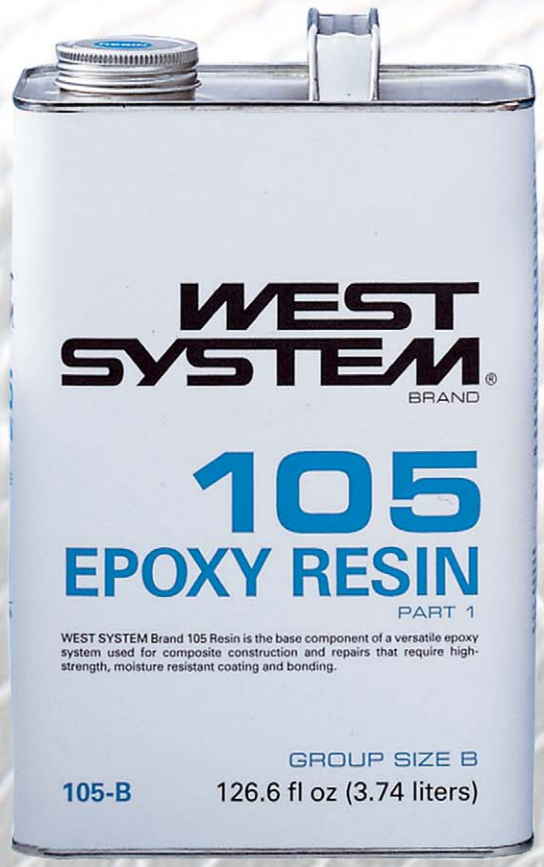
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COMPASS
AUGUST 2018 NO. 275
The Caribbean's Monthly Look at Sea & Shore

IN THE SUMMERTIME...

Story on page 7

WILFRED DEDERER

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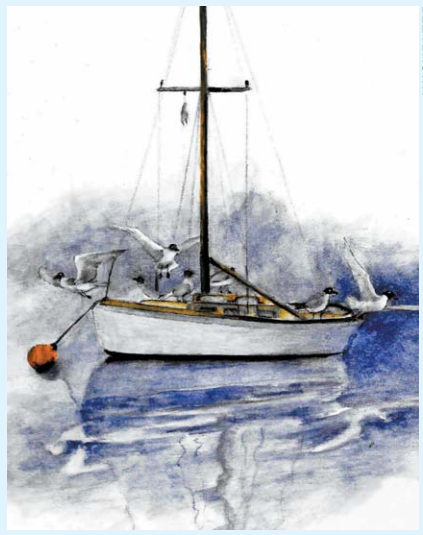
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ISSN 1605 - 1998

On the cover: Have changes in named-storm insurance coverage and heightened hurricane concerns reshaped yachts' summer plans? See report on page 7

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

'*Compass* is an informative and fun newspaper that serves to also bond the sailing community in the Caribbean.'
— Readers' Survey respondent



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

Info & Updates

New Net Manager at Intl. Boat Watch Network

Bobby Graves reports: There are some changes coming to the International Boat Watch Network.

Amateur radio operator Mike Pilgrim, K5MP, founded this organization in 2001. Around 2007, Mike handed ownership to Rene Stiegler, K4EDX, owner of ShipCom and WLO in Alabama, USA and Mike Ramage began handling the day-to-day operations.

Unfortunately, Rene passed away in February. Since then, Mike's workload has increased significantly. As a result, he asked if I would take over the operation.

I want to publicly thank Mike for all of his efforts in running the International Boat Watch Network as he has done an outstanding job.

I've been a licensed amateur radio operator for 30 years (KB5HAV) and nearly every one of those years I've been involved in emergency communications. I'm currently Net Manager and webmaster for the Hurricane Watch Net (www.hwn.org) and second Assistant Manager and webmaster for the Maritime Mobile Service Network (www.mmsn.org); I've been associated with both organizations for nearly 20 years.

We will be moving the website to a new host, which will have some enhanced features.

The International Boat Watch Network is now into its 17th year of operation and we hope to build upon the great foundation that has been laid. As it has been from the beginning, if there is anything we can do to help the boating community, please let us know.

Visit www.boatwatchnet.org for more information.

Interim Changes at the Helm of the CSA

The Caribbean Sailing Association has announced the resignation of Kathy Lammers, CSA President for the last two and a half years. Kathy recently became Manager of Trent Port Marina in the City of Quinte West, Ontario, Canada.

The board of the CSA would like to wholeheartedly thank Kathy for her huge contribution to the CSA over the last eight years, when she served first as treasurer and secretary, and the last two and a half years as president.

Lammers said, "I have thoroughly enjoyed my time serving as board director and president of the CSA over the last several years. The CSA is a formidable group of members that work together across the region to the betterment of the sport. I look forward to seeing how the CSA continues to develop its strategies to further support the growth of sailing in the Caribbean."

Lammers will now serve in an official role as Past President and, according to the by-laws, the incumbent board must appoint an interim replacement for any positions that become vacant. As such, because the summer is a key planning time for the organization, it has been agreed that the vice presidents of the organization will take care of the business of the CSA up until the Annual General Meeting in October, when a new president will be elected.

Mark Theron from St. Kitts & Nevis is the Chairman of the Sailing Development Committee, which is currently involved in the planning of the Caribbean Dinghy Championship as part of its overall remit to promote and facilitate the growth of the sport of sailing in the Caribbean Region.

Bob Hillier from St. Maarten is a member of the Rating Rule Committee. Working

CARIBBEAN SAILING ASSOCIATION



with Chief Measurer Bastien Pouthier and other members, the committee is currently focused on updating the rule for the start of the 2019 racing season.

Jaime Torres from Puerto Rico is a professional sailor and a member of the calendar committee, which is focused on ironing out scheduling issues among key Caribbean regattas. The calendar is utilized as a key marketing tool to encourage more boats to come to the region and race the circuit each year.

Alison Sly-Adams from Antigua is a member of multiple committees and also oversees the secretariat. Her current focus is on the upcoming CSA Annual Conference, which will include the Annual General Meeting to take place in Antigua in October.

—Continued on next page



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DOYLE CARIBBEAN

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The four Vice Presidents will work alongside Treasurer Mike Green of St. Lucia, Secretary Pam Fuller of the BVI and Chief Measurer Bastien Pouthier on managing the overall business of the association. As is required by the CSA by-laws, a nominating committee will be appointed by the Vice Presidents this month, in readiness for nominating the new slate of directors in time for the October Annual General Meeting.

The board would also like to formally acknowledge and thank Past President Peter Holmberg for serving six years on the CSA board as President and Past President as well as many years prior to his presidency and for his invaluable input into the current structure and objectives of the CSA.

The 2018 CSA Annual Conference will take place in Antigua from October 12th through 14th. The CSA Annual Conference brings together key stakeholders in sailing throughout the Caribbean and provides a unique opportunity for measurers, race officers, Member National Authorities, regatta organizers, yacht clubs and other interested parties to network. With the inclusion of industry representatives, participants will gain updates on all the critical issues affecting our sport and hear from industry professionals about everything from marketing to rating rule updates, sponsorship, regatta management and all the latest developments in yacht racing.

Chairman of the Conference Planning Committee, Mike Green from St. Lucia, hopes that all interested parties will attend. "Following on from the traumatic year that the region had in 2017 we look forward to welcoming all our members to the conference and to benefit from the energy and enthusiasm created from having all of the key stakeholders in the sport together. Our region offers something for every sailor, from grassroots through to the hottest race boats, so I encourage everyone dedicated to the region and the sport of sailing to bring their ideas and enthusiasm to the table and look at how we can continue to improve what we do as a group."

The Conference will include the CSA AGM followed by sessions of interest to Caribbean regatta organizers, youth programme coordinators and yacht clubs, a CSA Measurers' meeting and various CSA committee meetings over the course of the weekend.

Attendance is open to all CSA members including Member National Authorities, yacht clubs, sailing associations, measurers, regatta organizers, and corporate and individual members. Non-members interested in attending the Conference should get in touch with the CSA Secretariat to find out how they can participate.

Visit http://csaconference.org/delegate-registration to register as a delegate and benefit from the group accommodation rate.

New US Arrival Reporting App

As part of US Customs and Border Protection's comprehensive effort to improve the security of that nation's borders while enhancing legitimate travel, CBP has launched the "Reporting Offsite Arrival – Mobile" (ROAM) app for pleasure boats.

Operators of small pleasure vessels, arriving in the United States from a foreign port or place (to include any vessel which has visited a hovering vessel or received merchandise outside the territorial sea), are required to report their arrival to CBP immediately.

The master of the vessel reports their arrival at the nearest Customs facility. These reports are tracked in the Pleasure Boat Reporting System. An application to lawfully enter the United States must be made in person to a CBP officer at a US Port of Entry when the port is open for inspection.

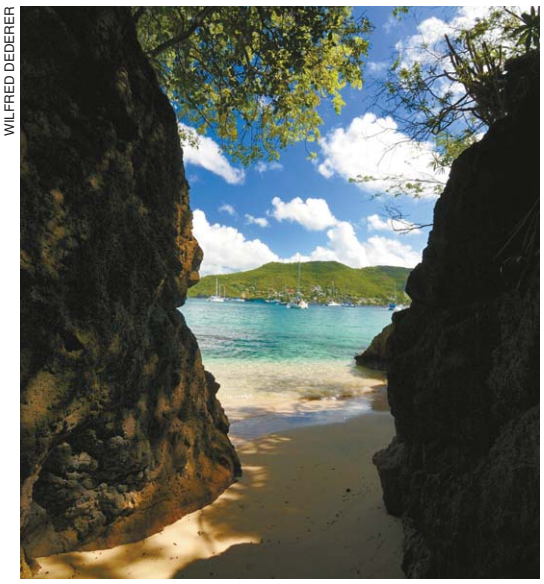
The CBP ROAM app is a free mobile application that provides an option for pleasure boaters to report their US entry to CBP via their personal smart phone or a tablet located at local businesses to satisfy the above reporting requirements. In limited areas, travelers arriving in remote areas may also be eligible to use the ROAM app. Contact your local Port of Entry to confirm arrival notifications via the ROAM app are accepted.

The ROAM app also qualifies as an Alternative Inspection System that satisfies the boat operator's legal requirement to report for face-to-face inspection with some exceptions:

- travelers who require an I-94;
- travelers who wish to obtain a cruising license;
- travelers who must pay duties on imported goods; and
- other circumstances as applicable.

To use the ROAM app, travelers input their biographic, conveyance, and trip details and submit their trip for CBP Officer review. The Officer may initiate a video chat to further interview travelers. Once the Officer reviews the trip, travelers will receive a push notification and an e-mail with their admissibility decision and next steps, if applicable.

For more information visit:
www.cbp.gov/travel/pleasure-boats-private-flyers/pleasure-boat-overview/roam


WILFRED DEDERER

Caution at Popular Bequia Beach

Beware when visiting Bequia's popular Princess Margaret Beach. The open cave at the beach's western end, a picturesque magnet for photographers and lovebirds, is collapsing. Please do not enter the cave.

SVG Coast Guard Receives 'Safe Interceptor' Vessel

In June, the US government donated a new 33-foot Defender class "Safe Interceptor" vessel to the St. Vincent & the Grenadines Coast Guard. It joins two sisterships, also donated as part of the Secure Seas program in 2012. The Secure Seas is part of the Caribbean Basin Initiative, a US-Caribbean partnership launched in 2009 to address drug smuggling and the trafficking of people and illegal weapons.

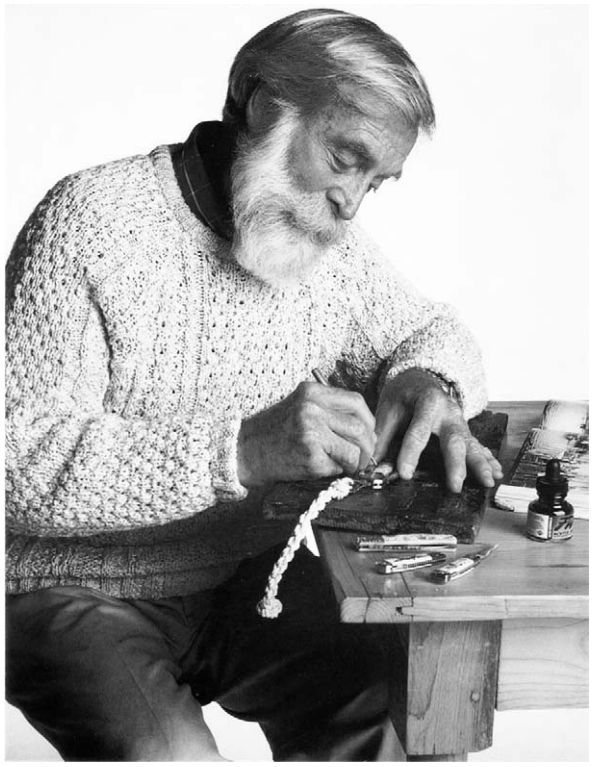
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Eight Bells

Sam McDowell, renowned painter and scrimshander and long-time Bequia resident, passed away peacefully on June 21st at his home in Carmel, California. His work can be seen all around Bequia, especially his iconic *Friendship Rose* painting, his depictions of traditional whaling, and "The Wreck of the *Antilles*".



Born in New Jersey, USA, Sam excelled in athletics and art and accepted a scholarship to Temple University in Philadelphia where he played football and attended the Tyler Arts School. After college he became a successful businessman, opening The Country Mouse gift shop in Princeton, New Jersey and the legendary Smugglers Shop on the boardwalk in Ocean City, NJ.

In later years he went on to open Banana Patch Studios on the tiny island of Bequia in the Grenadines where for decades he sold his prized paintings and scrimshaw. He had visited Bequia in the 1960s to learn about the whaling tradition, and fell in love with the island and resided there for many years.

He is survived by his wife Donna, his daughters Kimberly and Elizabeth, and sons Rider and Donald.

Take the St. Lucia Yachting Survey

James Crockett reports: St. Lucia's Department of Tourism, Information & Broadcasting is asking the international and regional Caribbean yachting community for their perceptions and feedback, via an online survey, to assist in enhancing the island's yachting product.

St. Lucia's Department of Tourism is launching a new initiative to support the development of yacht-based tourism within the island's coastal communities. As part of that process a short survey has been developed to gain the insights and experiences of sailors who have visited the island as well as the perceptions of those who have not. The aim of the survey is to help identify and prioritize areas that St. Lucia's authorities need to focus upon in order to enhance St. Lucia as a destination for all forms of yacht-based tourism.

This press release is therefore a friendly call requesting the help of as many cruisers, racers and charterers as possible to spend under ten minutes sharing their thoughts, perceptions, feedback and insights on St. Lucia from the perspective of a yacht-based visitor. This feedback is absolutely critical for helping guide a strategy for

SALLY ERDLE



developing coastal communities that are suitably equipped to welcome today's international community of Caribbean sailors.

The survey takes approximately eight minutes to complete. The cut-off date for taking the survey is the end of September.

Thank you in advance for your contribution and we look forward to welcoming you to St. Lucia!

Take the survey now at www.surveymonkey.com/r/SaintLuciaYachting

Welcome Aboard!

In this issue of *Caribbean Compass*, we welcome new advertiser the Gallery Café of Carriacou, on page 32.

Good to have you with us!

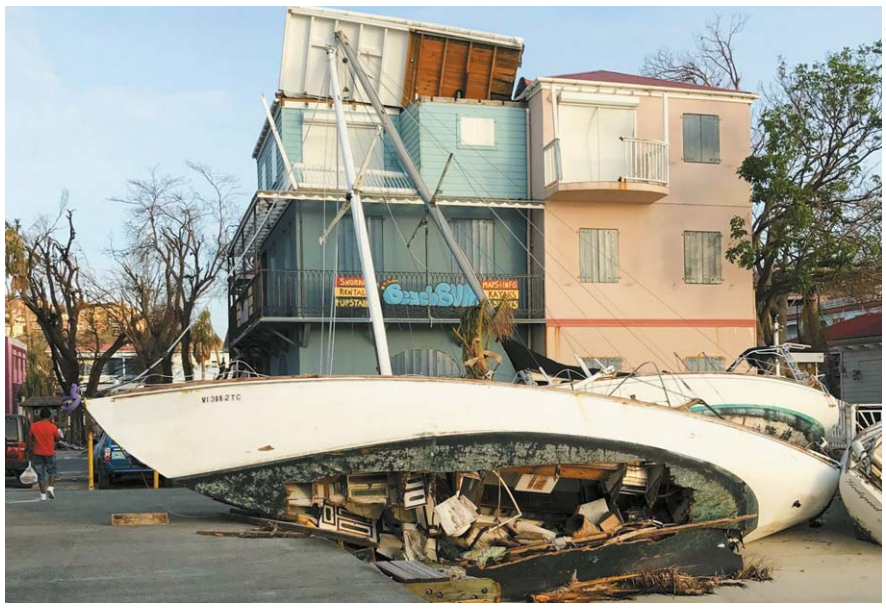


Yachties' Caribbean Hurricane Season Plans – 2018

by Ken Goodings

Everyone will recall the unprecedented number of yachts in the Virgin Islands and St. Maarten that suffered catastrophic damage from Hurricanes Irma and Maria in 2017.

In preparation for this 2018 hurricane season, many boat owners have developed a sharp interest in where and how their fellow yachties are planning to remain aboard, store or lay up their vessels. Many marine insurance companies have refused renewals or changed coverage areas, forcing their clients to scramble to modify their arrangements this summer and fall.



BLOOMBERG

For the benefit of other cruisers in Caribbean, we asked the following questions:

- Have you changed your hurricane season plan after seeing what happened in 2017?
- What were some of the factors influencing any new decisions as to where and how to store your boat?
- Were any new plans due to changes to your insurance or were they due to your own elevated concerns after 2017?
- Did you switch insurance policies or underwriters, or did your insurer drop you altogether?



PUERTO DEL REY

Here are some of the answers that we received:

We'll Avoid Named Storms

For the whole Caribbean hurricane season (June 1st through November 30th) we will be living aboard, spending at least eight hours a day physically aboard our boat. We will be moving down the Eastern Caribbean island chain from St. Martin to Grenada, possibly visiting Tobago, and will be in St. Lucia or south of there by August 1st.

To run or hide? In our opinion it would take us longer to prepare the boat to a standard that would be necessary to survive a hurricane than to just sail away to a safer island!

Our insurance company, Admiral Yacht Insurance, increased our premium by 25 percent for 2018 with a 25,000 (British pound) deductible for named storm damage. As we hope to avoid named storms, we declined the named storm coverage. This reduced our premium to just under what we paid in 2017.

On the Hard, with New Insurance

Since buying our boat in 2015 she has been stored in the water on a dock in Rodney Bay Marina, St Lucia. All sails and canvas were removed and the dinghy was placed in marina storage. DSL was watching her and was prepared to take appropriate action should a storm approach.

However, for the 2018 hurricane season our boat will be stored on the hard at the IGY yard in Rodney Bay, secured to the ground by four large nylon straps and ground anchors. As before, all sails and canvas have been removed and the dinghy stored in the marina.

We switched insurers last fall, as our previous insurance company, which is based in Tortola, was not yet operating post Irma and Maria. A happy bonus, the new insurance cost is less than we had paid previously with the Tortola insurer.

Looking for New Insurance

No change [of location] this year: the boat will be on the hard at Spice Island Marine in Grenada.

Our insurer has canceled all policy renewals so we're looking for a new insurance carrier beginning in September.

Reminded not to be Complacent

We usually haul out in Trinidad, or sail to the Azores or Maine and Nova Scotia for the summer. Irma and Maria reminded us not to be complacent, and to not be anchored anywhere in the Caribbean after July 1st.

We'll Return to Puerto del Rey, PR

Our boat survived Maria at Puerto del Rey in Fajardo, Puerto Rico with no damage last summer, so we'll return there this season.

Pantaenius renewed our coverage with no change last November but we'll see what happens when we renew with them this fall.



SALLY ERDLE

Clockwise from top left:
After September 2017, 'the bottom dropped out' of some boatowners' insurance coverage
Since buying our boat, she has been stored in the water in Rodney Bay Marina, St. Lucia. However, for the 2018 hurricane season our boat will be stored on the hard'
'We've previously hauled out in Curaçao or stayed in the water in Grenada, but this year we're in Panama'
'Our boat survived Maria at Puerto del Rey in Fajardo, Puerto Rico with no damage, so we'll return there this season'



STEVE JOST

In Panama, with New Insurance

We've previously hauled out in Curaçao or stayed in the water in Grenada, but this year we're in Panama.

We switched from Falvey to Geico insurance this year.

No Insurance and Work to Do

Since leaving Canada in 2016 we've been keeping and outfitting our boat on a mooring in Florida. Now we're at Salinas in Puerto Rico without insurance. Plenty of boat work to do before we can move farther south and we cannot afford to haul out.
Sailors in Salinas tell of cruisers who tied up in the mangroves and survived the hurricanes with very few scratches or damage. This could be an option should we not be able to move farther south. When the boat is operational we plan to head directly to Guadeloupe for hurricane season. If necessary, we will sail to Grenada or Trinidad to avoid a major storm.

.—*Continued on page 20*

Caribbean ECO-News

Habitat Restoration on St. Maarten

Natalia Collier reports: In June, Environmental Protection in the Caribbean's tree planting and habitat restoration project on St. Maarten came to a close, with management of the trees planted at two terrestrial sites formally passed on to the property leaseholders of Seaside Nature Park and Rockland Estate. EPIC volunteers will continue to monitor mangroves planted in the Simpson Bay Lagoon.

Project Coordinator Kippy Gilders led an "open house" to share the new nature trail at Sentry Hill with the public, bringing the total number of participants in our educational program to over 1,200.

After the devastation caused by Hurricane Irma, planting trees felt like one way to restore hope for a better future. Our volunteers agreed, contributing 435 volunteer days to plant and water over 800 trees, build trails, and monitor tree survival. They also helped with our petition, which you can sign (www.change.org/p/protect-green-areas-of-st-maarten), to protect St. Maarten's few remaining natural areas.

This video shares the incredible work by staff and volunteers to restore sites on St. Maarten after Hurricane Irma hit: www.youtube.com/watch?v=uvlCGOdiACM&t=6s



EPIC

Above: The mangroves at Mullet Bay, St. Maarten. A petition now aims to help preserve the island's few remaining natural areas
Below: A bird-watching walk, one of many activities organized as part of 2018's Caribbean Endemic Bird Festival

Bird Festival Inspires Youth Across the Caribbean

"We're so excited to have an event in Haiti this year!"

Ingrid Flores is delighted to add a new country to her map of events. She is the coordinator of the Caribbean Endemic Bird Festival. It is organized every year by BirdsCaribbean. Partners across the region host events as part of the festival each spring. Its focus is on the types of birds that are unique to each island, or to the Caribbean itself. This year, events took place in at least 16 islands and involved over 2,000 people.

For the first time, partners in Haiti joined the celebrations. The Société Écologique d'Haïti saw the festival as "the perfect opportunity" to boost nature education in Haitian schools. 290 students in Forêt des Pins and Les Cayes learned how hunting and caging birds is harmful. They also enjoyed planting trees and learning how trees help birds.

In the Dominican Republic, The Peregrine Fund led activities in five places during Ridgway's Hawk Week. This beautiful hawk lives only on the island of Hispaniola. Listed as Critically Endangered, its numbers are falling. Over 300 people went on bird walks. They were thrilled to see a live hawk at one event.

On Jamaica's south coast, the Caribbean Coastal Area Management Foundation visited children ranging from toddlers to age 11 years at four local schools. At one school, teachers hung bird art made by the children in classrooms. To the east, 50 members of BirdLife Jamaica visited the Source Farm Foundation and Ecovillage. They joined residents for guided bird walks in the nearby hills.

On the island of St. Martin, groups worked to restore wild spaces. The island still shows damage from Hurricane Irma. Les Fruits de Mer launched a new nursery to provide native tree seedlings at their Endemic Animal Festival. Environmental Protection in the Caribbean (EPIC) hosted visits to the Little Bay Pond bird-watching hut, which was rebuilt with hurricane relief funds raised by BirdsCaribbean.

Many BirdsCaribbean partners in Puerto Rico were busy in 16 locations, including schools. Here they spread the word about endemic birds. Students at a science high school in San Juan were full of questions. They expressed a wish to conduct their own bird counts next year.

"As many islands still recover from hurricane damage, we were excited to share local birds and nature with people," said Lisa Sorenson, Executive Director of BirdsCaribbean. "For the 17th year, the festival has reached thousands of people across the Caribbean."

Visit www.birdscaribbean.org for more information.

Islands to Implement Integrated Ecosystems Management

Ten Caribbean countries aim to implement the Global Environment Facility-funded "Integrating Water, Land and Ecosystems Management in Caribbean Small Island Developing States" project over the next four years. The project builds upon the work of previous initiatives, to address water, land and biodiversity resource management as well as climate change.

As land degradation and water pollution increase and biodiversity continues to decline in the Caribbean, vulnerability to the effects of climate change will increase. Hurricanes Irma and Maria in 2017 wreaked havoc in several islands, emphasizing the need for a strong natural-resource base to protect and make communities and ecosystems more resilient to the impacts of climate change, which are expected to become even more severe in the future.

Ten countries currently participating in the project are Antigua & Barbuda, Barbados, Cuba, the Dominican Republic, Grenada, Jamaica, St. Kitts & Nevis, St. Lucia, St. Vincent & the Grenadines, and Trinidad & Tobago.

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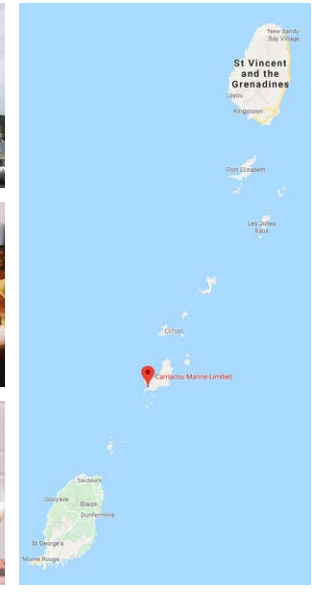












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At the fifth Council of Ministers Meeting on Environment Sustainability, held in Montserrat last month, Ministers of the Environment in the Organization of Eastern Caribbean States committed to implementing the US$20 million project.

In his remarks, Molwyn Joseph, Minister of the Environment of Antigua & Barbuda, said that Resilience, the Environment, Forestry, Fisheries, Disaster Management and Information to integrate nature-based solutions into development plans, in order to provide physical protection from storms and reduce disaster recovery time through proactive environmental management.

Delivering the keynote address, Senator the Honorable Simon Stiell highlighted that "the project will build local community resilience for years to come. By using ecosystem-based adaptation and building *with* nature, we can have additional benefits compared to traditional gray infrastructure. This translates to natural wave barriers that promote coral growth and mangroves that buffer from land-based pollution."



CHRIS DOYLE

Above: What happens on land affects the sea, and vice-versa. The OECS hopes to become a 'zone of environmental integrity'

Below: Natural ways to reduce disaster risk are being tested at Soubise, Grenada

OECS countries must look to become a "zone of environmental integrity."

"I believe that we can, in addition [to] presenting ourselves as a zone of peace, we can present ourselves, as small countries, as a zone of environmental integrity, where we demonstrate to the whole world that we can lead in the area of respecting and preserving our environment," said Joseph.

'Resilient Islands' Launches in Grenada

On June 5th, a four-year initiative was launched in the seaside village of Soubise, Grenada, to prioritize and invest in ecosystems that reduce disasters related to climate change.

Led by The Nature Conservancy and the International Federation of the Red Cross and Red Crescent Societies, the Resilient Islands project combines cutting-edge conservation science with expertise in disaster risk reduction to develop tools and test natural solutions that protect coastal communities in Grenada, Jamaica and the Dominican Republic.

Funded by the German Federal Ministry for the Environment, Nature Conservation and Nuclear Safety, Resilient Islands will collaborate locally with the Grenada Red Cross Society and the Ministry of Climate

As small island developing states grapple with the effects of climate change, many islands are reaffirming their commitment to climate adaptation and seeking new ways to protect coastal areas from flooding, erosion and other impacts that disproportionately put coastal communities in danger. Caribbean islands are among some of the first to suffer the impacts of climate change due to their low-lying infrastructure, their location within the hurricane belt and, their reliance on coastal ecosystems for tourism and fishing. Resilient Islands promotes the recognition of coastal ecosystems, such as coral reefs and mangroves, as national resources worthy of investment. These habitats not only support the fishery industry and enhance tourism, but they also provide invaluable protection to homes and critical infrastructure.

In Grenada, the Resilient Islands project will be implemented specifically within the Grenville Bay Area communities of Telescope, Grenville, Soubise and Marquis, which have all been identified as highly vulnerable to the impacts of climate change. Nature-based interventions will include a remediation plan to improve water quality in the bay, environmental awareness activities expanding on the success of last year's Reef Week, and the construction of a climate-smart fisher facility in Soubise.

"We are combining science and disaster risk management to ensure that at the end of the day, the communities are the beneficiaries. At the end of the day we will have a holistic and resilient Grenville Bay community," said Nealla Frederick of The Nature Conservancy.

The other project countries, Jamaica and the Dominican Republic, will replicate steps already completed in Grenada, by first assessing their most vulnerable communities and using data from The Nature Conservancy's award-winning interactive mapping website to select target areas. This tool, among others produced under the project, will help government officials and community members assess their risks, visualize benefits from coastal ecosystems, and decide on specific nature-based solutions to implement within targeted communities.

Contact nfrederick@tnc.org for more information.



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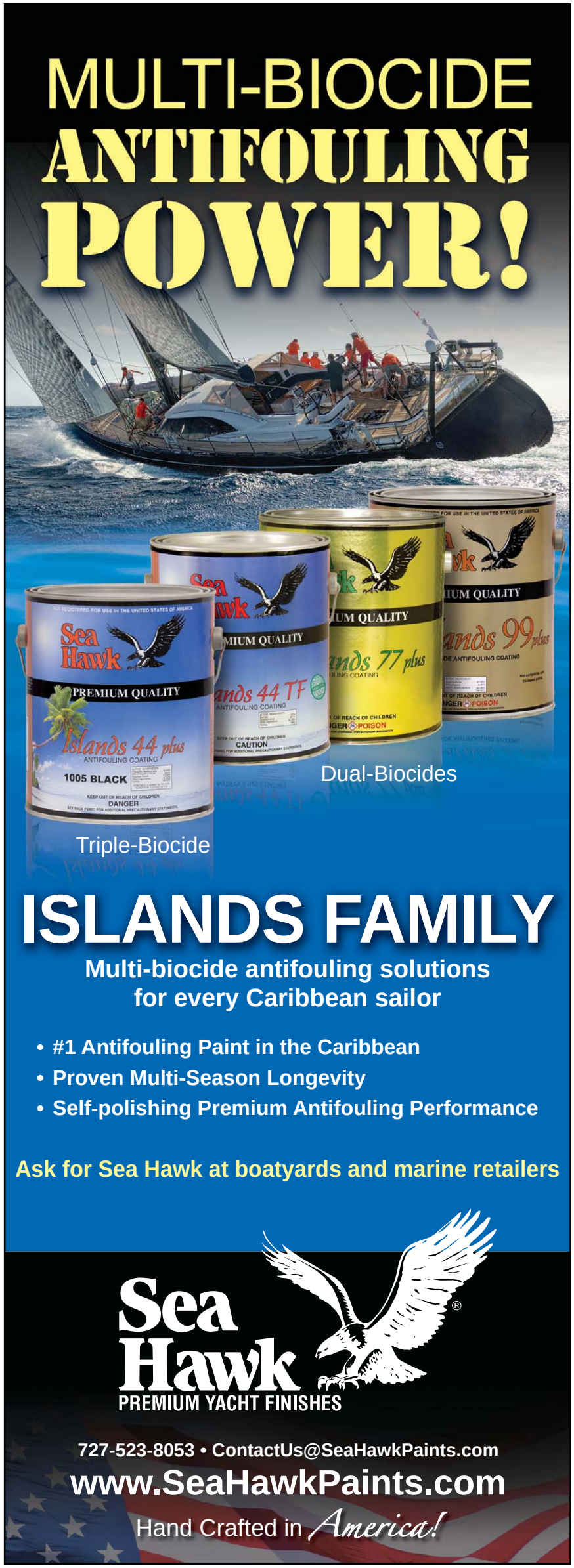
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What's the Status of the Sargassum Invasion?

by Joan Conover

'In Places Extreme'



Sargassum, showing the stalked air vesicles that provide buoyancy

Since this past winter, unprecedented large influxes of pelagic sargassum seaweed have been drifting through the Atlantic Ocean and reaching shorelines of the Caribbean. When the floating sargassum arrives as acres of matted weed, the inundations can completely cover bays, and beaches can be covered with feet of organic matter in a matter of a day. Fishermen have been hampered in their work, and small vessels report clogged water intakes and fouled rudders. Beach-based tourism enterprises in some cases have closed. Seaside residents complain of the stench; potential visitors are asking questions. The adverse impacts to sealife in embayed areas have become of concern to communities throughout the region.

The effects of the recent sargassum "invasions" in the southeastern Caribbean, which is on the front line of this season's influx, are in places extreme. In some places serious threats to air and water quality have developed, owing to the quantity of decomposing seaweed.

Learning to Deal With It

The governments of small island developing states and concerned citizens' groups have limited assets to control this mess so not much has been done. However, various groups are joining to provide information on how to deal with the recurring phenomenon of sargassum influxes. Commercial interests and, in some cases, governments continue to look at extreme methods to stop the weed inflows, such as placing booms across affected harbors.

Jim Franks, Senior Researcher at the Gulf Coast Research Laboratory and former chairman of the Gulf and Caribbean Fisheries Institute, focuses on ways to handle influxes of sargassum. He shares the latest management experience in relation to this emerging issue, noting that many ways to control seaweed infestation have been attempted.

Booming has been tried, with limited success and some failures or adverse consequences, as after gathering behind a boom the seaweed can die and sink to the seabed, polluting bay waters and smothering corals. Franks adds that a the boom system deployed at one beach resort failed when it simply could not contain the arriving volume of sargassum. He notes that even at best, "Booms might work in some instances, but will likely move the sargassum 'on down the line' to another location."

The best and safest way to clear beaches, Jim Franks tells us, is to be proactive and remove any accumulation daily, without the use of heavy equipment. In some cases, unfortunately, the sargassum has arrived so rapidly and in such quantities, this has not been feasible. A combination of collection of floating weed by small vessels before it reaches shore, and beach cleaning, has been proposed in Guadeloupe, which is one of the islands leading efforts to protect harbors and beaches.

Looking for Silver Linings

Meanwhile, entrepreneurs and researchers are looking at what could be done to make value, rather than financial hardship, out of the pelagic sargassum. Because other varieties of sargassum are farmed for their high-value uses, research has been done on ways to utilize pelagic sargassum as well; at least the algae is being looked at for what it can and cannot be used for.

Dr. John Milledge, Teaching & Research Fellow at the Algae Biotechnology Research Group of the University of Greenwich at Medway, UK, along with Patricia J. Harvey, is concerned with ways to make products from pelagic sargassum. Their excellent article is at www.mdpi.com/2077-1312/4/3/60, in a free online publication. The title says it all: "Golden Tides: Problem or Golden Opportunity? The Valorisation of Sargassum from Beach Inundations". Anyone hoping to create an agricultural product or develop another commercial use for pelagic sargassum needs to read this information, as ways to utilize this seaweed are outlined, with suggestions on what will and will not work. Basically, if there is a way to add value, in the end it will be a government-level solution, with funding and encouragement provided to businesses to develop both processing abilities and a market.

Research is Ongoing

In the long term, knowing more about how pelagic sargassum reproduces and travels will help. Information about this variety of sargassum has been difficult to obtain in the past; the propagation of pelagic sargassum is less well understood than that of its stationary cousins. This is changing, though, as samples are being processed and data added to the body of knowledge.

For over four years, through a Clean Wake Program of the Seven Seas Cruising Association, cruisers and other "citizen scientists" have been providing samples and input about sargassum sightings to at least two major institutions, including the University of Mississippi's Gulf Coast Research Laboratory and the University of South Florida. During the 2018 season so far, sailing vessels have collected samples that are being analyzed by oceanographers, biologists and other researchers to gain critical knowledge of the transport mechanisms and reproduction methods of this plant. Testing of the levels of potentially toxic hydrogen sulfide in the air, a result of sargassum's decomposition, has also recently been added to this effort, with results to be provided to the researchers.

Some of the leaders in pelagic sargassum research are the aforementioned Jim Franks, oceanographer Don Johnson (University of Southern Mississippi), Dr. Chuanmin Hu (University of South Florida), and Emma Doyle (Vice-Chair, Gulf and Caribbean Fisheries Institute). They are "go to" people for information on ways to deal with this growing problem. Over the past months, articles in *Caribbean Compass* have detailed their latest research efforts. An online satellite imagery system, from the work of University of South Florida's Dr. Hu, is detailed in the April 2018 issue of *Compass*. It's a way to see where the sargassum is and where it is going — a kind of "early warning system".

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Next Steps

Part of a natural response to changing ocean conditions, pelagic sargassum has bloomed in vast amounts over the past several years, increasing in its amount and its area of impact in the Caribbean. Pelagic sargassum offers a valuable benefit to sealife when offshore, and in total it is a valuable $C0_2$ sink, similar to the Amazon rainforests in its beneficial effects for the planet. It's not always bad — only when it impacts shorelines in overabundance.



S/V JOYFUL

Sargassum seen recently off the coast of Brazil and riding the current to the Caribbean

Efforts to research and identify ways to manage the disaster the seaweed can cause on beaches and in harbors are ongoing. Many collaborative efforts to share approaches to handling the weed, to warn of incoming inflows, and to learn more of ways to control growth are happening. Articles in publicly accessible publications, the teamwork of US-based research labs and the universities, plus possible international collaboration with others — all these efforts are identifying and publicizing effective approaches as rapidly as they can.

At the Organisation of Eastern Caribbean States' Council of Ministers of Environment and Sustainability meeting in Montserrat on July 11th, the British Virgin Islands' Minister of Natural Resources, Dr. Kedrick Pickering, suggested to regional leaders the establishment of sargassum "early warning systems", a nod to the satellite tracking pioneered by Dr. Hu.

The problem is known and research efforts are ongoing, but it will now take smart utilization of assets and determined, ongoing environmentally protective efforts to help protect our beaches, harbors, livelihoods and wildlife.

** See also these articles in previous issue of* Compass*:*

- *"Pelagic Sargassum: An Emerging Issue in the Wider Caribbean" by Emma Doyle and Jim Franks, on page 11 at www.caribbeancompass.com/online/june15compass_online.pdf*
- *"Sargassum: Pelagic Nursery and Near-Shore Nuisance" by Lynn Kaak, on page 38 at www.caribbeancompass.com/online/june15compass_online.pdf*
- *"Don't Panic — It's Organic! But Sargassum Still Poses Some Problems" by Sally Erdle, on page 7 at www.caribbeancompass.com/online/july15compass_online.pdf*
- *"Early Warning of 'Invasions': Tracking Sargassum Seaweed via Satellite — And How Boaters Can Help" by Joan Conover, on page 13 at www.caribbeancompass.com/online/september17compass_online.pdf*
- *Major Seaweed Invasion Underway — and What We Can Do About It, by Joan Conover, on page 12 at www.caribbeancompass.com/online/april18compass_online.pdf*

The GCFI has created a sargassum poster containing practical guidance for anyone grappling with how to respond to the sargassum influx. In case you missed it in the June 2018 issue of Compass*, go to www.gcfi.org/sargassum-influx to download a printable poster or a smaller digital file for electronic use.*

HELPING TURTLES OUT OF THE WEEDS

Sea turtles are just one example of the wildlife that can be imperiled by heavy inflows of sargassum. In places, mature females cannot reach the beaches to lay their eggs, hatchlings get entrapped in the piles of weed, and poorly thought-out clean-up efforts destroy nests and nesting sites.

Emma Doyle, Vice-Chair of the Gulf and Caribbean Fisheries Institute and a marine ecologist who oversees several Marine Protected Area programs, shares advice that came during a recent session of the Wider Caribbean Sea Turtle Conservation Network, WIDECAST (www.widecast.org) from several Caribbean islands facing sea turtle nesting problems:

"A couple of countries have had hatchlings emerge at the same time as the sargassum influx has affected them. So far, leatherbacks have hatched successfully through and despite sargassum on the beach on one island; on another there was some entanglement before the hatchlings could make it to the sea and there was some subsequent predation by crabs. In more than one case (and also during the 2015 sargassum influx) turtle-watch volunteer groups have cleared a path through the sargassum in front of the nest so as to avoid the hatchlings getting entangled in sargassum on the beach as they make their way to the sea. This means keeping a watch on the nest for the depression that forms in the sand as hatchlings emerge from their shells, and then clearing a pathway before dusk when the turtles will emerge from the nest.

"If the extent of the sargassum influx in the water means that hatchlings won't be able to swim away or breathe, such as when the bay is completely full of weed or if the hatchlings are brought back to the beach in the arriving sargassum, then there's a case for releasing at another location unaffected by sargassum influx. Our job is to ensure the appropriate handling of hatchlings — picking them up with gloves, and keeping them cool, dark, quiet and protected in a bucket with some sand until release. We then need to ensure appropriate release — in the right location taking into account beach lighting, currents etcetera, at the right time, that is, in the dark not during daylight, and making the most of the outreach/education opportunity associated with a properly managed release that allows hatchlings to crawl down the sand unhindered."



REGATTA NEWS

Solo SUP from Cuba to Key West

Commodore José Miguel Diaz Escrich of Hemingway International Yacht Club of Cuba reports: Stand-up paddleboarder Victoria Burgess departed from the headquarters of the Hemingway International Yacht Club of Cuba at 7:12AM on June 26th and made it to Key West in 27 hours and 48 minutes, accomplishing her dream of being the first woman to cross the Strait of Florida by SUP. While paddling a journey of approximately 115 miles, Victoria was accompanied by a support team aboard the catamaran *Sunluver*, a vessel that has accompanied many of the people who swim or paddle between Havana and Key West.

Her goal was to cross the strait in 30 hours, but, as she expressed to the numerous press present at the farewell in Cuba, she would endeavor to do so in less time. Victoria is 34 years old and has been a firefighter for 14 years.



Victoria Burgess winning the women's class in the 2015 RK Sunshine SUP Series, Florida. She recently became the first woman to cross the Strait of Florida by SUP, accomplishing the passage in under 30 hours

With this Stand Up Paddle event, this athlete, sponsored by the Women's Sports Foundation, wishes to demonstrate to all women that they are free to reach the objectives they propose. In the farewell to Mrs. Burgess, Commodore Escrich told her that women are capable of achieving their dreams, no matter how young or old they are, as swimmer Diana Nyad did when she crossed the Florida Strait at the age of 64.

Already on her board, Victoria told Commodore Escrich that what he expressed feeds her spirit of winning and also her desire to strengthen the friendship and collaboration between the Hemingway International Yacht Club of Cuba and the nautical community of the United States. She said that she would continue to promote the sport of SUP in Cuba.

Fickle Winds for 4th Annual Lagoonies Regatta

The fourth edition of the Lagoonies Regatta was sailed in St. Maarten on June 30th with ten teams participating. The teams shared just four boats, courtesy of last September's Hurricane Irma. This did not diminish the competitiveness and, in fact, created some opportunities for some teams. Fifteen races were sailed back to back, only paused by the lunchtime break at main sponsor and host Lagoonies Bistro.

The conditions in the lagoon were particularly fickle —there was very light wind for periods, which suddenly exploded into a heavy breeze, often from a different direction. The participating teams had to suddenly adjust their trim and the successful teams were those able to better anticipate and react to the changes.

Winner Frits Bus and his team of Joep Groenendijk and Luke Bacon were able to do just that, making better use of these conditions and edging out the "Lightning" team of Garth Steyn, Jolyon Ferron and Alex Scarabelli. The point difference was created in the last race these teams sailed against each other, and involved a dramatic change of position that defined the final overall result.

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Third place went to Petro Jonker and his team, "Lightweights", which included Pieter and Paul Soons. They tied on points with the French team led by Mathias Herest, which tie was broken by the number of wins each team had. This was the highest-scoring French team and their competition was much appreciated.



Undaunted by a storm-shrunk fleet, ten teams saw competitive action in the fourth annual Lagoonies Regatta in St. Maarten

Race officer was previous winner Bernard Sillem, while Rien Korteknie served as on-the-water informal jury. Event sponsors were the host Lagoonies Bistro; Mount Gay Rum; Budget Marine, who provided boats and prizes; Aquamania, who provided the change boat, *Santino*; Kids At Sea, who provided the start boat, *Moondance*; and Pelikaan beer, who provided their locally produced craft beer to competitors at the prizegiving.

ON THE HORIZON…

Carriacou Regatta Yacht Races

The yacht races taking place during Carriacou Regatta 2018 will be held as follows:

Friday, August 3rd: Two-Handed Round Carriacou Race, sponsored by Doyle Offshore Sails

Saturday, August 4th: Fully Crewed Hillsborough to Tyrrel Bay Race, sponsored by Island Water World

Monday, August 6th: Fully Crewed Hillsborough to Tyrrel Bay Race, sponsored by Budget Marine

Registration and Skippers' Briefing will be at the Lambie Queen restaurant on August 2nd, and Prizegiving will be at the Slipway restaurant on August 6th.

Round Grenada Regatta this Month

Petite Calivigny Yacht Club reports: The Round Grenada Regatta 2018 will be held August 24th through 26th.

In 2015, Petite Calivigny Yacht Club in Grenada revived a long tradition of round-the-island racing and put on a successful event that drew nine monohulls and three catamarans. Starting and finishing at Le Phare Bleu marina on the south coast of Grenada, which has been home base for the PCYC since it was initiated in 2010, this regatta includes an overnight layover in Tyrell Bay, Carriacou, for crews to enjoy a good party and get some shut-eye before heading back down to Grenada.

For those who enjoy a longer course with a more relaxed style of racing, this is the ideal off-season event and everyone is welcome. With time to appreciate the natural beauty of the Grenada and Carriacou coastline and the surrounding small islands, you will still find it challenging in terms of navigation, strategy and crew determination. The overnight stop means that single-handers and liveaboards can join the more dedicated racers, brush up their sailing skills (perhaps even dig a spinnaker out of the locker) and show what they are made of, too.

You can register online at http://pcycgrenada.com/round-grenada-regatta (fee EC$100 to be paid at registration). Registration on August 24th will be followed by the Skippers' Briefing, both at Le Phare Bleu.

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The start on August 25th will be at 0700 hours, at Le Phare Bleu, and there will be a party and food in Carriacou that evening. The start in Carriacou on August 26th will be at 1000 hours, and the Final Prizegiving will be at Le Phare Bleu, as soon as the last boat is in.

Dockage at Le Phare Bleu is "2 nights for 1" on Friday and Sunday; regular rates apply for additional nights. Dockage/mooring at Carriacou Marine is limited.

Visit info@pcycgrenada.com for more information.

Two Top Venues for Grenada Sailing Week 2019

Rosie Hoggarth reports: With registration open for the Island Water World Grenada Sailing Week, we are thrilled that Camper & Nicholsons Port Louis Marina and Secret Harbour Marina are continuing their loyal support as host venues for the 2019 edition.

The regatta starts at Camper & Nicholsons Port Louis Marina, one of the most prestigious names in the yachting industry. Skippers and crew will be welcomed as they arrive for final registration on January 27th. Port Louis is a luxury superyacht marina located in the lagoon just outside St. George's, Grenada's vibrant capital, and overlooking the colourful waterfront of the Carenage. With 160 berths for yachts up to 300 feet they provide the perfect base from which to race in the protected waters off Grand Anse Beach. The marina includes The Victory Bar and Restaurant, Yolo Sushi and Wine Bar, and a swimming pool, as well as nearby chandlers, provisioning and all the amenities the capital has to offer.

GRENADA SAILING WEEK



Secret Harbour Marina on the island's south coast will become the venue for the last two race days and final prizegiving of Grenada Sailing Week 2019, after Port Louis Marina in St. George's hosts the start

The transition race on the afternoon of January 29th moves the fleet to Secret Harbour Marina in Mount Hartman Bay. Secret Harbour is a boutique hotel and marina with 20 cottages and over 50 berths. They offer a quiet and secure bay away from the hustle and bustle of town but within easy reach of Grand Anse and its beautiful beaches. The marina will be hosting the lay day, the last two days of racing, and the final prizegiving parties.

We are delighted that Camper & Nicholsons Port Louis Marina and Secret Harbour Marina are on board once again, as both venues showcase different aspects of this beautiful island, allowing visiting yachtspeople to experience the very best that Grenada has to offer.

Online registration is at https://yachtscoring.com/emenu.cfm?eID=5886

For more information, including Notice of Race, visit www.grenadasailingweek.com and sign up for our newsletter. Email: info@grenadasailingweek.com. Find us on Facebook: GrenadaSailingWeek. Or at Twitter: @grenadasailweek

Mango Bowl Regatta for November

The St. Lucia Yacht Club will be hosting the Mango Bowl Regatta 2018 from November 30th through December 2nd. Classes will include Racing, J/24 & Surprise, Cruising I and Cruising II. The Mango Bowl Regatta is a proud member of Sailors for the Sea's Clean Regattas program.

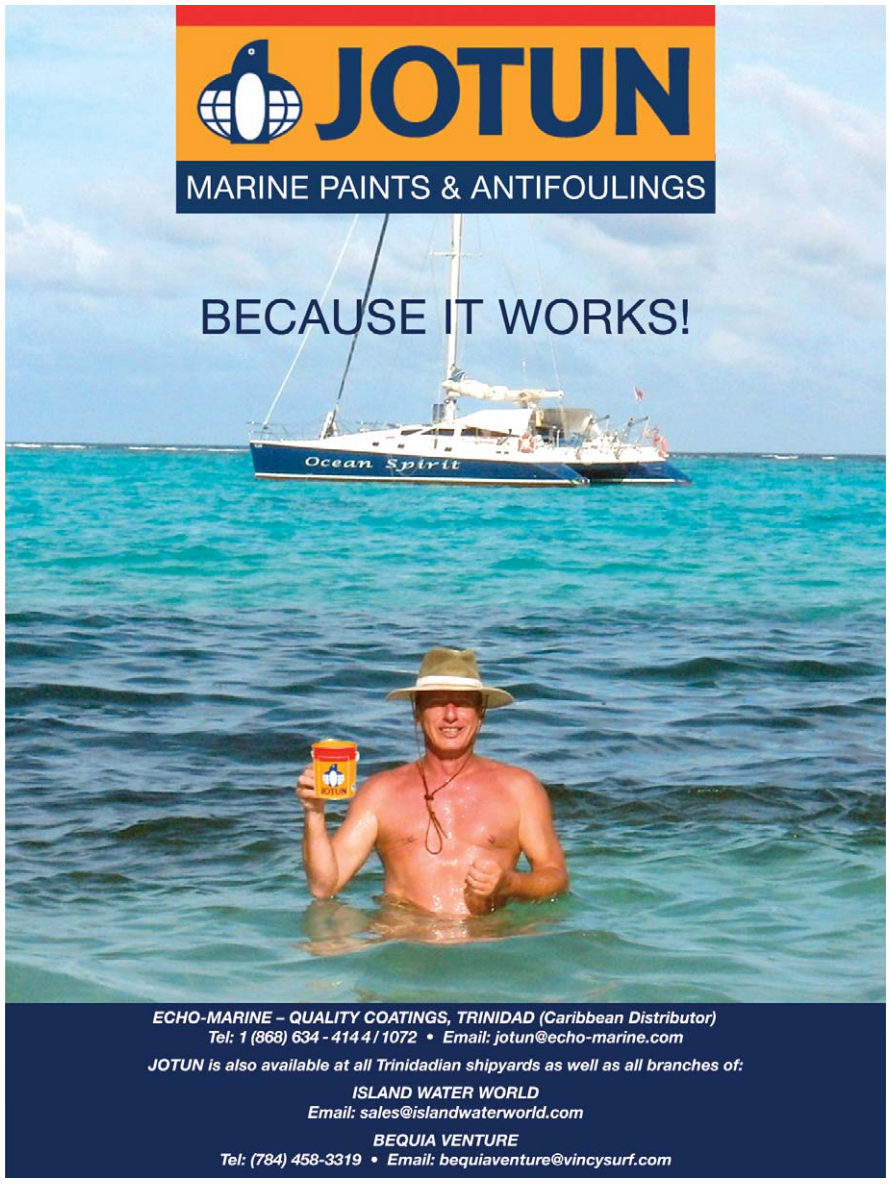
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OCC Rally to Visit San Andres, Colombia

A rally for members of the Ocean Cruising Club plans to visit the Colombian island of San Andres next year, in two fleets. Approximately 40 boats are expected to be in San Andres from February 24th to March 6th, with 25 more visiting from March 10th to 24th. Both fleets will subsequently visit the island of Providence.

The Ocean Cruising Club is an international club for cruisers.

Visit oceancruisingclub.org for more information on the OCC.





Bequia's Jojo Adams and the Bequia Youth Sailors

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

Jojo Adams' calm demeanor and even speech contribute to the sense of maturity he has gained since interviewed by Y2A two years ago at age 16. At that time, he had helmed keel-less boats ranging from Optimists to Lasers. In the past two years he has migrated to sailing 12-, 16-, 18- and 28-foot local double-enders. (A 28-foot double-ender normally has a crew of eight.) His favorite boat at age 16 was a Laser. Now, his favorite is the 18-foot double-ender.

Becoming more practical, instead of ocean racing, which lit his imagination as a career when he was 16, Jojo now he sees himself attaining the certifications to become a commercial captain.

Turning 17, he crewed as jib man on the 16-foot double-ender *Ark Royal* with his brother on trapeze. They competed in the Mayreau Regatta, and then the Petite Martinique Regatta, ending the Grenadines' race season with the Carriacou Regatta. In their class, against a field of three to five boats, they took first place each time!

That same year, the captain of a Carriacou schooner invited Jojo to crew for him in Bequia Easter Regatta's Around the Island Race. Fellow Bequia Youth Sailors (BYS) member Javid also got this chance. Jojo has also sailed around Bequia in a 28-foot double-ender when not racing. With its four-foot draft, unlike most monohull racing keelboats, it can hug the shoreline, which gives everyone on board a thrill.

The following year of 2017, this time with Jojo at the helm of the 17'8" *More Worries,* they took first in both the Carriacou Regatta in July and Bequia's Independence Day Regatta in October.

What does Jojo think about sailing?

"Sailing is a good thing. You have to be quick. It keeps you fit, and keeps kids off the road, out of trouble. Once you learn it, it's a lot of fun."

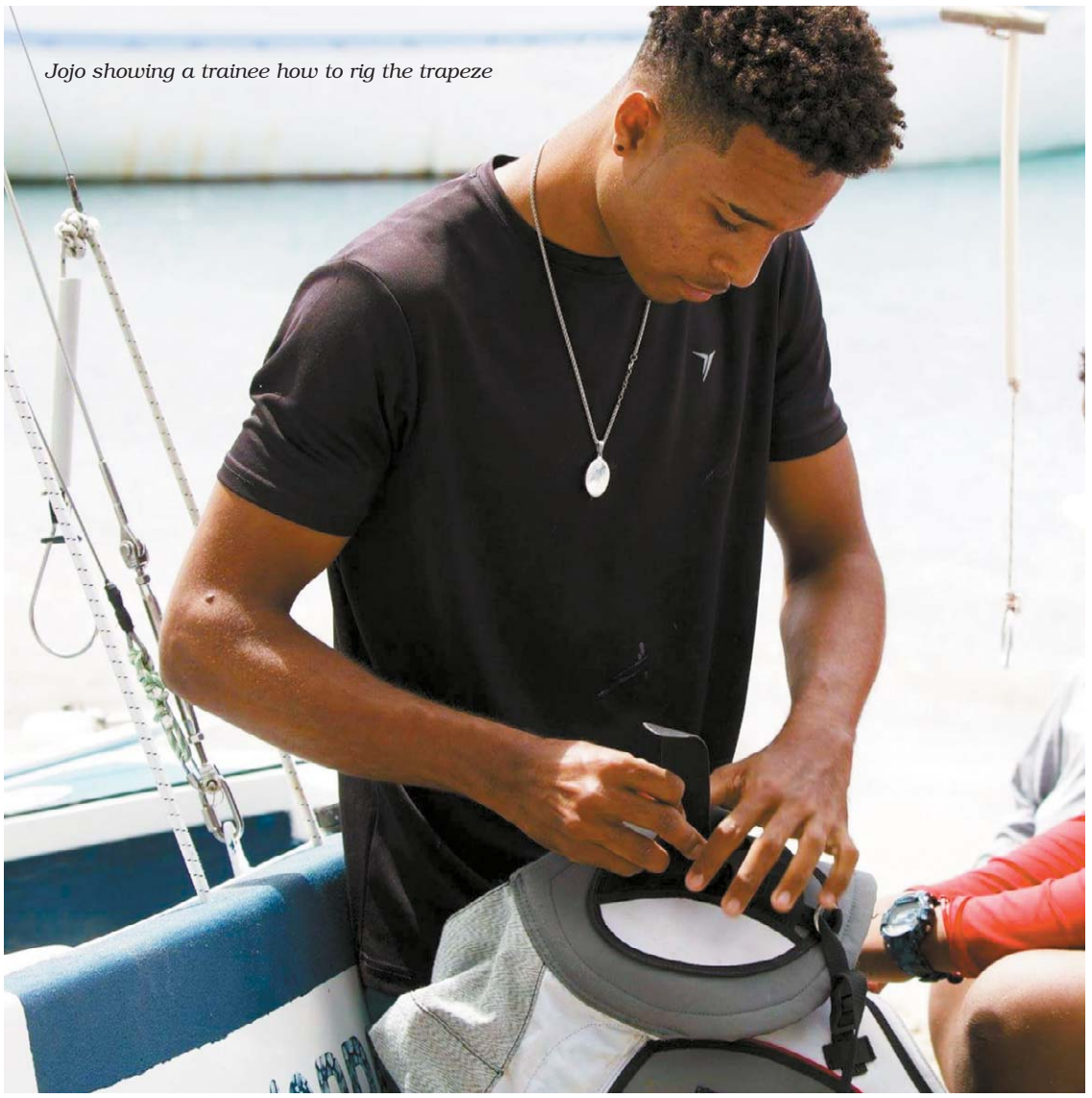
He brought his 17-year-old crew Courtney Jacobs to the interview. At 17, like Jojo, Courtney lives in Union Level, a neighborhood high above Port Elizabeth, Bequia's main town. Courtney's father was an engineer on the Bequia-to-St. Vincent ferry *Admiral* and now lives in Canada. Courtney chimed in that "you have to have faith and come up with solutions" when out on the water. When asked about the future, Courtney says, "Keep sailing alive!"

Finding humor in sailing, too, they tell of one day's practice in Admiralty Bay. Jojo was at the helm with Courtney as sheet man. The mainsail needed to be trimmed. Unaware that Courtney was about to sheet in, Jojo reached over and yanked the mainsheet in. Courtney had based his balance on grabbing the sheet. A split second later with the line gone and nothing to hold onto, into the sea he went!

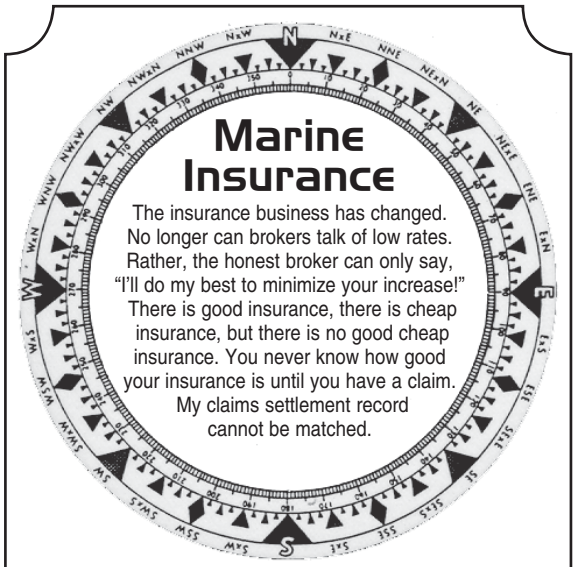
Future Outlook

Jojo is keeping track of his sea days so that he can one day sit for the RYA Captain Certification. Two years ago he longed for ocean-crossing races, now he sees himself acquiring either a Yacht Master online or RYA Captain certification. Accumulating sea days is a part of that preparation. With the devastation that Hurricanes Maria and Irma made to the northeastern Caribbean last year, more of the super yachts were in Admiralty Bay, Bequia this winter. It has sparked Jojo and others to aspire to work aboard like vessels one day.

"Every time I go Grenada or other open-water travel, I keep track of it in a notebook. I'll be prepared soon with enough sea days to sit for a certification," Jojo explained.



Jojo showing a trainee how to rig the trapeze



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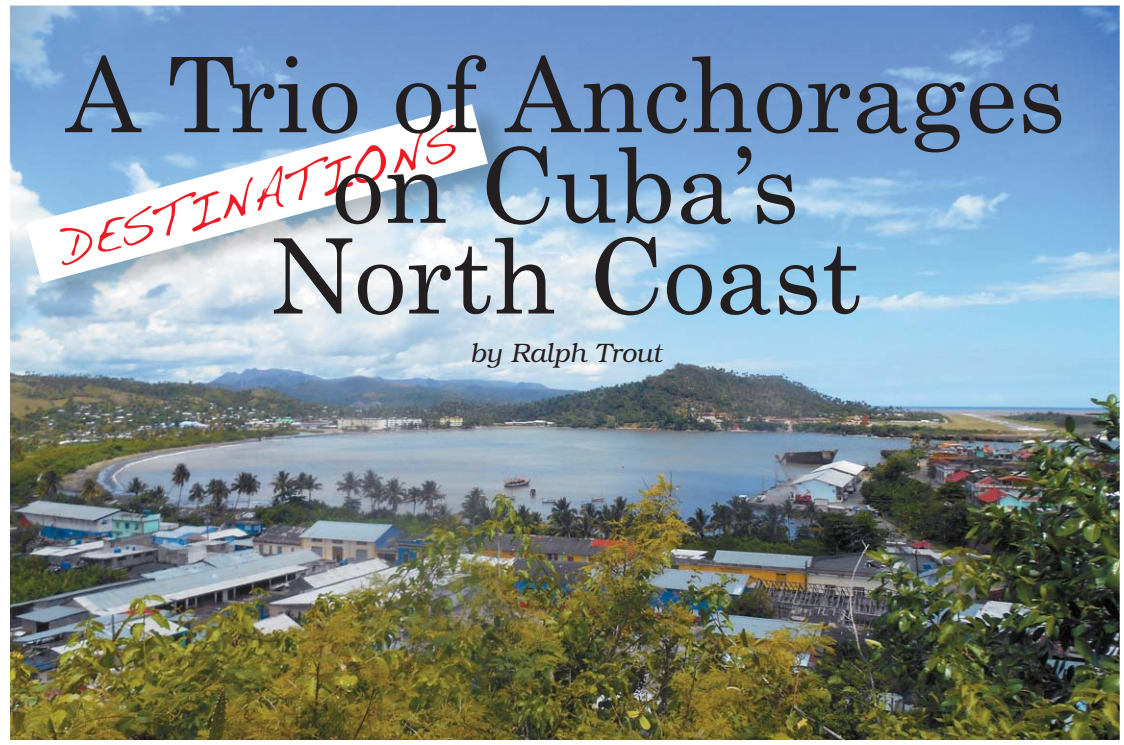
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DESTINATIONS

A Trio of Anchorages on Cuba's North Coast

by Ralph Trout



Baracoa — the north coast's most easterly bay is an excellent anchorage. Before the Revolution, the city's only access was by sea

When sailing eastward from Varadero, Cayo Guillermo and Cayo Coco, Cuba's north coast offers many spectacular anchorages. For the adventurous explorer, Cuba's north coast has quite a few narrow channels that open into great bays. However, the issues surrounding visiting boats and Cuban refugees kept us to the main ports and anchorages, where we could announce our presence to the authorities. Cubans are not permitted, under any circumstances, near a foreign vessel. Even in marinas, you can only show a new friend your boat from a distance. Usually dock security will dictate the distance. In turn, no foreigner is permitted on a Cuban local's boat. Also, you are not supposed to scuba dive without local supervision; snorkeling is permitted.

Gibara

The city of Gibara has a nice place to drop the hook in a huge bay and makes a good stopover for a few days. When you see the red-and-white-striped lighthouse and ten tall wind generators on the shoreline, you are about a half hour away. Tuck in to the east of the fishing fleet. At the north end of the port, Marlin Marina has a small dock where you can lock your tender. You'll see Hobie Cats and wave runners.

Gibara is one of those Cuban cities where industrialization has ceased and tourism is hoping to fill the void. Just beyond the port is one of the many parks with a few small cafeterias where good coffee and very inexpensive sandwiches can be had for pesos, not CUCs. The park is Gibara's center of activity, with plenty of art and sculptures, and of course there is a church.

A few doors off the park is a great museum — Museo Colonial — that displays a huge two-storey house furnished exactly as it would have been in the late 1800s. Aside from the exquisite antique furniture, the kitchen and bathroom are fantastic. Along the park is a museum of natural history.

At the north end of the port is a small cannon battery, and that should lead you to walk along the seawall *malecón* to see an exceptional fresco of Columbus and a fantastic bronze statue of national hero Camillo Cienfuegos. If you are energized from the coffee, walk to the old fort overlooking the town for the best view and a chance at finding reasonably priced local artwork.

There aren't many restaurants in Gibara. At the dinghy dock, Rio de Mar is a surprisingly upscale restaurant, but reservations seem to be necessary. Food is exceptionally good at the Coral restaurant a short walk away, just beyond the park. Gibara is a fine small city to relax in and catch a glimpse of the quiet side of Cuba.

Puerto de Vita

An easy day underway will bring you to the next anchorage. Puerto de Vita is probably the most protected spot along Cuba's north coast. It would provide excellent shelter and great holding ground in a blow. There was only a 50-foot steel fishing boat anchored close to the marina when we arrived. There are not many big vessels along the north coast.

The entry to the bay is marked by a lighthouse at approximately 21°05.670N, 75°57.886W — give or take a second or two. Don't worry, you shouldn't miss the lighthouse. From the entrance, take a couple of dog legs south through well-buoyed shallows — the marina is in the mangroves. If your boat's draft is more than five feet, pass on this marina. Of course, try to pick high tide to enter. Watch your depth and go slowly. With narrow passages, this area is very similar to the mangroves of Varadero. If it isn't breezy, close the hatches and reach for the insect repellent.

The marina at Puerto de Vita is the most easterly port of entry. Puerto de Vita is the most backwoods of Cuba's marinas managed by the Gaviota group. This marina is almost in the middle of nowhere. I say "almost" because this area of Cuba was Fidel's first attempt at grand-scale tourism. Stretched across the coastline to the east are several hotels that comprise the Guardalavaca area.

As with most of Cuba's marina operations, making prior contact by the internet or by phone is difficult. This marina monitors VHF channels 13 and 16. Announce your vessel's arrival and wait for their instructions.

—Continued on next page



—Continued from previous page
This is a full service marina with Immigration and Customs, fuel, water, laundry, and electricity. (May is the beginning of the off-season and the restaurant was closed when we were there.)



A small village is a short walk from the marina and you might be lucky to purchase some fresh pork, bread, and veggies. Only onions and garlic seem to be in surplus everywhere.

Taxis are always available with the help of the guards, who speak good English, at the marina's entrance gate. If you are fit, make the half-kilometre hike to the main road and catch a *camion* or a *guagua*. Camions are trucks converted to carry passengers uncomfortably for a few pesos. A *guagua* (wawa) is a slightly more comfortable bus. Both will probably be packed with friendly people and cost small money in local pesos.

Take a left (east) at the main road to the hotel section of Guardalavaca, especially if you want to rent a car. The nearest, biggest city is Holguin, about 15 miles to the south, if you are in need of supplies or spares. Good luck on the latter.

There is some confusion, as a "marina" is listed at Guardalavaca, but that is only for the usual tourist beach toys — small cats and noisy jet skis. The beach strip is the same old, same old with classic-car hustlers, but you can find internet access cards and banks with ATMs. Probably the most interesting place to see is the El Chorro de Maita Museum, which is a Taino-Amerindian archaeological site of graves and a recreated village. The next safe anchorage, at Baracoa, has a better Taino site at a hillside cave.

Clockwise from left: El Yunque (The Anvil) is a prominent Baracoa landmark

Chocolate lobster at La Perla del Oceano — 'we splurged'

Wind generators and a lighthouse dominate the landscape at Gibara





Baracoa

Baracoa is the most easterly bay on the north coast and an excellent anchorage. You will know it when you see a flat-topped mesa, El Yunque (The Anvil), in the distance. Again, this bay has a slot entrance on the west side of the town. Watch out for small planes landing. The airfield will be on your starboard as you enter. A big rusting hull almost hides the main dock and warehouses.

—Continued on next page



—*Continued from previous page*

There are a few fishing boats and one or two larger boats, but the protected bay is big, usually very flat, and breezy — without bugs. It is a short walk to the local police station on the near end of the malecón.

There's enough to do to in Baracoa to keep you busy for a few days. Surrounded by mountains, it remained isolated until a road was completed in the 1960s. Baracoa has a slightly different feel — a sort of mystique with more of a native Amerindian influence. Climbing El Yunque is supposedly the big attraction, but the 13CUC fee just to hike, without a guide, kept us out. We did continue a bit farther inland along the Toa River, where we found some Amerindian descendants and had a tasty lunch of native foods — seasoned river fish, rice, and yucca.



The marina at Puerto de Vita is a Cuban port of entry

The walking mall at the center of town begins with the Cathedral. Columbus made one of his many landings here on his first voyage and supposedly planted a wooden cross. The cross rests inside the cathedral and has been carbon dated to 500 years ago. The walking mall has a few small restaurants and one good bar with great music. Unfortunately, pizza seems to be the mainstay street food. They are small, but palatable and very inexpensive at 5 or 10 pesos. Fold one and walk.

Baracoa was the first capital of Cuba, built by Diego Velazquez, who designated Cuba's first seven cities. In the heights behind town is the old fort, now converted to a posh hotel. Farther up that street is the archaeological cave site and worth the 1CUC admission. The fairly big cave is a pre-Columbian burial site and offers the town's best overlook.

We splurged at Perla del Oceano, a small restaurant on the malecón. Chocolate lobster was a once-in-a-lifetime, utter indulgence at 7CUC! It was a concoction of Chef Antonio. Baracoa is noted for its chocolate; there is a chocolate factory near the anchorage and bars can be purchased.

Another north coast local treat is a coco-cone. Grated dry coconut is mixed with sugar and a bit of cocoa until it is a paste. The sweet mix fills a cardboard cone and you squeeze it into your mouth. It's a tasty sugar rush.

Most vagabond sailors have a similar approach to every town. See the geographical, archaeological, and historical sights. Then look for the arts — sculptures and music. The days usually wind down with drinks and food. Every Cuban coastal city we visited has been considerably diverse. All are friendly and the people outgoing. Gibara is very quiet and quaint. Puerto de Vita and Guardalavaca are a sort of post-modern resort complex. Baracoa is much busier than was expected. All are worth dropping the hook for a few days to sample the differences.

Ralph's Top Cuba Tips

• Always make your cruising intentions known when you leave a port, and contact the police or Immigration when entering the next port. The police usually will direct you to Immigration; there is an office in almost every town we visited.

• Always have your papers. Although it's wise to keep several photocopies of your passport, visa, and boat papers, and this makes life easier, the officials still always want the real ones.

• I used Google Translate to explain my purpose in visiting and printed it, to reduce the hassle of conversing. That worked and all the officials were happy not to try out their partial English or attempt to interpret my shoddy Spanish.

• All prices in the article are given in CUC, the Cuban Convertible Peso. One CUC equals 24 National Pesos. A National Peso is worth about 4 US cents. A small cup of coffee is one National Peso and usually a fried egg sandwich is one and a half to two National Pesos. Ask for pesos when getting change.

• Marina contacts:
Gaviota, director.comercial@marinagav.co.cu, tel +(53) 7 867-1194
Marlin Marine: dircomercial@marlin.tur.cu, tel (+53) 273-7972, 273-1867

Check out Ralph's previous articles on Cuba in the Back Issue Archive at www.caribbeancompass.com
April 2017 – "Cuba, At Last. Part One: Getting There"
May 2017 – "Cuba, At Last. Part Two: Being There"
July 2017 – "Fun on a Budget Near Marina Hemingway"
August 2017 – "Finding Happiness in Havana"
September 2017 – "In and Out of Varadero"
March 2018 – "Glimpses of Cienfuegos"
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PARTS & POWER

SOUTHEASTERN CUBA

Part Two: Santiago de Cuba

by Ralph Trout

Last month, in "Southeastern Cuba, Part One", Ralph Trout described the anchorages at Manzanillo and Cabo Cruz, and the Punta Gorda Marina at Santiago de Cuba. This month, he takes a closer look at the city of Santiago and its environs.

Santiago is the second largest city in Cuba and, as yet, not packed with tourists. It is big, uncongested, and clean, with only 400,000 residents and without the constant, never-ending renovations of Havana. For some reason, no cruise ship dock has been constructed.

It was the second capital of Cuba, founded in 1514 by Diego Velázquez de Cuéllar, the first Spanish governor of Cuba. Velázquez was quite the adventurer, sailing with Columbus on his second voyage, then returning in 1511 and founding Cuba's first four Spanish settlements. The first was Baracoa on the north coast, then Santiago, Bayamo, and Havana. Check out what's left of Velazquez's house — mostly the exquisite view of the harbor at the Balcon.



WWW.CUBATRAVEL.CU (2)

In the city proper, unlike in Havana, there are few old cars and very few horse-drawn coaches, but still loads to see. First, there are plenty of banks and reliable ATM's. We used Banco Popular Ahorro with no problems. (Our credit cards are not US based.) If you want to rent a car, head for the tallest building — the Meliá Santiago hotel — as there are four different rental agencies there, but all have only a few cars. We were lucky to get one from Havanacar, which is also Cubacar.

Taking a cab from the marina, the best place to start a tour is Plaza Martí. The surrounding streets are packed with history. As they have done in most of Cuba's cities, the government has created a walking mall; Santiago's is to the south of the Plaza. Get some local pesos. Coffee is one peso (four US cents) almost everywhere and sandwiches can be had on the streets for two to four pesos. On the south side of the plaza is Calle Aguilera and most of the sites of interest are close. We hit six nearby museums. Bacardi — the baron of rum — has an extensive museum, and there is the informative Museo del Ron where you can learn how rum was made. (The Bacardi factory itself is also in Santiago, but they do not permit tours or samples.)

In the Museo del Ron's lower level is one of the best bars in Cuba, Taberna del Ron. Eduardo makes a great mojito and excellent conversation. We tried to buy Santiago de Cuba Rum, to no avail. Eduardo explained that the factory was out of bottles because the cruise ship passengers in Havana were buying too much rum.

When Haiti and the Dominican Republic experienced civil strife, many of their refugees fled to Santiago, giving it more of an eclectic Caribbean flavor than many Cuban cities. The migrants brought Carnival, and there is an adequate museum on Calle Heredia a block east of Calle Aguilera. Heredia is named for Cuba's first national poet, who influenced all the eras of revolution. His house is still there and a bit farther south is Casa de la Trova. This is music, music, and more great music. Most cities have a version of la Trova, but this is the original creator of the distinct "trova" rhythms. Get a libation, and then sit until the music moves you to dance. The place is packed with folklore, excellent musicians, and characters.

There are plenty of parks to people watch and you'll probably need a rest stop as Santiago is hilly. Of course there are churches; the Cathedral of Our Lady of Assumption lies off Parque Cespedes. For one CUC you can climb the 96 steps to the bell tower for a fantastic view. Better yet, take the elevator to the roof of Hotel Casa Grande and sip a cold drink there. It is a top-shelf Iberostar hotel, but agree to spend three CUCs and have a great, surprisingly affordable lunch. Another restaurant, La Terraza, just a block from the plaza, offers good dinners, also on the roof. Pizza is now the common food of Cuba. La Terraza's version is big, tasty and 2CUC.

Santiago is where the US defeated the Spanish Navy in the Spanish-American War and thus acquired Puerto Rico, the Philippines, and Cuba. There are few memorials, and only a tree marking where the peace treaty was signed.

Our rental car carried us west to Basilica del Cobre, a beautiful, and perhaps the most revered, Cuban cathedral. The area is a huge copper (*cobre*) mine housing a mystical statue of the Virgin Mary that was found floating in the sea. We also had to see the Moncada Barracks, where Fidel started the revolution in 1952. The walls are still pockmarked with bullet holes. A granite boulder inscribed with only his name marks Fidel's grave at the Santa Ifigenia Cemetery.

Another, more impressive, boulder is a few miles east of the city at La Gran Piedra. It is a huge piece of granite on the top of a mountain. One CUC gets you to the top and the view is worth the 450 steps from the parking area. Another 20 minutes east is Playa Siboney, the closest best beach. The Castros tried — ineffectively — to develop the area stretching eastward about 60 kilometres to Baconao National Park with (now mostly empty) hotels and children's amusement parks along ugly beaches. There is an antique car museum where the vehicles rust in the sun and salty air. A very weird theme park — Valley of the Dinosaurs — looms along the road.

Rent a car, as driving is easy and getting lost is difficult around Santiago. It will cost you 70CUC for a day, but taxis will be much more. There is so much to see, and the marina is about six miles east of the main city. The marina's security is tight, but common sense says lock your boat and dink anyway. Everyone around the docks is friendly and Cubans love chatting with visitors.

Santiago de Cuba is a relatively new cruising destination and has a very different Cuban taste than Havana. It could be a good jumping-off point for Port Antonio, Jamaica. Dockmaster Felix at the Punta Gorda Marina says the docks are packed from November until March. With a sharp eye on the weather, of course, that still provides plenty of time to visit now.



Clockwise from left:
Plaza Martí: 'The city is big, uncongested and clean'

An 1898 map of Santiago's well-protected harbor

Marina Punta Gorda, about six miles from the city, is a convenient place to leave the boat while you go exploring



CHRISTINE GOOCH



—*Continued from page 7* *...Hurricane Season Plans*

Big Changes in Coverage

We'll be in Grenada this hurricane season but Pantaenius has advised that, upon renewal of our standard policy, there will be no coverage for named storms in the Caribbean anywhere from 10°N to 30.5N latitude in our existing policy. (*Author's note: This excludes Chaguaramas in Trinidad and all of the ABCs.*) However, they did offer a new policy with named storm coverage at a substantially increased premium and higher deductible, provided that their requirements for a safe haven and mooring for named storms are met.

On the Hard in Grenada

Good news! Our insurance company, Admiral Marine, has just announced that they will allow us to put our boat on the hard in Grenada instead of requiring a haulout in Trinidad. All this with no extra charges or deductible changes!

We'll Sail Out of Harm's Way

Our steel boat was washed up on the shore from her mooring in Simpson Bay Lagoon, St. Martin. We were very lucky to have been able to refloat her and move back aboard in the same location. It was not operational and we couldn't sail it to a safe haven. We work permanently in St. Martin and do not have the option of sailing south for the whole hurricane season to potentially safer places.

This season the boat is in better mechanical shape and we plan to watch the storm predictions and sail it out of harm's way to safety on four or five days' short notice. We feel that wherever one spends the summer in the Caribbean, any place can easily turn out to be the wrong place, and if your boat isn't in a mechanical condition to move, it can be a big problem.

In Trinidad, with New Insurance

Our Seawind 1000 catamaran had been kept on the hard in a tie-down pit in St. Kitts with all sails, bimini, trampolines, cushions, solar panels and the boom removed, but the mast left up. St. Kitts did not suffer damage from Irma or Maria. Some monohulls in our St. Kitts yard shifted or tipped a bit, even though they were tied down!

This year our cat is at Power Boats in Trinidad, as they give small catamarans the same on-the-hard storage price as monohulls.

Last December our insurance underwriter dropped us completely with only two weeks' notice. Our Canadian broker quickly found us another insurance company so that we were covered during the Christmas Winds.

Finally, this letter was received from friends who had their catamaran seriously damaged in St. Martin last fall. After extensive repairs over the winter, they managed to sail down to Martinique by the end of June, on their way farther south for hurricane season.

Heading South, Hoping for Insurance

So far, no word on whether our insurance company will renew us. Our policy is up on August 8th.

We were forced by personal circumstances to remain in St. Martin last summer. Not making that mistake again! Most repairs were completed by May 31st of this year to enable us to start moving again. Had our repairs been completed a month earlier, we would have sailed north to Massachusetts or south to the ABCs for the summer. In July we'll sail to Carriacou or Grenada; both places are okay with our current insurance policy. We might anchor in Egmont in southeastern Grenada, but will be ready to get to Tobago or Trinidad if necessary. Mt. Hartman Bay in Grenada would also be nice, as there is some social activity. There's a great hurricane hole in Tyrell Bay in Carriacou, but there's no guarantee anywhere.

We had hoped to go to Trinidad in August, but have had trouble finding a slip for our large catamaran. Due to the massive hit to our bank account after restoring the boat after the catastrophe in St. Martin, hauling out anywhere is not an option for us.

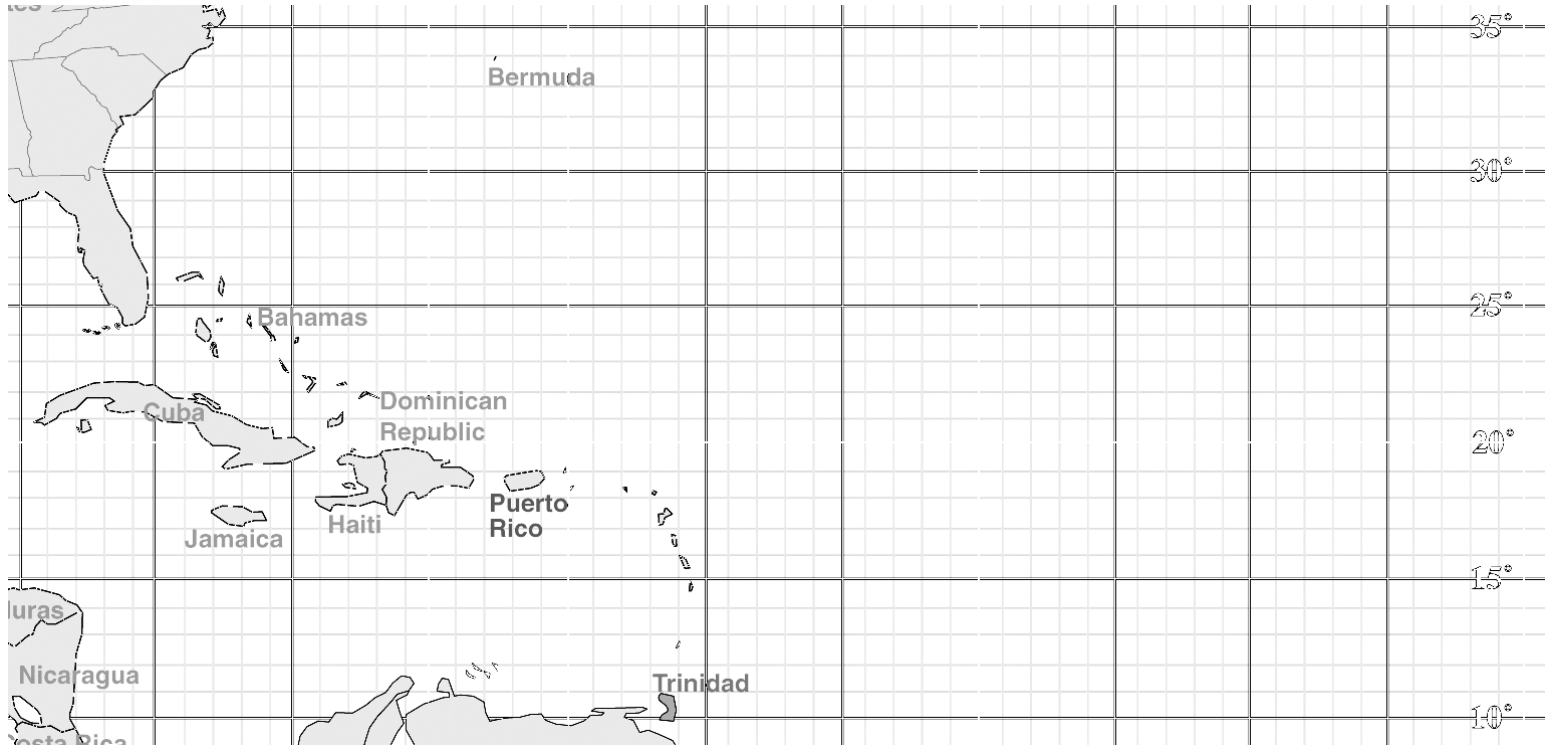
In conclusion, we've seen some huge shifts in cruiser plans, some of which are obviously due to changes in insurance requirements or outright policy cancellations. Other changes may be driven by frightful storm experiences, such as we've read about in that last letter.

Top to bottom:
'There would be no coverage for named storms in Caribbean anywhere from 10°N to 30.5°N latitude in our existing policy'

'This year our cat is at Power Boats in Trinidad'

In March, many cruisers stopped in Ste. Anne, Martinique while wending their way southward. Some will stay, planning to hide in the mangroves at Le Marin if a storm threatens

By the end of May, Grenada's southern bays were already filling up. Some cruisers live aboard there all summer. Others leave their boats on moorings, with or without guardianage





POWER BOATS MUTUAL FACILITIES

Many cruisers firmly believe that Trinidad is the ONLY safe haven from tropical storms and hurricanes in the Eastern Caribbean; and the historical storm track records seem to support this theory.

However, at the time of this writing on July 7th, 2018, we do know from personal observation that the anchorages, marina docks and mooring fields of the French Departments of Guadeloupe and particularly Martinique are jammed with boats, mostly European. Some vessels have liveaboard crew, but most others are either vacant charterboats or mothballed vessels left in summer storage while their owners enjoy a northern summer in Europe or North America.

There's little doubt that Grenada is experiencing a boom in long-term summer cruiser visits. The yards and marina docks are filling up, and private moorings are beginning to displace spaces for anchored boats while increasing the vessel density in many popular southern bays. Don Street writes essays chiding cruisers who are "anchored, but hard aground on their coffee grounds" for five or six months in Grenada, urging them to get out and explore the quiet anchorages and sights of the Southern Grenadines during the summer.

We've also witnessed a grand exodus westward to the ABCs this year. Is it for the summer, or the first step toward exploring the Western Caribbean? Probably both.



CHRIS DOYLE (2)



Tackling T&T's Major Yachting Industry Concerns

by J. Wynner

Floating around the Caribbean there is a perception that piracy exists in Trinidad & Tobago waters.

This idea was laid to rest by Tommy Johnson, President of the Yacht Services Association of Trinidad & Tobago (YSATT), and by YSATT board member Jesse James of Members Only Taxi Service & Tours, when interviewed by Indera Sagewan of the T&T television station ietv in June.



Yacht Services Association of Trinidad & Tobago member Jesse James (above) and President Tommy Johnson (right) recently addressed the nation's yachting industry concerns on local TV

The interview looked into the current state of the yachting industry in T&T, and especially the reason for the sharp decline in yachts visiting T&T between the mid-1990s and 2017.

The question of whether or not piracy is a real danger in T&T waters was one of the major concerns dealt with. The other main deterrent to yacht visitors discussed was the contentious problem of T&T not having a single entry form. An added concern is the difficulty in obtaining an extension to remain in T&T.

Previously an extension could have been obtained at the Immigration and Customs office in Chaguaramas. Now yacht visitors have to trek into Port of Spain to get permission to remain longer. The reason given for this change in venue is the present shortage of staff, which makes it difficult to get an officer to Chaguaramas.

However, in the meanwhile it is expected in the very near future that Customs and Immigration will recommence giving Power Point presentations to all new, incoming officers to help enlighten them on the yachting industry.

Dealing with the concern about piracy in T&T waters, Jesse James reiterated what he said previously in the May 2016, issue of *Compass*: "In December 2015, there were two instances of piracy in Trinidad's waters, when Venezuelans boarded and robbed the yachts. One occurred the week before Christmas [2015] and the other the week after, and this news went like wildfire world wide. It caused a big fallout, but the Coast Guard, the North Post Radio Station, YSATT, Customs, Immigration and an Air Guard helicopter got quickly into the act to monitor and escort other yachts coming from the west into Chaguaramas. They are all very proactive about preventing further piracy in Trinidad's waters. And so the problem disappeared."

But apparently this wildfire, which was extinguished over two and a half years ago, has reignited up islands, to the detriment of Trinidad & Tobago. It didn't help when a recent report to the yachts' popular Caribbean Safety & Security Net was erroneously labeled "attempted piracy" when nothing of the sort actually happened. CSSN quickly rectified the misleading designation, but not before fuel was added to the fire. The misconception persists. Cruisers docking at



Chaguaramas have said that on checking out from some ports up the islands to sail to Trinidad they have been warned about "the piracy problem" in T&T waters. The unfounded incident has been recycled on social media.

Visiting yachts can be assured that the T&T Coast Guard patrols T&T waters 24/7. Cruisers coming into Trinidad from Grenada have reported seeing the Coast Guard on patrol.

One of the security protocols that has been established among the T&T Coast Guard, North Post Radio and YSATT is for boats to file a "float plan", which allows the boats to be observed, whether in transit to or from Trinidad. The float plan can be found on Jesse James's website, www.membersonlymaxitaxi.com.



Above: Yachts on passage report seeing the T&T Coast Guard on patrol

Below: Vessels are tracked by AIS at the Diego Martin office of North Post Radio



Pointing out the differences between T&T's yachting industry and that of the islands to the north, Tommy reminded us that "the islands around us have a lot of sand and sea... [but] through the energy sector we are much more commercialized", so that the product T&T has to offer is different. T&T also has a reputation for world-class yacht repairs and maintenance workers, and is out of the hurricane belt.

And what of the vexatious rumours of piracy? The fact is that since the beginning of 2016, there have been over 3,000 crossings between Grenada and Trinidad by both local and foreign leisure craft, with no mishaps whatsoever.



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BUSINESS BRIEFS

Puerto del Rey, PR Celebrates 30 Years



Harbormaster Tommy Avila (above) and dockmaster Juan Ramos (below) are among the staff honored in Puerto del Rey's anniversary celebrations



Nicole Quintero reports: Puerto del Rey marina at Fajardo, Puerto Rico celebrated their 30th anniversary in the nautical industry this summer. Their growth and development over the years has been made possible due to the US$70 million dollar purchase and investment by Putnam Bridge in the marina's infrastructure and services, reaffirming them as the top marina in the Caribbean.

For Chief Executive Officer of Puerto del Rey, Carolina Corral, it is important to emphasize that the Marina's success is due to their team's constant search for new opportunities of growth. "Our clients and employees have been a key element to our success; thanks to their feedback, we've developed new services and technologies that have kept us on the forefront of the nautical industry. Their support drives us to continue improving, investing and keep offering excellent services."

The last years have been especially important for the Marina because they have had to adapt to Puerto Rico's demands and client's needs.

"We've seen the importance of adapting our services according to the circumstances the island goes through, especially after Hurricane María. Post María, it's been critical for us to have constant electric power in order to provide our regular services. That is why we have invested in a 1,500-watt generator that allows us to operate even in the case of a blackout. We have also redesigned the Dock Center, renovated the breakwater, repaired and reinforced our concrete docks, and built the most sophisticated hurricane tie-downs in order to continue improving our customer experience," said Corral.

To celebrate their anniversary, Puerto del Rey is highlighting during the summer stories of iconic employees, vendors and clients in their social media. They will also showcase interesting facts about the marina that are known by few people.

"We celebrate the marina by featuring the people that are part of its history. We will share their stories, from the first employee we ever had to the Spaniard that came to deliver a boat and decided to stay after he fell in love with the island," added Corral.

Puerto del Rey has more than 1,300 vessels in the wet-slip and dry-stack areas, providing service to millions of clients around the world. In order to maintain each of these areas, the marina has been supported by a team of 100 employees, who work tirelessly to keep the facilities neat and clean for their clients.

Visit www.puertodelrey.com for more information.

Improvements to Bocas del Toro Boating Facilities

Bocas Marina in Panama will soon begin construction on their new state-of-the-art floating dock, which is designed to accommodate large and very large yachts. Sail and power boats from 70 feet and upwards will be able to tie up only 100 yards from Bocas town itself. The power boxes will feature 100 amps and the location is close to a diesel fuel dock that can accommodate the needs of large vessels. The new pier will also be only 20 yards away from a very popular full service bar and restaurant.



Bocas Yacht Services continues to improve its customer experience with brand new slings for the travellift. This 60-ton lift just finished its annual maintenance protocol, and the full-service yard is operating at just under peak capacity. This makes it active but not frantic. Do-it-yourself sailors are welcome and there are also a few long-term storage spots available.

So bring your boat to the hurricane-free southwestern Caribbean. Besides these great facilities, there is an amazing archipelago to explore here with no crowding whatsoever.

For more information about Bocas Marina see ad on page 28.

Budget Marine St. Thomas: An Inspiring Story of Survival

Ruth Lund reports: The story of Budget Marine St. Thomas in the aftermath of the big hurricanes of 2017 is an inspiring one. Nearly a year ago, this chandlery in St. Thomas, US Virgin Islands weathered two Category 5 hurricanes, which seriously disrupted their ability to operate normally.

While the building was mainly undamaged, around it was extensive damage. Permanent electrical supply and telephone service returned only well into 2018. In spite of that, the location was able to keep going and slowly bring sales close to previous levels, using varied shipping solutions to stay on top of it.

Location Manager Kathy Kurtz and her team managed to keep this location running effectively with partial electricity over a long period and under difficult circumstances. Kathy spells out the hard challenges during their period of recovery as follows:

"Two months without internet, six months without power, seven months without phone service. During that time we learned a lot about how to make things happen: keep our store open, get products on our shelves and keep all our employees employed. There were plenty of compromises that had to be made — shortened store and employee hours, alternate products and shipping methods — but with enough perseverance just about anything can be accomplished."

Despite everything, Budget Marine VI in St. Thomas is back on track and once again open seven days a week, Monday through Saturday from 0800 to 1700 and Sundays 0900 to 1400, following the US tradition. The resilience of this location team in arduous conditions has been impressive and we congratulate them.

For more information on Budget Marine see ad on page 2.

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Ninety-five percent of the most recent *Compass* Readers' Survey respondents say that they find the ads in *Caribbean Compass* useful or very useful. This is not only because of the standard information ads supply, but also because of the special offers, discounts and new products the ads often announce. In this issue of *Compass*, check out the ads from Budget Marine on page 2, Marina Santa Marta on page 5, Island Water World on page 40, and many more to see what they've got for you right now!



Left to right: Budget Marine St. Thomas's Kerrol Laurent, Roger Lauer, Kathy Kurtz, Elisha Warner, Terry Semon, Steve Shull and Haleema Francis

The Boat That Wished It Could Talk

by Jim Hutchinson

Ah, the life I've lived, the adventures that I've had! My maiden voyage was from Bristol, Rhode Island to Bermuda, then down to the Virgins. Then to Florida via months of island hopping through the Bahamas. After that, years of cruising the Florida Keys and the Gulf of Mexico. Then Mel and Dawn decided to go south, Cuba (back when we weren't supposed to go there), Haiti and the Dominican Republic, Puerto Rico and, once again, the Virgins. There we turned the corner southbound, deep into the tropics — the Leeward Islands, the Windward Islands then Venezuela, back when Venezuela was safe. Then up and down the islands for years.

That was long ago. Mel and Dawn were getting on and she started talking about time with the grandchildren. They left me on a mooring for some visits home then decided to move back. They were retiring from the cruising lifestyle to the comforts of shore and family. I was put on a mooring in Tyrrel Bay and put up for sale. And here I sit ten years later. If I could talk, I'd tell you.

In theory I should have sold quickly. Mel and Dawn left me clean and well found, ready to go. And I am sitting in the heart of the Windward Islands, in the Grenadines, where any sensible person would want their yacht to be anyway, in the middle of a cruising ground that I am perfect for. And I was cheap, they were only asking ten thousand. I was worth twenty I swear… at least fifteen. They are still asking ten but I am no longer worth that. My hull is still sound — I'm fiberglass. And my rig is still good, aluminum spars and stainless wires… well, maybe the stainless needs inspecting. As I get older the other yachts get bigger and bigger and I am seen as smaller and smaller. But I can still show you a good time, I promise, give me a chance… after a refit. Granted, my electronics are dying, dead or obsolete. My VHF doesn't have AIS and I've never had a chart plotter – I *do* have paper charts, which should be good enough… even better… except in the eye of a modern yachtie. And I'll admit that by now I need a good cleaning — I'm pretty musty and my gelcoat could use a buff.

If someone offered six they'd take it. But Mel and Dawn didn't really need the money and I'll bet it's years since they've given me a thought. A few grand would get me ready to go again. Then I could show you what fun is! I'm a good little sailor. There are larger boats for sale in the bay at equally low prices — ten seems about as low as you go until someone makes an offer. But those boats would be much more work and expense to refit. I'm the one you want, folks, check me out!

But nobody pays much attention to me anymore. I've become a fixture, not even a novelty. It's years since any would-be buyer has looked me over. There may have been enquiries, I wouldn't know.

But now, suddenly, Handy has come alongside and boards with a couple of prospects. Handy is conducting a monologue regarding the special virtues of smaller yachts — he's already had prospects tell him that I'm too small.

"Oh, her size won't be a problem," the guy tells Handy, "We *want* a small boat."

Already I like this guy.

"We'll only be daysailing her," the woman adds. "We're buying a place ashore."

Well, that's a disappointment. But daysailing beats no sailing. I don't say a thing, of course. I let Handy do the talking.

They do a stroll around the deck. I can feel the soft spots in my deck near the shrouds and on the foredeck as they pass but they don't seem to notice. Then they poke around below for a while and open all the lockers, in which Mel and Dawn left a good assortment of rope, spare parts and galley gear.

"I can clean her up just fine," she says, and talks about new curtains and cushion covers. I like her too.

He asks about the engine. "Uh oh," Handy and I think in unison. Still, give it a try. It's years since it's been run, but who knows?

Handy carefully checks everything out to give us a chance. I've got a separate starter battery, which the modest array of solar panels has kept topped up for all the years I've sat here. I wouldn't bet on the house batteries though, they've been running the bilge pump some — deck leaks when it rains. And I've got a voltage drop somewhere between the electrical panel and the forepeak.

My engine starts reluctantly on the third try, just when Handy and I are about to give up. Marine diesels are wonderful. Just keep their filters and fuel clean. They shift it into forward and reverse but nobody expects much. The prop is a ball of growth and my bottom would qualify as a marine sanctuary.

They're telling Handy a bit about themselves as they look me over. They had a trailerable sailboat that they avidly sailed on Oklahoma lakes – that sounds good, as far as it goes. And he knows what's in the catalog and intends to update all the electronics — the condition of the old stuff doesn't matter. That's cool. Their names are Ron and Sue.

Then they climb back into Handy's dinghy and leave. I'm left in suspense.

But a week later they are back. I am theirs. Oh happy day! Sue begins scrubbing me down and Ron starts installing navionics and such. Then they put up the sails to check them out. The sails had a couple of years left in them when they were put below so they've still got a couple of years in them — I hope. Ron and Sue come aboard almost every day for a week and things are looking good. Then they have me hauled and the yard buffs my topsides and gives me a bottom job – you can't imagine how that felt! The next time I see them is launch day. Shouldn't he have been inspecting through-hulls and the rigging? Shouldn't they drain my fuel, which has been in the tank for a decade, and either filter or replace it? And I wish I could tell them why the door to the head, under the mast step, doesn't close right.



BELA BROWN

They motor me out and anchor farther from shore than I've been for years, where the water is cleaner and feels more alive. I rock gently and content as they depart for the night.

They return early in the morning with a load of provisioning and spend the day aboard. Sue makes up the berths then, after green flash, they start preparing dinner. They are spending the night aboard! This is the first night I haven't been alone in a *very* long time. If you have been there, you understand.

Morning coffee in the cockpit then breakfast. This is starting to be like old times.

"Shall we take her out then?" Ron asks.

"For sure!" Sue replies.

They are both excited, so am I. Sea trials! Just what I need! Even so, what about the rigging? "Do you know about crevice crack corrosion in stainless steel fittings?" I want to ask. But I am mute. I can *show* them things, but I don't want to show them a rigging failure. What I want them to see is how well I sail.

"Just a short hop to start with," he proposes. "How 'bout we spend the night at Bequia and come back in the morning?"

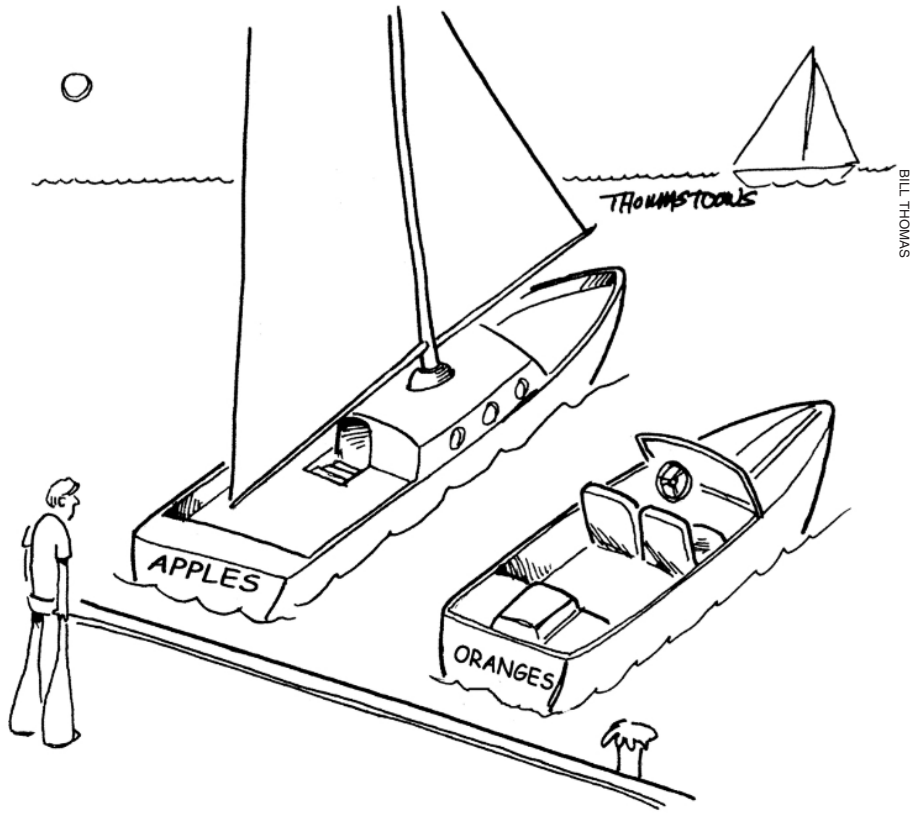
Uh oh. They could use a lesson in navigation. I've done Carriacou to Bequia in a day but we started at first light, conditions were just right, and we arrived in the dark. I'm not a racing boat, you know. I was thinking along the lines of couple of hours out on the first sail, make a list, then a second sail once those items are taken care of. Sea trials.

But that's what they intend to do. That's okay. Mel and Dawn got a bit optimistic now and then too. We'd had our share of problems but we always came through — it wasn't always pleasant. But the diesel has pleasantly surprised us so far — maybe I can too.

I don't think the mast step will be a problem. But I do wish he'd inspect the turnbuckles, toggles and chain plates. And there's no telling what will come off the bottom of the fuel tank if we get shook up in a chop. They've got a radio, but I'd rather not make them use it.

Anyway, here we go. Wish us luck.

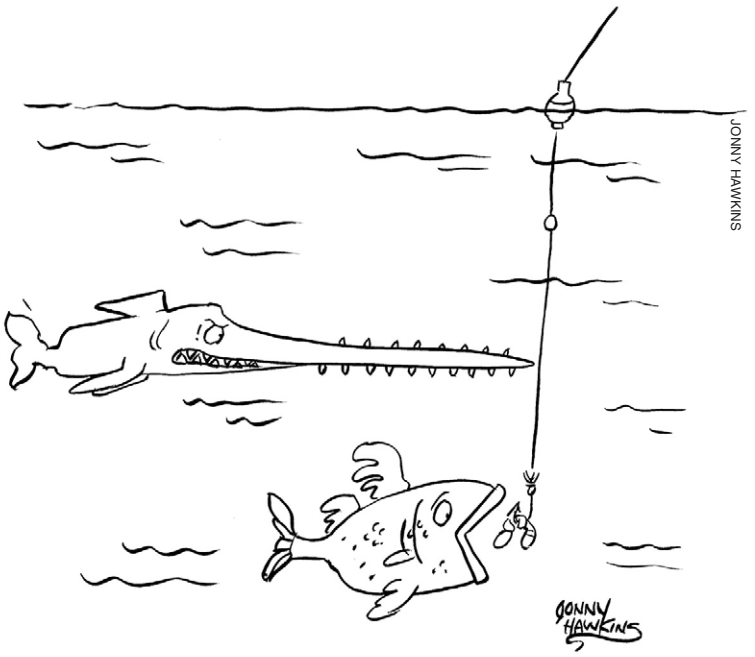




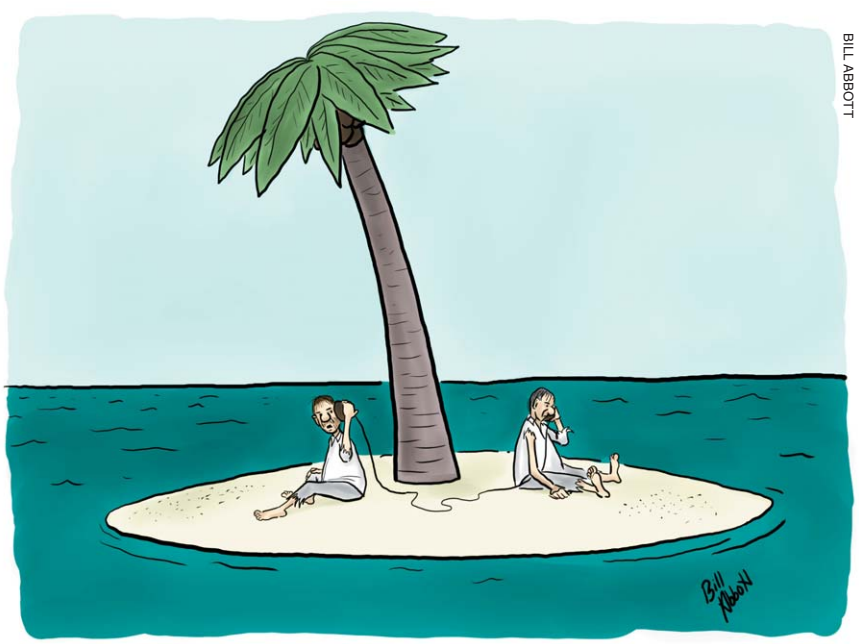
COMPASS CARTOONS



"WE ALSO OFFER SAILING LESSONS."







"Who is it?"

Tales from the Sixties:

THE PHONE THAT NEVER WAS

by Don Street

In the Fifties and Sixties, checking in and out of various Caribbean islands was much simpler than it is today. Passports were unnecessary. I sailed up and down the Eastern Caribbean from 1956 until 1966 with no identification other than a New York State driver's license.

If I had had taken a charter from the USVI to the BVI aboard *Iolaire*, it was much easier to check back into US waters in Cruz Bay, St. John rather than in St. Thomas. In St. Thomas the skipper had to go ashore alone, phone Customs and Immigration, and then go back aboard the boat and wait there until the Customs and Immigration officers arrived to clear everyone. Making the phone call itself was often difficult,

But if we sailed into Cruz Bay, we would all go ashore. I would take ship's papers and everyone's driver's licenses up to the Commissioner's house in the fort, while my charter party explored the village and went to the Gallows Point bar.

One day after clearing in, I took the ship's papers and driver's licenses out to the boat and came back ashore looking for my charter party. I noticed on the big tree in the square by the small pier a wooden box secured to the tree. I investigated. It was an oblong wooden box with a wire coming out the bottom and a door held closed by a small latch. I opened the box and was most surprised to find an old fashioned hand-cranked phone with two big dry cell batteries wired to it.

This was astonishing, as I knew that there were only three phones on all of St. John — one in the commissioner's office, another in the police station, the third in the high-end Caneel Bay tourist resort.

Intrigued, I decided to give the phone a try, I spun the handle and got a really bad





Don Street then (above) — and now (right)

electric shock. As usual, I was barefoot. I went back to the dinghy and picked up my "go aheads", which today we call flip-flops. (In my early days in the Caribbean, flip-flops were called "go aheads". Why? Ever try walking backward wearing flip-flops?)

With my go aheads on I was insulated, so I lifted the phone's receiver and gave the handle a good crank.

The operator answered and said, "Number please!" I gave her my parents' phone number in New York City and said I would like to make it collect. She replied, "Are you in Caneel Bay?" I replied no. She then said, "Are you in the commissioner's office?" Again I replied no. "Then you must be in the police station." Again I replied no. She said, "There are only three phones on St. John. You must be in the police station, or the commissioner's office, or in Caneel Bay. Where are you?" I replied, "I am standing under a big tree near the pier in Cruz Bay, talking to you on on a phone in a box fastened to the tree."

She replied, "There is no phone on a tree in Cruz Bay. The only phones are in the commissioner's office, the police station and Caneel Bay. Where are you?" I again repeated what I said before and asked to put the collect phone call through.

After some hemming and hawing, and checking with her superior, she put the phone call through. Needless to say, my father was most amazed to receive a call from a phone that did not exist.

Henceforth, whenever I checked in at St. John, I would use this phone to call my parents. We would go through the same routine, the operator trying to find out from where I was calling and refusing to believe that I was calling from a phone in a box fastened to a tree, but would finally put my collect phone call through anyway.

Making a phone call in this way was much easier than doing it while in St. Thomas. To make a long distance call in St. Thomas required going downtown to the telephone exchange, waiting in line until a booth was free, then making the call. It was a two- or three-hour operation, when docked at Yacht Haven.

Calling from Cruz Bay — a ten-minute argument with the operator, standing in the shade given by a nice big tree, using the phone that did not exist — beat the hell out of the St. Thomas routine.

I used this phone for about three years until my late wife and I pulled up stakes and moved *Iolaire* from the Virgin Islands to Grenada in 1963.

When I visited in St. John in the Seventies, the phone was gone. I never was able to find out who succeeded in hot-wiring into the USVI phone line.

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ORM Offshore Risk Management



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!

August 2018		21	2035	10	1243
DATE	TIME	22	2123	11	1324
1	0313	23	2211	12	1433
2	0357	24	2257	13	1514
3	0442	25	2343	14	1602
4	0558	26	0000 FULL MOON	15	1651
5	0617	27	0028	16	1740
6	0710	28	0102	17	1829
7	0806	29	0156	18	1918
8	0906	30	0240	19	2006
9	1008	31	0326	20	2053
10	1111			21	2116
11	1212	**September 2018**		22	2224
12	1310	1	0413	23	2309
13	1405	2	0504	24	2353
14	1457	3	0557	25	0000 FULL MOON
15	1547	4	0654	26	0038
16	1653	5	0753	27	0124
17	1723	6	0854	28	0211
18	1810	7	0954	29	0301
19	1858	8	1053	30	0353
20	1946	9	1144		

Island Poets

RAINBOWS
(Carriacou Ferry)

I am crabby and tired, grumpy and very
Annoyed that we now have to rush for the ferry.
We are off to Grenada, "Come on woman, hurry,
You cannot find what? Let's go
now, don't worry."
Grabbing my stuff, I get into the car.
And we drive to the jetty; it's not very far.

Morning sun tries hard to shine through the rain,
Dark clouds are hovering, making it plain
That the ride will be wet, but still we don't go
Down the steps to the seats in the salon below,
We like to be outside, and hope we stay dry,
In spite of the ominous signs in the sky.
The big engines rumble and we're on our way,
Tired, but fully awake as I feel the salt spray,

We rumble along, and I look at the heavens,
Seems like sunshine and clouds are at sixes and sevens,
Then suddenly rainbows, bold, lovely and bright,
With gorgeous, strong colors, appear to the right!
Again and again, arches shine in the blue,
Red, orange, yellow, green, every hue
That makes up the spectrum. My spirit starts soaring,
How could I ever think mornings were boring?

Somehow for me rainbows signify hope,
And joy and forgiveness. I no longer mope
Or think that this hour is a time for my bed,
Oh no! Let me rather watch rainbows instead,
Immerse in their beauty, exquisite, beguiling,
On down to Grenada, now laughing and smiling!
Pursued by bright rainbows, each step of the way,
On a wonderful, glorious, marvelous day!

— Nan Hatch



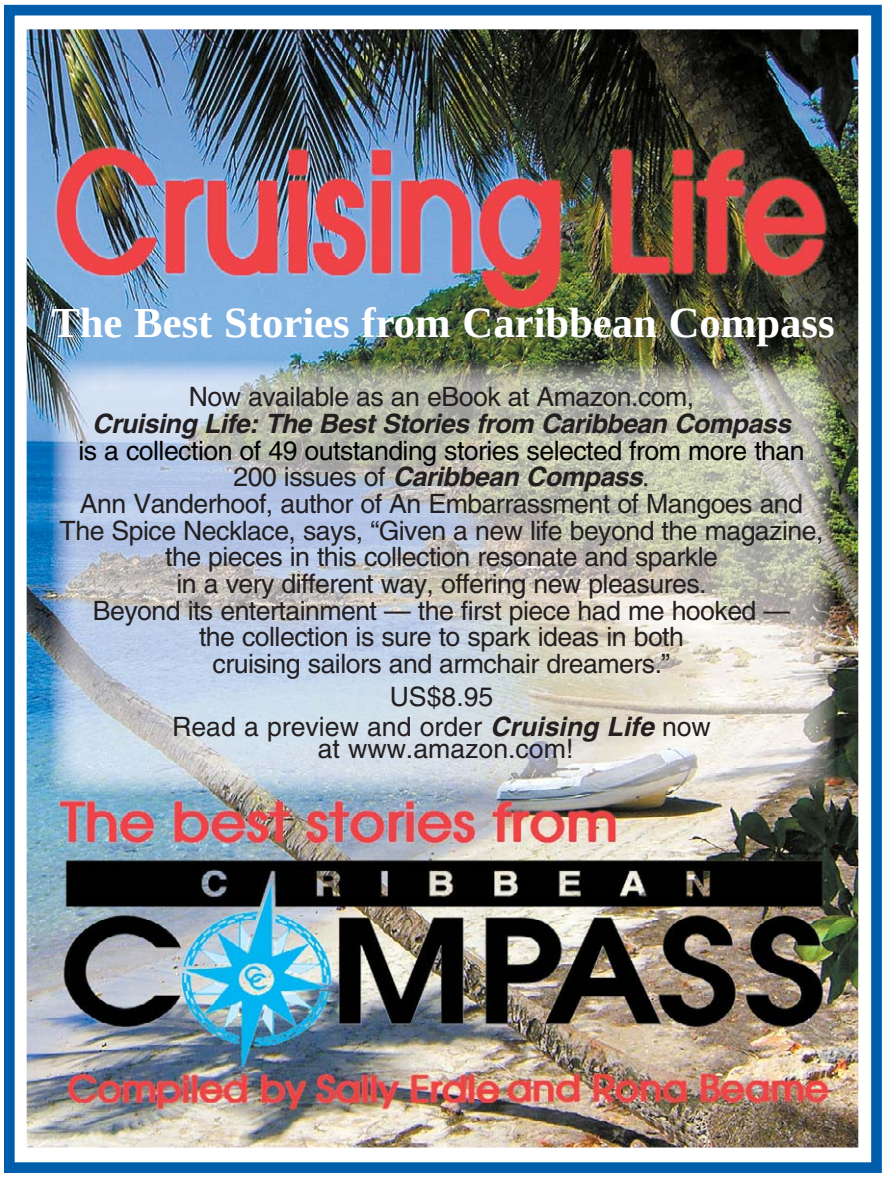
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BOOK REVIEW BY BOB BERLINGHOF

A YACHT-THEFT ADVENTURE

***Kidnapped from the Caribbean, A Cannon and Sparks Adventure Novel**, by Todd Duff, Tablet Publications/Seaworthy Publications, available online and in Kindle, novel, 249 pages.*

Todd Duff is a man of many hats who lives an adventurous life. His back-page bio mentions hobbies of mountain climbing, spelunking, and scuba diving, and jobs as a yacht broker, marine contractor, surveyor, and professional musician. He is also a world cruiser, having visited 31 countries in as many years in the Caribbean, the Pacific and Central and South America. He lives aboard and homeschools his kids. With this novel, his first in what should be a series of novels featuring cruising couple Brice Cannon and Juliet Sparks, the author has established himself as a credible sailing adventure writer as well.

There are many elements that make *Kidnapped from the Caribbean* a good yarn — first and foremost is the realism the author brings to his subject matter. It is obvious throughout this tale that the author knows his way around yachts. Since much of the action takes place on board, this is the book's greatest strength. The plot is fanciful at times, but not unrealistic, and it deals with some unsavory truths that Brice and Juliet must confront: yacht theft, drug trafficking, antiquities trafficking, and worse, human trafficking.

Four yachts in the Virgin Islands have been stolen in eight months and seem to have disappeared entirely. The latest is a million-dollar catamaran, a Lagoon 62, with charter captain and cook on board. Cannon and Sparks are hired by the charter agency's insurance company to see if they can unearth any clues about this and another boat, a Beneteau 44, rumored to be sunk off the coast of Panama. Eyewitnesses described the Beneteau thieves as either Colombians or Venezuelans, and in a separate case of yacht theft in Panama, an elderly American owner was found shot in the head. It seems as though a drug cartel may be involved.

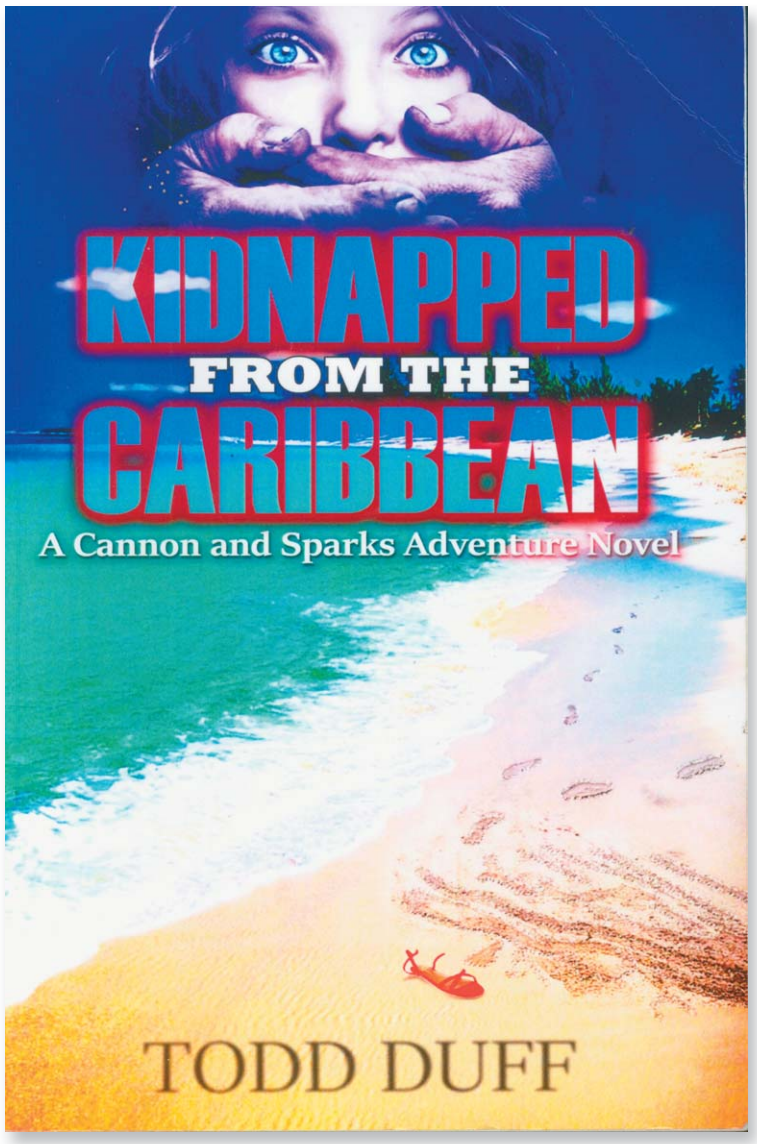
The couple set sail for Portobelo, Panama where they head for the bar of an old friend, Captain Mack. There they make up an overly loud story of being in dire need of quick money, and since Captain Mack's bar is frequented by some disreputable characters, it is not long before they are asked to locate and go diving on the wreck of the Beneteau. They are told the packages on board are antiquities and they will be handsomely paid if they return them to their Colombian owner. To infiltrate the organization, they sail the packages to Cartagena with a gang member on board to ensure their delivery.

Meanwhile, the stolen Lagoon 62 is sailing towards Brazil with members of the same family-based cartel. The captain and cook are being held against their will. The captain, whose sister has been taken hostage, must navigate the large cat up the Amazon tributaries all the way to Colombia, and the cook is treated harshly and locked away at night; the cartel members on board intend to sell her into slavery. There is only one catch — she is a US Senator's daughter.

The narrative features many frantic phone calls between the insurance agent in charge, the charter company boss, and the Senator, who contacts the DEA, the CIA, and the Vice President. Interpol has also infiltrated the Colombian cartel and has been working the case for years. The Vice President tells the Senator that he should take a hike because he doesn't support the President, and the Senator contacts an investigative reporter from the *New (York) Times* newspaper, who travels to the Colombian jungle in search of the stolen vessel.

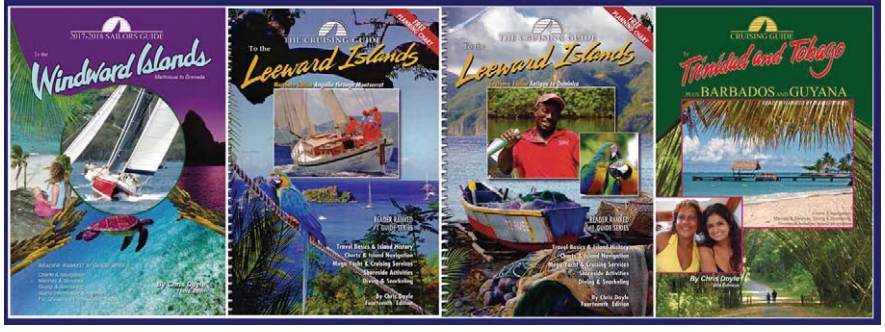
There are many plot twists, and Brice Cannon, after being wined and dined in Cartegena following the successful delivery of the antiquities, agrees to take over the Lagoon delivery up the Amazon after the captain is shot in the leg. Leaving Juliet in Cartegena, he flies into the interior and discovers that the cartel is not only involved in drug and antiquity smuggling, they are also running a sex-slave operation from their jungle hideout.

The icing on the cake is the discovery of a hidden cave full of ancient Amerindian gold and silver antiquities next to a sophisticated array of buildings and docks hidden under a canopy of dense rainforest. How Brice Cannon and Alex Peterson, the reporter, manage to free the hostages is the climax of the story, along with Juliet's escape from the clutches of the Cartagena cartel.



Along with the believability of the main characters and crisp dialogue, the book features bad guys that are not cartoonish, but members of the FARC rebels who were trying to overthrow the Colombian government for 53 years (until a peace treaty was signed in June, 2017). I would recommend this book to all sailors and armchair sailors who appreciate the adventure genre. It's well constructed and moves along at a fair pace to its satisfying conclusion.

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CARIBBEAN Street CRUISING GUIDES

The Sky from Mid-August to Mid-September

by Jim Ulik

With cross-staff and astrolabe in hand, Ferdinand Magellan sailed from Spain with five ships and 237 crew to find a commercial route to the Spice Islands by sailing westward around South America. For his part in captaining the expedition he would receive a monopoly of the discovered route for ten years and a fifth of the riches obtained on the voyage. While the expedition was the first to circumnavigate the world, Magellan did not survive the voyage. While in the Philippines he demanded the islanders convert to Christianity. When the islanders refused he engaged them in battle and burned their homes. It was 49 crew against more than 1,000 fighters. Magellan did not survive. Returning with only 18 crew, Juan Sebastian de Elcano completed the circumnavigation aboard *Victoria* on September 6th, 1522.

As mentioned above, two of the tools used for navigation were the cross-staff and the astrolabe. With a high potential to blind a navigator, the cross-staff was used to measure the angle between two stars or the angle of the Sun above the horizon to estimate their latitude. This instrument was replaced by the backstaff in the late 1500s. The astrolabe, an ancient astronomical computer, was used to solve problems relating to time and the position of the Sun and stars in the sky.

Friday, August 17th

Over the last few months Venus has been gradually moving away from the Sun. This eastward shift has now put Venus at its greatest separation from the Sun. After sunset, this sweltering planet is visible high in a darkened western sky. This will provide the conditions for Venus to appear unusually bright.

Saturday, August 18th

Besides the floodlights in a nearby boatyard, what are the brightest objects in the sky tonight? The Moon has reached first quarter phase and of course is the brightest object. Coming in second is Mars rising in the eastern sky. Venus is the third brightest. The fourth brightest is Jupiter appearing next to the Moon.

The first of two Cygnid meteor showers peaks tonight. The Kappa Cygnid is active from August 3rd through August 25th. Shooting stars will radiate out of the north-northeast at around 2000 hours, slowly shifting to the north-northwest at midnight.

Monday, August 20th

The Moon is now beginning to cross the Milky Way as it makes way to a conjunction with Saturn. The ringed planet can be found about two degrees east off the dark side of the Moon.

Tuesday, August 21st

The second meteor shower radiating from the constellation Cygnus this period is the Alpha Cygnid. Shooting stars from this shower can be seen in July and August but it will reach its maximum rate of activity tonight. There could be up to five meteors per hour.

Wednesday, August 22nd and Thursday, August 23rd

Mars is less than one month past its closest approach to Earth. It still remains the third brightest object in the night sky behind the Moon and Venus. Over the next two days it will be positioned south-southeast of the Moon.

Saturday, August 25th

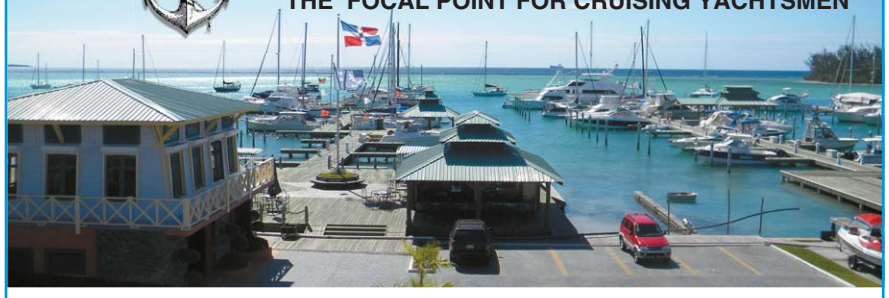
The Northern Iota Aquarids meteor shower peaks tonight. This shower is active from August 11th through September 10th. Because the Moon is near the source of the shooting stars tonight, the best viewing dates are after September 1st. This is a variable shower with up to ten meteors per hour.

—Continued on next page



A polar projection of Magellan's expedition route

MARINA ZAR-PAR
Dominican Republic
18.25.50N
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—*Continued from previous page*

Sunday, August 26th

You have to rise before 0530 to spot Mercury low in the eastern sky. This morning Mercury has reached its furthest point west of the Sun. Rising just before 0500, the Roman messenger of the gods will be visible for almost an hour.



FIGURE 2

Clockwise from above:
Astrolabe circa 1460 to 1465

Cross-staff made from boxwood, ebony, ivory and brass by Johannes Van Keulen, 1776

ADM-Aeolus providing near real-time profiles of wind, haze, dust, particulate air pollutants, smoke and clouds

Friday, August 31st

Venus meets Virgo. Over the last few nights Venus has been passing alongside Virgo. Tonight Venus appears right next to Spica, the brightest star in Virgo. Spica is actually a double star that shines 1,900 times brighter than our Sun. A few degrees below Venus and Spica is the Sombrero Galaxy.

Monday, September 3rd

The Moon has passed third quarter. Midnight brings in a new day and the orange-colored Moon is rising in the eastern sky. A closer look will reveal an orange star glowing off the dark side of the Moon. There is a conjunction between Aldebaran and the Moon this morning. The Moon gradually moves away from Aldebaran as dawn approaches.

Friday, September 7th

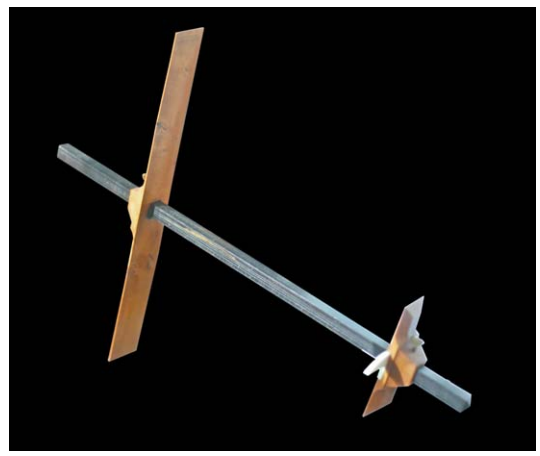
The Gamma Aquariids meteor shower peaks tonight. This shower is active September 1st through September 14th. It may be a minor shower but the debris left behind still adds to the more than 60 metric tons of debris that fall to Earth every day.

Sunday, September 9th

There are two meteor showers peaking tonight. The viewing should be good because there is no interference from moonlight — today it is a New Moon. The first shower reaching its maximum rate of activity is the Piscids. Originating from the Pisces constellation, the maximum amount of meteors should be ten per hour. The next peak event is the September epsilon Perseids. This shower is active from September 4th through 14th. These meteors will radiate out of the northeastern sky from the constellation Perseus.

Thursday, September 13th

The Moon is now four days old. That age is determined by the number of days past New Moon phase. Tonight there is a conjunction between the Moon and Jupiter in the scales of the Libra constellation. The Roman goddess of love and beauty is located below the pair.



In the News

Many countries are committed to climate research. There are around 200 satellites placed in orbit that are dedicated to observing Earth. On August 21st, the European Space Agency (ESA) will launch *Aeolus* from the spaceport in French Guiana. The satellite is named after Aeolus, who in Greek mythology was appointed "keeper of the winds" by the Gods. This mission is designed to advance our understanding of atmospheric dynamics, improve weather forecasts and the processes relevant to climate variability.



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

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





THE SPOTTED SANDPIPER

Tiny quivers of movement pulsate along the sand as a crystalline *weeet weeet weeet* stirs the still, late afternoon air; an alarmed Spotted Sandpiper (*Actitis macularius*) hastens away on arched wings, flying low over the waves, using rapid wingbeats alternating with stiff-winged glides. After circling the water's edge, it lands farther along the bow-shaped beach to resume its all-consuming beachcombing task.

The bird is elegantly dressed in its breeding plumage of spotted pearly-white undersides, its yellow legs and dusky-brown mantle catching the soft glow of the setting sun. As I crouch down by the water's edge, I marvel at its captivating teetering gait — with tail bobbing up and down — which has earned the species an array of nicknames such as teeter-tail, teeter-peep, teeter-bob, teeter-snipe and tip-tail. Although the purpose for the teetering is still a mystery to ornithologists, it changes depending on the bird's disposition: increasing in speed when the bird is agitated and ceasing completely when stalking prey or during territorial and courtship displays. Curiously, the chicks begin teetering as soon as they hatch from the eggs.

One of the most common sandpipers in the Caribbean, the Spotted Sandpiper is mostly seen alone or in pairs — usually dressed in its non-breeding plumage of pure-white belly, breast and neck and darkish bill — foraging along sandy beaches, or probing the mud for small crustaceans and insect larvae in mangrove swamps, marshlands and salt ponds.

Breeding migration is from May to August and contrary to most sandpipers, which breed in the Arctic and subarctic, the Spotted Sandpiper migrates to more temperate breeding grounds in North America, extending from the Arctic tree line to the southern part of the United States and favouring inland freshwater shorelines with semi-open spaces for nesting and patches of dense vegetation for nesting protection. Its extensive breeding grounds reveal that this species is highly adaptable to a variety of habitats and can be found at sea level or in alpine regions at altitudes above 2,100 metres — the only requisite being the existence of a shoreline for foraging, drinking, courting and bathing. Indeed, it is not by chance that the Spotted Sandpiper and its sister species, the Common Sandpiper (*Actitis hypoleucos*), are placed within the genus *Actitis* — a name derived from the ancient Greek word *aktitis,* meaning "coastal dweller".

At the end of the breeding season some individuals remain in northern coastal zones, but most return to wintering grounds in the southern US, South and Central America as far south as Argentina, the Galapagos islands, and the Caribbean. The Spotted Sandpiper migrates in small groups or singly, as opposed to the large flocks typical of other sandpiper species.

The Spotted Sandpiper is most unusual among shorebirds — it practices a role-reversal mating system in which females are not only larger (weighing 43 to 50 grams compared to 34 to 41 grams for males) and have bolder ventral spots, but are also socially assertive over the males. Contrary to most avian species, the female Spotted Sandpiper is the first to arrive at breeding grounds, establish territory and perform aggressive courtship displays to attract a mate. Additionally, she practices resource defence polyandry — defending desirable territories with important geographical resources — which in turn attracts potential mates. In fact, she assesses the desirability of a breeding site by the number of males present at a time.

A female can mate with as many as four males and lay up to a maximum of five clutches with four eggs each in a single season, abandoning each mate as new males arrive at the nesting grounds. Initially there's intense competition for mates among females owing to male scarcity, however, as females fight and new males arrive, the sex ratio becomes more even. But not for long. As males commit to incubation duties they are removed from the mating pool, while females are once again free. Thus by the second half of the breeding season available females can outnumber available males by seven to one. With no more males available, a female will help her last mate with incubation and brooding. So, with Spotted Sandpipers, it is the number of males rather than food resources that determine their reproductive successes. Unsuccessful breeders may not return the following year. In fact, this species is known as a "pioneering species", emigrating as a result of breeding failure to colonize new territory.

Males are known to have higher levels than females of the hormone prolactin, which is known to promote parental care in birds and though the female may provide some help, it is really the male that does most of the incubating, tending the nest and raising the chicks, who may sometimes be fathered by a male from a previous mating, as the female can store sperm for up to one month.

The nest is a depression in the sand lined with grass, usually placed in the shade and within 100 metres of water. Incubation takes 19 to 24 days, taking longer at the onset of the breeding season and progressively less time as the summer wanes. The tiny down-covered chicks leave the nest within one day of hatching, run around, teeter, stretch their tiny wings and seek warmth and protection under the wings of their fiercely protective father. If a predator threatens the brood, the father may display aggression by standing upright with opened bill facing forward, breast feathers puffed out, and wings stretched outward and forward.

Both the male and female are known to feign injury in order to lure danger away from their offspring — behaviour known as the broken wing display. They crawl along screeching, with wings flapping on the ground and tail spread out.

First flight or fledgling occurs at 17 to 21 days of age. Immature birds congregate in large groups, resemble the adults in non-breeding plumage and are almost impossible to tell apart from the adults.

Spotted Sandpipers start breeding at one year old, but have a short lifespan, with males living on average 2.8 years and females about 3.7 years. Yet, individuals can live as long as nine years and the oldest known individual was a 12-year-old banded male re-caught and released in New York.

But back at Grenada's La Sagesse beach the sun is near setting and the little sandpiper, a word meaning "bird that chirps in the sand" — whom I believe to be a male and one of a handful of Spotted Sandpipers that winters in the area — runs in one-metre-long bursts alternating with short stops, to peck at prey in the luscious carpet of brown seaweed. Now and then he looks in my direction and I take the opportunity to press the camera's shutter, *click, click*. He's slightly irked by the sound, but gets back to feeding as something much more significant is at hand; it is mid-April and an ancient song is calling louder than ever before — soon, maybe even tonight, he will embark on his most important life task, taking to the sky with short fluttering wings, moving northward, ever northward across water, mountains and valleys to the breeding grounds where he will finally fulfill the sole purpose of his being: to find a mate, and nurture and protect the next generation of Spotted Sandpipers.



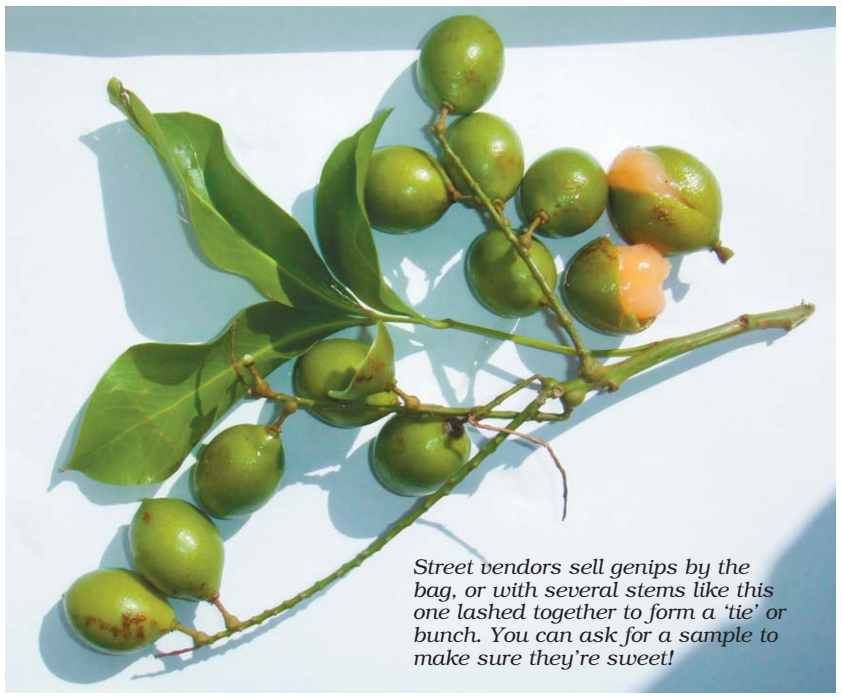
'The bird is elegantly dressed in its breeding plumage of spotted pearly-white undersides, its yellow legs and dusky-brown mantle catching the soft glow of the setting sun'



LOOK OUT FOR...

Skin-ups, Ginnips, Genips... Just Variations on a Theme

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



Street vendors sell genips by the bag, or with several stems like this one lashed together to form a 'tie' or bunch. You can ask for a sample to make sure they're sweet!

Melicoccus bijugatus is known by many names around the world, but in the Caribbean it is generally known by some form of variation on "ginnip," which will be used for the rest of this article. Well, except for St. Lucia and parts of Barbados, where they are referred to as ackee, not to be confused with the saltfish-and-ackee type of ackee. The "meli" is in reference to honey, while "coccus" refers to seed, an apt description of the fruit for sure!

Ginnip is known for the little green fruit that are found on the slow-growing tree. They can often be found for sale, in the English islands, by enterprising young people looking to make a dollar or two for school supplies, or for their KFC fix. Fifty cents EC can net you a small bag of them. While generally less commonly found for sale in the French islands, sometimes you can find a tree that is willing to give you a free snack.



The fruit tend to be small, ranging about two centimetres to a "giant" three-centimetre-sized roundish fruit that finishes in a bit of a point. The fruit are bright green, and are usually found clumped together when bought, and definitely clumped together at the end of a branch on the tree, with ten to 20 of these balls of honey hanging together in a cluster. The skin is a little leathery, but can be broken easily with the teeth to reveal the light salmon-pinkish pulp inside. It is somewhat similar to the pulp of a grape. Remove the skin, pop the whole thing into your mouth and work the pulp off of the stone (sometimes two stones). The pulp has a slightly acidic nature, and can be quite sweet. Pro tip: don't drink a beer right after eating them; it is most definitely NOT a good combination.

The trees can grow to a height of up to 35 metres, with a trunk diameter of close to two metres. The smooth grey bark may have striping, and the trunk can become a little gnarled with age. The generally oval-shaped leaves are dark green and glossy. The small flowers are aromatic and popular with bees and other insects.

The trees prefer the drier parts of the islands, and may be more prolific in secondary-growth areas, and where there is lots of sunshine and moderate amounts of rain. It can handle a bit of cooler conditions, so may be found as far north as Florida.

This native of South America (called *quenepa* in Spanish) has been spread around the tropical world. With the trees being prolific bearers of fruit, and the seeds taking to the soil very easily, this was not a difficult thing to accomplish. In some areas, the trees are considered invasive. Humans, not surprisingly, are one of the biggest spreaders of the seeds. However, they are also planted intentionally for the fruit, as a shade tree, and for bees to make honey. The ginnip tree is found widely around the Caribbean Basin, probably spread initially by the indigenous peoples.











SUMMER SPECIALS

Tide's Table

BY ROSS MAVIS

When the weather heats up and you just can't see yourself spending much time either in the galley or in front of a hot barbecue for long, try this neat twist on salad.

As well as being healthy and nutritious, a well-prepared salad should be delicious and have eye appeal. Well, this recipe has all those aspects, plus the added bonus of being unique. Who ever heard of grilled salad? It was in a seaside restaurant on the island of Vieques that I first encountered this interesting twist on Caesar Salad.

Let's face it, you don't often see the words "grill" and "greens" together when reading a salad menu. The item intrigued me. It was listed as a starter but I found the portion ample enough as a main course.

Since that time, my wife and I have included this recipe as one of our favorite ways to enjoy salad. It does not require much prep time and the uniqueness of the dish makes up for any shortcoming in ingredients.

I recommend you introduce friends to this salad as an appetizer, small lunch or complete dinner, depending upon appetites and expectations.

A slice of grilled or toasted French bread is the only accompaniment necessary to round out this delicious way to enjoy Romaine.

Grilled Caesar Salad
(serves two)
1 medium head of Romaine lettuce
1 clove fresh garlic
1/2 Cup olive oil
Dash of salt and pepper
2 slices French bread (or 1 crispy bun), cut into sticks, spread with garlic butter and toasted
Grated Parmesan cheese to taste
1 fresh lemon, cut in wedges
Freshly ground black pepper

Caesar Dressing (or use a bottled one)
1 fresh clove of garlic (or to taste), diced
1 Tablespoon fresh lemon juice
1 teaspoon Dijon mustard
1 teaspoon anchovy paste (optional)
Blend above ingredients, and slowly drizzle in 1/4 Cup olive oil. Whisk until well combined.
Stir in 1/4 Cup grated Parmesan cheese

Prepare Caesar Dressing.

Preheat grill.

Wash whole head of Romaine and cut in half lengthwise. Dice garlic and mix with olive oil. Drizzle Romaine lettuce halves with garlic oil and lightly dust with salt and pepper. Lay Romaine cut side down on grill and brown slightly. Turn and grill to lightly brown reverse side.



Place grilled Romaine on a plate, cut side up, and sprinkle with grated Parmesan cheese and Caesar Dressing.

Serve with toasted French bread sticks and lemon wedges.

Offer freshly ground black pepper.

Serve any additional dressing in a small pitcher to add to the Romaine and for dipping your French bread sticks.

A glass of chilled dry white wine or cold beer makes a wonderful accompaniment.

Sometimes we like to enjoy a cold summer drink but don't want alcohol. Lime, Mint and Ginger Cooler is a favorite, and we like to give it the same special treatment you give a mixed drink. Use a fancy martini glass or tall clear glass and garnish with fresh mint and lime slices.

It's great for the kids as well.

Lime, Mint and Ginger Cooler
Makes 4 drinks
1/3 Cup fresh ginger root, minced
1/2 Cup fresh mint leaves, washed, packed and chopped
1/2 Cup honey (more or less according to taste)
2 Cups boiling spring water
1/3 Cup fresh lime and/or lemon juice
1 1/2 Cups sparkling mineral water or soda water
Ice cubes or crushed ice.
Fresh mint leaves and sliced lime for garnish

Mix ginger, mint and honey in medium bowl. Add boiling water and let steep for 30 minutes.

Strain through cheesecloth into a container that will hold 4 Cups, pressing the ingredients with a spoon into the strainer to release all the flavors.

Add fresh lime juice and enough chilled sparkling water to make 4 cups.

Stir gently so you don't break all the bubbles.

Fill glasses with crushed ice for martini glasses, or cubes for tall glasses.

Garnish with mint leaves and lime slice.



ANOTHER VOTE FOR TRINIDAD

Dear *Compass*,

When I mentioned to a few people in St. Lucia about taking my boat down to Chaguaramas for the summer, they generally reacted with varying degrees of



CHRIS DOYLE

horror. In support of your June issue's Letter of the Month (*"Don't Miss Out on Trinidad" by Graham Groucott, on page 41 at www.caribbeancompass.com/online/june18compass_online.pdf*), the people are all lovely, helpful and informed, and it's the only place I have been to in the entire Caribbean where nobody ever locks their dinghy because there is no theft. I kid you not.

Tim Pyne
Catana 431 *Play*

RE-READ AND REFLECT

Dear *Compass*,

Many boats from the Virgin Islands are heading south to Grenada, but many of them might not have seen the article "Managing Hurricane-Season Risk for Boats Stored in the Caribbean" that I wrote (and that you did the wonderful job of editing), which appeared in the March issue of *Compass*. The BVI boats may have missed it, as in March the BVI was still digging out from under the effects of last September's hurricanes.

I urge everyone to read, or indeed to re-read, the article — which you will find on page 24 at www.caribbeancompass.com/online/march18compass_online.pdf — and reflect. It details the surprising amount of impact high winds have on a mast.

It will be interesting to see how many stored boats pull their masts this summer.

Don Street
Gladore
Ireland

A SIMPLE PLEASURE

Dear *Compass*,

We use a solar shower bag. We fill it from a jerry jug, mostly with rainwater collected from the dinghy. It lies in the sun. If it rains, we cover the bag with a plastic "raincoat" until the shower passes. Around mid-afternoon we half-cover it with its "jacket" to keep in the warmth. Around 1730 we suspend it from a cockpit winch and the hose hangs down into the shower stall below. We then have a delightful hot shower, at no more than the cost of the bag.



I love it! We can't understand why we see so few solar shower bags warming on decks.

Sue Simons
Lorensu

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.

Send your letters to sally@caribbeancompass.com.



NICK BRUCE

Keep in mind the impact storm-force winds will have on a mast, whether the boat is in or out of the water



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Read in Next Month's *Compass*:

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Cruising Destinations in the Panama Canal Area

Caribbean Memories: Marina for Sale

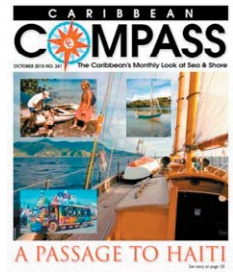
and much, much more!

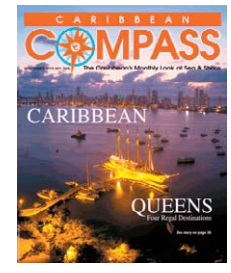
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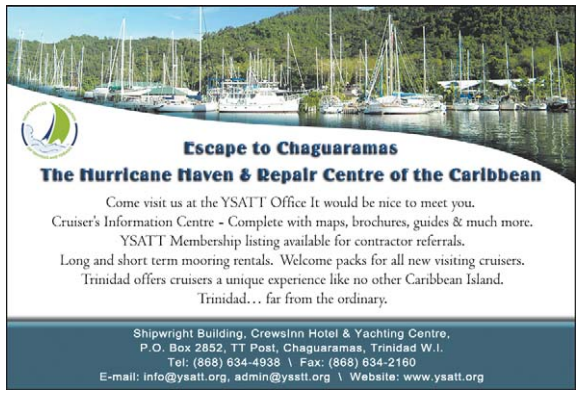
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Venezuela

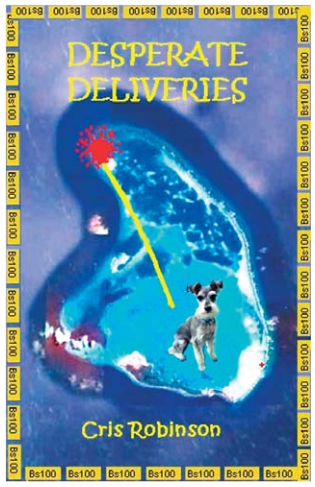
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FEATURED CARIBBEAN LISTINGS


2011 MOXIE 61
$2,249,000


2015 CATANA 47
$805,000


2015 FOUNTAINE PAJOT
SANYA 57
$1,399,000


2008 LAGOON 420
$359,000


2015 LAGOON 560 S2
$1,250,000


2012 LEROUGE
BARRAMUNDI 470
€335,000


2002 VOYAGE 440
$340,000


2011 ROYAL CAPE
MAJESTIC 530
$685,000


2012 CATANA 47
$530,000


2005 BROADBLUE 42
$325,000


2014 ANTARES 44
$725,000


2003 CATANA 522
$619,000

TO VIEW HUNDREDS MORE OF OUR MULTIHULL LISTINGS, CHECK OUT MULTIHULLCOMPANY.COM

CALENDAR

AUGUST

1	Public holiday in many places (Emancipation Day)
1	Carriacou Regatta Cruisers' Potluck Barbecue & Raffle, Carriacou, www.carriacouchildrenseducationfund.org
2	Annual Carriacou Children's Education Fund Flea Market and Auction, www.carriacouchildrenseducationfund.org
3 – 6	Carriacou Regatta, grenadagrenadines.com/plan/events
6	Public holiday in Barbados (Grand Kadooment parade, www.barbados.org/cropclnd.htm), in Grenada (Emancipation Day) and in Jamaica (Independence Day)
6 - 8	Public holiday in BVI (Emancipation Festival)
9	Public holiday in Suriname (Indigenous People's Day)
13 – 14	Grenada Carnival, www.grenadagrenadines.com
15	Public holiday in Haiti (Assumption Day)
16	Public holiday in Dominican Republic (Restoration Day)
17 – 19	Aruba International Regatta, http://aruba-regatta.com
19	Public holiday in Anguilla (Constitution Day)
21	Public holiday in Guyana (Eid-Ul-Azha)
22	Public holiday in Suriname (Eid-Ul-Azha)
24 - 26	Round Grenada Regatta. PCYC, www.pcycgrenada.com
25	Carib Great Race (powerboats) from Trinidad to Tobago. www.ttpba.net
26	FULL MOON
31	Public holiday in Trinidad & Tobago (Independence Day)



CHRIS DOYLE

SEPTEMBER

3	Public holiday in Puerto Rico and USVI (Labor Day)
3 – 14 October	Nereid's Rally, T&T to the Guyanas. www.marinaslm.com/rally
10	Public holiday in Belize (St. George's Caye Day)
16	Public holiday in St. Kitts & Nevis (National Heroes' Day)
19	Public holiday in St. Kitts & Nevis (Independence Day)
21	Public holiday in Belize (Independence Day)
21 – 22	Caribbean Sea Jazz festival, Aruba, https://caribbeanseajazz.com
22	Autumnal Equinox
24	Public holiday in Dominican Republic (Our Lady of Mercy) and Trinidad & Tobago (Republic Day)
25	FULL MOON

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

CARIBBEAN WOODS



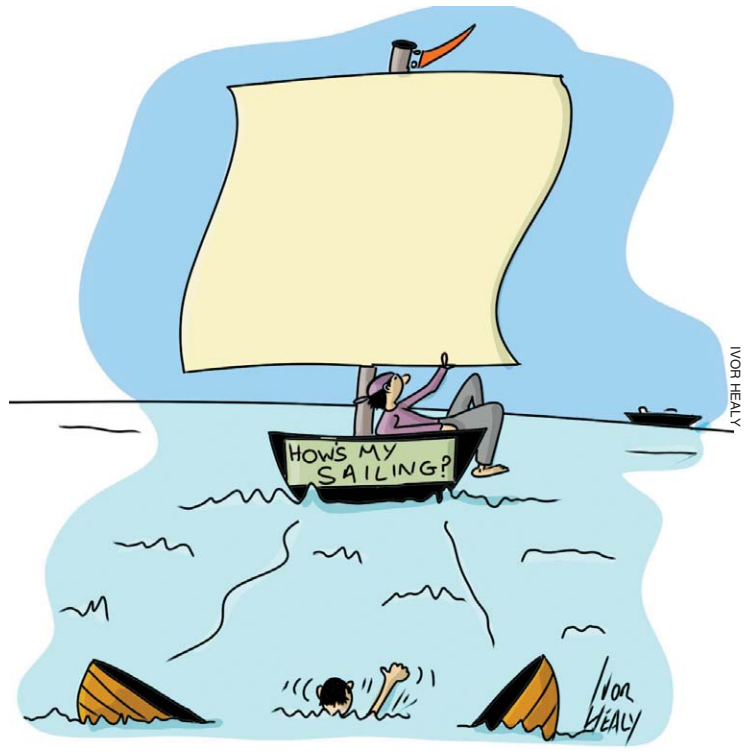
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IVOR HEALY

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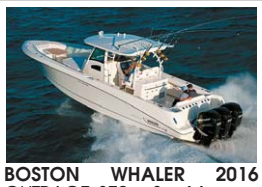


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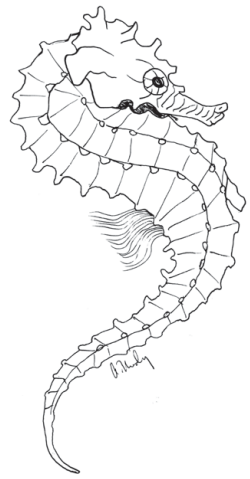
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COMPASS CARTOON



"If spam can find me, how come nobody else can?"

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Art Fabrik	Grenada	MP	Doyle Offshore Sails	Tortola	4	LAC Services	SVG	MP	Sea Hawk Paints	C/W	10
Blue Lagoon Hotel & Marina	SVG	9	Doyle's Guides	USA	27	LIAT	C/W	11	Slipway Restaurant	Grenada	MP
Boat Paint & Stuff	St. Maarten	28	Echo Marine	Trinidad	14	Lulley's Tackle	SVG	MP	St. Kitts Marine Works	St. Kitts	12
Bocas Yacht Club & Marina	Panama	29	Electropics	Trinidad	MP	Mac's Pizzeria	SVG	MP	St. Vincent Marine Center	SVG	29
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MP = Market Place pages 34 - 36
C/W = Caribbean-wide



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