" impersonators, and plenty of sailors just happy to soak it all in with a cold Heineken. Afternoon gave way to evening, and the music lasted well into the night. It was all Serious Fun. And with the 40th edition of the St. Maarten Heineken Regatta in the record books, it's on to Number 41.

Thanks to St. Maarten Yacht Club for information in this report. See more in Regatta News on page 14. For complete results in all classes visit www.yachtscoring.com.



SECRET HARBOUR MARINA

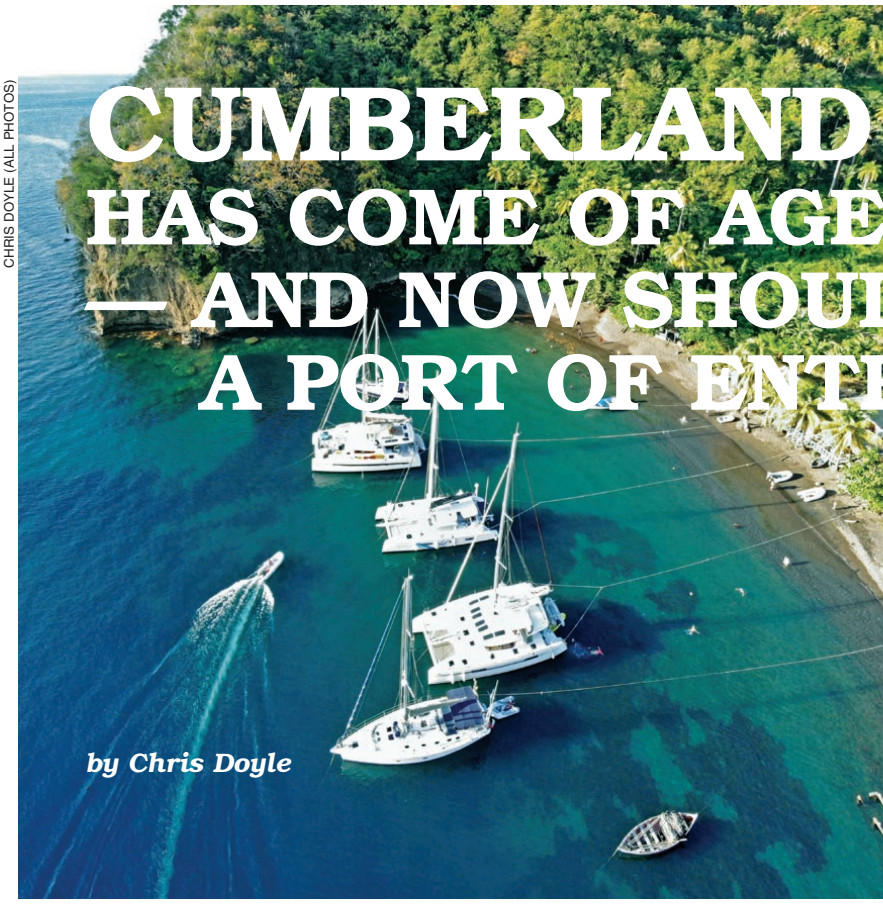
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CHRIS DOYLE (ALL PHOTOS)

CUMBERLAND BAY HAS COME OF AGE — AND NOW SHOULD BE A PORT OF ENTRY



by Chris Doyle



The west coast of St. Vincent is a scenic tropical wonderland and, in the case of Cumberland Bay, very friendly. It is an excellent place to hike, arrange tours into the wilder areas, and just relax in the bay and have a good meal ashore.

A few years ago the government did a great thing for yachting: it put in Bay Central, a facility with a dock, water, snack bar, washing machine and more. Unfortunately the dock was badly damaged by Hurricane Maria, and as of this writing no effort has been made to start repairs. Despite this, the small, dedicated band of restaurant owners, vendors and helpers who look after visiting sailors have encouraged yachts to visit Cumberland, to the point that on a recent visit 30 yachts were anchored in this small bay. I don't know if this is a record, but it is the most I have seen here at one time.

It is wonderful to see this bay lively and doing well, despite many cruisers who, firmly anchored miles away, love to say on social media how dangerous the west coast of St. Vincent is, and tell people to by-pass it. I have met many who listened, and then, when they eventually gave Cumberland Bay a try, totally fell in love.

When I arrived recently I was met by Joseph Rasta (cell phone 784-526-4035) who has become super-professional: always willing to help, but always letting skippers make their own decisions, and not pressuring them in any way. You can call him before you arrive and tell him you are coming so he can be the one to help you with your shore line. Having a linehandler is good, as to fit in all the boats everyone has to anchor and take a line ashore.

When we were finally secured, he told me of a new addition to the bay: "2-Socks," an artisanal workshop making magnificent and artistic top-of-the line fishing lures. It was started by Captain Guido, locally sometimes known as "Socks," an Italian who first came to the island some 20 years ago as a charter skipper and has now retired

Top left: The north part of Cumberland Bay.

Top right: Fishing boats supply the beach restaurants.

Right: Joseph Rasta is professional and helpful.



in his favorite bay. The waterfront crew all know him and are fond of him; he has treated them well over the years. The workshop is close by Mojitos restaurant, in a couple of small cottages built by local entrepreneaur Mr. Stephens when he established one of the first restaurants in the bay many years ago. Socks loves art and local artists, and when he is not making fishing lures he is arranging art shows. He wanted his fishing lures to be works of art (they are) so he got the help of Sam Gola, who lives and paints up on the hill. (I visited Sam there a few years ago and was amazed at his huge production of hand-painted calabashes.) Sam runs the shop when Guido is away selling lures in St. Barts and other...

→



…French islands. This unique attraction makes the bay even more of a destination. The only problem is that the lures are so lovely you are not sure whether to fish with them or hang them on the wall. I ended up buying two: problem solved. I set the smaller one on the sail from Cumberland to Soufriere, St. Lucia and caught a nice dolphin.

Eating out is part of the fun at Cumberland and you have choices. One of my favorites, a few steps from 2-Socks, is Mojitos, run by Julian Morris, who is helped by Veneshia. Julian lost his cell phone a while back, so here is the updated info: Julian, (784) 593-7630; Veneshia, (784) 527-6607. If you prefer, Joseph Rasta will go to the restaurant, get you a menu, make your reservation, and alert the staff to the dishes they should prepare. The food is very good.

The people working this bay have been doing it for a long time. Their lives have been always been bound up in the bay and it has created a sense of community on the waterfront, which has been helpful in encouraging visitors. The majority of sailors who visit this bay stop for just one night, to break up the trip between St. Lucia and Bequia or vice-versa, but many would enjoy staying considerably longer, creating more opportunities for locals as hiking guides, etcetera.

The problem is that Cumberland Bay is not a port of entry. If it was, southbound cruisers could arrive here from the north, clear in, and spend some adventurous time touring, snorkeling and diving, before heading to the Grenadines. Similarly, northbound sailors could hang out here and wait for a weather window or an advantageous



The south part of Cumberland Bay.

Where you anchor in Cumberland Bay might dictate where you choose to eat ashore, as walking from along the beach one end to the other involves wading through a river. Or you can get to the other side of the bay by dinghy.

On the other side of the bay Old Joseph (to distinguish him from Joseph Rasta) has a cute little restaurant called Joseph's Place. I have known Joseph for many years as a fisherman, linehandler and cook. But he now has a poorly leg so he leaves line handling to others, and his restaurant is run by his son, Gregory. Nevertheless, he is still out there in the bay doing a little vending. An long-time yachting customer helped him by supplying a tiny, light fiberglass boat as his old wooden boat was getting too heavy for him.

Then there is Beni, an excellent cook who prepares delicious local meals. He opened one of the first restaurants here many years ago but it was out of action for a while after storm damage. I am happy to say it is up and running again.

When you want to go for a tour ashore many will help you. Beni has a big bus and does very professional tours (call 784-593-9143). You can also talk to Joseph Rasta about tours, or ask his uncle Cas. Cas uses Taxi Yellow if you need a cab and is also happy to accompany you on a bus (784-532-4393). The Cumberland Nature Trail is not far away.

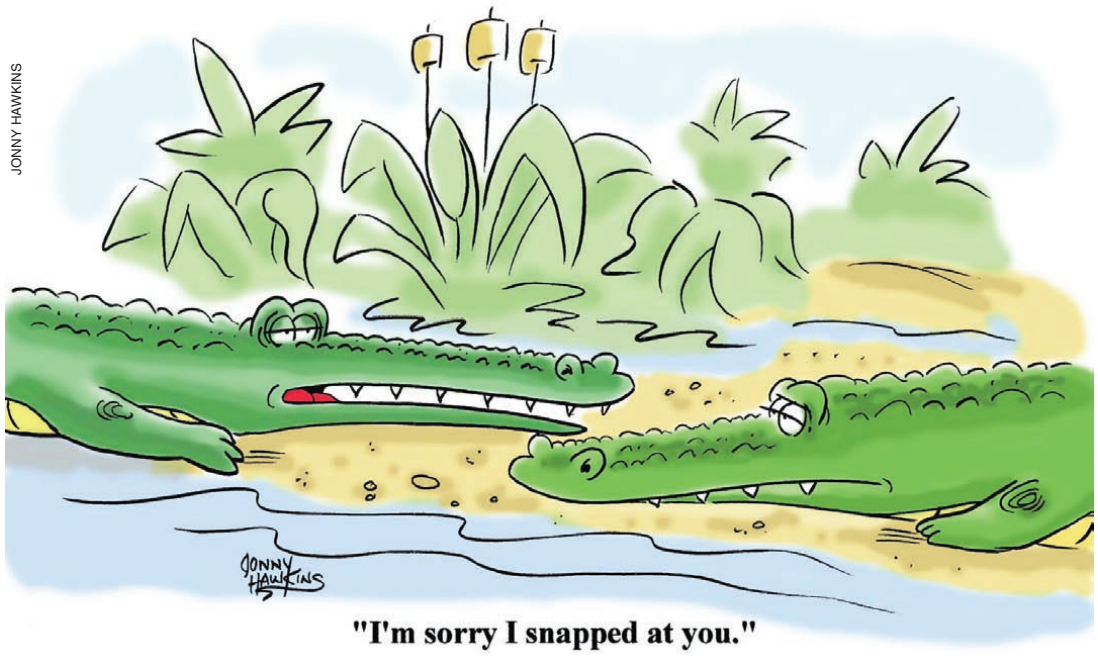
tide to cross the often-challenging channel between St. Vincent and St. Lucia, clearing out just before leaving.

Currently, the nearest full port of entry is Chateaubelair to the north (Wallilabou, a couple of miles south, has a visiting Customs officer, but only after hours, and the overtime fee is now EC$100). Clearing at Chateaubelair is problematic, as anchoring is far from the dock, which has never been particularly easy to use: it is subject to swells, making getting ashore hard. Chateaubelair never gets nearly as many visiting yachts as Cumberland Bay; most yachts cannot be bothered to stop to clear there, so they miss the west coast of St. Vincent altogether. This would change if Cumberland Bay were a proper port of entry. It should not be too hard to set up, as there is already a government facility here on the waterfront where a Customs and Immigration office could be located, and the repaired dock would make coming and going easy.

This small thing would make a huge difference to both yachtspeople looking for a convenient and welcoming place to visit, and those living around the bay whose livelihoods are enhanced by the presence of visiting yachts.

COMPASS CARTOONS

JONNY HAWKINS



"I'm sorry I snapped at you."

BILL THOMAS



"I'm multi-tasking."

CRUISING THROUGH TRINIDAD CARNIVAL

by Evelyn Miller

"IT was an experience of a lifetime." "We are really happy we included it as part of our time in the Caribbean." "We will encourage others to do this!"

These were comments made by cruisers in Trinidad who participated in a wide array of events as the Carnival season here, which begins after Christmas, unfolded. The cruisers' trips to the events were hosted by Jesse James of Members Only Maxi Taxi service in Chaguaramas.

Jesse is a strong advocate of cruisers. He gave us all a chance to see the best events for Carnival 2020.

A mixture of cruisers attended Carnival. Most either came especially or extended their stay for it, and many left right after to head north. Those who were here for



Tuesday's street parades are the culmination of weeks of competition and months of preparation. The 'mas bands' consist of anything from a few performers to hundreds of people in costume.

boatwork and on the hard were very happy that Carnival was happening the same time as they were working so hard on their boats. It was a great opportunity — an excuse to take a break and enjoy a unique experience.

For some folks, it was their second Trinidad Carnival experience, so they were able to guide the first-timers and encourage them to go out and enjoy it.

Here's a little story about what we've seen collectively as cruisers in Trinidad this Carnival season.

Carnival begins with a large number of smaller events leading up to the final week before Lent. Competition is a big deal to many of the folks who work hard to achieve a finalist rating and enter the winning line-up. Jesse has provided many mini-trips to take a peek at such preparations and many of us are in awe of what people do here in Trinidad.

Panorama is the big steel pan competition held in the Queen Park Savannah in the heart of Port of Spain. The bands practice regularly in different locales across the country. Among the many bands striving to win the Panorama, one popular with Trinidadians, and that many of us cruisers were admiring, are the Renegades. They have been playing as a steel pan orchestra since 1948.

We cruisers saw the Renegades win on the evening of the semi-finals. When it came down to the finals of Panorama, on February 22nd, however, the Desperadoes took the winning title. The Desperadoes Steel Orchestra, also called Despers, are Laventille in Trinidad, formed in 1945. The most popular song played was "More Sokah." A very entertaining night it was. Some cruisers from Seattle in the US were here for their second season of experiencing Carnival, and said they looked forward to not only to the steel pan band music but also to the corn soup and cold beer!

The Children's Carnival was held on February 15th. The stadium at the Queen's Park Savannah was full of children in brilliantly colored costumes. The theme of one major section was "Climate Change." The children found many amazing and innovative ways to express this theme. "Beauty and the Beast – The Pollution Battle" used beautiful seashells and trash to make a large display that looked like the feathers used on Carnival Tuesday. Another, "Flaming Inferno," was less subtle. A boy wore a gas mask and incorporated pictures of pollution from smokestacks and fires as part of his costume. Others sported beautiful costumes with a clear message of "save our environment." Prizes were awarded, but the clear winners were the families who worked together to participate.

The Old Yard Carnival was held the next day. A maxi taxi van full of cruisers from Canada, US and other countries attended. This event has been sponsored by the University of the West Indies' Department of Creative and Festive Arts for many years. Many students and teachers were among the actors costumed to depict historic Carnival characters. The setting was an open area with bleachers for specta-

BRUCE AMLICKE (ALL PHOTOS)



tors, giving a very intimate feel to the event. Included in the depictions was the Midnight Robber, a traditional character fearsome especially to children. As he proclaimed at the festival, he steals dreams and puts bad thoughts into people's heads.

The Moko Jumbies on stilts are a traditional African representation of people from Africa. Moko means healer in Central Africa and jumbie is a West Indian term for a ghost or spirit that may have been derived from the Kongo word zumbi (or zombie).

The Blue Devils, who wear horns, were represented as fire-breathing demon-like characters. The Jab Jab is another of several varieties of "devil mas" (devil masquerade) played in Trinidad Carnival. This type of devil is often smeared with tar, grease, lard, and/or various dyes.

The Baby Doll character, a common sight during late 19th century Carnival, is a satirical portrayal of a mother with an illegitimate baby. Often the masquerader portrays a gaily dressed younger woman, wearing gloves, and a large poke bonnet or mobcap, and a frilled dress exposing her legs. Baby Doll characters were seen throughout the event.

—Continued on next page

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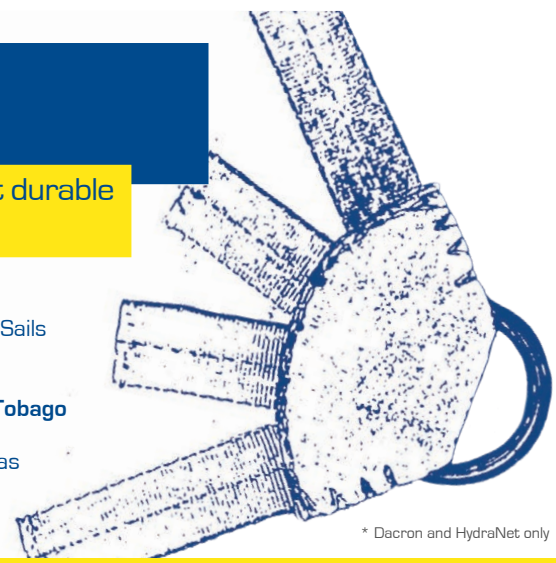
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—*Continued from previous page*

Stick fighters, gorillas, storytellers, singers, dancers, and music-makers with pans and bamboo instruments were all part of this festival. The spectators joined in at times and children of all ages had fun.

The King and Queen competitions held on the stage at the Queen's Park Savannah are the costumed competition events. Cruisers attended both the Semifinals on February 13th and the finals on February 23rd. Some cruisers from the Toronto, Canada, area, seeing the costumes for the first time, were especially amazed by their size, how they were massively assembled on pushcarts, and how each costume had a special meaning.

The Moko Jumbie costume with the meaning of Love was one cruiser's favorite. She was fascinated to learn that each costume had a special message or meaning. She pointed out one with a political message: large dazzling coins covering the costume represented the power money holds over the people.

Dimanche Gras evening saw a magnificent display of the color, ingenuity, and choreography that went into the brilliant costumes. Ted Eustace, portraying "Lords of de Savannah" won the Carnival King title. His costume, one of the largest in the



competition, was a feat of engineering and design as its gigantic Pierrot Grenade and dual Midnight Robbers moved like robots as he crossed the stage. The Queen's title went to Roxanne Omalo for "Mother of Dragons, Keeper of Light."

The climax of Trinidad Carnival occurs on the Monday and Tuesday before Ash Wednesday. Its origins go back to the 18th century, when French plantation owners organized masquerades (mas) and balls before enduring the fasting of Lent. On the Monday morning, J'ouvert (daybreak, from French *jour ouvert*) symbolizes the start of the official two main days of Carnival. It begins well before dawn on Carnival Monday. Several brave cruisers arrived at a band encampment by 2:00AM.

A night of walking and dancing for miles around town with the bands, and getting down and dirty with mud, paint or chocolate, is a night to remember. Bar trucks, music trucks, dancing in the street with winding and grinding, and songs that go over and over in your head are experienced during J'ouvert — a time of crazy fun for sure. You wear tribal shirts and clothes you might consider throwing away at the end. You know Jesse's crew is prepared for muddy, painted and chocolate-covered cruisers when, for the ride back to Chaguaramas, the maxi taxi seats are all covered in plastic! Soap and shower essentials for afterwards were part of the gift.

Tuesday's street parades are the culmination of weeks of competition and months or more of preparation. The groups or "mas bands" consist of anything from a few performers to hundreds of people in costume supported by tractor-trailer trucks with sound systems that would support a major rock concert, beverage trucks to keep the band in good spirits, and even trucks to allow them to take their leave.

A large number of cruisers got up before the crack of dawn and headed to Adam Square, Port of Spain, where one of the judging spots is located. Jesse was able to secure excellent seats in the covered stands well positioned on the parade route. It took a little while for things to get started so we had time to find "doubles," a Trinidadian breakfast food consisting of two small, soft flatbreads filled with curried chick peas.

Then the Carnival bands came by the dozens and marchers by the thousands. A spectacular display of costumes — some even danced. The bands walked from the Queen Savannah Park through town to where we were. The streets filled with more and more people as the day went on. Some of our group stayed until 5:00PM. One of our own popular cruisers came outfitted in her homemade walking horse costume in Trinidadian colors.

The Trinidadians who mingled with us cruisers were the most delightful folks, sharing conversations and even some homemade goodies. The Trinidadians, in their true form of culture, have given us a most memorable Carnival.



Clockwise from left:
A cruiser plays 'burrokeet.'
We saw the Renegades win on the evening of the steel pan semi-finals.
A Midnight Robber, a traditional character fearsome especially to children.





CARRIACOU'S UNIQUE SHAKESPEARE MAS

by John Everton



Everyone who has attended a Caribbean Carnival is familiar with J'ouvert, with the Jab-Jab men, the parades, colourful costumes and the Calypso Road March competitions. This year I saw a different aspect to Carnival when I took a bus to Mt. Royal up in the hills of Carriacou to see the Shakespeare Mas.

As far as I know Carriacou is the only island that includes the Shakespeare Mas as a traditional event of their Carnival. The Mas (masquerade) is played on a sloping street at a crossroads with a Community Centre and several archetypal Caribbean rum shops conveniently placed along the roadside. Before the Shakespeare players arrived we were treated to the added bonus of the kids' steel band — so wonderful to see the kids making music.

Besides serving rum, beer, stout and other "spiritous liquors," the rum shops were serving delicious breakfasts of stewed lambi (conch), saltfish, fried jacks and bakes to fortify us to imbibe more rum.

With the arrival of the Shakespeare players the Mas began. Colourfully attired in hand-sewn quilted frocks and hoods with lots of padding underneath, they began reciting their lines from Shakespeare's plays while alternately advancing and beating on each other over the head and body with sticks when a mistake is made, or beating themselves on top of the head with their own sticks.

The tradition of the Shakespeare Mas has been explained as being an annual opportunity to mock the cruelties of the plantation era, when slaves were forced to perform for their owners and were hit when they recited in error.

Although I took a course on Shakespeare in college and read most of his major plays I couldn't catch a single word of Shakespeare except for "Friends, Romans and Countrymen...." but I was assured that they were indeed reciting Shakespeare. This is not the point to me. As I remarked to a few of the people there, the tiny village of Mt. Royal had more culture going on than the US where the closest similar event is televised professional wrestling.

As the chanting from the crowd of "Press dem down, press dem down!" became louder and louder the players became more excited, the stick beating intensified, and the crowd had to quickly scatter to avoid being beaten, too.

Besides the men taking part, there were young children in similar costumes who played the same Mas.

The location of Mt. Royal with nearby lookouts over both the windward and leeward sides of the island, the wood-frame houses and dimly lit rum shops, the crowds of people from all walks of life including rastas, police, many children, Kyaks and foreigners of all ages, made for a quintessential Caribbean experience.



I saw a different aspect to Carnival when I took a bus to Mt. Royal up in the hills of Carriacou to see the Shakespeare Mas.



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Making Grenada COCOA TEA

by David H. Lyman

"We're off to see how they make cocoa today." My wife, our shore-tour director, had rented a car for a few days so we could explore the island of Grenada. The two kids, Renaissance, 11, and her brother Havana, 9, climbed into the back of a much-used rental, I into the passengers seat. Our floating home, the ketch *Searcher*, a Bowman 57, lay at anchor in Prickly Bay on the south coast of this large Caribbean island. Our dinghy was locked to the dock at the restaurant next to the Spice Island boat-yard. Off we went on another adventure.



Grenada, with its rainforests, mountains, waterfalls, banana and sugar plantations, rum distilleries and cultural events kept us at anchor for a month. There were cricket games, workboat races and parades to attend, and tasty spicy new foods to sample. The West Indian mixture of cultures — African, Indian, Asian and European — proved an ideal classroom in cultural diversity for our two "boat schooled" students. My son and I explored the fort that sits atop a rock outcropping protecting St. George's Harbour entrance. We shopped among the stalls of the huge open-air market in St. George's, where our daughter found a lady who could cornrow her blond locks. Ren kept the style for two months, and then it took two weeks to shake out the curls.

The road to Belmont Estates, the cacao plantation (cacao refers to the plant itself; cocoa products are made from roasting its seeds) at the north end of the island, snaked north, up the west coast. We drove through the capital, St. George's, past the local Carib beer plant, and then passed the local Coca-Cola plant. The road wound up and down through valleys and hillsides, with glimpses of the sea off to the left. We drove through hamlets and villages, past beaches and coves, before turning right up into the mountainous rainforest. The clouds descended as we ascended. The road was wet from a recent shower, shafts of sunlight shot through holes in the clouds for a brief glimpse of deep green jungle in a valley below.

Grenada is only 16 miles long, but the road is so winding, it's twice that distance, top to bottom. It took us more than an hour to reach Belmont Estates, a working cacao plantation that's been in operation since the middle 1700s. We parked in the visitors' lot and walked across the road and into a large farmyard, a stone mansion to the left and a larger barn to the right. We registered and waited for a guide to show us the plantation's operation — this being part of our kids' boat schooling.

The plantation, we learned, grows and processes cocoa beans not only from their own trees, but also from surrounding farmers who drop off burlap bags stuffed with beans each day. We were soon in the presence of a tall thin, talkative Grenadian. He knew his stuff and led us around the bars and grounds, describing the process of turning the gold, yellow and red cacao pods into chocolate.

"The cacao tree grows these pods on their trunks," he explained, showing the kids a reddish football-size pod. "We cut them off and bring them to the barn." With a cutlass, he sliced open one of the pods. Inside was a mass of sticky gray-white pulp. He scooped out mess onto a board. You could smell cocoa.

"There are between 30 and 40 cocoa beans here, hiding," he told us, pushing the board of gooey stuff toward the kids. "Go ahead," he said. "Dig out a few. You can lick your fingers." They did.

"Tastes just like cocoa!"

"This mass of pulp and beans now needs to ferment. For seven days," he added, and then led us around to the open side of the barn. A row of wooden bins, four by four by five feet, each filled with the cocoa beans and pulp, are covered with large





Boat school for Havana and Ren included a field trip to a cacao plantation and then making their own cocoa tea.

banana leaves. "During the fermentation process the pulp melts away," our guide told us. "And the beans change their chemical composition. It's a natural process. All we have to do is turn the beans in the bins over every day to ensure they process evenly. Only wooden shovels and wooden bins can be used at this stage. After seven days, we have to dry the beans."

The space adjacent to the barn was covered with long pans, filled with brown beans. Each pan, four feet wide by 30 feet long, is resting steel wheels on steel tracks. "Every day, we have to shuffle through the beans so they dry evenly. Go ahead," he urged. "Take your shoes off, climb up there and shuffle back and forth. Mix up the beans with your feet." The kids did.

"What happens if it rains?" Julie asked as the kids shuffled back and forth.

"The pans are on wheel and tracks. When we feel the first sprinkles, everyone, including the office staff, runs out and we push the pans back into that shed. That's where the pans also spend the night."

"The beans dry for a week, then we bag them for shipment to auction."

The kids took two offered beans and bit into them. Each made a face.

"Yes. Cocoa beans are bitter. The beans are shipped off to processing plants around the world. The beans can be pressed into cocoa butter, or roasted and ground into cocoa powder, mixed with sugar, cream, and a few other things to make it taste like the chocolate you know — but some like the bitter taste. If you walk up that path, into the orchard, you may find a tree with a few ripe pods. Take a few home with you and make your own cocoa. Then you can make cocoa tea.

"You mean hot chocolate?" Ren said.

"We call it tea."

Havana found a tree with a few ripe pods. I cut them off with my sailor's knife and we brought them back to the boat. We turned our aft deck and cockpit into our cocoa processing plant. The kids followed the same process of fermentation, drying, then baking. We used a food processor to pulverize the beans, mixed a spoonful with sugar and milk and made Grenada Cocoa Tea.

TRES HOMBRES – AN UNUSUAL 'GREEN' FREIGHTER



by D'Arcy O'Connor

I was recently in St. George's harbor, Grenada, on the Lido Deck of the 360-foot barque *Sea Cloud* having a beer with Simon Kwinta, the ship's hotel manager, when he directed my attention to a 105-foot brigantine tied alongside the adjacent Customs dock. "Amazing!" Simon exclaimed, shaking his head. "She got here all the way from Las Palmas (Canary Islands) without an engine."

Simon, who's been at sea all his life and aboard *Sea Cloud* for 35 years, is someone I assumed had seen it all. Yet he was obviously impressed by *Tres Hombres*, an engineless 77-year-old wooden cargo ship that had recently spent 22 days crossing the Atlantic to deliver 200 litres of Portuguese olive oil and cases of British organic seaweed to several Grenada restaurants and resorts.

Inspired by Simon's awe, I made a point of meeting the Dutch captain of *Tres Hombres*, 30-year-old Wiebe Randstake, who invited me aboard.

On deck the ship was organized chaos with deeply tanned young men and women offloading cargo and cleaning the woodwork or tarring the standing rigging. Wiebe himself was huddled with two representatives of the Grenada Chocolate Company discussing the future shipment of their famous organic dark chocolate bars to the Netherlands. Below deck in one of the ship's two large cargo holds I was assailed by the sweet aroma of oak-barreled Foursquare rum that she'd loaded a few days earlier in Barbados. The second hold was being readied to take on 12 tons of coffee beans in Santa Marta, Colombia, the ship's next scheduled port of call. From there she'd be sailing north to the Dominican Republic to load cocoa beans and more rum. All of this would be delivered to Amsterdam on another Atlantic crossing — again propelled only by the wind.

Following my tour of *Tres Hombres,* Wiebe and I headed for a pizza lunch at the nearby Port Louis Marina where the lanky blond-haired captain proudly described his ship and its basic mission — to transport goods sustainably from port to port without leaving a carbon footprint. Wiebe, who's been sailing since the age of 12, has spent the last six years on *Tres Hombres*.

Under his command are six seasoned ship's officers as well as eight "trainees" — young men and women who, leaving their video game consoles and designer jeans at home, sign on for the opportunity to live in the past while visiting foreign ports on a traditional tall ship. Moreover, the trainees get a hands-on education in the art of seamanship, navigation and square-rig sail handling. At sea, life is a spartan routine of eat, sleep, work — no different than it was for cargo vessel crews of centuries past. And, says Wiebe, by the end of an Atlantic crossing, the trainees are a close-knit family of fellow mariners with memories and friendships they'll carry for life,

Tres Hombres was built in 1943 as a cutter-rigged minesweeper for the German navy. After the war she was reincarnated first as a Baltic fishing boat and later as a coastal trader and passenger vessel between the Irish north coast and the Aran Islands before being laid up for several decades. In 2007 a trio (hence the ship's name) of Dutchmen found her and came up with the idea of turning her into an emission-free freighter. Her diesel engine, fuel tanks and drive shaft were removed before she was towed to Amsterdam for a complete makeover into a two-masted cargo-carrying brigantine.

Apart from being engineless, she has only a limited supply of electrical energy — all of it clean and sustainable. Solar panels, wind turbines and a tow generator provide what power is needed to charge batteries that feed necessities such as her navigation instruments, UHF radio, satellite phone and running lights. There are no power-gobblers like electric winches or windlass, air conditioning or refrigeration aboard this ship.



D'ARCY O'CONNOR

I made a point of meeting the Dutch captain of Tres Hombres, *30-year-old Wiebe Randstake.*

With a cargo capacity of 45 tons, *Tres Hombres* is the larger of two sailing ships currently used by a Netherlands-based consortium known as Fairtransport. Their other vessel, *Nordlys*, is a 78-foot wooden schooner originally built as a fishing trawler in 1873. With a cargo capacity of 25 tons, *Nordlys* today operates as an engineless coastal cargo vessel in European and Scandinavian waters.

But it is the transatlantic emission-free shipping capabilities of *Tres Hombres* that Wiebe is most enthusiastic about. He says that with her 3,600 square feet of ten squaresails and studsails set, *Tres Hombres* averaged seven to eight knots during its latest Atlantic crossing, and she's occasionally run before the wind at over 14 knots. Moreover, with careful sail manipulation she can ease her way through a crowded harbor and sidle up to a dock as smoothly as any ship her size with an auxiliary engine.

Fairtransport has even bigger plans in the works. Wiebe tells me that a three-masted topsail clipper ship is currently under construction in Ceiba, Costa Rica. (*See cover story in the November 2019 issue of* Compass *at www.caribbeancompass.com/online/november-19compass_online.pdf*) After she's launched in about three years time, the 168-foot engineless vessel will be used to provide emission-free cargo service along the North and Central American West Coast.

And looking even further ahead, Wiebe envisions a pollution-free future with engineless clipper ships delivering European and North American cargo throughout the Pacific. Or as he put it, "riding a green wave all the way to Australia."

D'Arcy O'Connor is a veteran journalist, TV documentary writer, published author and round-the-world sailor. He has contributed to the Wall Street Journal, People, Yachting, National Geographic, En Route *and many other publications. His most recent book (2018) is* The Secret Treasure of Oak Island. *He lives in Montreal and spends winters in Grenada.*



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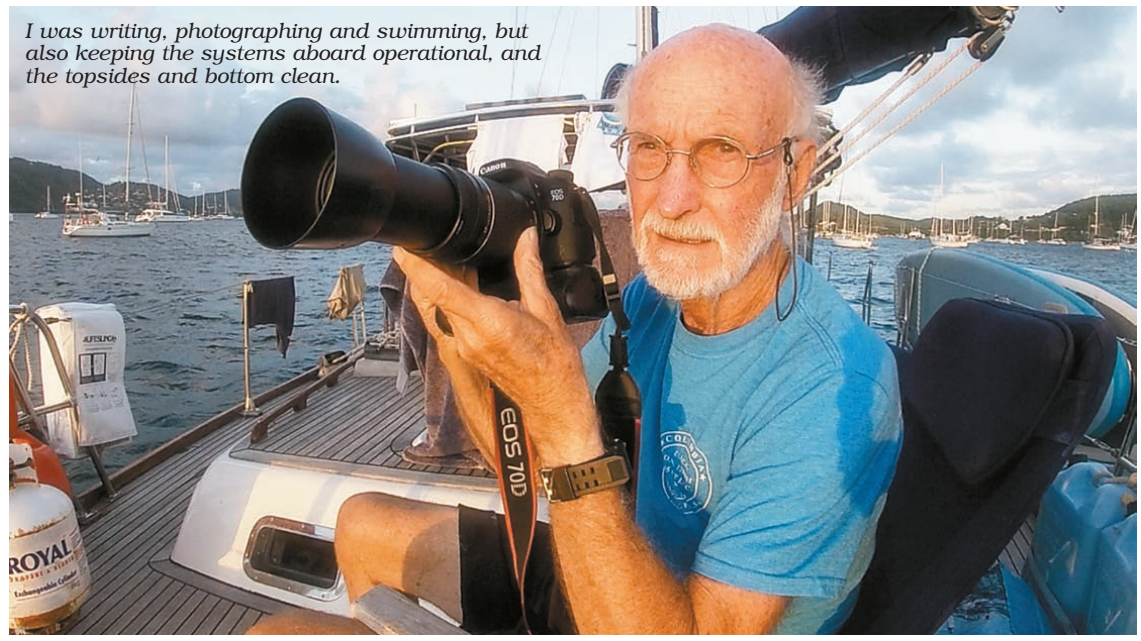
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THE SUMMER BOAT-SITTER OPTION

by David H. Lyman



I was writing, photographing and swimming, but also keeping the systems aboard operational, and the topsides and bottom clean.

Last fall, I was sitting peacefully in my studio in Maine trying to find anything I could do so I didn't have to write another book. Then an old friend dropped his hook in my harbor and upset my life.

"You busy this fall?" he asked.

"Why?" I asked. I already had an idea.

"Want to get back to sea? How about helping me sail my boat down to the Caribbean next month?"

My friend is owner/skipper of a 54-foot classic charter sailboat. He was on his way south for the winter after spending the summer chartering in Greenland north of the Arctic Circle. Three weeks at sea? I had to give this invitation some serious thought. That took me all of six seconds.

"When we get there, how about minding the boat for me while I take two months off?" he asked. "I need a break. I've not been off this boat in more than two years."

"And what might that entail?" I asked, trying not to appear too eager. It had been ten years since the family and I were living in the Caribbean on our Bowman 57, *Searcher*. The kids weren't yet teens then. (Now they're out of high school. Our daughter, Renaissance, 21, is at Maine Maritime Academy; our son, Havana, 19, in the UK playing soccer.) Getting back to the islands has been on my mind since we left.

"Simple, keep the boat afloat," he began. "Keep the bottom, prop, decks and interior clean. Check the bilge daily. And have the boat in Martinique by the end of January. Our first charter is a week later, so I need the boat operational and ready to go."

"Well, I guess I could be free for those months," I reluctantly replied, barely able to contain my glee at the prospect of three months afloat on his well-appointed yacht in the Caribbean.

"You're not hauling her out?" I asked.

"Not this time. The first charter is late January. There's not enough time to get to Trinidad and back. I need the boat in the water, ready to go, when I return. You can invite your kids to join you for Christmas. They can help you sail the boat down to Martinique for me."

"Why me?" I had to ask.

"You're the only other skipper I trust," he said. This was an honor indeed coming from a skipper who has spent more than 30 years chartering summers in Antarctica, the Arctic, and the Canadian Maritimes, and each winter in the Caribbean.

"You know boats," he said. Yes, I know boats. I've owned, or been owned by, four of them over 40 years, 34 to 57 feet.

"Well, I guess I could," I said. And we did.

We left Maine on October 20th, joined the NARC Rally in Newport, Rhode Island, departed in late October with a third crew we'd picked from the Offshore Passage Opportunities crew network, stopped in Bermuda, and arrived in Antigua in early November. (That story appeared in the January 2020 edition of *Caribbean Compass:* see page 18 at www.caribbeancompass.com/online/january20compass_online.pdf)

Being a Boat Sitter

On November 20th, my friend left for his vacation and I was left alone to take care of his classic sailboat for two whole months. All I had to do was check the bilge daily to keep the boat afloat, and scrub the green slime off the boot-top and the barnacles off the hull. Oh, and there was stainless steel to polish, the topsides to clean, the rigging and winches to see to. My routine would keep the pumps working, the solar panels topping off the batteries, and — oh, yes — sail his yacht from Antigua to Martinique by the end of January. My family joined me as we sailed down the island chain: Antigua, Guadeloupe, the Saints, Dominica, and then St. Pierre and Ste. Anne on Martinique.

Bareboats, like rental cars, are all the same and ready to go when you step aboard. A private yacht, especially an older one (my friend's boat is over 30), is not like a rental car. These grand ladies of the sea are full of idiosyncrasies that usually only the owner knows about. After spending a month on the delivery from Maine to Antigua, I got to know this boat, her rig, nav systems, pumps, fuel and water systems, and the way her owner likes things done. Before he left I'd written a three-page Operational Manual to follow.

By having me enjoy myself on his sloop, he could count on the boat being ready to go when he returned. And for the most part, it was. I was aboard my friend's boat, writing, photographing and swimming, but also keeping the systems aboard operational, the topsides and bottom clean. The freezer, packed with fish we caught on the way south, was up and running. The cabin, cockpit, bottom and propeller were mostly clean, and the boat was almost ready for the season's first charter (although his fastidious First Mate, on her arrival, spent two days cleaning to *her* standards).

It was a great fun. I'd do it again.

Finding a boat sitter is one option owners have when they need to return home for an emergency, a break from cruising, or a summer at the lake cottage or in the RV. But there are other options for parking boats for a few weeks or an entire season.

Storing on the Hard

With summer and the hurricane season approaching, what are you going to do with your boat? Sail to the Med? It's a long ocean passage. Sail it north, out of the hurricane zone? There's only one place on the entire US East Coast that hurricanes avoid: Maine. We've not had one near us in 100 years.

Is your boat staying put in the Caribbean for hurricane season? There is only one solution in my book: haul out south of the Grenadines, preferably in Trinidad.

Advantages of storing on the hard: your boat won't sink; you can lock her up and walk away for a few months or a season. My friend added the following:

"If your boat is left clean on the hard, the inside stays immaculate. We spray Lysol in the corners that could attract mold, like the inside of drawers and the headlining.

—Continued on next page

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—Continued from previous page

If you haul out you can clean the bottom and give it its annual antifouling. The varnish and stainless steel hardly need attention, as they are not affected by salt spray. The sails are removed and sent to the sailmaker. The dinghy engine gets an overhaul. When you get back nothing is broken inside or outside, no wear and tear, no lost or stolen dinghy."

It may you a week or two to re-rig, varnish, provision, and re-supply your boat before it's ready to launch, but it will have survived another hurricane season. There are a host of details to organizing a summer haulout, which we'll go into in a later article.



My friend left for his vacation and I was left alone to take care of his boat for two months.

Hauling and monthly storage fees vary from boatyard to boatyard, and you should shop around, but perhaps more to the point than cost is the fact that some Eastern Caribbean yards are so busy they only take long-term summer haul outs, say from June to November.

Parking in a Slip

Another option is to park your boat in a slip at a marina. According to a recent NGO report, of the 22 islands in the Caribbean, there are 111 marinas with a total of close to 6,000 slips. Should be one somewhere! Yet many are full in season. You need to make a reservation early, or there may be no slips available where and when you want one.

Advantages? You can step on and off your boat: no dinghy to deal with. Water and electricity are right there. No costs to haul or time spent getting ready to launch: your boat is already in the water.

But in what condition? One owner I interviewed found his yacht infested with ants on his return. Others found cockroaches, dirty decks, and bird droppings on the sail cover. A major problem with marinas is that while they are all located in nicely protected harbors, those harbors tend to be stagnant and marine growth is rampant. You could get back after a month away to find the bottom and prop are foul, perhaps requiring a haulout, a hired diver, or two or three days on the hook in some clean anchorage scraping off the growth yourself. I've done it.

Some marinas provide more caretaking services for stored boats than others, and there are individuals and guardianage services in a few harbors that will watch your boat for you, for a fee, while it's in a slip.

Finding a Boat Sitter

I had a couple living on one of my yachts years ago and it was to the boat's benefit, as well as the couple's and mine. So I can recommend this as an option.

If you have someone you trust living on your boat, anchored in some safe cove where the water is clear, they should have your boat ready to get underway when you return.

If I were looking for someone to mind my boat for a few weeks or few months, this is what I'd be looking for:

• Someone I've sailed with on my boat.

• Someone who has owned a boat similar to mine with similar systems (boat swapping with other owners of the same type of boat is a great option).

• Someone with extensive sea time, and perhaps a professional license.

Delivery skippers jump on an owner's boat and within a few hours are ready to go to sea, trusting they'll be able to fix anything that goes wrong underway. But pro delivery skippers get paid US$500 a day. Look for a retired delivery skipper who wants a vacation in the tropics.

What might it cost to have someone mind your boat? That's between the owner and sitter. No money exchanged hands in the deal I had with my friend. An owner might offer to cover transportation, or a stipend for food, but it would still be half the cost of a haulout and storage ashore, or a marina slip. Want some refinishing done, or the boat delivered to another destination? That might involve a fee negotiation.

A written contract might be in order.

Your insurance company may have something to say about a boat-sitting arrangement. They, or you, might stipulate that your boat minder have their own liability insurance policy. I have one.

I'd also want someone onboard who knows the waters, the islands, the best anchorages, where to provision and obtain fuel and water, and the Customs and Immigration policies of the various islands.

I spoke with Hank Schmitt from Offshore Passage Opportunities, SailOPO.com, the crew network that connects pro skipper and owners with crews for deliveries. I asked, would his network of sailors and owners find this a valuable service? He's thinking about it.

In summary, boat sitting can be a win-win-win situation. The owner has someone looking after their boat, the boat and its systems get to be worked, and the sitter has a place to reside while in the Caribbean.

Where to Park Your Boat?



Advantages of storing on the hard: your boat won't sink; you can lock her up and walk away for a few months or a season.

Where should you leave your boat with a boat sitter?

This needs some thought and research.

Consider these factors:

• What islands have good flight connections and reasonable prices to get you away and back?

• What anchorages are near a fuel dock for water and fuel?

• What anchorages have good holding ground and clear water, and are a short dinghy ride to town for provisioning and WiFi?

• What islands have a friendly Customs and Immigrations policy and staff? (I think the French Islands are the best.) Does your sitter need a visa, and will it require renewal? Some islands restrict the length of time your boat can stay.

• What anchorages are safe and crime free?

My favorites from this past winter include:

• The anchorage off the Hermitage Resort beach, in Five Islands Bay, Antigua. It's a 12-minute dinghy ride into Jolly Harbor and the best supermarket on the island, but WiFi is limited. The fuel dock is easy in and easy out.

• Off Pigeon Beach in Falmouth's outer harbor, Antigua.

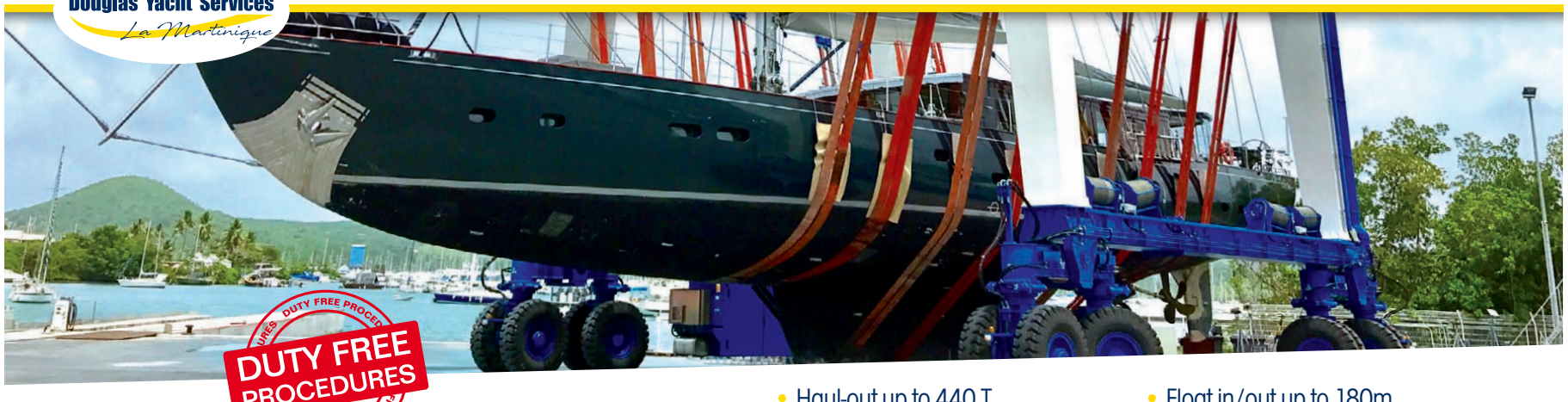
• Ste. Anne, Martinique, where you join another 200 yachts in this popular anchorage with a nice village, and a 15-minute dinghy ride into Le Marin, the largest yachting center in the Caribbean.

• Bequia in the Grenadines is ideal. Lots of room, clear water in Lower Bay, and adequate provisioning ashore. Little barges supply fuel and water to boats at anchor.

• Red Hook in the USVI is close to services ashore and was still free the last time I was there, but many of the anchorages in the Virgin Islands now require you to pick up a government mooring and for a limited amount of time.

There are others, and Chris Doyle's guides have descriptions.

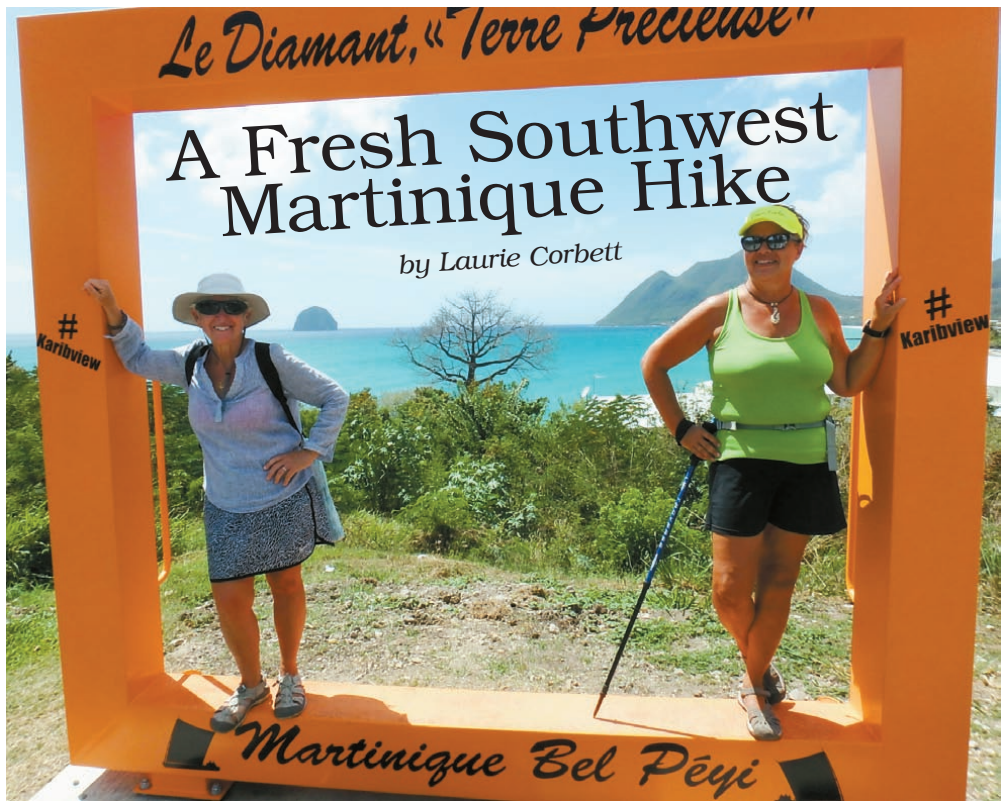
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ARE you somewhere along the southwest corner of Martinique waiting for weather, parts, or friends? Try this hike. It starts in Taupiniere, and follows the south coast west until you get to Le Diamant. The 2.5 hour hike takes you on a well-trod but lonely trail just along the shore. It is reminiscent of the hike from Ste-Anne to Pointe des Salines, but different enough to be quite enjoyable.

Starting at the bus stop on the east side of the bridge on the D7 highway at Taupiniere, cross the bridge and carry on towards the sea down Allee des Gommiers. After you pass the Restaurante le Poisson Rouge you will see a picturesque inshore fishermen's harbour. Soon after that, you will find the first sign and marking post of this well-marked trail.

On the way to Grande-Pointe, you will be traveling on a wide flat path, with just the odd root sticking above the hard mud, with shade trees on both sides. Although there are a few eroded and unserviceable stairs along this mostly flat trail, the slope is gentle, and in most areas a side trail bypasses them. From time to time you get glimpses of the narrow inlet that leads back to Taupiniere. Some trees are wild looking and picturesque.



Just before you find the tip of Grande-Pointe, you pass an old limekiln and other ruins, lonely and overgrown. Near the tip, the trail bursts out, providing views of a very rough shoreline, usually with breaking waves, and an interesting view of Ste-Anne, back beyond Ste-Luce and Rivière-Pilote. As you round the point, you travel equally along the barren rock edge away from the trees, across scuffed stone outcrops, and just within some of the brush at the edge of the stunted forest. Regardless, the footing remains sure during all of this trail, but for stepping over a few logs and roots. At one point, you travel inland, around some cattle fence openings and through a pleasant field partially open except for some larger trees.

You carry on into a pretty bay called Marigot du Diamant, near the village of La Chery, and find yourself in a bit of civilization, with a picnic site and an industrial building, before heading across the side of a playing field and back along the bay. You cross a footbridge to find yourself walking along a fence that marks the backyards of some La Chery residences. Shortly, you find yourself passing through rather modern ruins of some comparatively



large development being taken over by nature and, farther on, this shortcut across the Pointe du Marigot takes you along a seldom-used rural road called La Chery.

Now and again, you begin to catch glimpses of Rocher du Diamant and Morne Larcher. Rather suddenly, they are permanently available on your left, and soon after, you emerge on a promontory over Grande Anse du Diamant that is favoured by tourists. Just across the street, which is also Route D7, is a pergola, perfect for a lunch stop, a rest, and for just gazing at the commanding view of Rocher du Diamant and the beautiful beach.

From here, you have a simple walk along sidewalks and past numerous bars and restaurants to a bus stop in front of the church in the middle of the Bourg le Diamant. If you are looking for a recommendation for lunch or refreshment, the restaurant Chez Lucie has both with a fantastic view of the water. The staff are kind, and responsive to your needs.

Staging Tips for This Hike

- We recommend anchoring in Grande Anse d'Arlet for safety, good holding and ease of departure, but any of the bays along the peninsula will work.
- Two years ago, we worked hard to understand the buses that serve this peninsula, in order to hike Morne Larcher (see *Caribbean Compass*, April 2018: www.caribbeancompass.com/online/april18compass_online.pdf). There is a bus going clockwise and another going counterclockwise, serving all the bays along the peninsula.
- Members of our crew used two different telephone-mapping programs, which they had downloaded in Martinique. Both worked well for showing the trail and our progress.





FROZEN ROTI SHELLS

by Jim Hutchinson

First published in the May 1998 issue.

I'm in the supermarket across from where vendors sell a great assortment of colorful shirts. Something in the freezer? I'm trying to remember. An extra-friendly employee inquires if he can help. Now I recall.

"Do you have frozen roti shells?"

They don't, but one of their competitors might. The employee refers me to the supermarket at the other end of the block, past where the post office and Customs used to be. Or the supermarket around the corner — past folks selling produce under the stairs, to a comprehensive general store on the street leading to the hospital, library, and playing field. The post office and Customs are now on the back street, past the restaurant, across from where I do photocopies, this side of the guesthouse. All of this is within a few hundred metres. And that's only part of the port, the center of half-a-dozen settlements strung along the shore of the bay. There



are dozens of other shops, mostly smaller, from one-door rum shops to a yacht-oriented grocery store with brand-name potato chips at exotic prices (I eat the local plantain chips), downstairs from a restaurant/bar, one of several places to check for live music.

As I shop, the employee remembers another shop that might have frozen roti shells, a small place that my feeble mind confuses with another little shop. Also, there's a supermarket in front of the boatyard where I left my dinghy, near the most obscure of the several marine stores, on the way to the fuel dock.

But frozen shells aren't actually on my list. I get some things that are, and head for my favorite view of the bay, formerly Norah's Studio, now a friend's sail loft, where we rework my tired old sail inventory. His workmanship is excellent. For high tech or computer design, see one of the other lofts.

Sitting in the breeze overlooking the bay reminds me of a sail aboard *Wendy*, a little fishing boat that almost always won her race. Then I digest my roti shell adventure. The supermarket proprietor, at her desk in the corner, had explained that local stores are small; they stock different things. You shop by going to several stores. That's fine by me.

The produce sections (fruits, vegetables, roots) are in various spots of shade outside. Some vendors are the farmers themselves. Some vendors have fled the vicinity of the vegetable market.

Passing the vegetable market on the way home, I return a friendly greeting of one the other vendors, who invites me to look at his mangoes. "No," I answer, "I've been there before." The last time was over a year ago. Still friendly, he responds, "I understand the situation." Oh yeah, does he? But wait, do I? All three times I had shopped at this market I had gotten rude treatment by two or three pushy vendors. But what of the vendors who weren't bullying me, the ones I didn't notice? Still, I figure vendors outside the market want my business, too.

Several days later I walk through the port in the evening. Being a regular weekday and off season, the locals are enjoying a fairly quiet tropical evening. I smile, nod, a greeting now and then to familiar people I don't actually know, some of whom I barely see in the dim light. Passing where the post office used to be, a preschool girl and a boy of 10 or 12 hop the large letters painted on the street: POLICE NOTICE NO PARKING NOR WAITING. The little girl calls out letters, the boy helps her with "W." Maybe he'll become a teacher, I don't know, maybe she'll be a Secretary General of the United Nations. They learn about foreigners from us and television — think about that.

I'm thinking such things on my way to my hangout, a quiet place between the fancy places, this side of other good choices. There are several good local craft boutiques along the way. The one beside the ice cream shop is the original.

Later, walking back to the boat, the proprietor of the shop I'd been to looking for roti shells pulls up beside me, asks how much money I'd had in my pocket, hands it to me, and wishes me good night.

"Life is like a mirror. Smile at it and it smiles back," said the Peace Pilgrim. I've found that to be generally true.

DIAMONDS

Island Poets

What need have I of precious gems, when there upon in the water
Ten million diamonds glitter and a zillion great kings' daughters
Bedecked in their tiaras could never match the splendour
That bedazzles me each morning, should Poseidon choose to send a
Slave to decorate his realm, show strength, to tell his story,
And dazzle simple sailors with his might and power and glory.

The gods of Greece have long since gone into the land of myth;
Truth we now have in Jesus, but sometimes I wonder if
The old gods' spirit lingers still, creating mischief, beauty,
For they were neither bad nor good; perhaps they feel their duty
Is to add a facet to beguile a mariner like me,
For truly, each new morning, diamonds sparkle in the sea,

And also in late afternoon before the sunset's red,
The ocean's dreamy turquoise changes shimmering instead.
Once more diamonds gleam and glisten. Late day's slanting sun
Reminds a hard-worked sailor that the day is almost done.
When rays reach for that yardarm, fella, put your tools away.
A swim, shower, rum-and-soda now, to end your perfect day.

I have had gold and diamonds, but more precious still to me
Are the ever changing ocean and the diamonds on the sea.

— Nan Hatch

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of discoveries,
voyages in unfettered freedom
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by a single line
in a long list of
"Once upon a time…"

— John Rowland

LOOK OUT FOR...

Passionate About Passionfruit!

by Lynn Kaak

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

There are numerous varieties of passionflowers, but not all of them provide the passionfruit. There are also different varieties of passionfruit, but we generally only see a couple of different varieties in the Caribbean. Disclaimer over, let's discuss passionfruit in greater detail.

The passionfruits that one tends to see in the Caribbean are the yellow and purple ones. *Passiflora edulis* is native to southern Brazil and farther south in South America, but it has taken root around the Caribbean, and in fact, the world. As long as the plant doesn't get exposed the frost, or very small amounts of cold temperature, it will thrive.



The fruit's name is derived from its flower, which was given its name by Spanish missionaries: *flor de la pasión*. Much as the shamrock was used in Ireland to describe the concept of the Holy Trinity, the passionflower was used to describe the five wounds Christ received during his Passion of the Cross. So what started out as religious indoctrination has stuck for centuries.

The flower of *passiflora edulis* has a recurring theme of "five." There are five sepals, five petals and five stamens.

For easy identification, it has a purple base with white thread-like tendrils spreading out from it. On the top is a configuration of five light coloured spoke-like things, each ending in a fleshy mass.

The fruit is generally the perfect size to hold in your hand. It has a leathery skin that may be purple or yellow, depending on the specific species. There are only minor differences between the yellow and purple, with the purple possibly being a little smaller and a touch sweeter. The inside of the fruit is filled with seeds suspended in a gelatinous pulp; the pulp is the part that is consumed. It can be eaten straight up, made into juice, used in desserts, preserves, frozen treats... whatever your imagination chooses to do with it, it can be done. Look for it with the names of *maracuja* (or some derivative), *parcha*, and *chinola*, as well as the well-known passionfruit. Don't worry if the skin is a little shrivelled looking when you get it, passionfruit can remain edible for a reasonably long amount of time once picked. A smooth skin might be esthetically pleasing, but wrinkles certainly aren't an indication of the edibility of the fruit.

Besides the obvious, and extremely tasty, food benefits of passionfruit, it has also been used for medicinal purposes. The leaves and fruit have been used for treating anxiety and depression, and they also have antioxidant and possibly even some anti-cancer abilities. Passionfruit is full of trace minerals, and is an excellent source of vitamin C.

Most passionfruit and flowers grow on vines, and *passiflora edulis* is no different. As long as they have some shade, warmth, and enough water, these fast-growing vines are good to go. They can grow to a height of nine metres (30 feet) and will climb on almost anything. They will readily climb other trees, or be trained to trellis or wire growth for commercial purposes.

Look for passionfruit vines in home gardens, covering patios and arbors, and running along fences. You'll even encounter them in the wild; it is not uncommon to see unchecked passionfruit vines working their way across power lines or clinging to a mango tree.

Silver Jubilee Recipes

Celebrations call for food, and to celebrate *Compass's* Silver Jubilee Year, throughout 2020 we'll be sharing some of our favorite recipes from the past quarter century.

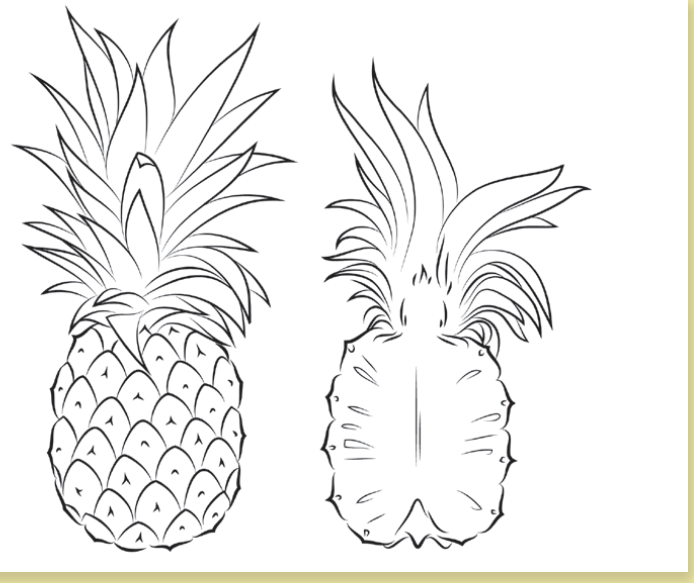
This easy recipe with a festive presentation from Menu of the Month by Owen Belmar in the July 1997 issue of *Compass* will be a hit with your guests.

Curried Shrimp in Pineapple

3 small whole ripe pineapples (about one pound each)
1 1/2 pounds shrimp, peeled and cleaned
2 Tablespoons virgin olive oil
1 medium onion, chopped
1 Tablespoon chopped shallots
1 Tablespoon chopped spring onions
1 Tablespoon chopped garlic
2 Tablespoons good fresh curry powder
2 medium tomatoes, peeled and chopped
1/2 Cup dry white wine
1/2 Cup dry vermouth
1 Tablespoon chopped fresh parsley
2 Tablespoon lemon juice

In a heavy skillet add olive oil, onions, shallots, spring onions and garlic, and simmer until tender. Add curry powder, tomatoes and shrimp and simmer for a minute or two. Add wine and vermouth, and cook until shrimp are just done. Add parsley and lemon juice.

Cut pineapples in half (leave the leafy tops on for decoration) and hollow out shells. Dice pineapple flesh, add to shrimp mixture and fill shells. Sprinkle with chopped chives or spring onions and serve.





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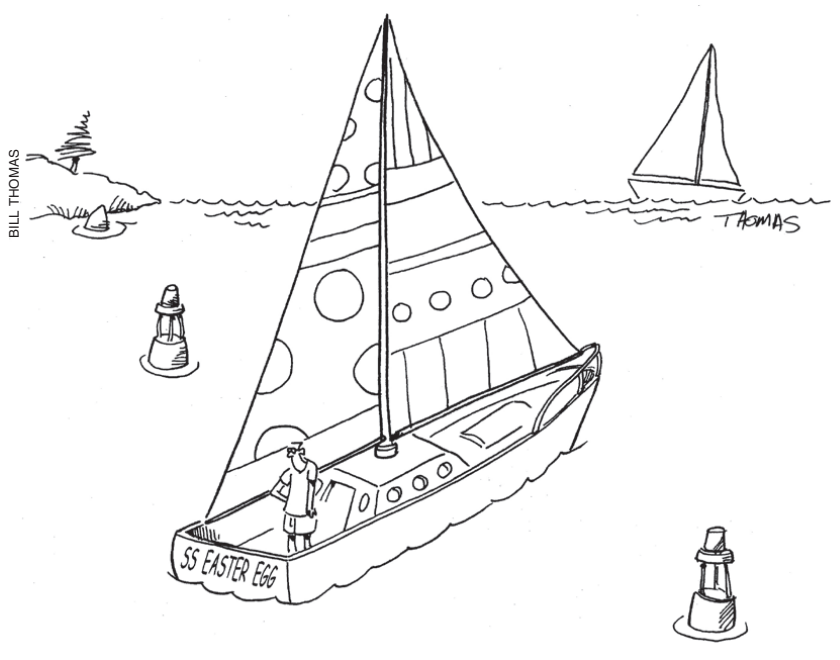
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COMPASS CARTOON



BOOK REVIEW BY NICOLA CORNWELL

PRAGMATIC ATTITUDE, DRAMATIC ADVENTURE

***The Art of Getting Wrecked**. Peter Roren. Germany: Books on Demand. 366 pp.*

A few years of cruising left me with the distinct impression that those I met on the Caribbean seas were either running to something or away from something. Sometimes both. Either way, their stories of how they got to be sitting with me sipping rum in some random beach bar were often long but rarely mundane. So it's no surprise that idle moments have often resulted in sailors recalling their exploits on paper with varying degrees of linguistic and literary success. Peter "Fixman" Roren's ambition to write is no exception in that regard. What is exceptional is that this part Norwegian, part English, mostly crazy (in a good way) author has a real life story to tell that totally justifies the oft-used adage "truth is stranger than fiction," leaving the dear reader (me in this instance) regularly muttering, "Blimey, you can't make this shit up!"

Commencing a book with a relatively lengthy trawl back through the checkered history of your relatives is not usually recommended as a successful writing ploy unless you are royalty. But Roren's DNA comes from a highly diverse, often bizarre set of characters whom he freely admits provide the backdrop for his internal questioning of who he really is and what motivates him. Added to this a lonely, peripatetic childhood tinged with family tragedy and you get the idea that young Peter was never really going to fit in to any conventional way of life despite his best early adult efforts to do so. The wife, the kids, the sensible job, blah blah.

The inevitable happened in the mid '80s when Roren unshackled himself from his "normal" constraints, hooked up with his neighbour Mariann and set sail in a boat he had built in his garden, accompanied with a rag-tag crew of strangers. Their maiden voyage was a passage across the Atlantic. But by the time the book is barely a third of the way through, the trusty vessel *Fredag* has gone aground on reefs and been apparently wrecked. You think that would be enough for one good salty story, but no, Peter has way more and is not one to let a little sinking get in the way of his ambitions to conquer the high seas. As we learn, this turns out to be just the beginning of *Fredag* and its crew's unconventional adventures.

The self-described "Captain Bligh" and his enigmatic but splendidly stoic First Mate Mariann deal with disaster as if it's just another mild irritation in their lives. There's a pragmatism to their approach that indicates a remarkable strength of character coupled with a regular reliance on DIY books. Every setback is seen as the door to another opportunity, lack of money just another reason to figure out a new way to make some. Despite the drama, Peter never resorts to describing it as such:

All I had left in my material world was what I was wearing — a wet T-shirt, a pair of marine-blue underpants and a defeated look on my face. The crowd didn't say much. They didn't need to.

Indeed his low-key "then this happened" recollections make you wonder why you yourself get so bothered about things when life gets in the way of your dreams and plans. A good lesson for all of us perhaps.

At pretty much every turn in his journey Peter delves curiously into his surroundings, be they physical or social. As he becomes more familiar with his varied environments he is not afraid to share his personal perspectives on them, providing an added insightful social commentary not often revealed in sailing books. A stint running a sort of nautical welfare programme for delinquent kids from Norway indicates there is even more to the man than is revealed in one book. I hope he writes more about the hinted bits that are missing.

If there is any criticism at all, it is the lack of conventional structure in the narrative as it weaves through various adventures both offshore and onshore. But then, that rather reflects the way Peter has lived his life. The book was originally written in Norwegian and then translated; editor Bob Berlinghof has done a sterling job of tempering the "Norwegian-ese" while retaining Peter's unique voice. As I read it, it's as if he is talking to me.

There's no doubt Peter Roren lives a life less ordinary. He now (mostly) resides in Bequia, a place where it is regularly heard, "We're all here because we're not all there." He fits in.

This book is a Boy's Own adventure, a right riveting read. You don't have to be a sailor or traveling gypsy to enjoy it, but if you are or want to be, it will resonate with you even more.

The Art of Getting Wrecked *can be obtained online at Amazon as a paperback or e-book, at the Chameleon Cafe on Bequia (paperback), or by contacting the author at peter@roren.com.*

Nicola Cornwell sails on the Carricou sloop S/V Exodus.



NICOLA CORNWELL

Author Peter Roren (right) with reader Mikey Wilkie holding his freshly signed copy.

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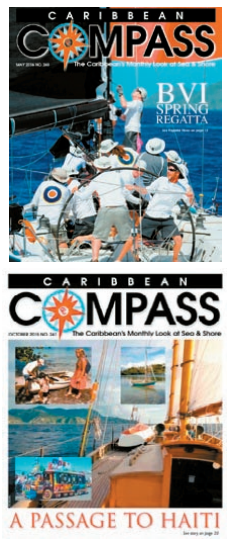
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The Sky from Mid-April to Mid-May

by Jim Ulik

"We see how much mathematics are hated because of their seeming difficulty. We tried to simplify and began to plan by what methods the remedy would be found and be a help to those whom arithmetic has baffled up to now."

— part of the Preface in the Renaissance instructive manual Astronomicum Caesareum, *Petrus Apainus, 1540.*

It is Petrus Apainus' 525th birthday on April 16th. This mathematician, cartographer and astronomer is credited with publishing one of the great masterpieces of the 16th century. This book included bound pages of hand-painted paper instruments with movable disks and silk strings to demonstrate astronomical and geographical measurements. There was little or no math. For less than one million US dollars you can skip the astrolabe or sextant and pick up a copy to learn this technique. Better hurry, there are only 40 left in existence.

Thursday, April 16th

With the exception of Venus, the planets are only visible in the pre-dawn sky throughout this period. Jupiter is the first to appear over the horizon just after midnight. Trailing behind is Saturn followed by Mars. Appearing near Mars this morning is the waning crescent Moon. Just before sunrise you may catch a glimpse of Mercury rising if you have a clear view of the eastern horizon.

Monday, April 20th

There are two manifestations of the Moon this morning. First, the Moon has reached its closest orbital point to the Sun. Secondly, the Moon (sometimes called a mini- or micro-Moon) is at its farthest orbital point from Earth. The New Moon occurs in two days (April 22nd).

The gravitational forces of the Moon and the Sun combine to pull the ocean's water in the same direction when they are aligned. These tides are known as spring tides. Micro-moons lead to around a five-centimetre (two-inch) smaller variation than regular spring tides.

Tuesday, April 21st

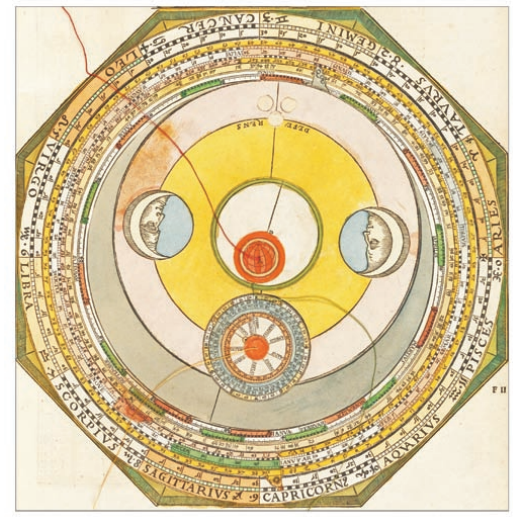
The Moon continues its eastward progression towards the New Moon phase. One day away from aligning with the Sun, the Moon appears near Mercury. You may see the celestial pair for a few fleeting minutes before the Sun begins illuminating the morning sky.

Wednesday, April 22nd

The modern environmental movement actually started in 1948; however, today marks the 50th anniversary of Earth Day. Earth Day was founded by Wisconsin Senator Gaylord Nelson in 1970. The first Earth Day event was coordinated by Denis Hayes, who later took the movement international. The Earthrise photograph, taken in 1968 from *Apollo 8*, became an image that would represent the renewed environmental movement of the 1970s. During that era, federal legislation in the United States made great strides in cleaning up the skies, lands, lakes, and oceans. It was a Republican President, Richard M. Nixon, who declared, "The great question of the '70s is: shall we surrender to our surroundings or shall we make our peace with nature and begin to make reparations for the damage we have done to our air, to our land, and to our water." What happened to that sensibility?



Above: A woodcut print from Instrument Buch, *a scientific book on astronomical instruments. Petrus Apainus, 1533.*



Right: One example of the paper instruments in Astronomicum Caesareum *(1540) with moving paper disks and strings used to calculate the Moon's longitude.*

Among the flickering stars in the night sky are nearly 600 satellites from many countries that are collecting data related to Earth science. Over 100 satellites have been launched solely for monitoring the Earth's atmosphere. Some of the satellites can be seen transiting the night sky while others remain stationary among the stars in a geostationary orbit.

—Continued on next page

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—*Continued from previous page*

The Lyrids meteor shower can produce up to 90 meteors per hour. The shower is usually present from April 16th to April 25th. It should peak from overnight tonight into April 23rd. The meteors are bright leaving long trails that last for several seconds. The shooting stars will appear to radiate out of the northeastern sky near the double star Vega. The Lyrids are one of the oldest known meteor showers: they have been observed for 2,700 years. The first recorded sighting of a Lyrid meteor shower goes back to 687 BC by the Chinese.

Thursday, April 23rd

As Puppis, the poop deck from the defunct Argo Navis constellation, brightens in the south-southwest sky, some meteors will begin to streak across the sky. The Pi Puppid meteor shower peaks tonight and is active from April 15th to April 28th. This variable shower can produce up to 40 meteors per hour.

Sunday, April 26th

The sliver Moon is locked between the horns of Taurus. Sitting comfortably northward is Venus at the foot of Auriga, the charioteer. On April 28th Venus will shine brighter in the evening sky than it has in either 2019 or so far in 2020. Venus only reaches this level of brightness every 1.6 years. Incidentally, Venus is only 28 percent illuminated. The reflective atmosphere of Venus is composed of mainly carbon dioxide and clouds of sulfuric acid. Although shining brightly and pleasant to see, Venus is hardly a goddess of love and beauty.

Tuesday, April 28th

As mentioned above Venus will be very bright in the western sky. About two hours after Venus sets, turn toward the east. Scorpius is rising in the east-southeast. A few meteors can be seen flying out of this constellation from an area near Antares. Active April 20th to May 19th, the Alpha Scorpiids shower peaks overnight.

Thursday, April 30th

The Moon reaches First Quarter. After dark you will see that it has taken a position in Cancer near the Beehive Cluster. As the night progresses the Moon will gradually slip out from the claws of the crab.

May

Besides "May the fourth be with you" (Star Wars Day) the first few days of May have been allocated through various organizations to generate an interest in science.

Friday, May 1st

International Space Day is observed annually on the first Friday in May. This day is dedicated to the extraordinary achievements, benefits and opportunities in the exploration and use of space. The goal of National Space Day is 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.

Saturday, May 2nd

Astronomy Day is a worldwide event observed each fall and spring. Local astronomical societies, planetariums, museums, and observatories will be sponsoring public viewing sessions, presentations, workshops, and other activities to increase public awareness about astronomy and our wonderful universe. For those near Puerto Rico or Haiti check:

- Sociedad de Astronomia del Caribe, Cabo Rojo, PR 00623
- San Antonio Astronomy Club, San Juan, PR 00925
- Société Haïtienne d'Astronomie, Bon Repos, Haiti

Tuesday, May 5th

In keeping with the tradition of other Astronaut and Space related celebrations, May 5th was selected for this significant date in history in 1961 when Astronaut Alan Bartlett Shepard Jr. became the First American in Space, aboard the *Freedom 7* space capsule. The brief suborbital flight, which lasted approximately 15 minutes and reached a height of 116 miles into the atmosphere, was a milestone achievement. This trailblazing example of heroic bravery and adventurous spirit is the essence of what National Astronaut Day is all about.

Today also marks the halfway point between spring equinox and summer solstice. Take a look in the night sky at midnight to find the Spring Triangle setting in the western sky as the Summer Triangle rises in the east. See Images 3 and 4 to locate the stars in these two asterisms.

Wednesday, May 6th

It requires getting up around 0400 to view the Eta Aquariids meteor shower. Earth is traveling through the debris field left behind by comet 1P/Halley (Halley's Comet). This shower is active from April 19th to May 28th, producing up to 85 meteors per hour. These fast-moving shooting stars will radiate out of an area near Mars. They are speeding through the atmosphere about 238,000 km/h (148,000 mph).

Tuesday, May 12th

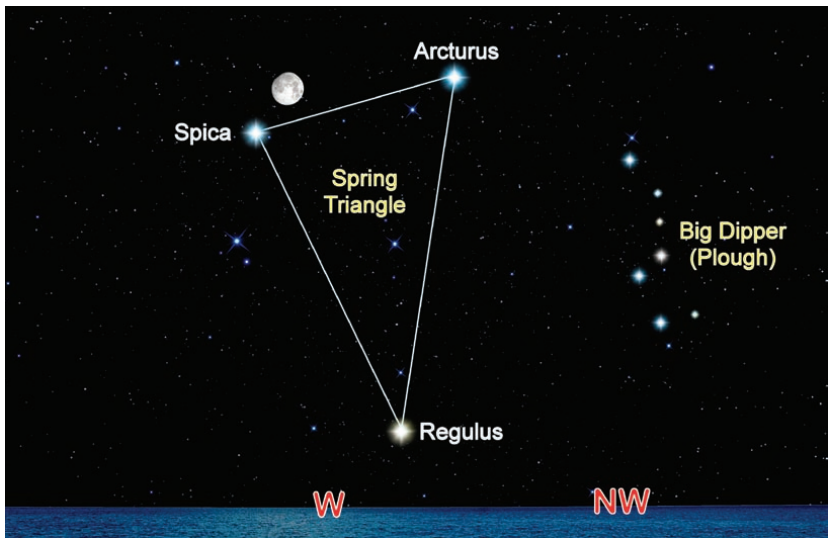
Another celestial triad is taking place this morning. Jupiter, Saturn and the Moon have taken up position in the eastern sky before dawn.

Friday, May 15th

Planet viewing is still for the early morning risers. The Moon has shifted positions over the last two days. This morning is a close approach between Mars and the Moon.

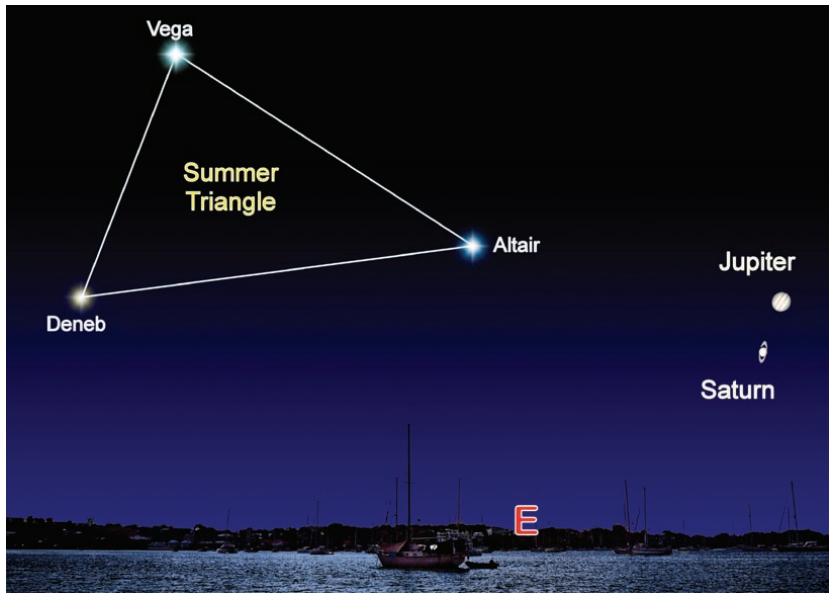
All times are given as Atlantic Standard Time (AST) unless otherwise noted. The times are based on a viewing position in Grenada and may vary by only a few minutes in different Caribbean locations.

Jim Ulik cruises aboard S/V Merengue.



Above: At 0030 hours the Spring Triangle is continuing to set for the coming of summer.

Below: Looking east at 0030 hours the Summer Triangle is beginning to rise for the coming season.



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Coots in the Caribbean

Coots are no ordinary birds. These charcoal-coloured, chicken-like wetland dwellers, so often called ducks, belong to the rail family (*Rallidae*) and are in the same avian order (*Gruiformes*) as their tall, elegant cousins, the cranes. Think of coots as aquatic rails. Unlike ducks, coots don't have webbed toes and don't quack. Instead, their presence is usually announced with loud grunts, croaks and harsh squawks. Their very long toes fold back with each step to facilitate walking on dry land. But their most distinctive feature is a prominent featherless shield extending from the top of the bill, or maxilla, onto the forehead, which gave rise to the centuries-old expression "bald as a coot." The size and shape of this shield varies not only between species, but also seasonally, enlarging during the breeding season in both sexes, but more so in males due to higher amounts of testosterone.

There are ten species of coots distributed throughout the world, with seven found in South America, where the genus is thought to have originated.

In the Caribbean, we find two variants of the American Coot (*Fulica americana*) breeding in the mangrove swamps, lakes and ponds of the region. These variants are the Red-Shielded American Coot — a bird with a small, white shield extending to the eyes, or halfway between the eyes and crown, topped by a large reddish callus on the forehead — and the White-Shielded American Coot, with a larger white shield, sometimes tinged with yellow and extending all the way to the crown, with no callus present. The Red-Shielded American Coot breeds throughout North America, all the way to northwestern South America and in parts of the Greater and Lesser Antilles, while



the White-Shielded breeds in the Greater and Lesser Antilles, Curaçao and western Venezuela, and occurs occasionally across continental North America. In Grenada, for example, you can see coots at Lake Antoine, River Antoine's beach and Woburn Bay Marine Protected Area.

White-Shielded American Coots are also known as Caribbean Coots and were once regarded as a separate species endemic to the Caribbean region. However, research has found that in places where the two variants overlap, they interbreed regularly with no preference for their own type. Thus, in 2016 the American Ornithologists Union decided that Caribbean Coots and American Coots belong to the same species and should be regarded simply as morphs. However, no molecular genetic studies have been carried out so far, to clarify once and for all the taxonomic relationship between these two groups.

Generally regarded as a highly territorial, combative bird, the American Coot readily engages in aggressive displays with its own species. Conflicts are more common between males defending territory during the breeding season, as rival birds run toward each other with raised wing tips and heads extended along the water. These aggressive displays often end in physical clashes, with both birds striking with their bills, and then lying back in the water, balancing on their wings and tail to strike with their feet, trying to lacerate each other's breasts with their claws while attempting to grab their opponent's feet. Often, this results in both birds being jointly locked by their feet, while still fighting with their bills. The fight ends with the weaker bird being forced onto its back as the stronger bird holds it underwater and attempts to pluck its feathers! Defeated birds usually dive to escape the assault, but some determined aggressors have been known to pursue and continue the barbaric attack



Above: The dignified all-grey juveniles soon begin to avoid their parents.

Left: A parent coot and two young chicks in Grenada.

underwater. Sometimes, females become involved in these fights. Gordon W. Gullion, in "Territorial Behaviour of the American Coot" (*Condor*, July-Aug. 1953, p. 174) reported times when as many as four birds joined in a single fight and three instances in which the fighting become so intense and messy that birds ended up striking their own mates in the confusion. American Coots will also defend territories against other avian species, including waterfowl, grebes, herons and shorebirds. When chicks hatch, even perching birds, snakes and turtles are driven off the territory.

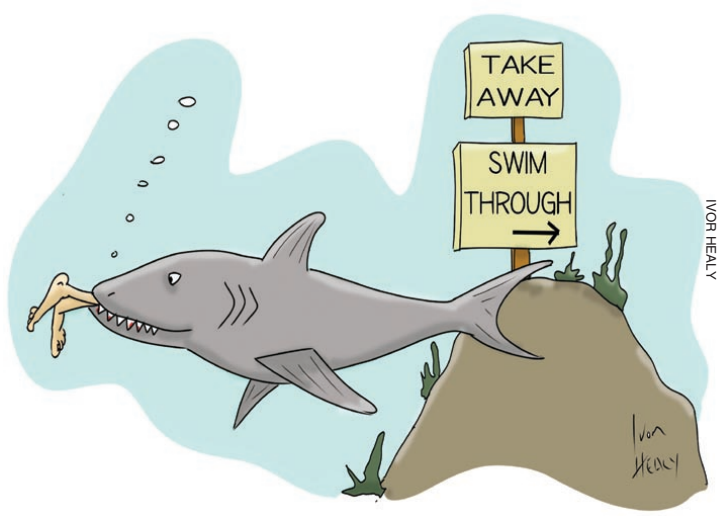
In the Caribbean, coots breed at any time of year, but tend to favour the dry season. The breeding season begins with a long period of courting activities, including "billing, bowing and nibbling" where two birds initiate contact by touching bills together. The female will then bow her head submissively, while the male works his bill through her head, neck, breast and back feathers. While the female remains submissive most of the time, she may nibble at the male when his devotion slackens, thus encouraging him into action. The female will then lead a search for territory along the water's edge, with enough tall vegetation to conceal a nesting site — and it is their success or failure to find such place that finally seals or dissolves their bond.

American Coots are industrious builders, often constructing three distinct nesting platforms, each associated with a breeding activity. The first one is the *display* platform – a semi-submerged, floating structure used only for display, which is allowed to disintegrate after copulation takes place. Meanwhile, a second structure is built, the *egg nest* platform, in readiness for egg laying and incubation, featuring a bowl lined with soft leaves and a ramp to allow the birds to leave and enter without damaging the sides of the nest. Fastidious couples build several such structures before settling on one. Finally, when the eggs hatch, a larger *brooding nest* in the shape of a flat platform is built to raise the young. Egg nests are sometimes converted to brooding nests.

Although females lay on average six eggs per clutch, brood parasitism – the practice of laying eggs in another bird's nest in order to avoid raising young – occurs frequently within this species. Egg parasitism is carried out by both mated and "floater" females, or females that have copulated but remain unmated. However, females are able to recognize their own eggs and apparently they are also able to count them! American Coots are indeterminate layers, meaning that they rely on external cues to decide when to stop laying eggs. For a long time, there was speculation that the bird sensed the right amount of eggs she was sitting on and hormonal stimulation to lay more eggs would then cease. Yet results from a four-year investigation carried out by Bruce Lyon, an assistant professor of ecology and evolutionary biology at the University of California, show that female American Coots are able to determine the exact number of eggs they have laid, laying an egg of their own for each parasitic egg present in their nest until they reach the correct clutch size. Eventually they eject or bury the parasitic eggs deep in the nest, thus delaying hatching and reducing the latter's chances of success. The eggs of American Coots hatch asynchronously, that means that the last chicks to hatch are weaker than their older siblings, and in times of food shortage will be the first to die.

American Coot chicks leave the nest shortly after hatching and soon become involved in a struggle for survival. As tiny, dark, bald "cooties," sporting red-orange, punk-rocker hairdos, they compete with their siblings for food while following their parents around. The chicks don't fight each other, but the weaker ones are simply unable to get past their stronger siblings to receive the food being handed out by their parents. As a result, about half of all coot chicks end up dying of starvation in the first ten days of their lives. This "brood reduction" period is intended to reduce the clutch to its optimal size. Incredibly, any runty chicks that survive brood reduction suddenly see a remarkable change in their lives, as the parents, who so far had not lifted a feather to help their starving offspring, decide to play favorites by taking one chick each of those that hatched last and giving them the most food. At the same time, parents mistreat the older chicks by roughing them up anytime they come near. It's a harsh way of getting your kids to become independent, but it works, as these dignified all-grey juveniles soon begin to avoid their parents. This unorthodox method of bringing up children doesn't suit most parents, yet it certainly works for American Coots, allowing both early and late hatchers to become equally strong. But then again, coots are no ordinary birds.

COMPASS CARTOONS



Fire Coral and Other Interesting Creatures that Sting!

by Darelle Snyman

From jellyfish stings to sea urchin spines, it is likely that most of us have already had run-ins with the less appealing side of some of the beautiful creatures that inhabit the Caribbean shores and coral reefs. Marine creatures have developed some of the most wonderful defense mechanisms to ensure survival, and of these, bites, stings and venomous spines are probably the most unwelcome for us.

These painful encounters are obviously easy to avoid if you keep your hands to yourself and wear full-body wetsuits, but unintentional contact does happen. Recent snorkel explorations brought me into unwelcome contact with fire coral again. The shallow reefs at Long Cay, at Lighthouse Reef in Belize, have no shortage of fire coral. My inattention to my surroundings when taking photos of a specific subject resulted in some painful brushes. Even these featherlight touches to my arm produced an instantaneous burning sensation.

The first time it happened the sudden sting took me completely by surprise and on instinct I did the worst thing you can do. I rubbed it. This can cause more of the nematocysts to discharge and prolong the burning sensation, which is luckily short-lived after such light contact. In cases of prolonged contact or contact that results in cuts or scrapes, rinse the affected area with seawater and apply vinegar or isopropyl alcohol: it will neutralize the venom.

Fire Corals

Fire corals are actually not true corals, but colonial marine organisms more closely related to jellyfishes and stinging anemones. Like stony corals they also belong to the phylum cnidaria but are in the class hydrozoa, which makes them hydrocorals. The smooth surfaces of these colonial organisms vary from pale yellow to golden orange in color. A closer look at their surfaces will reveal that they are covered in tiny pores from which thousands of translucent stinging tentacles protrude, hence the genus name *Millepora,* which means "a thousand pores." Stony corals in contrast lack these pores and are covered in corallites with a single polyp in each.

Fire corals adopt different growth forms. Some are elaborately branched, like the branching fire coral (*Millepora alcicornis*); some have a box-shaped growth form, like the ridged fire coral (*Millepora squarrosa*); and others are blade-like in appearance, such as the blade fire coral (*Millepora complanata*).











From the top:

1) The bearded fireworm flares its bristles when feeling threatened.

2 & 3) Fire corals adopt different growth forms. Some are elaborately branched, like the branching fire coral, and others are blade-like in appearance, such as the blade fire coral.

4) Sponges also have their share of species that can sting and produce a rash when touched, such as the beautiful, bright colored fire sponge.

5) The mangrove upside-down jellyfish has the ability to fire stinging substances from a distance.

Mangrove Upside-Down Jellyfish

The mangrove upside-down jellyfish (*Cassiopea andromeda,* synonymous with *C. xamachana*) is another stinging creature that I had an unfortunate run-in with. These unique creatures favor the sandy and grassy bottoms of shallow lagoons in mangrove areas, where they spend their lives upside down with their short tentacles facing upwards — a lifestyle completely unlike that of their free-floating cousins that capture food with their long, trailing tentacles.

They rest upside down in shallow, sunny spots to increase the light exposure to their tentacles, which are home to photosynthetic algae. This symbiotic relationship provides the jellyfish with extra nutrients and the zooxanthellae algae with protection. The blue to green appendages scattered among the tentacles distinguish the mangrove upside-down jellyfish from another upside-down jellyfish, *Cassiopea frondosa*, which is also found in the shallows.

I found many of these anemone look-alikes in the shallows at Isla Mujeres, Mexico, and while taking photos of them I suddenly felt a stinging sensation all over my face. I had fallen prey to the mangrove upside-down jellyfish's secret weapon, its ability to fire stinging substances from a distance. The clouds of mucus it secretes into the surrounding water when disturbed or feeding are filled with tiny, evil cell masses called *cassiosomes*, which are composed primarily of nematocysts. The stinging sensation is mild but really annoying in sensitive areas such as your face, and enough of a repellent to make you back off. These mucus clouds are also used to ensnare the hapless creatures it preys on, such as brine shrimp and nematodes.

Bearded Fireworms

Another reef resident that can spoil your day when carelessly touched is the bearded fireworm (*Hermodice carunculata*), a type of bristle worm. This centipede look-alike belongs to the segmented worm family Polychaeta and has clusters of white bristles on each segment of its body. It flares these bristles when feeling threatened. These hollow bristles are filled with a neurotoxic venom and can easily penetrate and break off in the skin causing an intense burning pain at the site of contact that can last for several hours.

In case you accidentally do end up with a handful of fireworm bristles, adhesive tape will do the trick to remove them and the application of vinegar or rubbing alcohol might alleviate some of the pain.

These slow-moving creatures are voracious carnivores and spend most of their time searching for food. They feed on a variety of invertebrates and have a special organ called the caruncle on the anterior section of their body that helps them track their prey. They are especially partial to soft and hard corals and their effect can be substantial. When feeding on a branching coral such as the endangered staghorn coral (*Acropora cervicornis*), they engulf the tips of the coral with their pharynxes and remove the living coral tissue right from the skeleton, all within ten minutes.

These bristly bundles also have a very interesting mating ritual. When the time comes, the females head for the surface and begin the process by emitting a green phosphorescent glow. The males respond with a similar flash and at the appropriate time the gametes are released into the water.

Stinging Sponges

Sponges also have their share of species that can sting and produce a rash when touched, such as the touch-me-not sponge, *Neofibularia nolitangere*, and the beautiful, bright red or orange fire sponge, *Tedania ignis.* I found beautiful specimens of this bright sponge in the in the seagrass beds at Moho Cay, Belize.

These are just a few of the stinging creatures that make the ocean environment such a fascinating place. I hope you enjoyed learning more about them.



25TH ANNIVERSARY KUDOS

Thanks to everyone who shared their memories, stories, and comments in March's special Silver Jubilee issue of Compass. Every contribution was a gift, and Sarah Steenland's cover art was the icing on the cake!
Sally and the Compass Crew

Congrats, *Compass* team! An excellent edition. I really enjoyed reading all the history and comments.
Emma Doyle
MPA Connect Coordinator
Gulf and Caribbean Fisheries Institute

Hi *Compass*,
Your 25th anniversary edition looks great and I'm proud to be on deck for it.
Simon Lee
Grenada

Congratulations, *Compass*!
I'm reading the March issue now.
God bless you for all you've done for the Caribbean!
Bruce Van Sant, Author
The Gentleman's Guide to Passages South

Congratulations on *Compass* magazine's 25th Anniversary!
Peter Marshall, Photographer
Barbados

Dear *Caribbean Compass* Crew,
I just read through the entire 25th Anniversary issue. All of it; well, maybe 95 percent of it. What a wonderful thing to have created and kept alive for all those years, month after month, deadline after deadline, rent payment after rent payment. And what an impact on the marine community, afloat and ashore, you guys had. For many of us that sail the waters from time to time, you've kept the dream alive in between voyages.
Keep going. Someone has to.
We need *CC* every month.
David Lyman
Maine
USA

25 years. Congratulations!
That's quite an accomplishment!
Maryann Matter
Key West, Florida

Good job, *Compass*! Bursting forth with creative nautical news like a spring flower.
Susan Chaplin
Tortola, BVI

Love the cover!
Caroline Kennedy
Bequia

Who did the cover? I love it!
Chrystal Young
Grenada

Chrystal, the cover design was by Wilfred Dederer, featuring a special cartoon by Sarah Steenland.

Woohoo! Turned out amazing.
Fair Winds & Plastic Free Seas,
Sarah Steenland

CARIBBEAN NIGHT SKY QUESTION
Dear *Compass*,
This is a question for Jim Ulik regarding his Caribbean Night Sky column in the March issue:
I have to know — how long did it take Alan Eustace to skydive 41.425 kilometers to Earth? That's the length of a marathon, except straight down. How long would the guy be falling?
Tad Richards
Saugerties, NY
USA

Tad, we passed your question on to Jim, who writes:

Dear Tad,
According to Alan Eustace's TED Talk:
"Came back to Earth at speeds of up to 822 miles an hour. It was a four-minute-and-27-second descent. And when I got to 10,000 feet, I opened a parachute and I landed."
Here is a video link to Felix Baumgartner's previous record jump: www.youtube.com/watch?v=E9oKEJ1pXPw
Jim Ulik
S/V Merengue

THOUGHTS ON KNIVES AND PROPS IN FEBRUARY ISSUE
Dear *Compass*,
Allow me a few comments on the contents of the February issue.
Regarding the account of the sinking of the wooden ketch *Fredag*, as I have said for at least 50 years, a crewmember on deck without a good sharp knife, preferably a sheath knife on the hip, is as useful as the teats on a boar hog! If a crewmember on *Iolaire* did not have a knife, I lent him or her one from the ship's stock and told them to buy a proper knife of their own.
Regarding Bill Woodroffe and "Sailing Purists," he did a good job sailing from Bequia to Antigua with no engine. He says he normally uses the engine whenever the wind is forward of 55 degrees relative. Looking at the boat and her rig, she should sail quite well with wind much forward of abeam, but she is dragging a veritable sea anchor — the propeller.
A 100-horsepower engine on a 47-foot boat is much more horsepower than the boat needs and requires a huge prop in comparison to the size of the boat. Bill should go spend money — a good bit of it — and buy a feathering prop. When close-hauled, the feathered prop will increase the boat's speed by up to two knots. On a reach or downwind, the speed will increase by a knot or more. It's important to buy a prop on which a diver in the water with an Allen wrench can easily adjust the pitch.
Also, installing a feathering prop makes maneuvering in tight places easier. When a fixed prop is working in reverse, the wrong side of the prop is active. With a feathering prop, the blade flips when backing down, so the correct side of the prop is working. Switching a prop from solid to feathering increases backing power by 60 to 70 percent.
In my book *The Ocean Sailing Yacht Volume 2*, there's a section on props and reduction gears written by Bob Kress, who was head engineer of Michigan Wheel, one of the largest US propeller manufacturers. Feathering props, on which the pitch could easily be adjusted, had not yet been invented. He stated that all prop pitches are a guesstimate. He recommended going to a prop shop and buying a few secondhand props pitched a little below and above your present prop. Then, to experiment with switching props. When you find the correct size, sell the props back to the shop and buy the proper size for your boat.
Don Street
Glandore, Co. Cork, Ireland

LOCAL, COLORFUL COURTESY FLAGS IN GRENADA
Dear *Caribbean Compass*,
If anyone needs to buy flags while in Grenada and would like to contribute to a local man's business, go by the Grenada Yacht Club in St. George's Lagoon and ask for Julian (Jules) at the guard shack by the gate. Jules is usually hanging out there in the daytime. He is easy to spot; he always wears a beret.
I have been buying his hand-sewn flags since the 1980s, when he would row to the anchored yachts to sell his flags, well before Port Louis Marina was built.
His flags are larger, more colorful, better constructed, and more durable for the tradewind weather than the nylon flags available at marine stores. He will also custom hand sew any flag of your choosing.
I'm very proud to fly my new Grenadian courtesy flag and get great pleasure out of the colors of the flag, which enhance the appearance of our recently hauled and painted Warrior 35 *Second Star* (at which Peter Pan says to take a right to reach Neverland).
Speedy John Everton
Second Star

WE WANT TO HEAR FROM YOU!
***Dear* Compass *Readers*,**
We want to hear from YOU!
Be sure to include your name, boat name or shoreside address, and a way we can contact you (preferably by 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.
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Read in Next Month's *Compass*:

A Classic Carriacou Launching
Hiking to the Light in St. Lucia
Street's Top Ten Hurricane Tips

...and much, much more!
Don't Miss It!

LEAVE ON A HIGH

by Don Street



TIM WRIGHT

'And so I end my ocean and round-the-cans racing career on a high.'

After 52 years of ownership — cruising, exploring, chartering, charting, writing about and racing in the Eastern Caribbean — I sold my 48-foot engineless yawl, *Iolaire,* to Guy Sommers. I sailed with Guy to *Iolaire's* new home port on the southwest coast of England. The trip was so perfect that upon arrival I decided I would never sail on *Iolaire* again. Any sail, no matter how good, would be downhill.

When I retired *Iolaire* from round-the-buoy racing at the end of Antigua Sailing Week 1985, I started serving as "rock, tide and wind pilot" on other people's boats varying in size from the 48-foot *Scarlet Oyster* to the 108-foot classic Fife schooner *Altair.*

When the Baltic 52 *Kinship* finished the recently completed 2020 edition of the RORC Caribbean 600 race (see Regatta News on page 14), we knew we had done very well. We later discovered we'd placed fourth in class and tenth overall out of 73 starters.

I asked Ryan, the skipper, to assemble the crew. I told 92-year-old Tom Selldorff, on board representing his son Frank, who owns the boat, and the others that I had just sailed my last big boat race. I explained that since my first ocean race, on the wooden 52-foot Abeking & Rasmussen yawl *Ondine* in June of 1954, I had in the last 66 years sailed hundreds of races round the buoys on boats of all sizes, and 35 years as rock pilot in Caribbean races, plus dozens of offshore races. I had never seen a crew perform so well as had *Kinship's* crew. I felt that any racing or cruising on any boat other than my Dragon, *Gypsy* would be a disappointment. Thus I would never again race or cruise on any boat other than *Gypsy.*

I have known Tom Selldorff since 1946, when my sister found him looking like a drowned rat in Manhasset Bay Yacht Club. He had been blown across western Long Island Sound in his 15-foot Snipe. She took him home and dried him out. The wind blew out of the east for two days, so Tom was stranded. A long-term friendship started.

Tom's son Frank hit it big in the computer world. He pointed out to Tom that the whole family sailed, and although they all owned boats, the boats were too small to accommodate a Selldorff group. Tom was retired, an engineer, a sailor, interested in yacht design, and very good at putting projects together. Frank told Tom to find a



Friends since since 1946, Don Street (89) and Tom Selldorff (92) sailing the Baltic 52 Kinship *in the RORC Caribbean 600.*

designer and a builder, and manage the project from beginning to end, and Frank would foot the bill.

The result was *Kinship*, a Sparkman & Stephens-designed, Baltic-built 51-foot cruising-racing sloop built in 2000. As expected, there were teething pains, and problems finding a skipper who was a good racer, who was also good at keeping systems going and could handle the rather complicated computer system.

Seventeen years ago, they found Ryan Walsh, an enthusiastic racing sailor who had coached the Massachusetts Maritime Academy sailing program, was teaching computer science part time at New Bedford Vocational School, and was also working part time in both the computer field the marine industry.

Kinship not only got Ryan but also a group of excellent sailors. Some he had coached at Mass Maritime, others were New Bedford racing friends. On the Caribbean 600 the entire crew except for myself had raced together with Ryan for 17 years. Orders were not given; things just happened!

As we approached the Barbuda mark, Ryan just said "jibe set" and the crew moved to the positions that had evolved through the years. *Kinship* tacked, jibed, the spinnaker went up and was trimmed, and the genoa came down — almost all in silence, and we were off down the road to Nevis.

Ryan has three helmsmen who are as good helms as he, so he spent a lot of time down below on the computer watching the boats ahead of us. By checking their course and speed via AIS we had an excellent idea of what to expect. There were three windless "parking lots," one southeast of the Barbuda mark, one halfway up the lee coast of St. Kitts, and one off the city of Basse Terre in Guadeloupe. In each case, Ryan and I consulted. In the case of the Barbuda parking lot, I scratched my head as I had never been becalmed or had very light airs off Barbuda. In all three cases our tactics were good as we caught the boats in the parking lots, were only parked for a short time, and then moved on with the leaders.

In 2020 the 600 did not have the usual boisterous tradewind conditions of 18 to 20 knots with spells of 25 or higher. Conditions were eight to 12 knots with an occasional hard but short-lived squall. As expected, as we reached the south end of Guadeloupe, the wind increased as it funneled between the hills of Guadeloupe and Terre-de-Bas, the westernmost of the Iles des Saintes. This required a reef, which was quickly and easily done and easily shaken out as we passed under the lee of Basse Terre.

In 600 miles of racing the unexpected is bound to happen. No one knows how, but the spinnaker pole came out of the socket and nailed one crew member — laid him out, much blood. He was quickly rushed below, a towel placed on his head to stop the bleeding, and once bleeding stopped, an ice pack put on top of the towel. After an hour, a temporary bandage was put on the wound and he was told to go to sleep. In the morning Andy deFrias, the medic onboard, checked him for concussion, eyes following Andy's moving finger, answering questions, counting up and down. It was determined no concussion, so no need to get him ashore. The cut was closed with butterflies and bandaged. The victim said his head hurt, but no worse than a bad hangover.

On the windward side of Montserrat, most of the coast drops off steeply to depths of almost 1,000 feet, but on the northwest third of the island there is a shelf with roughly 80 feet of water over it. While sailing over the shelf, *Kinship* was suddenly pulled almost head to wind. The helmsman put the helm hard down and we went back on course but our speed was down to four knots. We had picked up a huge fish pot. Ryan, standing on the sugar scoop stern, managed to snare the line with a boat hook, pulled the fish pot line to the surface, passed me the boat hook, and called for a knife.

I felt helpless. For the first time in 66 years I was on deck without my usual knife, marlinspike and pliers in a sheath on my backside. But having flown to Antigua with only hand luggage, I had no knife. However, a knife was produced, and the fish pot cut adrift. Ryan still had the line in his hand that *Kinship* had snared. He led it forward to try and free it, but no luck so he cut it off as close to the waterline as possible.

Tom said, "Catching the buoy off of Montserrat was really quite a surprise. We cut the line to the trap, but it was too rough to stop and clear the buoy, and most of the crew thought it had come loose on its own anyway. I bet a bottle of Calvados it had not, and I won."

After the finish of the race, once in Falmouth Harbour, Ryan dove cleared the line and buoy that we'd been towing!

At prizegiving when they called for *Kinship*, Tom, aged 92, led the way, followed by myself, aged 89, and then Ryan and the crew. The crowd let out a roar that could be heard all the way to St. John's.

And so I end my ocean and round-the-cans racing career on a high.

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CALENDAR

PLEASE NOTE: *All information was correct to the best of our knowledge at the time this issue of* Compass *went to press — but many events are being postponed or canceled to reduce the risk of corona virus, so please contact event organizers directly for confirmation.*

APRIL

3 Girl Pat Race (Trinidad to Grenada). www.ttsailing.org
7 FULL MOON
9 – 11 Colombia Náutica boat show, Cartagena, Colombia.
10 Good Friday. Public holiday in many places.
13 Easter Monday. Public holiday in many places.
15 Public holiday in Puerto Rico (Birthday of José de Diego).
16 - 19 Carnival in Jamaica.
18 Safety & Security seminar, Island Water World, Cole Bay, St. Maarten.
24 – 26 Carriacou Maroon and Stringband Music Festival.
24 – 31 St. Barth Theatre Festival. www.festivaldetheatredesaintbarthelemy.com
25 Lowell Wheatley Anegada Pursuit Race, BVI.
25 Round Antigua Race. www.antiguayachtclub.com
25 – 2 May Conch Republic Cup Regatta, Florida to Cuba. www.keywestyachtclub.com
26 – 28 West Indies Regatta, St. Barth. http://westindiesregatta.com
28 Public holiday in Barbados (National Heroes' Day).
28 – 3 May St. Barth Film Festival.
30 Public holiday in Bonaire (Rincon Day).

MAY

1 Public holiday in many places (Labour Day).
1 – 3 Jazz 'n Creole Festival, Portsmouth, Dominica. http://dominicafestivals.com
1 – 4 Bahamas Carnival 'Junkanoo'. bahamascarnival.com
1 – 6 Grenada Chocolate Festival. www.puregrenada.com
5 Start of Atlantic Back Rally, Guadeloupe to Azores. www.atlanticbackcruising.com
5 Point Fortin Borough Day, Point Fortin, Trinidad.
7 FULL MOON
9 Cayman Islands Carnival, 'Batabano'. www.caymancarnival.com
9 Start of ARC USA rally from Tortola to Virginia or Florida. www.worldcruising.com
9 Start of ARC Europe rally from Tortola to Portugal via Bermuda, www.worldcruising.com
12 Start of Salty Dawg Spring Rally to the US from BVI. www.saltydawgsailing.org
14 – 17 Martinique Boat Show, Fort-de-France. en.martinique-boat-show.fr
15 – 17 Anguilla Regatta. anguilla-regatta.com
15 – 17 BVI Dinghy Championships, Tortola. admin@royalbviyc.org
17 Budget Marine Challenge, Curaçao.
20 – 27 Guyana Carnival. www.guyanacarnival592.com
20 Public holiday in the Cayman Islands (Discovery Day).
21 Public holiday in Aruba, Bonaire and Curaçao (Ascension Day).
21 - 23 Combat de Coques regatta, Martinique. www.clubnautiquedumarin.com
21 – 24 Flavours of Grenada Festival. www.puregrenada.com
23 – 24 Foxy's Wooden Boat Regatta, Jost Van Dyke, BVI. westendyachtclubbvi.com
25 Public holiday in Puerto Rico (Memorial Day).
28 – 1 June Barbuda Carnival 'Caribana.'
29 – 1 June Petite Martinique Whitsuntide Regatta. www.puregrenada.com
29 Public holiday in Trinidad & Tobago (Eid ul-Fitr, end of Ramadan).
30 Public holiday in Trinidad & Tobago (Indian Arrival Day) and Anguilla (Anguilla Day).
TBA Old Brigand Rum Regatta, Barbados.
TBA Rudy Dovale Sunfish Race, Curaçao. CSSA, tiki-mas@hotmail.com
TBA Baai Hoppen, Curaçao. Leden CYA, info2cya@gmail.com

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

PICK UP!

Ahoy, *Compass* Readers! When in Antigua, pick up your free monthly copy of the *Caribbean Compass* at any of these locations (advertisers in this issue appear in **bold**):



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MERIDIAN PASSAGE OF THE MOON



APRIL - MAY 2020

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					
DATE	TIME	21	1059	11	0327
1	1830	22	1139	12	0423
2	1927	23	1221	13	0516
3	2024	24	1305	14	0606
4	2120	25	1351	15	0652
5	2215	26	1440	16	0735
6	2310	27	1531	17	0817
7	0000 FULL MOON	28	1625	18	0857
8	0004	29	1720	19	0938
9	0058	30	1815	20	1019
10	0153	**May**		21	1102
11	0250	1	1910	22	1148
12	0347	2	2003	23	1236
13	0444	3	2006	24	1327
14	0540	4	2149	25	1421
15	0633	5	2241	26	1516
16	0723	6	2336	27	1611
17	0810	7	0000 FULL MOON	28	1706
18	0855	8	0032	29	1758
19	0937	9	0120	30	1850
20	1018	10	0229	31	1940

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continued on next page →

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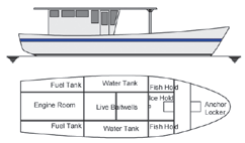
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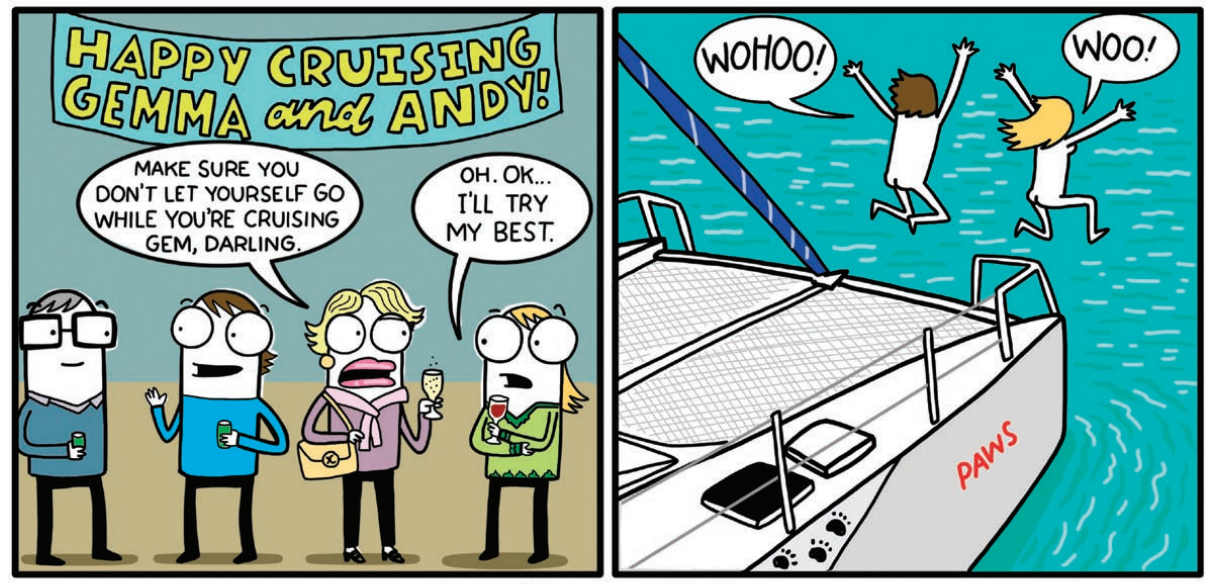
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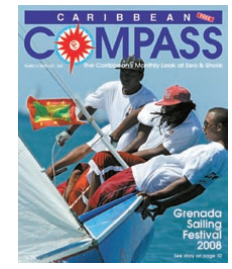
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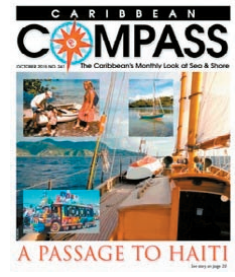
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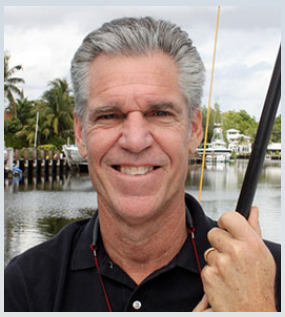
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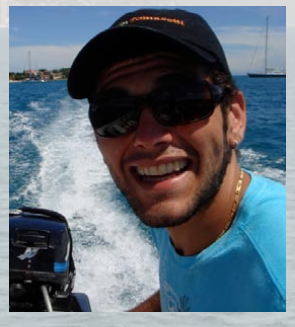
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