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On-line
COMPASS
JUNE 2018 NO. 273
The Caribbean's Monthly Look at Sea & Shore

Antigua Classics 2018

See story on page 20

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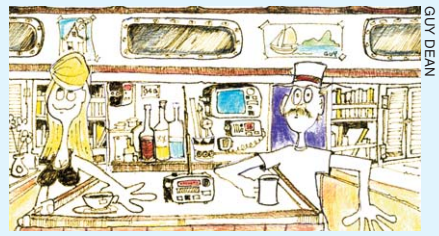
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On the cover: Photographer Tim Wright had an eagle's-eye view of the 141-foot schooner Columbia *in action at Antigua Classic Yacht Regatta 2018. See story on page 20*

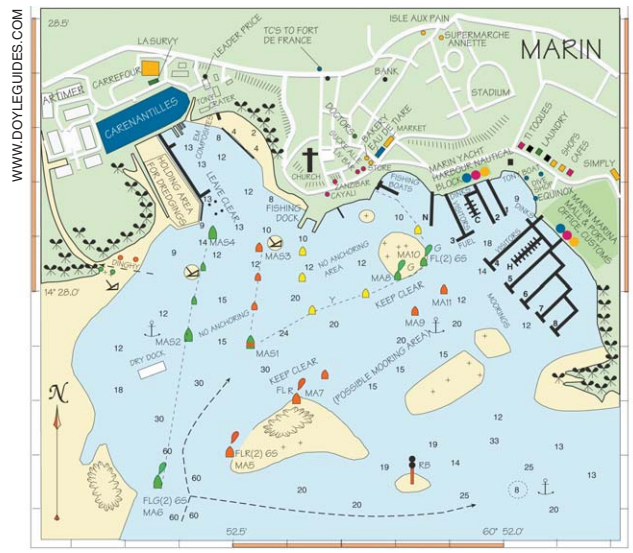


Click Google Map link to find the *Caribbean Compass* near you! **http://bit.ly/1fMC2Oy**

Info & Updates

Martinique's Marin Channels Re-Buoyed

Chris Doyle reports: Le Marin, Martinique has thousands of resident and transient boats, and a good percentage of them are unoccupied — sometimes abandoned — and these are often rotting away. So many boats hang out in Marin that a big *yole* (local sailing craft) event had to be canceled for lack of sailing room. It does not help that boats often anchor in channels or beach areas where they are officially not allowed.



Enforcement of rules has been a problem, both because various authorities have a stake in the regulations, and because a structure for actually patrolling and enforcing the regulations (with fines) had to be put in place.

This is now done. The channels have become more easily recognizable with the addition of new buoys, and the chart shows the new arrangement.

There is no anchoring allowed in the channels, and in theory there is no anchoring between them. However for the moment there is still an area where people do anchor between them. On the chart this is between the row of red buoys and yellow buoys, coming out from the fishing dock. The anchoring regulations have not been enforced in this area yet, as there are a number of boats on moorings, as well as wrecks, so if you see other boats here you can probably join them — for the moment.

Visit Chris Doyle Guides' website at www.doyleguides.com.

New Patrol Boats for Dutch Caribbean Islands

Four new high-speed patrol boats manufactured by Louisiana, USA-based shipbuilder Metal Shark for the Dutch Caribbean Coast Guard (DCCG) have been commissioned on the island of Curaçao.

The new vessels are the first to be delivered to the DCCG under a 12-boat order announced last year.

METAL SHARK



Designed in-house by Metal Shark and built at the company's Jeanerette, Louisiana production facility, the welded aluminum, enclosed-pilothouse, 38 Defiant monohull patrol boats are the result of a multi-year effort by the DCCG to procure a replacement for its fleet of open-cockpit RIBs. The new vessels will serve as the DCCG's main interceptors, patrolling the territorial waters of Aruba, Bonaire, Curaçao, St. Eustatius, St. Maarten, and Saba.

Powered by twin Cummins Marine QSB6.7 diesel engines coupled with Konrad 680B counter-rotating dual-prop stern drives, the 38 Defiant reaches top speeds in excess of 45 knots. Specially engineered composite armor panels provide ballistic crew protection. For extended patrols at sea, accommodations include an enclosed head compartment, galley, and v-berth.

Additional Metal Shark vessels for the islands of Aruba and St. Maarten are currently in production, with deliveries slated for later this year.

Trans-Atlantic Cruisers Net Joins Daily Doo Dah SSB Net

Glenn Tuttle reports: After ten days of tests and trials of the new Trans-Atlantic Cruisers Net, we realized the need to expand our coverage area by the inclusion of the 8 MHz band in addition to the 12 MHz band.

Therefore, beginning immediately, the well-known afternoon Doo Dah Net, managed by Dick Giddings, will include check-ins for the Trans-Atlantic Cruisers Net.

—Continued on next page



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DOYLE CARIBBEAN

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The Doo Dah Net is considered a follow-up net to the Cruiseheimers morning net, passing traffic to cruisers from family members and taking position reports from vessels on passage and recently arrived.

The Doo Dah Net begins daily at 2100 hours UTC or 1700 Eastern time on SSB radio frequency 8.152. The Doo Dah Net will continue the same way it's always been run by Dick Giddings, with the exception of now welcoming any vessel wishing to check into the Trans-Atlantic Cruisers Net. Any vessel needing specialized help, such as a phone patch, internet search, etcetera, can be taken to frequency 8.104 to allow the Doo Dah Net to continue uninterrupted.

At approximately 2130 hours UTC, or 1730 Eastern time, or upon the conclusion of the Doo Dah Net, net control will advise that the four Coastal Stations will be switching to frequency 12.350 to listen for distant traffic from vessels making bluewater passages. The four Coastal Stations will guard this frequency until approximately 2200 hours UTC or 1800 Eastern time when Chris Parker, WCY comes on with his regularly scheduled weather broadcast.

The new Trans-Atlantic Cruisers Net is a joint effort of the following four US-based FCC Marine Coastal Stations: WCY, Chris Parker, Lakeland, Florida; KNC, Dick Giddings, Dover, North Carolina; KJM, Jim West, Ellijay, Georgia; and KPK, Glenn Tuttle, Punta Gorda, Florida.

We collectively hope this new schedule will serve the needs of the cruising community more effectively. As before, all vessels are welcome to utilize these nets, and relays are always welcomed.

Cruisers' Site-ings

Daria Blackwell reports: Ocean Cruising Club member Bruce Amlicke from *Wild Matilda* has put together a beautiful website about cruising in Trinidad. Please help spread the word.

Visit www.trinidad-cruisers.com.

Eight Bells


ROSE KAYE

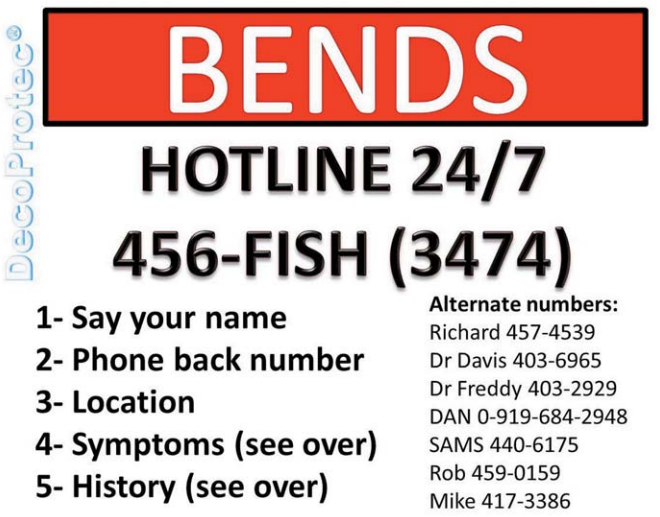
EDDIE BROWN. Jamaican-born Eddie Brown was a boon to the burgeoning youth sailing scene on Bequia. He gave selflessly and generously of his time, talents and affection to children in Bequia who were interested in learning to sail, especially in Optimist dinghies. He taught not only sailing skills but also teamwork, basic seamanship and good sportsmanship. In 2016, he was elected president of the St. Vincent & the Grenadines Sailing Association.

Eddie died in Bequia on May 6th. He is survived by his wife, Karin, family and friends, and will be missed by the community on the island he came to call home.

Ensuring Recompression for Carriacou Divers

Richard Laflamme reports: "The bends" is the common name for decompression sickness, a condition arising from dissolved gases coming out of solution into bubbles inside the body. its effects may vary from joint pain and rashes to paralysis and death. It can occur when scuba divers ascend too rapidly, and is treated by hyperbaric oxygen therapy in a recomression chamber.

If treated early, there is a significantly higher chance of successful recovery.



The card circulated in Carriacou (area code 473) by DecoProtec

A program to ensure all local scuba fishers from Carriacou have quick access to the Grenada recompression chamber (HBOT SAMS) was created a few months after the November 2016 death of a local fisherman named Kennedy who got the bends after fishing with scuba tanks.

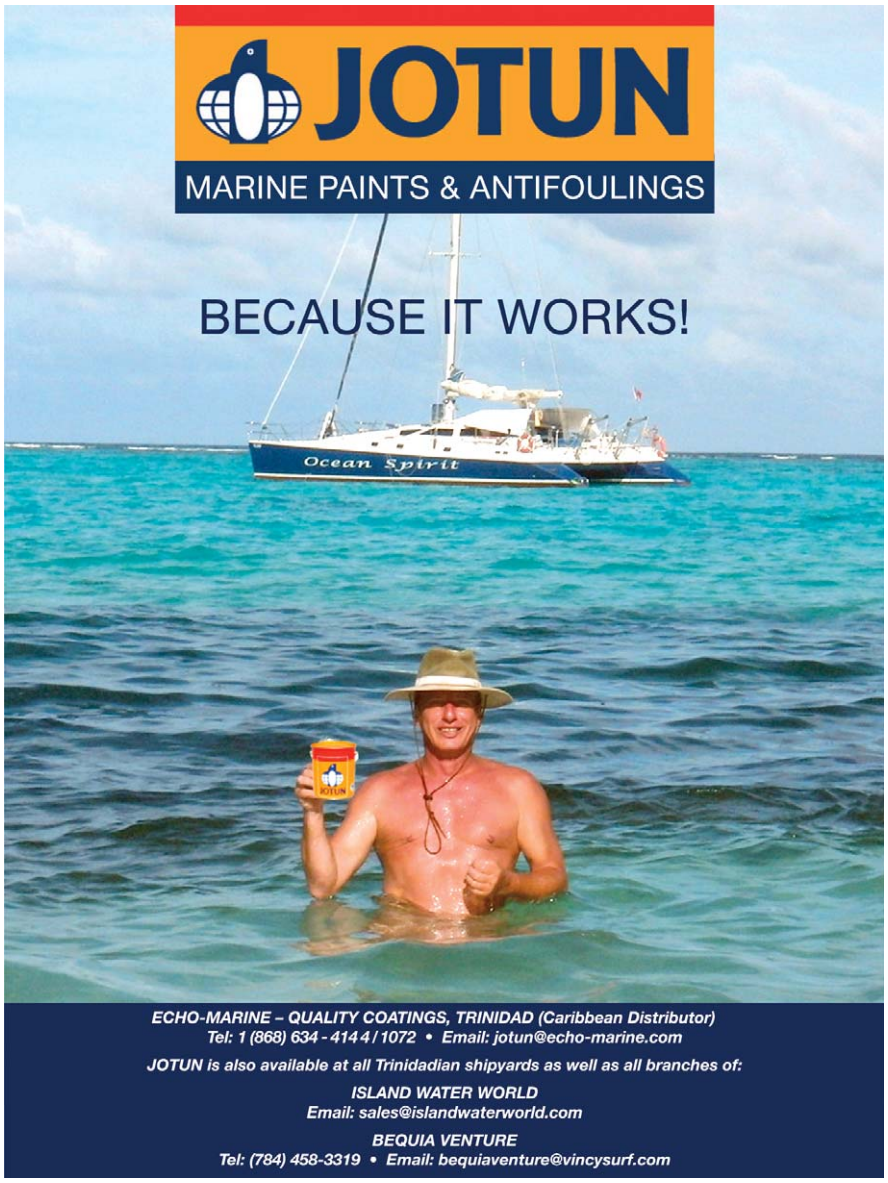
In January of this year, a simpler formula was found to ensure the program's sustainability. In order to be quickly accepted into the Grenada recompression chamber after getting the bends, the fisherman needs to be registered with Grenada's National Insurance Services (NIS) and be up-to-date with his monthly NIS payment.

Members of the DecoProtec (decompression protection) program pay a small biannual fee. DecoProtec pays NIS and sends a receipt to SAMS for all members.

The member then has access to a 24/7 hotline, gets transportation to SAMS, and will be provided with lodging and meals during treatment. A medium-term project aims to expand the program to the Barbados and St. Lucia recompression chambers. Another project is to provide dive computers to fishermen for better control of multiple dives.

If a scuba fisher gets the bends and is not registered with NIS with proof of up-to-date payment, he would need approximately US$10,000 for treatment. Delay in raising such funds could result in permanent damage or death.

—Continued on next page





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DecoProtec thanks Grenada's NIS and SAMS, who came to an agreement where SAMS will directly invoice NIS after treatment and will not delay treatment. Many thanks also to Maria Hamlett, Junior McDonald, Aaron Bartholomew, Senator Nolan Cox, Allyson Amechi, Alfred P. Logie and Johnson St. Louis, who make this program a thorough success.

It is now time to expand DecoProtec to the Grenada mainland, Petite Martinique and other Caribbean islands. This model is not unique, but it has proven to work.

For more information contact Richard Laflamme, President DecoProtec, at scubaric@gmail.com

Select Yachts Grenada Charter Show 2018

Charlotte Bonin reports: Following the success of the second edition of the Select Yachts Grenada Charter Show in 2017, the show will be returning from July 22nd to 25th. The show will be held once again on the Superdocks at Camper & Nicholsons Port Louis Marina. Select Yachts are hoping for over 20 boats this year, a significant increase from the previous two shows.



SELECT YACHTS

The show promotes Grenada as a charter base and destination. Out of the 14 boats attending the show in 2017, more than half remained in Grenada. Some stayed for maintenance and others used Grenada as a base for conducting charters. As such they have been contributing economically in many different areas.

It is our belief that the show will continue to grow and bring greater economic benefits to Grenada over the coming years. For this reason, Camper & Nicholsons have agreed to fully support the show once again, both operationally and financially in 2018.

Details of the show including attending boats, brokers, managers and a schedule of events can be found at www.selectyachts.com/grenada-charter-yacht-show-2018.

Cuba to Celebrate Anniversary of Canoe Expedition from the Amazon

Commodore José Miguel Díaz Escrich reports: On behalf of the Hemingway International Yacht Club of Cuba I have the pleasure of inviting sailors to participate on June 28th in the celebrations marking the 30th Anniversary of the 1988 sailing canoe expedition from the Amazon River to Havana.

That memorable feat was performed by Cuban scientist Captain Antonio Núñez Jiménez, together with a group of colleagues from several countries. By sailing aboard four canoes along the entire length of the Amazon River, and the Lesser Antilles and the Greater Antilles island chain, the team added to the evidence that the Eastern Caribbean islands were populated by inhabitants of the Amazon.

On June 28th, the canoe *Hatuey*, one of those that started from the headwaters of one of the tributaries of the Amazon, in Ecuador, will enter Havana Harbor escorted by boats of the Cuban rowing, boating and sailing federations, boats of the Hemingway International Yacht Club of Cuba and members of this institution, as well as those among the international nautical community who accept the invitation to participate.

Contact yachtclub@cnih.mh.tur.cu for more information.

Department of Corrections

Chris Kaye, Chair of the 2018 Bequia Easter Regatta Organizing Committee, reports: In our report on Bequia Easter Regatta 2018 published in the May issue of *Compass*, there was an error in the results for the Racing Class, resulting in the overall winner, *Dogsmile*, not being placed. This was incorrect: the other class results as published are correct.

The overall Racing Class results were:

1) *Dogsmile*, J/105, Jon Trotten, Grenada
2) *Category 5*, modified Hobie 33, Richard Szyjan, Grenada
3) *Joia*, Beneteau First Class, Brian Wallace, Trinidad



DOGSMILE

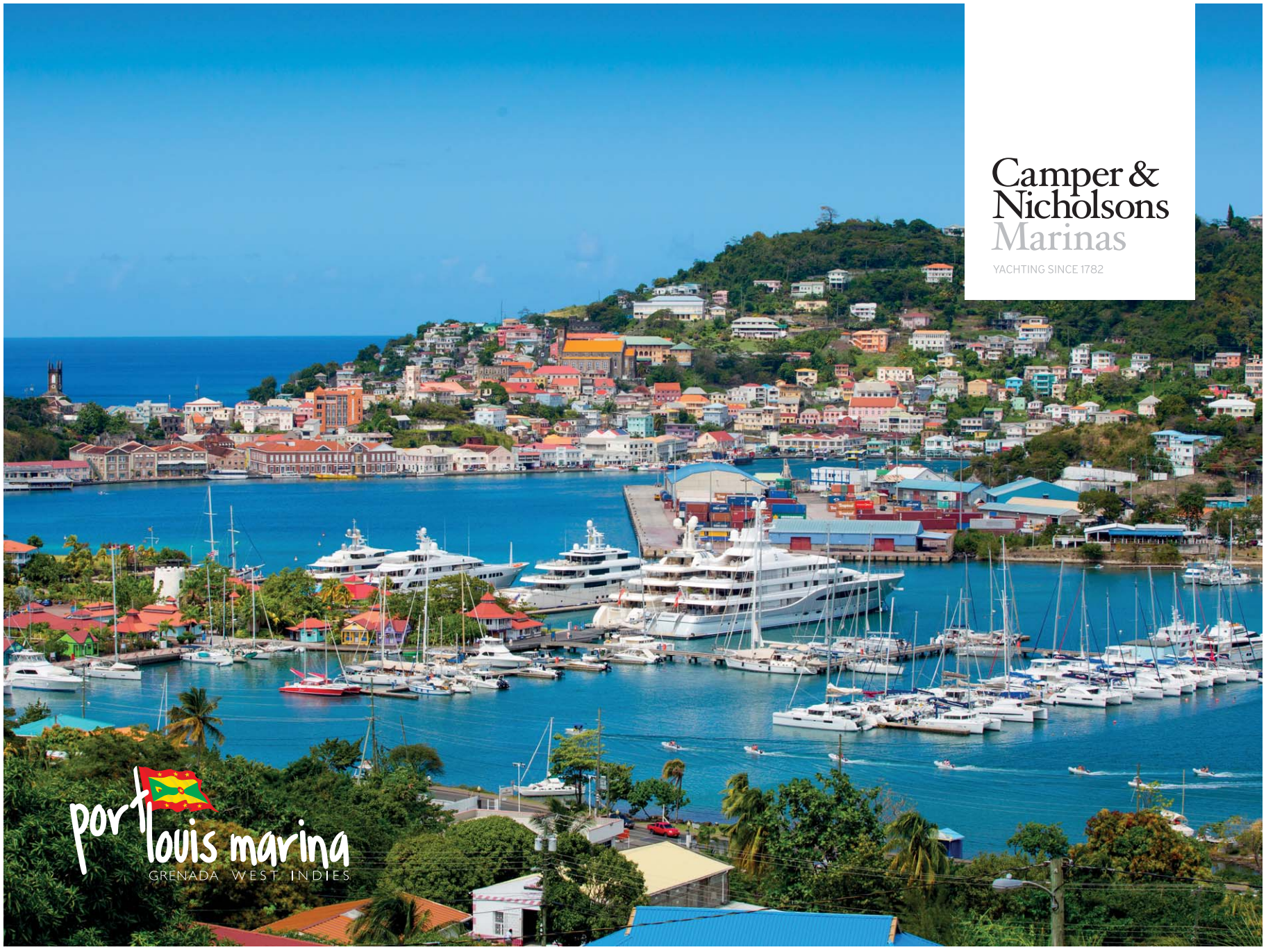
In addition to being the overall winner, *Dogsmile* won two out of the three days' races in this class.

Bequia Sailing Club would like to apologize to the *Dogsmile* skipper and crew for omitting them from May's report. This mistake was entirely the Club's fault and not that of *Caribbean Compass*.

As sailors we appreciate the effort and expense skippers and owners go to to prepare their boats for racing, to come to Bequia to race, and to experience the competitive spirit fostered by a regatta such as Bequia's. We made a mistake and can only apologize and learn from this for next year.

Editor's note: See related letter in this month's Readers' Forum, on page 40.





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* Rates apply 1st June 2018 – 30th November 2018 and rates are quoted in US$
*The Seasonal rate is available to vessels booking and paying for 90 days or more in advance.

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BUSINESS BRIEFS

Balance Cats at The Multihull Company

Amanda Borroughs reports: Exclusively represented by The Multihull Company (TMC), Balance Catamarans is one of the fastest growing catamaran brands in the world, despite their focus on quality of build over quantity sold. The company offers semi-custom boats ranging from 45 to 76 feet, highlighted by the Cruising World Boat of The Year — the Balance 526.

TMC loves hearing about their clients' travels, so when news spread of the Balance 526 hull number one, *Ondine Blue* arriving in Grenada, TMC agent Chris Rundlett and Chrystal Young greeted her at the docks at Port Louis Marina. *Ondine Blue* has been cruising through the Caribbean with her new owners and will soon be sailing back north as they continue their journey.



To learn more about Balance Catamarans, head to balancecatamarans.com or e-mail info@balancecatamarans.com, and if you are ever in Grenada be sure to visit the new TMC brokerage offices at Secret Harbor Marina, located just minutes from the airport, public transportation, shopping, entertainment, hotels and beaches.

The marina recently completed an access road linking the TMC and LTD Sailing offices to the main parking lot, making a visit even easier by land. For those traveling by sea, TMC offers a dinghy dock in the state-of-the-art marina, where TMC can assist with a full scope of services from guardianage, repairs, haulout and storage, and, of course, brokerage.



For more informatione about The Multihull Company, visit multihullcompany.com, e-mail info@multihullcompany.com, or see ad on page 44.

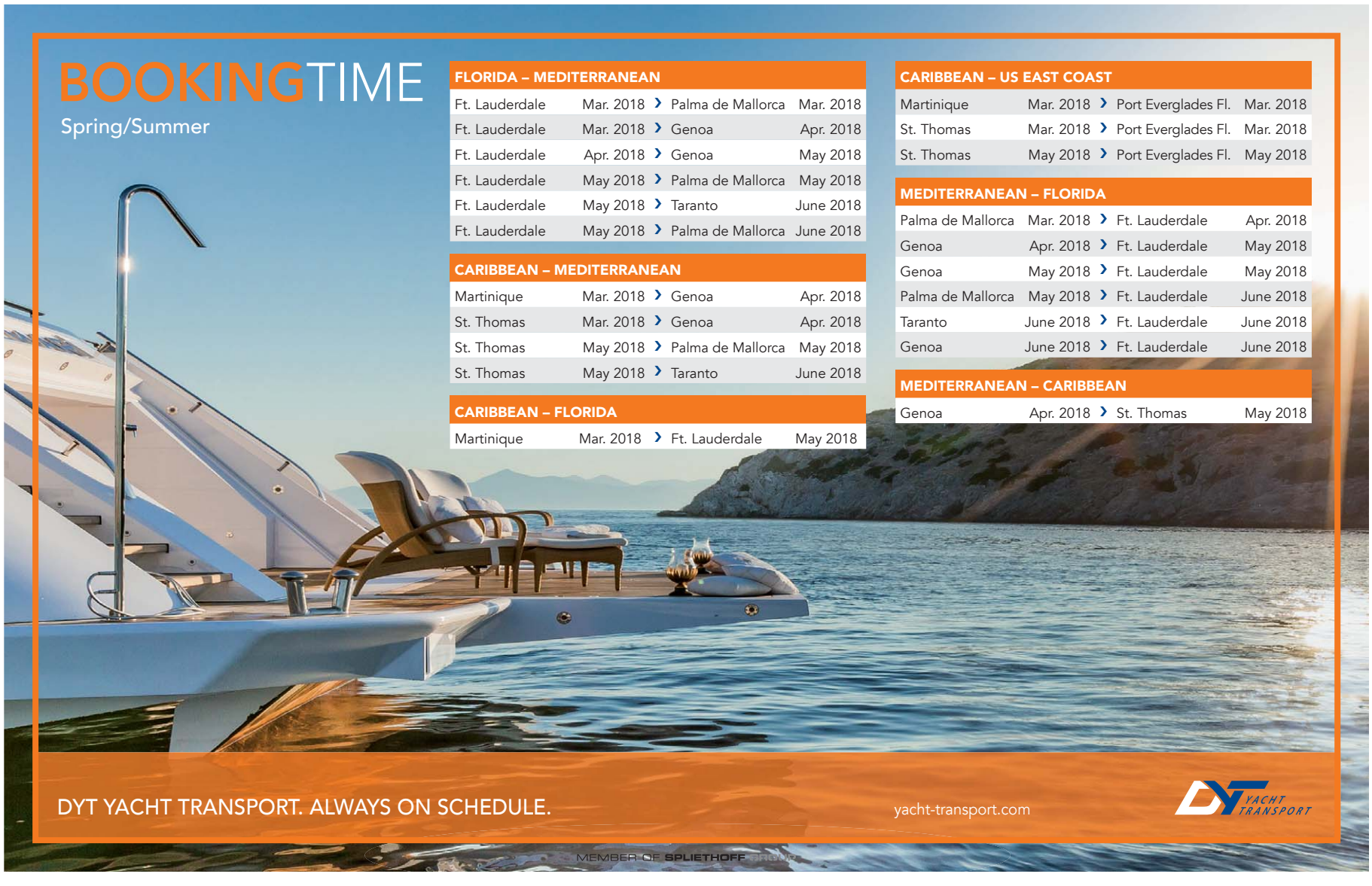
Puerto del Rey Inaugurates New Facilities

Nicole M. Quintero Vera reports: Puerto del Rey marina at Fajardo, Puerto Rico recently debuted its Dock Center, a new amenity that offers a range of services to its customers right on the main dock. The modern facilities are part of the continued investment in the marina by Putnam Bridge, the investors who purchased the marina out of bankruptcy in 2013. This project is part of the continued multimillion-dollar investment into the marina infrastructure and customer experience.

"To continue improving the customer experience in Puerto del Rey, we completely redesigned the Dock Center. It is a new concept that was created based on client needs," said Carolina Corral, Chief Executive Officer of Puerto del Rey. "The amenities are only steps away from clients' vessels and will make their stay more enjoyable."

The new Dock Center includes a first aid room; a gym equipped with cardiovascular and muscular endurance exercise equipment, and luxurious bathrooms with air-conditioned showers. In addition to having a captain's lounge — a business center for clients to use the Internet or just read a book — the Dock Center has a spacious terrace that allows visitors to appreciate a spectacular view of the marina.

—Continued on next page



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The marina will provide all transient and permanent customers in wet slips the opportunity to enjoy the facilities of the Dock Center as part of their membership.

Corral affirms that the continued investment in the marina is a testament to its commitment to nautical tourism and the island. "We remain firm in our commitment to the



nautical industry and Puerto Rico, which is why we continue to innovate. Being at the forefront will allow us to offer the best facilities and services in the Caribbean and positively impact the economy of Puerto Rico," concluded Corral.

Perfectly situated on the eastern tip of Puerto Rico, Puerto del Rey has a capacity of 1,000 slips to accommodate boats of up to 180 feet LOA with 15 feet draught. It also provides extensive storage with more than 600 spaces on land. Among the services that they provide are fuel, maintenance, repairs, protection during the hurricane season, and more. Members and visitors can enjoy restaurants, shops and entertainment spaces.

For more information about Puerto del Rey and their services visit Facebook or call (787) 860-1000.

Horizon Expands Grenada Staff

Horizon Yachts — offering brokerage, project management, marine engineering and guardianage services in Grenada — have seen a great increase in business since they opened their new workshop at Clarke's Court Boatyard and Marina in February 2017. They expect an even greater increase this summer as more yachts are predicted to travel south for the hurricane season.

To meet the demand for their services they have taken on three new employees, including a dedicated project manager, Ricky Thomas. They are also looking to further expand their team and are actively looking for an experienced and qualified marine engineer.



Gary Haynes, manager of Horizon Yacht Services says, "We already have a great team in place, having another engineer on board will mean we will be able to continue to deliver our high standard of work to more yachts." So if you are in Grenada, or planning to head down this way, and are looking for a reliable company to assist with all your yachting needs, pay them a visit at Clarke's Court Boatyard and Marina or contact them on gary@horizongrenada.com or (473) 415-0431.

For more information on Horizon Yacht Services see ad in the Market Place section, pages 42 to 44.

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For more information on Sea Hawk Paints see ad on page 24.

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The Nature Conservancy

DEFEND Paradise

Caribbean ECO-News

Bonaire Salt Ponds Named Area of Regional Importance for Shorebirds

The Cargill Salt Ponds on Bonaire have been named as a Western Hemisphere Shorebird Reserve Network (WHSRN) site of Regional Importance. This is only the second WHSRN site in the Caribbean, following the Cabo Rojo Salt Flats in southwestern Puerto Rico. BirdsCaribbean collaborated with Cargill Salt Bonaire BV, owners of the site, on the nomination of the Salt Ponds for WHSRN status. The process began with surveys during 2015.



LISA SORENSON

BirdsCaribbean biologist Fernando Simal counting shorebirds in the solar evaporation ponds of Cargill Salt Bonaire, with salt pyramids in the background

Below: Greater Yellowlegs, one of 17 migratory shorebirds recorded in large numbers at the salt ponds



JEFF GERBRACHT

The privately owned saltproduction facility in southern Bonaire consists mainly of artificial wetlands covering 2,700 hectares. These ponds fill up with brine shrimp, while brine flies cover the dikes running between them. For migratory shorebirds stopping over or wintering in the area, this is a delicious menu. The Caribbean is a vital link on the Atlantic Flyway, so the protection of sites such as these is critical.

The WHSRN designates important habitats in the Americas with the aim of protecting and sustaining the region's shorebirds. Cargill Salt Ponds Bonaire is the 103rd site to join the network and the first site in the Dutch Caribbean. WHSRN sites cover nearly 15 million hectares (38 million acres) in 17 countries. The Bonaire site is also a Ramsar Wetland of International Importance, and forms part of an Important Bird Area.

The coastal estuaries, wetlands, rivers, beaches and mud flats where shorebirds stop and feed on their journeys are disappearing owing to development. Other threats to these fragile populations include predators, pollution, hunting and the global impact of climate change.

BirdsCaribbean surveys revealed that more than 20,000 shorebirds of 17 different species visit this large wetland complex every year. This large concentration of shorebirds includes at least one percent of the world's population of the Short-billed Dowitcher and the threatened *rufa* subspecies of the Red Knot, further supporting the designation.

The salt ponds support large numbers of several other species of migratory shorebirds, including Semipalmated Sandpiper, Least Sandpiper, Stilt Sandpiper, Semipalmated Plover, and Sanderling. Wintering and breeding populations of Snowy Plover use the site. One of the Caribbean's largest populations of American Flamingo nests in the area, which also nurtures Bonaire's only known breeding spot for the Royal Tern.

Barbados's Carlisle Bay to be Marine Protected Area

Carlisle Bay, the popular anchorage, swimming and dive spot on Barbados's west coast, is set to be designated a marine protected area.

Dr. Leo Brewster, Director of the Coastal Zone Management Unit, explains that a marine protected area is a marine or coastal location that has been identified as a site of special scientific interest, where there is a major need for a conservation zone and a need to protect or preserve the habitat within the area because of its uniqueness.

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CELIA MASON



—*Continued from previous page*

Dr. Brewster noted that Carlisle Bay "… is one of the few places [in Barbados] where you are going to find a vast number of sea turtles. You will find a unique species of frog." Carlisle Bay also boasts six wrecks that are popular with divers.

The marine protected area designation would not result in a ban on fishing in the protected area, but it could mean that certain types of fishing might be prohibited and Dr. Brewster emphasized that fisheries laws need to be enforced, both within and outside of the MPA.

The Barbados government reportedly intends to connect the strip between Carlisle Bay, near Bridgetown, and the Folkestone Park and Marine Reserve in Holetown, St. James, to create a single marine protected area. Dr. Brewster said the long-term plan was to identify other areas along the coastline that are worthy of protection.

Minister of the Environment Dr. Denis Lowe gave the assurance that locals and visitors would still have access to Carlisle Bay despite the designation. "We would never attempt to disadvantage persons who do jet-skiing and other types of activity… but, we want to ensure that they understand that it is a sensitive area that must be protected, and that requires good governance. It will still be inclusive, but at the same time we will regulate the activities that happen in the area," he stated.

The Minister noted this would be done through specific policy guidelines on how the space would be utilized. He explained that the Government's policy is very simple: to continue building out Barbados's efforts to manage its marine space.

"It is really a way of protecting our environment and tourism assets in that area, while at the same time continuing to encourage Barbadians and visitors to access that space," he pointed out, adding that Barbados was one of the few Caribbean states with legislation governing the protection of marine areas.

With the proposal receiving Cabinet approval, the Minister stated that the next phase would be public engagement at all levels to ensure that people could collaboratively decide on the management of the system. "The relevant agencies within the Ministry are currently working on a schedule of work that would involve the roll-out of town hall meetings; the drafting of regulations; the full engagement of Government and private sector entities, consultations with persons who have established marine protected areas; and consultations with agencies of Government that would be involved in the management and marketing of that particular space," he outlined.

However, Dr. Lowe noted that marine protected areas require a financial obligation on the part of the Government to ensure that they are maintained on a consistent basis. He said Government hoped that, as part of the management protocol for the area, the private sector would become involved in funding activities within Carlisle Bay.

St. Kitts Launches New Coral Reef Monitoring Program

As reported by Dana Niland at www.caribjournal.com, St. Kitts has launched a new program to study the state of coral reefs. The St. Kitts Department of Environment, in collaboration with the Department of Marine Resources, has installed a Coral Reef Early Warning System (CREWS) at the island's Paradise Reef. The initiative aims to better understand what is happening in the waters — and why.

"The CREWS buoy will be measuring meteorological parameters such as wind speeds, wind gusts, wind direction, air temperature, relative humidity, barometric pressure and precipitation," said Cheryl Jeffers, Conservation Officer in the Department of Environment. "These parameters are typically measured on most meteorological stations installed at strategic locations around the islands of St. Kitts and Nevis."

The buoy, which is located about three-quarters of a nautical mile northeast of Charles Fort, is part of a climate change adaptation project funded by the United States Agency for International Development. Jeffers said, "With the installation of the CREWS buoy, we can now access oceanographic parameters such as sea temperature, salinity and algae content which will allow us to better understand the biological mechanisms in the selected area as well as better predict coral bleaching over time."

She noted that the government of St. Kitts & Nevis has garnered relationships with a number of regional and international entities to ensure that the Federation is in good standing, especially with regard to climate change.

"With the changing climate, the partnership that the Government of St. Kitts & Nevis has fostered with the National Oceanic and Atmospheric Administration is extremely important," said Jeffers. "NOAA has agreed to continue to support the information infrastructure by archiving the data and subsequently analyzing it to produce user-friendly outputs such as ecological forecasts."

In an effort to minimize any possible damage to this piece of equipment, the Departments of Environment and Marine Resources are urging all mariners and fishermen navigating within the vicinity of Sandy Point to proceed with extreme caution and to stay clear of the buoy.

Free Ebook Tells Stories of Animals After Irma

Les Fruits de Mer association has released a new, free ebook. *The Animals of Irma's Island* is full of stories about local wildlife on St. Martin/St. Maarten after last year's Hurricane Irma.

—*Continued on next page*





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"The aftermath of Hurricane Irma was a special time for both people and nature," explains author Mark Yokoyama. "There were many hardships, but it was amazing to see nature in action. The chapters in this ebook were written between September and December 2017. They show nature bouncing back during that time."

For more information, and to download The Animals of Irma's Island, *visit www.lesfruitsdemer.com*

New Artificial Reef in Carriacou

Richard Laflamme reports: April 8th, 2018. In order to create an artificial reef, the



Troll, a 124-foot-long tugboat, was recently sunk not far from Sister Rocks, Carriacou, a pristine dive site.

This project started more than a year ago. The original idea was to sink her next to two other tugboats off Mabouya Island. As the project was not moving forward, Reef Restoration Foundation (RRF), a Grenadian NGO, took over and purchased the vessel for US$1 from its owner last December.

On January 19th, the Grenada Port Authority approved the sinking under two conditions: the boat would be prepared following "EPA National Guidance: Best Management Practices for Preparing Vessels Intended to Create Artificial Reefs" and that the masts would be cut. Both conditions were adhered to.

Reef Restoration Foundation would like to thank volunteers Travis Noel, Sylvain Laroche, Josh Nimrod, Leo Sovero, Maia Smith, Charlotte Sovero, Daniel Linquist, Olvia Linquist, Simon Linquist, Benoit Grégore, Frédéric Amen,...

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Before Troll *was sunk to create a dive site and artificial reef, a team of volunteers including Carriacou residents and visiting divers helped remove fuel and oil from the 124-foot tug*



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—*Continued from previous page*

…Gus and Jerry Stewart, to name only a few, for clearing *Troll* of fuel, oil, hydraulic oil, wood, paper, plastic and doors, and making security holes for divers. A huge thank-you to Tyrell Bay Marina, which supported the project by providing cutting torches, a small tug, drums, etcetera.

The only tools used to remove oil and fuel were a garden hose and coconut husks. The fuel tanks and six engines were filled with seawater to extract liquids. Coconut husk was used at the end to completely absorb any fuel and oil residue. A total of 250 gallons were collected and discarded. (Find videos on YouTube by searching: *Troll*, wreck, coconut husk, clean oil spill, Carriacou.)

Although some people mentioned an "oil spill", we noticed only a few drops of oil coming out of vents for a few days, which is normal. After two weeks no oil at all was found.

The tugboat now sits on the bottom at 110 feet. The *Troll* is well positioned for advanced, technical, nitrox and rebreather divers. Dive shops including Lumbadive (VHF16, [473] 443-8566 or dive@lumbadive.com) offer explorations.

The *Troll* was populated with fish soon after sinking; a few days later, we encountered barracuda, jacks and many other species. Over 50 lionfish invaded the tug after less than three weeks, and advanced divers will be invited to join lionfish hunts to cull them.

Cayman National Gallery Celebrates Coral Reefs

The National Gallery of the Cayman Islands (NGCI) is hosting the work of 30 local and international underwater photographers in support of the International Year of the Coral Reef initiative. The exhibition entitled "Coral Encounters: Photographs from Our Underwater World" features the work of local professionals and newcomers as well as photographers from Canada, the UK, France and Australia.

"This project sits at the junction between art and science," said NGCI director Natalie Urquhart. "It brings together photographers, curators, divers, scientists and educators who are passionate about preserving our underwater environment and raising awareness about the beauty and fragility of our coral reefs".

Accordingly, an extensive exhibition programme has been developed in partnership with the local organizations who are leading the conversation about reef health. This includes on-site and on-line resources, lectures, panel discussions, workshops, school tours and family events.

The exhibition, which is free, runs until August 16th.

New Sargassum 'How To' Infographic

The Gulf and Caribbean Fisheries Institute has launched a new infographic guide for the tourism sector on to how to respond to the sargassum influx, and best practices to apply if cleaning beaches.

In recent years, massive quantities of pelagic sargassum have come ashore in the Caribbean, impacting shorelines and beaches, waterways, fisheries and tourism. The response to the sargassum influx has often been a knee-jerk reaction — uncoordinated and not always environmentally sustainable.

Bad choices that are made in responding to sargassum place at risk the very resources upon which tourism depends — poor beach cleaning practices cause the loss of sandy beaches, worsened coastal erosion, the destruction of sea turtle and seabird nests. But important lessons have been learned.

As the organizer of the region's largest annual marine science meeting, the Gulf and Caribbean Fisheries Institute (GCFI) has brought together researchers and coastal managers to examine the latest advances in science and to share management experience in relation to this emerging issue. A GCFI Fact Sheet about the sargassum influx addresses frequently-asked questions. A briefing paper prepared with key regional partners provides guidance for coastal managers.



Now, with an influx of sargassum again affecting parts of the Caribbean region, the Gulf and Caribbean Fisheries Institute is responding to the tourism sector's urgent need for information on how to deal with this recurring phenomenon.

"The new GCFI sargassum poster contains practical guidance for the owners, managers and staff of beach-front hotels, resorts and coastal properties who are grappling with how to respond to the sargassum influx," explains Emma Doyle, Vice Chair of the GCFI.

"What you need to know, advice on when to take action, what to do, and what not to do — the poster compiles lessons learned by many people and businesses across the region since 2011. It provides sound guidance on best practices for responding to the challenge of sargassum while protecting our beaches, the coastal environment and marine wildlife for a sustainable tourism future."

Go to www.gcfi.org/emerging-issues to download the printable poster or a smaller digital file for electronic use or cut out the poster on page 15. Please share the poster widely.

For more information contact sargassum@gcfi.org.

Cuba to Host Congress on Marine Sciences

The National Oceanographic Committee (NOC) of Cuba, along with national marine scientific institutions, has announced that the 11th Congress on Marine Sciences MarCuba2018 will be held October 5th through 19th at the International Conference Center in Havana.

Under the theme "Today's Science in the Interest of Future Coasts and Seas", the occasion brings together scientists and other professionals linked to sciences, observation systems, coastal and marine services and technologies, educators, sociologists, economists, businessmen and policy makers.

The Organizing Committee invites various national and international experts, organizations, institutions and NGOs to achieve a broad participation of professionals from the Caribbean region and beyond. The working languages of MarCuba2018 will be Spanish and English. Simultaneous translation will be offered during plenary sessions.

The International Conference Center offers a package especially arranged for the event, which will include accommodation at Palco Hotel, registration fee, accreditation, airport-hotel-airport transfers, activities in the official program and customized assistance.

Visit www.eventospalco.com/es/eventos/MARCUBA2018 for information.

Visit www.congresomarcuba.com for more information and to register for the event.

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Responding to a sargassum influx

If sargassum appears on your beach, what you do next can be good or bad for the beach and business. Important lessons have been learned so far.

Here's what you need to know



Sargassum is a *natural* seaweed that floats in the Atlantic Ocean.

It's an *important home* for marine life, like fish and sea turtles.

It's a problem only when it comes ashore in *massive amounts.*

A complaint is the smell of *rotten egg gas* as wet sargassum decomposes. There are potential health risks at *high gas concentrations.*

What should you do?

Communication is key!



- Inform beach users about sargassum - manage their expectations.
- Direct beach users to unaffected or clean beaches.
- Agree how much sargassum justifies cleaning.
- Determine which beaches will be cleaned.
- Join with partners and share the job.
- Organise wildlife patrollers to inspect for stranded sea creatures like sea turtle hatchlings, collect and release them with some sargassum into offshore currents.
- Leave some sargassum for beach nourishment.
- Keep in touch with local environmental agencies as forecasting models are in development.

Take care!

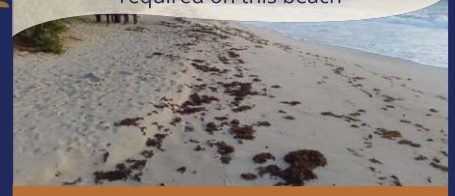
These actions cause serious harm to the beach.

1. Constant beach grooming
2. Removing sand from the beach or dunes
3. Heavy machinery used carelessly
4. Clearing or trampling beach vegetation
5. Driving above the high water mark and through sand dunes
6. Driving over sea turtle nests
7. Cleaning before patrollers - Let them check for signs of wildlife before you start cleaning!

If my beach looks like this...

No action

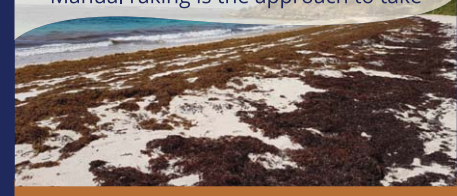
required on this beach



Leave the sargassum alone – let nature run its course. Be patient - it will wash away or get buried. Rest assured - it will benefit your beach and save you money and effort.

Taking action?

Manual raking is the approach to take



It's simple, low cost and environmentally friendly. Get communities involved in these beach clean-ups. Run educational scavenger hunts for sea creatures in sargassum.

Separate plastic pollution from sargassum for disposal. Transport using wheelbarrows, bags or tarpaulins and take to designated disposal areas.

Work with partners

and plan a mechanical response



Take a multi-stage approach - remove upper layers of sargassum with machinery, without touching the sand, then rake manually or run mechanical beach raking equipment.

Clean high usage areas first and leave other beaches for nature to clean.

Remove the sargassum as soon as possible after arrival to avoid vast accumulation.

how do we DISPOSE of sargassum?

- Designate sites for the disposal of sargassum.
- Use sunny locations for drying and decomposition.
- Re-distribute sargassum to fill eroded beaches.
- For sea turtle nesting beaches, transport sargassum off-site, don't dump on dunes or nests.
- Use as mulch or compost – wash out salt first.
- New uses are being developed – like bio-stimulant and bio-fuel.
- Sargassum is not suitable for human consumption.

Do's & Don'ts



what about... REMOVAL from shallow water?

! Sargassum is heavy when wet.

Removal from close to shore may prevent sargassum from rotting in the water.

Consider a horse-drawn trap to collect sargassum in suitable sea conditions as an environmentally friendly removal option.

Different methods have been tried but are labour intensive and costly *(eg. booms, barges, vacuums)* Results are mixed – stability problems, unloading issues and unwanted by-catch of marine life.

GULF AND CARIBBEAN FISHERIES INSTITUTE

For more information please contact: *sargassum@gcfi.org*

GCFI pelagic sargassum factsheet: *www.gcfi.org*

Sargassum uses and more information: *www.sargassum-at-cermes.com*

Caribbean Hotel and Tourism Association Sustainability Webinar No. 5: *https://youtu.be/qhkfgEpkAfI*

University of Southern Mississippi sargassum reporting site: *http://www.usm.edu/gcrl/sargassum/index.php*

"Rotten egg gas" health effects: *https://www.osha.gov/SLTC/hydrogensulfide/hazards.html*

To download this poster for print or electronic use go to: *www.gcfi.org/emerging-issues/*

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REGATTA NEWS

USVI Sailor Wins Congressional Cup

USVI sailor Taylor Canfield and *Team US One* won the 2018 Congressional Cup, held April 18th through 22nd in California, USA, after an intense five-day battle with nine others of the world's top match racing talent, and fierce finals with Dean Barker and *Team American Magic,* who finished second in this World Sailing Grade One regatta. The Congressional Cup is one of the most prestigious top-level yachting events in the world. Established in 1965, it is recognized as the "grandfather" of match racing, pioneering the concept of on-the-water umpiring 30 years ago.

Both Barker and Canfield have championship DNA: Barker, victorious in the America's Cup arena; and Canfield, a Match Racing World Champion. Although both Canfield and Barker are past Congressional Cup champions, at the time Canfield (2014, 2015, 2016) was sailing for the US Virgin Islands; and Barker (2000, 2005) with Team New Zealand. Taylor Canfield won the Carlos Aguilar Match Races in his home waters of St. Thomas, USVI in 2008 and 2015.

Canfield joins sailing legends Gavin Brady, Peter Holmberg — also of the USVI — and Rod Davis as a four-time winner of the Crimson Blazer. Returning to the podium to hoist the Congressional Cup were his crew of Mike Buckley, Ian Coleman, Victor Diaz de Leon, Dan Morris, George Peet, and Erik Shampain.

Visit www.thecongressionalcup.com for more information.



WWW.THECONGRESSIONALCUP.COM

Above: Readying to sail to raise funds and youth-sailing awareness for SMYC

Left: Racing for the USA, Virgin Islands sailor Taylor Canfield led his crew to victory in one of the world's top match racing events

Right: At the Mayreau Regatta, Optimist races were part of a multi-faceted event



St. Maarten Yacht Club Fundraising Event

On April 21st members, supporters and sailors came together for the official Dock Opening and Fundraising Event at the Sint Maarten Yacht Club. The event combined a fundraising and a sailing event to generate awareness for the youth sailing program and a total of US$5,800 was raised for the Club's rebuilding efforts and sailing school.

The day started off with a sailing event showcasing 36 competitors in five classes. With high winds, conditions were challenging at times and the racing was tight. Caii Banting, being the youngest sailor in his class at age nine, won the Optimist class. Ajani Destin showed great skills in the Laser class, beating some seasoned Laser sailors. Luc Knol's first race of the season led to a win in the LSR class. Ben Scarabelli did his first racing in the Dinghy Series since Hurricane Irma and took first place in the Laser Pico class, and Paul ten Boercke and Sahil Khatnani showed great consistency in the RS Vision fleet winning the class by only one point.

The event concluded with a raffle, for which the Club received many donations from restaurants, hotels, businesses and individuals.

The Sint Maarten Yacht Club was established in 1980 to bring the sailing community on the island together and communally promote the sport of sailing. The Youth Sailing Program offers local youth the opportunity to learn a sport that teaches important life skills such as organization, teamwork, perseverance and of course fun for a lifetime. It also includes a sponsor program for local youth who wouldn't be able to afford lessons otherwise.

Visit www.smyc.com for more information.



Mayreau Regatta — What a Scene!

Nancy Saul-Demers reports: Locals and visitors alike were invited to "Be Part of Our Scene" during the 12th Annual Mayreau Regatta. And what a scene it was April 26th through 29th as participants and spectators enjoyed both the usual regatta fare and many special touches that made the four-day event fun for all ages.

Regatta President Claude Alexander summed up the scene saying, "This year went well. We appreciate all the support from all the other Grenadine islands. It was fun to see the Optis from Bequia compete here this year for the first time. When it comes to sailing, we are especially proud of all our female sailors – that's one area where Mayreau really shines – and they're good sailors, too! The Friday night Cultural Explosion was also a highlight with a big crowd in attendance from Petite Martinique. As usual, we are grateful for all the sponsors, our Committee and all those on Mayreau who help us out in so many ways and cheer us on."

—Continued on next page

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—*Continued from previous page*

This year, Mayreau sailors competed with those from sister Grenadine islands of Bequia, Canouan and Union. There were four classes of double-enders for the adults, youth classes for Hobie cats, Lasers and Optimists, and "gutter boat" racing featuring boats built and blown down water-filled rain guttering by young children.

The wee ones had many other ways to participate, too. The Kiddie Regatta Corner, in its fourth year, was as popular as ever with competitive activities including the crowd favourite, Doughnut On A String. There was also kite flying and maypole dancing for all ages, as Mayreau elders continue to pass along aspects of their culture and tradition.

The crowds also got a literal taste of culture at the Traditional Cooking Contest with dishes on offer including delicacies such as Jacintha Forde's first place sea egg (sea urchin) rolls; doughboy with cream cheese and mango chutney; and fried sprat with sweet and spicy carrot salad and coconut bakes.

While the Thursday's weather challenged those in the fishing competition, experienced Mayreau fisherman Michael Ollivierre and his crew triumphed. On the Friday the seas calmed offering near-perfect conditions for those competing in the island's seventh annual Lionfish Derby. More than 200 of the invasive beasts were culled from Southern Grenadines waters. Union Island's Kevin "Blackie" Pereiro and his girlfriend brought in the most lionfish (99) and the largest lionfish, edging out a larger Mayreau/Union team who caught 96, and Jobe Forde's team who caught the smallest lionfish. Some of those fish re-appeared at the fifth annual Lionfish Cook Off in the winning dish, Lionfish Jacket Potatoes, also created by Jacintha Forde.

For photos and videos, check out the Mayreau Regatta Facebook page. That's also the place to watch for next year's dates and details.

2018 ARC Europe: Bound for Bermuda

World Cruising Club reports: On May 5th, crews from World Cruising Club's "return ARC", the ARC Europe transatlantic rally, said farewell to Caribbean waters as they set off for their offshore adventure from Nanny Cay Marina, Tortola towards Portugal, as one of the two rally starts got underway. A second group set off from Portsmouth, Virginia, on the US East Coast on May 6th, after a 24-hour delay for weather. The two groups met up in Bermuda before heading across the Atlantic to the Azores. Other boats joined from the first landfall, in St. Georges, Bermuda, making a total of 31 yachts in this multi-stage Atlantic crossing.

The departure port of Nanny Cay Marina provided a great base to prepare for the six-week rally to Lagos in southern Portugal. A full programme of safety equipment checks, top-tip seminars and social activities kept the 60 sailors busy in the five days before departure. The crews, who range in age from two to 71 years, are from 15 different countries. Typically most crews leaving from Tortola have spent the winter season cruising in the Caribbean and the boats have slowly worked their way north to the British Virgin Islands. American sailors make up one-third of the fleet, with 12 US-flagged boats taking part, all of which are sailing to Europe for the first time.

Leg One of the rally, from the BVI to Bermuda always offers the best sailing conditions of the three ocean stages. Conditions for the start were just right, with a 20- to 25-knot breeze from the east with a three- to four-foot swell. The rendezvous in Bermuda, allows time for the crews from the two fleets to meet up and fix any breakages from the ocean shake-down of leg one, before the longest passage of the rally, the 1800-nautical-mile route from Bermuda to the mid-Atlantic Azores archipelago en route to Portugal.

All boats in the rally are fitted with YB satellite trackers and positions displayed on the rally website.

The rally continues from the Azores to Portugal on June 9th before the final party in Lagos on the Algarve coast on June 17th.

Visit www.worldcruising.com for more information.

Record Set in Antigua Bermuda Race

Louay Habib reports: The 2018 Antigua Bermuda Race, organized by the Royal Bermuda Yacht Club in association with Antigua Sailing Week and supported by the Bermuda Tourism Authority and Goslings Rum, started on May 9th off Fort Charlotte, Antigua. The American modified Volvo 70 *Warrior*, sailed by Stephen Murray Jr., took Line Honours, crossing the finish line on Saturday May 12th to set a new race record of 2 days, 18 hours 32 minutes and 48 seconds.

Warrior smashed its own race record, set last year, by over 24 hours, much to Murray's delight. "We did half of the race in the first 24 hours. After that it got a little slower and more challenging as we got close to the high," he says. "This is my favourite race course; predominantly downwind in good pressure, it's warm and really nice sailing, and this race is on our list for as long as we can do it."

TED MARTIN



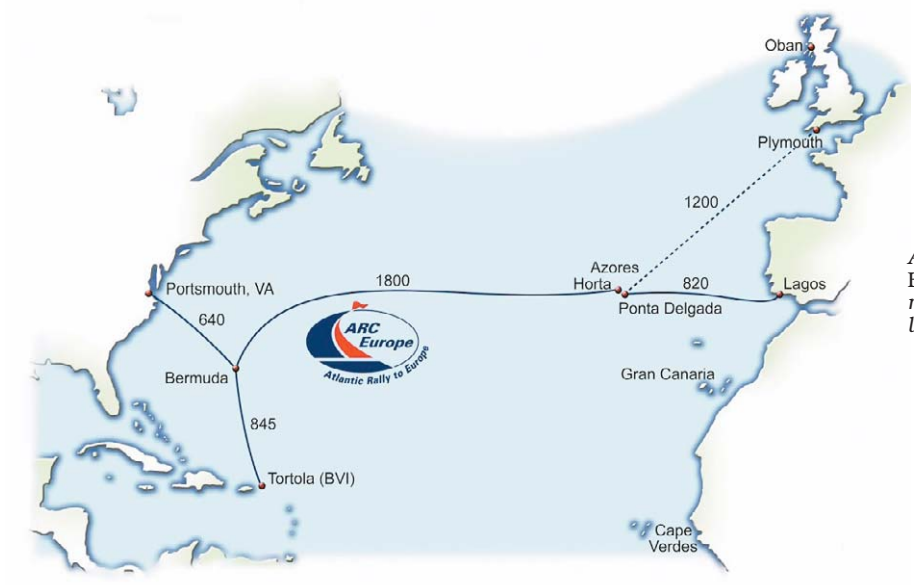
Jens Kellinghusen's German Ker 56, *Varuna*, finished the race just under four hours behind Warrior on the water. After IRC time correction *Varuna* has set the time to beat and the impressive performance has made *Varuna* strong favourites to win overall under IRC and lift the Warrior Perpetual Trophy.

Kellinghusen says, "At the start of the race we discussed how important it was to sail as fast as possible while we had good wind so as to reduce the impact of the light winds forecast for the finish. This was a good policy as the wind was literally non-existent as we finished."

Visit www.antiguabermuda.com for more information.

ON THE HORIZON

Nereids Rally: T&T to French Guiana



At right, the yacht Eileen *samples river life during the last Nereids Rally*



Audrey Chaussemy reports: The association Les Amis du Rallye Néréide announces that the sixth annual Nereid's Rally will run from September 3rd to October 14th.

—*Continued on next page*

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—Continued from previous page

The Nereid's Rally connects Trinidad & Tobago to French Guiana via Guyana and Suriname.

It differs from other sailing races because of its tourism aspect. At every stop, many visits are organized to discover the cultural heritage of each of the four countries visited. Scheduled in September, it's aimed at sailors from the Caribbean who want to keep cruising during hurricane season.

The creator of the Rally, Davide Matelicani, is an Italian sailor. While he was sailing around the globe, he fell in love with South America and especially with French Guiana. His wish is to draw the attention of sailors to the charms of nature and local cultures. But, as he says, "The myths are numerous about navigation in this region: contrary currents, violent winds, piracy, impassable rivers...." And so came the idea of organizing a Rally to prove that the reality is quite different!

Registration is now open.

Visit http://marinaslm.com/rally/Home.php or www.facebook.com/nereidsrally_for more information.

Carlos Aguilar Match Race is Back!

Carol Bareuther reports: Organizers of the Carlos Aguilar Match Race (CAMR), presented by the US Virgin Islands Department of Tourism and set for November 29th through December 2nd, announce that the CAMR will host the prestigious finale of the 2018 Women's International Match Racing Series (WIM Series). The CAMR, known for displaying some of the world's best international match racing talent in the scenic yet challenging waters of Charlotte Amalie harbor, will once again host a dozen of the finest women's match racers and WIM Series competitors from around the globe.



DEAN BARNES

Left: The Carlos Aguilar Match Race, hosting the Women's International Match Racing Series finale and a Youth Regatta, will be held in St. Thomas USVI

Right: Opti sailors braved boisterous winds in the 2018 BVI Dinghy Championships

"It is a pleasure for the Carlos Aguilar Match Race to again host the female sailors competing in the WIM Series for a second year," says CAMR organizer, Bill Canfield. "Despite extensive hurricane damage in 2017, our harbor remains one of the world's premier venues for sailing and spectating. St. Thomas is coming back, and we are proud to show off the island and welcome sailors and visitors alike to this great regatta."

Half a dozen teams, including those from New Zealand, France, Great Britain, and Ireland, have already requested invitations, according to regatta director, Verian Aguilar-Tuttle. One of these is 2016 champion, the Netherlands' Renee Groeneveld.

"We are really looking forward to the event," says Groeneveld, whose team finished second overall in the 2017 WIM Series. "St. Thomas and the Charlotte Amalie harbor are among the most beautiful places we have ever sailed. It's great racing just in front of the waterfront, where tactics can get challenging since it's close to shore. We were pretty lucky with the conditions in 2016; since it was consistent and not too windy. This year, it will definitely will be a special event after the hurricane and because Annemieke (Bes) will be back on our team after sailing in the Volvo Ocean Race."

The CAMR is a World Sailing (WS)-provisional Grade One event. The format will feature a full round robin of all teams followed by knockout quarterfinals for the top eight, then knockout semi-finals, petit-finals and finals. The event will be sailed in IC24s, a modification of the J/24.

The CAMR is known internationally for introducing young sailors to the sport, working cooperatively with the VI government and VI Department of Tourism in its efforts to get more of the island's youth out on the water. As such, the event hosts the CAMR Youth Regatta each year.

Named for the late Carlos Aguilar, an avid Virgin Islands sailor, the CAMR traditionally features highly ranked men's and women's match racing teams. Past winners of the Open Division in the CAMR reads like a Who's Who of sailing: the USVI's Taylor Canfield (2008, 2015), USVI's Peter Holmberg (2009), Portugal's Alvaro Marinho/Seth Sailing Team (2010), USA's Sally Barkow (2011), Finland's Staffan Lindberg (2012) and the USA's Don Wilson (2013). Women's Division winners are just as renowned: the USA's Genny Tulloch triumphed in 2008 and 2010 and France's Claire Leroy in 2009. In 2016, the first year the CAMR hosted the WIM Series, Groeneveld and her Dutch team won. The Virgin Islands Sailing Association (VISA) and St. Thomas Yacht Club (STYC) are the organizing authorities for the CAMR.

The WIM Series is the first and only professional sailing series for women, hosted by the Women's International Match Racing Association and joined by the world's leading women match racing sailors.

Visit www.carlosmatchrace.com for more information.

YOUTH SAILING NEWS

Wild, Windy Weekend for BVI Dinghy Champs

The Royal BVI Yacht Club reports: On May 19th and 20th, the 2018 BVI Dinghy Championships welcomed 20 competitors representing the BVI, St Thomas (USVI) and Puerto Rico. Tanner Krygsveld from St. Thomas Yacht Club was the overall Optimist winner, with Paul Johnson taking the Laser 4.7 title.

Sailors were treated to more than 20 knots of wind and waves, peppered by squalls. On days when most would have decided to stay ashore, they thoroughly enjoyed the challenges.

Tanner Krygsveld of the St. Thomas Yacht Club, last year's Optimist White Fleet winner, was a force to be reckoned with, finishing first in five of the 11 races. In second place, five points adrift on 26, was Andy Yu, also from St. Thomas, with a consistent series including two race wins. Third overall and first in the red fleet was Winn Majette.

The Optimist Green Fleet completed all but one of their 18 races in the inner marina at Nanny Cay, Tortola, where (since Irma removed the docks and boats) there is an excellent arena for small-boat racing.

On the Sunday morning, they joined the championship fleet race course for their first race of the day. Well done to Coby Fagan who finished in first place,



RBVIYC / CLAIR BURKE

Victoria Rowlette second and Matthew Grayson third. The fleet then returned to the inner marina for a further six races.

Overall, Coby Fagan from St. Thomas Yacht Club dominated the fleet, finishing in first place in 13 races. Other race winners were Victoria Rowlette, second overall; Amanda Plaxton, third overall; Matthew Grayson, fourth overall.

Four Laser sailors, wisely selecting the 4.7 rig, took to the race course on Saturday with Paul Johnson coming away as the clear winner.

The trophies this year were handmade from recycled materials damaged by Hurricane Irma. Presented at the Youth Sailing base in Nanny Cay, the Opti and Laser replicas were made from a shutter from Government House and pieces of the Royal BVI Yacht Club deck.

Thank you to our hosts Nanny Cay, to Doyle Sails, all the competitors, the parents, support teams and all of the volunteers on and off the water who made it happen.

BVI Dinghy Championship 2018 Winners

OPTIMIST CHAMPIONSHIP FLEET

Red Fleet
1) Winn Majette – 38 points (3rd overall)
2) Caroline Sibilly – 44 points
3) Katherine Majette – 58 points

Blue Fleet
1) Tanner Krygsveld – 21 points (1st overall)
2) Andy Yu – 26 points (2nd overall)
3) Alejo di Blasi – 55 points

Opti Green Fleet
1) Coby Fagan
2) Victoria Rowlette
3) Amanda Plaxton

Laser 4.7
1) Paul Johnson
2) Rory Lynch
3) Tom Lilleyman

Visit www.regattanetwork.com/event/16684#_newsroom for full results.



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ANTIGUA CLASSIC YACHT REGATTA 2018

Fondly known as "The Classics", the Antigua Classic Yacht Regatta is the premier classic-yacht sailing event of the Caribbean, attracting a large number of vessels every year from all around the world. In its 31st edition this year, the event enjoyed a wonderful variety of competitors including traditional craft from the islands; vintage and classic ketches, sloops, schooners and yawls; Tall Ships; and more newly-built Spirit of Tradition yachts.



JODY SALLONS-DAY / WWW.LEADINGIMAGE.ORG

'We have a beautiful fleet this year of very special and unique boats' — traditional craft from the islands; vintage and classic ketches, sloops, schooners and yawls; Tall Ships and more newly-built Spirit of Tradition yachts



TIM WRIGHT / WWW.PHOTOACTION.COM

Running from April 19th through 24th, the event saw 30 entries competing in the following classes: Vintage A and B; Classics A, B and C; Traditional; Classics GRP; and Tall Ships.

'Beauty Contest' and Single-Handers

The opening ceremonies began with a welcome from Regatta Co-Chair, Jane Coombs, who said, "We have a beautiful fleet this year of very special and unique boats. A few less than in previous years but, we feel, a fine fleet when you think what devastation this region suffered just seven months ago. We thank you all for choosing to visit the Caribbean this winter and helping contribute to the recovery process."

For the Concours d'Elégance on April 19th, three teams of experts perused vessels as owners recounted build details and back stories. Judges, including *Classic Boat* magazine's editor, Rob Peake, and author and sailor Tom Cunliffe, had the task of comparing vessels spanning 79 years of age and over 100 feet in size. The 1936 72-foot Herreshoff staysail ketch *Ticonderoga of Greenwich* was the overall winner. The Arne Frizzell Prize, awarded to the yacht deemed "most seaworthy", was bestowed upon the 1968 49-foot Hedges schooner *Russamee*. When asked if her story of riding out two Category Five hurricanes last fall at anchor convinced the judges of her strength, owner Michael Brown said, "That might have helped, but judge Tom Cunliffe said she had soul. He made a note to make that a new category for next year."

The Single-Handed Race took place in the afternoon in 20 knots of shifting tradewinds with gusts topping 25 knots. Steep seas washed decks and everyone on them. The course sent vessels upwind and down. Aboard the 1953 115-foot Gruber schooner *Aschanti*, Captain Kark Ebner ran a marathon jogging between the helm, and the fore- and headsails. *Aschanti* won the Single-Handed Race in the over 45-foot class, and the winner in the under 45-foot class was the 1939 44-foot Luders yawl *Frolic*.

Wild Weather for Race 1

After a night of rain squalls, followed by hours of uncertain calm, the weather on April 20th geared up to a respectable 20 knots for the start of Race 1. Sails shot up at the entrance to Falmouth Harbour and it appeared to observers they might be under-canvased. Once they cleared the bluff, though, the choice of prudently reefing and keeping big jibs in the bag was clear. The 1946 46-foot Kettenburg sloop *Janley* opted for a full rig in an effort to outsail the 1929 65-foot Alfred Mylne cutter *The Blue Peter*. In the end, *Janley* finished 2:44 seconds behind.

The day's start was delayed by ten minutes in order to give coordinates for the late set of the outer mark. Several boats missed the memo and stuck to the original start time. Note to captains: watch the flags on the Committee Boat and listen to channel 77.

Rough conditions separated the fleet until the leeward mark. From there, the drama began on the upwind crawl to the windward mark. Bows bit hard into each chunky wave. Jim Childs, skipper on the 1936 41-foot Rasmussen sloop *Seefalke II* described the race as "Horrible! Wrong boat for the seas!"

Onboard the 2001, Barbados-built 75-foot Thomas Colvin schooner, *Ruth*, two trainees and a team of volunteer crew handled the foredeck while Captain Gerrit Scheper, a seventh-generation Barbadian schooner captain, drove with such precision that he cleared every mark with only yards to spare.

The competition was fierce. In Vintage Class A, the 1925 63-foot Herreshoff schooner *Mary Rose* finished 1:04 minutes ahead of last year's First Overall winner, the 1936 79-foot Alfred Mylne yawl *Mariella*.

The most amazing action happened with the Carriacou sloops in the Traditional Class. The oldest in the fleet, the 1986 36-foot *Sweetheart*, designed by Zepherin McLaren, finished first. Just 1:52 minutes later, the 2015 42-foot, Alwyn Enoe-designed *Free in St Barth* crossed the line but felt like a winner after a 48-hour marathon to replace the broken mast they limped in with the day before the event. The 2003 42-foot *Genesis*, another Enoe design, dropped out early when her boom broke, but in true Carriacou sloop fashion, the repair team was on the job before she got back to the dock.

A Classic Regatta, Antigua Style

April 21st's action began with minor gear failure as *Ticonderoga* left the dock and a brief exit horn blast turned into an extended play. Being that this is a gentleman's race, the 2009 141-foot Starling Burgess schooner *Columbia* joined the band, as did the 1990 77-foot Murray Peterson schooner *Ocean Star* until finally it ran out of air.

The weather was a repeat, so skippers employed cautionary reefing and prudent headsail choice. Winds were a steady 20 knots but seas had a kinder edge. The Butterfly course provided a workout.

Mariella evened the score in Vintage Class A by finishing 7:21 minutes on corrected time ahead of *Mary Rose*. *Genesis* was on the course after an all-night repair to her gaff and placed first ahead of *Sweetheart* by 3:01 minutes in Traditional Class. Three boats remained in first place: *The Blue Peter* in Vintage Class B, the 1956 52-foot S&S yawl *Mah Jong* in Classics Class B, and the 1965 50-foot Alden ketch *Petrana* in Classics GRP class.

For years, the 2012 157-foot Klaus Röder staysail ketch *Chronos* has graced the ACYR, and joining her this year was her sister-ship, *Rhea*. Their owner, Andres Steidle-Sailer, said, "We've all had so much fun each time we come, we're interested in giving back to the event. We intend to become a bronze sponsor for next year."



WWW.RICHARDSHERMANPHOTOGRAPHY.COM

The ACYR Loves a Parade

On April 22nd, the wind moderated for the Kenny Coombs Memorial Cannon Course, perfectly set for four long reaching legs and the first parade of the day. As in all the races, small boats started first and were caught and passed by the big girls. But on this course, which serves as an elliptical carousel, everyone meets again and again.

The Cannon Course mimics a military parade as each veteran passes by. This year's honorees included *Frolic*, built as a US Navy training vessel in 1944. *Mariella* served as a coastal patrol boat for the British Admiralty at the start of WWII. *Russamee* did reconnaissance missions in the Vietnam War; *Seefalke II* was built as a sail trainer for the German Navy; *Ticonderoga* had been painted gray and placed in the WWII Corsair Fleet, patrolling for submarines off the US coast; and the committee boat for the Single-Handed Race, the 52-foot Skagen gaff ketch *Samsara*, was a WWII patrol boat in the UK.

—Continued on page 30

‘AN EPIC WEEK — INTENSE AND FUN!’

One of the Caribbean’s most prestigious sailing events, Antigua Sailing Week is held annually at the end of April. The 51st edition commenced with the Round Antigua Race on April 28th. Following that were five days of competitive racing.

One hundred and sixteen boats from 37 countries competed, with more than 70 of them racing in the CSA Classes. “We have had just wonderful steady conditions for Antigua Sailing Week again this year, which meant that we could complete seven races for the CSA classes, which was one of our goals,” said Race Manager Lorna Saunders.

The Round Antigua Race

The Peters & May Round Antigua Race produced a record-breaking lead-up to



TIM WRIGHT / WWW.PHOTOACTION.COM (2)

Strong tradewinds provided plenty of Caribbean spice for the 51st annual Antigua Sailing Week. The superyacht Sojana, *above, won the Lord Nelson trophy with a perfect score of seven wins in CSA Class 2.* Black Pearl, *at right, was second in CSA 1*

ASW2018. The American modified Volvo 70 *Warrior*, sailed by Stephen Murray, blasted around the 53-mile course in a record time of 3 hours, 55 minutes and 38 seconds, demolishing the previous record held by Peter Harrison’s British superyacht, *Sojana*, by over 42 minutes. With tradewinds pumping up to over 25 knots, *Warrior* was in her element and after CSA time correction was also awarded the Peters & May Trophy. Anthony McVeigh’s GF51 trimaran, *2 2 Tango*, took line honours for the multihull class.

Warrior was the winner of CSA 1, and Stefan Jentzsch’s German Carkeek 47, *Black Pearl*, was second after an epic battle with Australian skipper Brian McMaster racing his Cookson 50, *Riff Raff*, which took third place.

CSA 2 produced a close finish, with Jeremy Thorp’s British GP42, *Phan*, taking class line honours, but after CSA time correction Peter McWhinnie’s USA crew, racing the JPK 1080 *Leon*, was the class winner by just 44 seconds. Bernie Evan-Wong’s Antiguan RP37, *Taz*, took third place.

Victory in CSA 3 went to Frank Loubaresse’s French Sunfast 3600 TWINL, *Jaws 2*. Irish skipper Dave Cullen from St. Barths, racing the J/109 *Pocket Rocket*, was second and Peter Hopps, skippering the Cal 40 *Huey Too*, took third.

In the Multihull Class *2 2 Tango* corrected out to win from the smallest multihull in the race, the Dragonfly 28s *Bobby Dazzler*. Donato Paradiso’s Northstar GF51, *Immagina*, was third.

A Spicy Start to Antigua Sailing Week

Mother Nature delivered spicy conditions on April 29th for the first day of the ASW race series, English Harbour Rum Race Day, with 20 knots of breeze and a building sea state.

Black Pearl corrected out to win CSA Racing 1, with *Warrior* taking second place, and *Riff Raff* in third.

In CSA 2, *Sojana* gave her owner the perfect birthday present: a win in the first race of the regatta. (Peter Harrison is much loved in Antigua for his support of the yachting industry, as well as for funding the restoration of some of Antigua’s key historic buildings such as Clarence House through the Peter Harrison Foundation. Peter is also a generous supporter of Antigua’s National Sailing Academy.) The Lithuanian Volvo 60, *Ambersail*, skippered by Simonas Steponavicius, was second, and Stuart Robinson’s Swan 82, *Stay Calm*, was third.

English Harbour Rum Race Day was a great occasion for Antiguan entries with five teams winning their respective CSA classes. *Taz* scored a win in CSA 3 and Jonty and Vicky Layfield’s Swan 48, *Sleeper X*, glided through the rush hour in CSA 5. Carlo Falcone’s one-off, *Caccia Alla Volpe*, took a win in CSA 6.

The teenaged team racing the Cork 1720 *NSA Spirit*, skippered by Jules Mitchell, the 19-year-old aiming at representing Antigua & Barbuda at the Olympic Games, scored a win for Antigua’s National Sailing Academy in CSA 7. Three of the team have already competed at the Sailing Youth Worlds. Jules Mitchell now aspires to represent Antigua & Barbuda in the Laser, and Rocco Falcone and Louis Bavay have aspirations in the 29er. The team are all from Antigua and have grown up together, and that camaraderie and natural understanding shines through. [*See related story on page 22.*]

Day Two: Caribbean Sailing Wizards’ Showdown

Strong tradewinds continued for Fever-Tree Race Day, and the ride upwind was rewarded with double-digit boat speed downwind.

Four Caribbean sailing wizards had a showdown in CSA 8. Robbie Ferron of St. Maarten, racing the Modified 6 Meter *Biwi Magic*, scored his second bullet of the regatta to lead the class. Antigua’s Geoffrey Pidduck, racing the Bavaria 44 *Minerva*, fought back to take the last race to place second after three races. Tanner Jones’s Antigua-based J/30, *Caribbean Alliance Insurance (Blue Peter)*, was in third and Antigua’s Sandy Mair was in fourth with *Cricket Anjo Insurances*, a Beneteau First 35.

Jaws 2 also had a stellar day, scoring two bullets in the highly competitive CSA 6.

Day Three: The Halfway Point

On Day Three, Global Bank of Commerce Day, the first of two starts was affected by unstable gusty conditions. Later in the day the sun burnt off the low cloud and the tradewinds blew a steady 18 knots across both race courses. Race 5 marked the halfway point in the scheduled ten-race regatta and leaders were emerging in all of the 13 classes. *Sojana* remained unbeaten in CSA 2, as did *Sleeper X* in CSA 5.

In CSA 1, *Warrior* revelled in the big conditions on the Windward Beach course to score two bullets and open up a five-point lead on *Black Pearl*.

In CSA 3, OnDeck’s Farr 65 *Spirit of Juno*, skippered by Arran Chapman, opened up a commanding lead, but the day belonged to Uruguayan Juan Grunwaldt’s Bavaria 56, *Caliope*, which won both of the day’s races.

Taz scored two race wins to take the lead in CSA 4.

An intense battle had developed in CSA 6: *Jaws 2* was leading with a consistent set of results, but with victories today for *Caccia Alla Volpe* and *Leon*, just 3.5 points separated these top three.



Leading CSA 7 with four bullets was *Spirit*. Only a shredded spinnaker in Race 5 dented their perfect scoreline.

Leaders Emerge on Day Four

Johnnie Walker Race Day marked the penultimate day of racing. After thunder, lightning, and squally conditions were forecast for the morning, racing was postponed for two hours. Across the 13 classes, leaders were emerging, and with the likelihood of just one race on the next and last day, several classes were all but decided.

In the Multihull Class, Robert Szustkowski’s Polish HH66, *R-Six*, was on impressive form, scoring three bullets and taking line honours in every race. (Szustkowski, founder of the Orimari R-Six Foundation, has donated laptop computers and IT department equipment to Cobbs Cross Primary school in Antigua as a show of his appreciation for Antigua Sailing Week.)

In the three bareboat classes, 26 teams were racing. Alexander Pfeiffer’s KH+P, *La Bella Vita*, had an unpassable lead in Bareboat 1, as did François Kunz’s KH+P, *Anguilla*, in Bareboat 2. In Bareboat 3, Nicole Lameter’s all-female team, racing the KH+P *Nardis*, and Cannon & Harvey’s *KHS&S Contractors*, were set to contest a decider the next day for the class title.

Warrior had all but won CSA 1, after scoring their fifth bullet today, and *Spirit of Juno* had all but wrapped up CSA 3.

CSA 4 would go to the wire the next day. *Taz* held a single-point advantage over Mark Chapman’s Trinidadian team racing the one-off *Dingo*, which won today’s race, less than a minute ahead of Richard Matthew’s British HH42, *Power of Love*. Jean Michel Figueres’ Farr40, *Perseverare Diabolicum*, from Martinique, only managed fifth in the day’s race, but remained in third place for the series. In CSA 6, *Jaws 2* was just half a point ahead of *Caccia Alla Volpe*, which won today’s race. Leon was in third place.

Spirit looked unstoppable in CSA 7, after scoring their fifth bullet. However, the biggest cheer at the daily prizegiving was reserved for another teenaged team. The Greig City Academy from North London, racing the Antigua National Sailing Academy’s Cork 1720 *Valiant*, skippered by Seun Williams, was second today and received a massive welcome to the stage in Nelson’s Dockyard.

Biwi Magic scored its third bullet to take the lead in CSA 8 by a single point from *Minerva*. In the Club Class, Grahame Williams, Commodore of Antigua’s Jolly Harbour Yacht Club, racing the Bavaria 42 *Full Monty*, scored three wins, but a retirement in the first race of the regatta pegged back the team into second place.

—Continued on page 31

Follow Your Dreams — The Legacy of 'Youth to Keelboat 2018'

"Sailing is my life, as I love being on the water. And my advice to anyone who wants to be a sailor is to follow your dreams." These words were heard off the water from one of the 25-strong group of youth sailors who were part of the Youth to Keelboat Programme (Y2K) launched for Antigua Sailing Week 2018.

TED MARTIN (2)



The programme was created by a team comprised of representatives from the Antigua Sailing Association and Antigua Sailing Week along with World Sailing development co-ordinator Tim Cross to provide a structured pathway for youth dinghy sailors to get keelboat experience on board the racing fleet. More than 20 boats entered in Antigua Sailing Week 2018 offered to take youths on board as part of the registration process, and in total 13 youths were selected into the programme and placed aboard boats varying from the 32-foot Dehler *Pims* to the 115-foot Farr *Sojana*.

In addition, thanks to the previous generosity of donors to Antigua's National Sailing Academy programme, two Cork 1720s were part of the CSA Class 7 fleet with youth teams on board, one team from Antigua and one from the UK. *NSA Spirit,* helmed by Jules Mitchell, included six youth crew and were competing for the second year. Last year the first place eluded them, but this year their determination paid off and they won the class. Of the win Jules said, "I would like to thank all of the people who have helped us to get to where we are, especially the National Sailing Academy. It was also great to meet the guys from the Greig City Academy, comparing life in different parts of the world. We hope to use this win as a springboard to the next level."

The programme allowed the youths to race each day throughout the week, but May 1st was named Y2K Race Day sponsored by Global Bank of Commerce, to celebrate the programme and highlight the number of young sailors racing on keelboats during the regatta. The sponsorship also supported flying the Greig City Academy team from London, UK to Antigua to compete in Antigua Sailing Week.

The Greig City Academy shot to fame in 2017 as the first UK Comprehensive State School team to compete and finish the Rolex Fastnet Race, and their achievements have not been a one-hit wonder. Greig City Academy's Project Scaramouche has excelled in a number of sailing events and one of their number, 17-year old Montel Fagan-Jordan, was awarded the 2017 Young Sailor of the Year trophy by the Yachting Journalists' Association. This award has previously been won by Olympic Gold medallists Ben Ainslie and Shirley Robertson.

Of their experience in Antigua Sailing Week, the young crewmembers were enthusiastic. "We are not used to this type of boat but today we hiked harder and trimmed the sails a lot better and got the boat to surf. To come third and get on the stage in front of all these sailors from all over the world was just amazing," commented Jamal. Azat on the bow commented, "I got really wet today but the water is warm and so is the sun, so it didn't bother me one bit. To get up on the stage was nerve-racking, but this is a big accomplishment. We have only just started sailing and we just love it. After racing we all get back out in the dinghies at the National Sailing Academy; we just can't get enough."

ASW Race Manager Lorna Saunders commented that it is planned that the legacy of this program will go beyond Antigua Sailing Week. "The overall success of the program and having the two youth teams on *NSA Spirit* and *NSA Valiant* is wonderful and already attracting other potential youth teams from around the world. We are looking forward to having even more Antiguan youths participating on race boats next year."

She adds, "Now it is important to obtain feedback from the skippers of the host yachts, such as commitment and progress levels, behaviour and attitude. This will then in turn be conveyed to the youths. All critical elements to learn from in order to progress."

Of the programme in general, Alison Sly-Adams, Commercial Director of Antigua Sailing Week and Vice President of the Caribbean Sailing Association, says, "At the outset we planned to review and put forward a proposal to the CSA Board and Members to roll this out throughout the Caribbean. We are working on that now with a view to presenting it at the CSA Annual Conference, which will take place in Antigua from October 12th through 14th.

"For all events across the Caribbean, supporting our youth programmes and encouraging new people to get involved in the sport is a major priority and we believe this programme can become a significant piece in removing the perceived barriers of entry to the sport of sailing, and hence support our individual economies, by encouraging homegrown talent to reach its full potential."

Above: Launching into the big boats. Having had plenty of dinghy-sailing experience, Antiguan Y2K participants and their guests from London's Greig City Academy got places on a variety of keelboats in Antigua Sailing Week 2018

Below: The Greig City Academy crew of the Cork 1720 Valiant, who competed in CSA Class 7, were welcomed by representatives from the Y2K Race Day sponsor Global Bank of Commerce. The visitors said they loved the sailing in Antigua: 'We just can't get enough!'



BEQUIA TRADITIONAL SAILING ACADEMY

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

Winter is peak work season in Bequia. Alick Daniel's sail and canvas loft is bustling. Alick's son Keithroy is on his knees busily measuring and cutting canvas; his wife, Selma, is at her sewing machine. But owners Alick and Selma Daniel stop and take time to bring Y2A up to speed on the Bequia Traditional Sailing Academy's (BTSA) progress since our last report in 2016.

The Bequia Traditional Sailing Academy (BTSA) is an organization that was founded in 2012 by leaders within the Bequia community after a near disaster involving local double-enders — open sailing boats that encountered difficulties while traveling to a regional regatta. Their crews lacked proper safety gear. BTSA's mission is "to develop the skills of our sailors through the provision of sea-skills training and certification, and to provide sailing experiences which will produce smarter, safer and better-equipped sea men and women."



Above: Selma, Keithroy and Alick Daniel at the family's sail loft

Below right: Collecting timber for a new traditional boat

During this winter's interview, the buzz was about the building of a new double-ender and getting ready for the annual Bequia Easter Regatta. Infectious enthusiasm radiates from Alick when he speaks of double-enders and the young people who are involved in building and racing them.



Building a 28-Foot Double-Ender

"The bow, stern and keel are all made from white cedar. There is the bow and the stern." Alick points out through the front door of the upstairs canvas shop to the ground below. Beyond the landing's wooden railing, piles of logs on the ground can be seen. Moving closer to the railing and leaning over, two fascinating logs that each naturally make a 90-degree bend, overlaid with a long piece of iron, come into focus. This is not just a pile of wood! One hefty log is fashioned for the bow and the other for the keel. They are pieces for a 28-foot double-ender to be constructed this year by BTSA.

"Don't think that I disturb living trees. Locals ask me to remove fallen trees. I go in and look for wood that can work for this project." Alick is following in the sailboat building tradition of his forefathers.

With proceeds from Saturday barbecues held under the almond tree near Port Elizabeth's main docks, BTSA has been able to purchase a new chainsaw and jigsaw for the building project. "We start early each Saturday morning here in our clubhouse," Alick waves his arm past the numerous appliances and pieces of hardware that were added within the last year. "We start serving barbecue and drinks at noon. Somewhere between two and four PM, we are sold out." When Y2A featured BTSA in 2016, this was an undeveloped shed. Now it accommodates preparation and storage for the weekly fundraiser's food and drink, hosts meetings and will, this year, serve as a wood workshop.

"*Camille* will be a 28-foot double-ender for the academy. With the addition of this new boat, we'll have two 16-footers, one 18-footer, one 28-footer and one 26-footer — the 130-year-old *Iron Duke*." Alick reminds us that she is the oldest whaleboat in the Grenadines, coming here from Nantucket on the US eastern seaboard many decades ago.

The initial phase of the building of *Camille* is supported by the Grenadines Partnership Fund (www.grenadinespartnershipfund.org). Alick continues, "BTSA showed Grenadines Partnership that we'd got the project well underway, and then they were willing to put their financial support in."

Who is Participating in BTSA?

Asked about the ages of youths participating in BTSA these days, Alick replies, "A 28-footer will require men, not boys, to crew. Some of the young (local) men supporting this project aren't even sailors. That is the beauty. The young men get involved and volunteer. The community is behind this.

"Right now we mostly have men and women in their twenties participating. When they can, that is." Alick explains how his own son Lincoln and his friends, who were teenagers at the inception of BTSA, are now adults with jobs, many with family responsibilities. "Twelve-year-olds have turned into 22-year-olds," Alick smiles. One of our female sailors had a child but still went to the Carriacou Regatta. Ivana will also sail in the Easter Regatta. One of our BTSA members now works on the *Admiral* ferry. One is in Canada picking fruit."

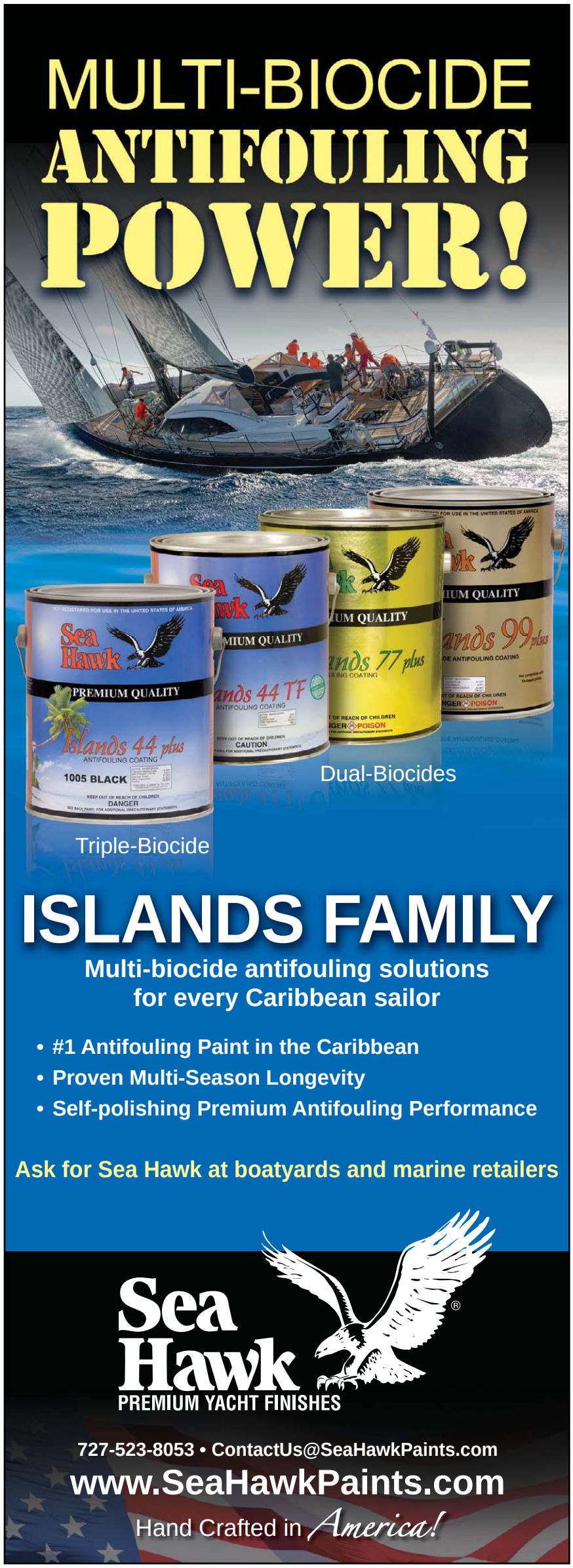
Primary Need

"BTSA needs a coach. We don't have money to pay one. We look for someone to help on weekends," Alick explains. "The island has suffered since Coach Eddie's illness. He was training our island children from Optimists to double-enders."

Y2A celebrates Bequia Traditional Sailing Academy, its mission and all within the Grenadines community, especially the Daniel family, who volunteer their time for youth development, island style!

Ellen Birrell attributes her opportunity to cruise the Caribbean aboard S/V Boldly Go *to life skills built in childhood. Believing swimming and sailing are essentials for island youth, she supports Learn to Sail and competitive junior sailing, and serves as chair of sailing development for Caribbean Sailing Association.*







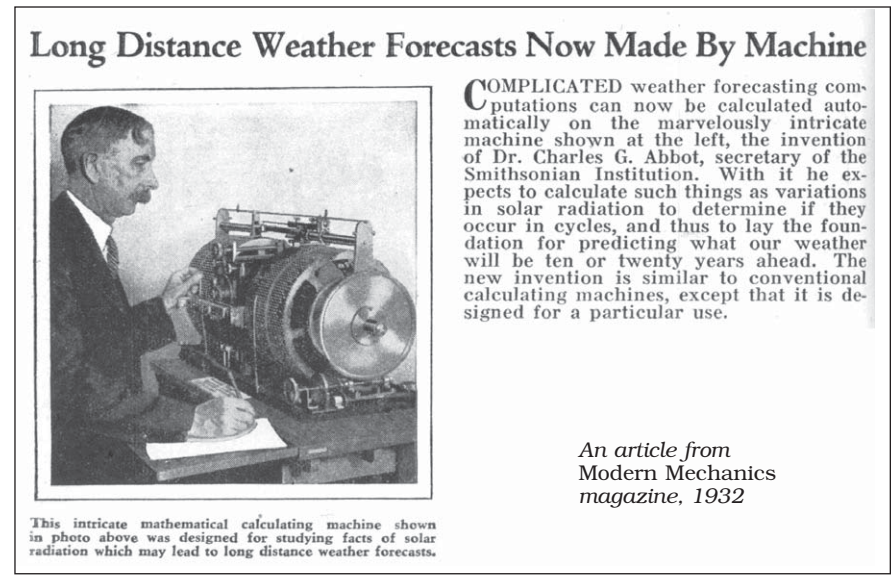
Updated On-Line Weather Sources

"Red sky at night..." When was the last time you really looked at the sky during happy hour? For that matter, when was the last time you even tapped the barometer? Yet weather prediction occupies a large part of sailors' attention.

The technology used to disseminate weather forecasts is continually evolving.

Today, with WiFi so widely available in the Caribbean, increasing numbers of sailors get their weather information from on-line sources. Here we present a selection that various Caribbean cruisers have recommended for **SUMMER 2018.**

Caribbean National and Island Weather Websites
- ABCs Weather: www.meteo.cw/rad_loop.php
- Barbados Weather Radar: www.barbadosweather.org/BMS_radar_Composite.php
- Curaçao Met Department: www.meteo.cw
- Martinique Weather Radar: www.meteofrance.gp/previsions-meteo-antilles-guyane/animation/radar/antilles
- Panama Weather: www.hidromet.com.pa/index.php (requires Adobe Flash, not Android compatible)



Long Distance Weather Forecasts Now Made By Machine

COMPLICATED weather forecasting computations can now be calculated automatically on the marvelously intricate machine shown at the left, the invention of Dr. Charles G. Abbot, secretary of the Smithsonian Institution. With it he expects to calculate such things as variations in solar radiation to determine if they occur in cycles, and thus to lay the foundation for predicting what our weather will be ten or twenty years ahead. The new invention is similar to conventional calculating machines, except that it is designed for a particular use.

This intricate mathematical calculating machine shown in photo above was designed for studying facts of solar radiation which may lead to long distance weather forecasts.

An article from Modern Mechanics *magazine, 1932*

- St. Martin: www.sxmcyclone.com/?page_id=1129
- Trinidad & Tobago Weather Radar: www.metoffice.gov.tt/radar
- US National Weather Service (for USVI and Puerto Rico): www.srh.noaa.gov/sju

General Weather Websites
- Mike's Weather Page: www.spaghettimodels.com
- NOAA National Weather Service Caribbean: www.nws.noaa.gov/om/marine/zone/off/offnt3cmz.htm
- Passage Weather: www.onboardonline.com/weathertools (provides seven-day wind, wave and weather forecasts)
- Weather Underground: www.wunderground.com/hurricane
- WINDFinder: www.windfinder.com
- www.windyty.com (shows wind speed and direction for 14 days)
- Ventusky: www.ventusky.com (same look as windyty, but different)

Weather Conversions: weather.org/conversion.htm

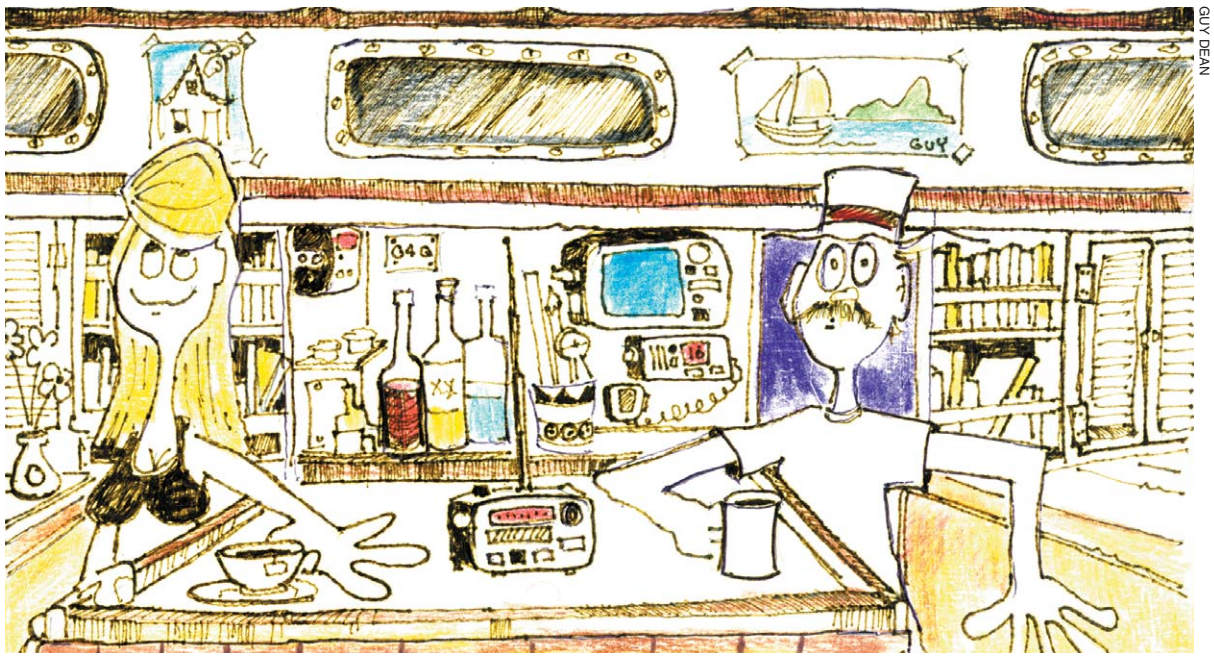
Commercial Marine Weather Service Websites
- Buoyweather: www.buoyweather.com (free two-day forecasts in addition to paid-for custom forecasts)
- Caribbean Weather: weather.org/caribbean.htm
- Chris Parker's Marine Weather center: mwxc.com/index.php (listen free on daily SSB nets, or subscribe to daily e-mails for your area)
- Crown Weather Services: www.crownweather.com (provides a good Tropical Weather page plus paid-for custom forecasts)
- Storm Pulse: www.stormpulse.com (global storm prediction, paid for)

Hurricane Information Websites
- Accuweather: sirocco.accuweather.com/sat_mosaic_640x480_public/IR/isahatl.gif
- Atlantic Hurricane Tracking Chart (print for offline reference): www.nhc.noaa.gov/pdf/tracking_chart_atlantic.pdf
- Caribbean Hurricane Network: www.stormcarib.com (latest updates from correspondents on islands)
- Caribbean Rainbow Loop: www.ssd.noaa.gov/goes/east/carb/flash-rb.html (requires Adobe Flash)
- NHC Marine Graphicast: www.nhc.noaa.gov/marine/graphicast.php?basin+at#contentw.nws.noaa
- NHC Offshore Reports: www.nhc.noaa.gov/marine/offshores.php
- NOAA Climate Discussion: www.climate.gov/news-features
- Offshore Waters Forecast Caribbean/SW North Atlantis www.nhc.noaa.gov/test/MIAOFFNT3.shtml
- US National Hurricane Center: www.nhc.noaa.gov

John Kettlewell says, "The map at earth.nullschool.net is an interactive pilot showing global conditions. Opening the page, you'll see the globe — zoon in to see smaller regions. Click "Earth" at lower left to get a menu."

Happy weather windows!

PS: Is your favorite weather website not listed here? Tell us at sally@caribbeancompass.com



GUY DEAN

Selected Caribbean Shortwave Weather Reports Summer 2018

UTC	AST*	STATION & REPORT DESCRIPTION	FREQ**	TYPE	MODE
0930	0530	NOAA Daily Offshore Forecast	A	Voice	USB
1000	0600	Daily Caribbean Weather	6215 (uncontrolled 1000-1200 UTC)		
1000	0600	E. Caribbean Weather (Chris)	4045 & 8137		USB (Note 1)
1030	0630	Trinidad Emergency Net	3855	Voice	LSB/Ham
1030	0630	Carib. Emergency & Weather Net	3815	Voice	LSB/Ham
1040	0640	Bahamas Weather (Chris)	4045 & 8137		USB (Note 1)
1100	0700	Caribbean Net	7250		LSB/Ham
1145	0745	FOD E. Caribbean Weather	4420		USB
1215	0815	KPK Cruising Safety (sponsor SSCA)	8104		USB
1220	0820	Bahamas Weather (C6AGG C Wardle)	7096 & 3696		LSB/Ham
1230	0830	US E Coast, W Atl N&W of Bermuda (Chris)	8137 & 12350		USB (Note 1)
1245	0845	Waterway Cruising Club	7268		LSB
1300	0900	W. Caribbean Weather (Chris)	8137 & 12350	Voice	USB (Note 1)
1330	0930	Panama Connection Net	8107 & 8167		USB
1400	1000	Northwest Caribbean Net	6209		USB
1530	1130	NOAA Offshore Forecast	A	Voice	USB
2130	1730	Caribbean Cocktail & Weather	7086		LSB/Ham
2130	1730	NOAA Offshore Forecast	A	Voice	USB
2200	1800	Carib and Atl Weather (Chris)	8137 & 12350	Voice	USB (Notes 1 and 1a)
2230	1830	Carib Emergency & Weather	3815	Voice	LSB/Ham
0330	2330	NOAA Offshore Forecast	A	Voice	USB
24/7/365		Maritime Mobile Net (Emergency, Weather & Assistance)			14300 USB/Ham

** Atlantic Standard Time (AST) does not shift to DST in the summer in Caribbean waters.*

**** NOAA Offshore Stations;** *frequencies (in kHz):*
A) NMN, Chesapeake, 4426, 6501, 8764, 13089
NMG, New Orleans, 4316, 8502, 12788

Note 1: Unless severe weather threatens, this net is not conducted on Sundays. When there are active Tropical systems in the Atlantic, Marine Weather Center (Chris) runs a net at 2300 UTC/1900 AST on 8137, USB.

Note 2: Please hail Marine Weather Center 15 minutes before the net so that Chris knows where to aim his antenna to reach you. This net is geared primarily to offshore Atlantic and Pacific passagemakers. For schedule updates see www.mwxc.com

TIPS

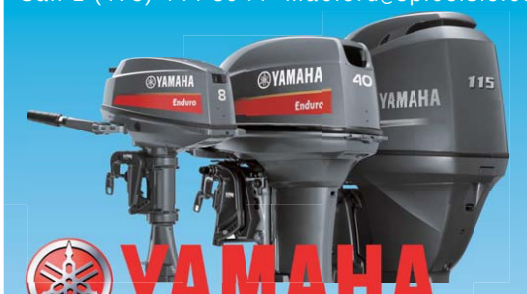
- WWV has World Marine Storm Warnings (Voice) at 8 minutes after each hour and Solar Flux information at 18 minutes after each hour on 2500, 5000, 10000, 15000 & 20000 (switch to AM mode)
- During severe Tropical Storm or hurricane activity, information can be found continuously on the Hurricane Watch Net on 14325 USB/Ham and 3950 LSB/Ham.
- Anyone, licensed or not, may legally operate on Ham or any other frequencies in the event of life-threatening or DISTRESS situations.
- Also of interest, with weather, security and general info, are the Panama Connection Net at 1330 UTC on 8107/8167 USB, and the Northwest Caribbean Net at 1400 UTC on 6209 USB.
- A more complete schedule of eastern North Atlantic and Caribbean cruising nets is available at docksideradio.com/cruising%nets.htm

CRUISERS' VHF NETS

We'll have a list of selected cruisers' VHF Nets in next month's *Compass*!

Thanks to cruisers for this information.
As this issue of Compass *went to press, it was correct to the best of our knowledge.*
Corrections and comments are welcome. Please send them to sally@caribbeancompass.com

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Marine Insurance

The insurance business has changed. No longer can brokers talk of low rates. Rather, the honest broker can only say, "I'll do my best to minimize your increase!" There is good insurance, there is cheap insurance, but there is no good cheap insurance. You never know how good your insurance is until you have a claim. My claims settlement record cannot be matched.

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

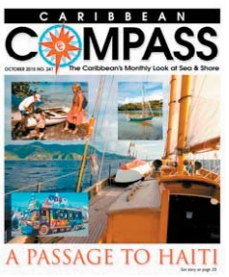
e-mail: streetiolaire@hotmail.com
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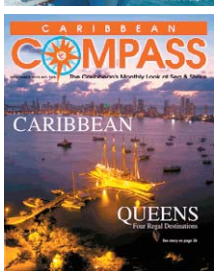
HEY, READERS!

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









Coming Back: Cruising St. John, USVI

by Joan Conover

St. John, USVI suffered major damage from a one-two punch last September by two Category 5 hurricanes, Irma and Maria, and although the island was still in recovery mode when my husband and I cruised there in April aboard our Morgan 511, *Growltiger*, we found it a fascinating place to be.



Vegetation on the island's beaches and inland areas alike was severely storm-battered, but trees were rapidly greening on the north-facing hillsides, and by next high season foliage should cover most of the slopes. Where winds carved away bushes and trees, colonial plantation buildings could be clearly seen, unlike before. Yucca plants were in full bloom all over the island. Monarch and yellow-colored butterflies were abundant; the yellow ones seemed to appear suddenly after a strong rain. Shoreside plants were pushed high on the beaches, but the beaches looked even better than on our previous visits.

On the northern coast of St. John, we found little damage to bays and reefs, and the northern bays seemed well able to support the cruising boats that now visit. Although buildings were damaged and some boats were still aground on the shoreline, the native beauty was intact. Bareboats, crewed charterboats, and cruising yachts were merrily migrating in and out of various locations. Caneel Bay, Francis Bay, Cinnamon Cay, Maho Bay and Leinster Bay/Waterlemon Bay all have US National Park Service moorings in place, if lightly used. All these bays offer good anchorages, clean white-sand beaches, and wonderful diving with clean reefs and lots of sealife to swim with. We also saw sailboats moored at Hawksnest Bay and Trunk Bay on our way to the northeastern bays.

There were no garbage-collecting points or any fee-collection floats at the National Park areas we visited (see updates at www.nps.gov/viis/index.htm); most boats were using the moorings for free. New floating collection sites are being planned for the future; donations to the Park Service are being accepted at Cruz Bay.

Sealife was abundant! In Maho Bay we found large numbers of small, very juvenile fish, approximately an inch to two in length, all through the shallows. The color of seawater over white sand, they clouded the water with their numbers. Little hermit crabs were everywhere on the rocks. Farther out, at approximately 25-foot depths, we saw two- to three-foot fish, including reef dwellers such as parrotfish and others like small jacks, as well as green sea turtles. Over three days, two types of sharks were seen, one about three feet in length, with black-tipped fins, the other a little larger with a mottled skin. Sargassum weed was seen offshore but not in the bays.

Leinster Bay, with its vegetation cut down by storm winds, offered a unique opportunity to locate and walk to the old plantation buildings. The Annaberg sugar estate ruins are now clearly seen in the middle bay area. This visit, we saw three buildings that had been released from the undergrowth: one on the island, one on the headland, and one at the top of the bay — none of which were visible during our pre-storm visits. The underbrush is regrowing, as are the trees, but around the stone buildings it's amazingly clear of plants and debris. Sadly, several boats are beached there, as well as several in Mary Creek; most grounded vessels have people working on them or at least are covered with tarps and held upright with logs.

The mangroves at Leinster Bay showed significant wind and sea damage to the western side, but reefs are amazing. Marked by a buoy system, the entire reef area is swimmable from the shore to Waterlemon Cay and around it, and looked pristine.

Leinster Bay is conveniently located as part of a circuit through the Virgins: across from Sopers Hole, Tortola and on a protected north route to Jost Van Dyke, or en route going east to Norman Island. Boats were taking moorings in the bay and there are dinghy moorings near Waterlemon Cay. The beaches had quite a few explorers, both from boats and from the road area near the old sugar mill. Visitors are taking time to walk the beaches, dive and snorkel, and enjoy the quiet scenery.



On the southern side of St. John, the National Park Service moorings are in place and boats are visiting there, too. Infrastructure repairs on the south coast are happening on a case-by-case basis, but the natural bays are still there, and make good places to stop and explore. However, these beaches have been damaged; we saw bare rocky marine terraces owing to wave action, and many southern beaches were no longer sand. Ram's Head, the island's southernmost promontory, now has a slightly different profile after being sandblasted by the storm winds, and according to visiting marine researchers, the southern reefs were also damaged, so this should be taken into consideration when diving those reefs.

Clockwise from left:
Exploring the ruins around Leinster Bay
The sugar mill at the old Annaberg plantation
Leinster Bay (with Waterlemon Cay) has moorings, a good anchorage, clean white-sand beaches and wonderful diving

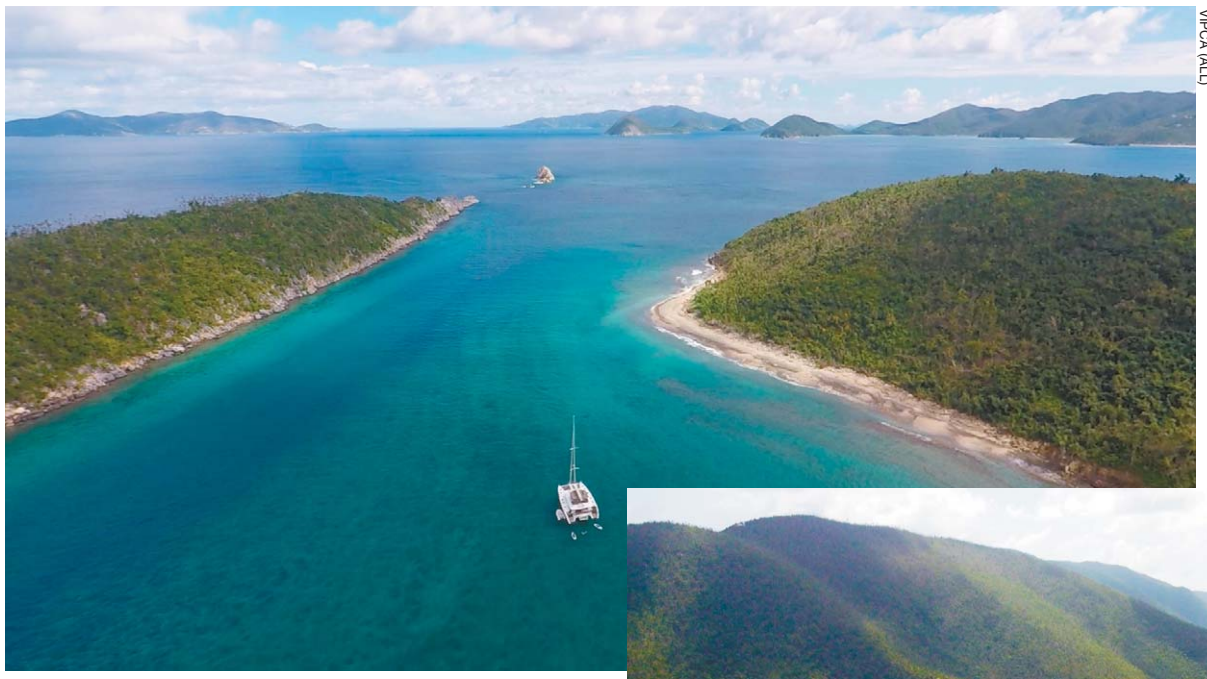


Note: Pillsbury Sound — the waters between St. Thomas and St. John — and The Narrows are busy areas for marine traffic. Ferries and speedboats pass from Red Hook on St. Thomas to Cruz Bay on St. John. Passenger vessels departing from Charlotte Amalie on St. Thomas take the cut between St. Thomas and Great St. James island (Christmas Cove), then travel farther east to Tortola via The Narrows between St. John and Great Thatch islands. Be aware: these vessels travel rapidly, and do not usually go too far out of their route for the sake of any slower vessels in their paths.

Slow Start, Spectacular Finish to USVI Charter Season

by Carol Bareuther

The charter yacht industry in the US Virgin Islands has just experienced one of its strongest seasons despite a slow start following major hurricanes last September. Limited damage to the marine environment, a nimble boutique-style industry whose vessels were quickly ready for business, and swift infrastructure assistance from the federal government preserved the US territory's reputation as one of the best charter destinations in the world.



VIPCA (ALL)

"The natural environment recovered quickly from the hurricanes, with an abundance of fresh foliage and flowers, pristine beaches, clear turquoise waters, and healthy reefs teeming with sea life," says Jessica Perraton-Jones, owner and charter yacht broker at The Charter Yacht Company, in Toronto, Canada.

Similarly, Brianne Beatty, founder and president of VINE Yachts in St. Thomas adds, "Now we have new vessels arriving, damaged vessels repaired and looking better than before, and a vibe of resiliency and gratitude for all we have that is palpable and contagious."

The numbers paint a positive picture too: there was a 15-percent increase in charters and a 32-percent expansion in the number of crewed yachts chartering from November 2017 to April 2018, compared to the same time the year prior and pre-hurricanes, based upon calculations on data supplied by two USVI-based clearinghouses.

Concern over the state of the territory in the storm's aftermath on the part of charter brokers and clients alike meant a slow start to last fall's charter season. However, "once the brokers visited for the VIPCA Charter Yacht Show in November, were comfortable with what they saw, and trusted the yacht's ability to offer a superb vacation, bookings started to flood in," explains Jamie Dee Han, captain aboard the term charter 52-foot catamaran, *Island Hoppin*. "Since February, we've been booked, often with three to four weeks of charter back-to-back. We've already had to close our books for this season, which for us is the end of July. We are already booked for more than half of the 2018-2019 charter season."

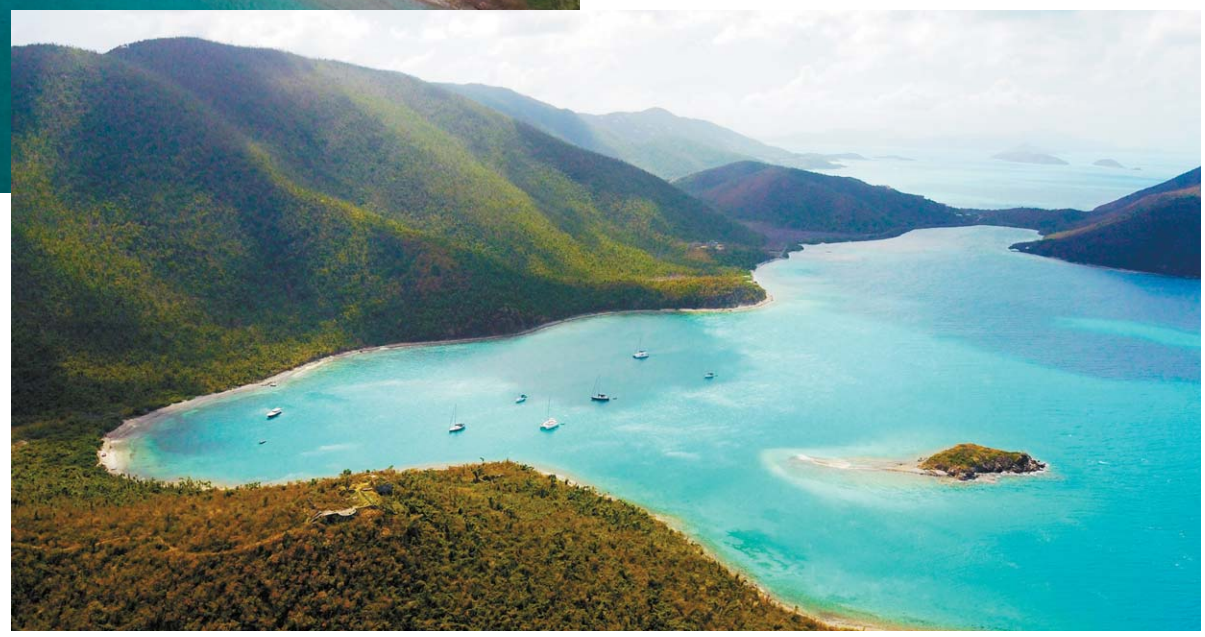
Similarly, a perfect Thanksgiving charter led to positive word of mouth advertising by the guests themselves and an overall uptick in bookings for the 14 yachts managed by Paradise Yacht Management, based in Red Hook, St. Thomas. "One of the biggest misconceptions we had to overcome was the negative media about the island's destruction. In reality, the water was still blue, fish were swimming, bars and restaurants open and the multiple National Park trails on St. John were ready to hike. Combined with the self-contained all-inclusive nature of a charter yacht vacation, those first guests post-storm had so much fun and they let others know," explains co-owner, Mike 'Hank' Hampton.

The charter industry in the USVI is characterized by small, agile, "boutique-style" operations, where customization and attention to detail are the prime selling point.

"Since we have only 11 yachts in our fleet, we're flexible and had everyone in the Southern Caribbean for hurricane season when the storms hit. As a result, none of our vessels had a scratch and all were ready to go right away when we brought them back north for this season," says Dare Blankenhorn, co-founder and director of Charter Caribe, based in Red Hook, St. Thomas.

Tailored charters took on a whole new meaning this season. Some operators offered multi-week charters, while others provided sampler or "surf and turf" trips that featured a few days on charter and a few on land, since shoreside accommodations were in short supply. Engagements, wedding and anniversary celebrations originally planned for the island's resorts were re-accommodated on a flotilla of crewed yachts, to guests' delight. Ditto for business reward or incentive trips as well as professional continuing-education excursions. These types of voyages are all part of the territory's industry's regular palette of customized charter choices.

"Whether we're enjoying a charter with a multi-generational family looking for quiet anchorages or a group of friends diving every second day and looking for beach bars, we can make their vacation exactly what they dreamed of," says Luke Furnas, captain of the 60-foot catamaran *Dreamsong*.



Powerfully overcoming negative media after last September's storms, USVI clearinghouses reported a 15-percent increase in charters and a 32-percent expansion in the number of crewed yachts chartering from November 2017 to April 2018, compared to the same period the previous winter. 'The water was still blue, the fish were still swimming...'



© VIPCA

There are so many fantastic off-the-beaten-track places to see and visit in the USVI, adds Charter Caribe's Blankenhorn. For example, "There's the undeveloped south side of St. John and Coral Bay, as well as often uncrowded anchorages on St. Thomas, like Magens Bay. So much of the US Virgin Islands is a National Park that trekking opportunities are excellent with incredible views. There are also yachting-oriented business developments right on the water now, like floating pizza boats and beach bars."

On the day charter side, dive operators haven't felt limited post-storms and say there are plenty of spectacular scuba sites.

"There has been no dramatic change to our dive sites," says Wayne Brandt, retired owner of the Red Hook Dive Center, who continues to work with current owners, Susan and Dan Dudley. "In fact, the US Virgin Islands specialize in small group dives, which means we can continually check out new places others don't normally go to and thus give visitors as much variety as possible."

Finally, what makes the USVI such a spectacular charter destination is its "best kept secret" personality. It's easy to fly in; no passport is required for US citizens. There's an opportunity to explore virgin anchorages while visiting great beach restaurants and bars, fine shops, museums and more ashore, and, best of all, a fleet of amazing yachts and crews to open this world to you.

For more information on the US Virgin Islands charter industry visit www.vipca.org.

The Beauregard Canal Hike: More Mental than Physical

by Lynn Kaak

This hike in Martinique provides lots of 'wow' and not much sweat — as long as you aren't afraid of heights!

Sometimes a hike isn't about the sweat, or the hills, or the length. Sometimes a hike is about the eye-popping "WOW" factor that it elicits. The accelerated heart rate from a spectacular view can be as much of a reward as being able to brag that you did XYZ badass trail. The Beauregard Canal, also known as Le Canal des Esclaves (the Slaves' Canal) is that hike that even the least hardcore hikers can enjoy.

Located not too far from Carbet, Martinique, this aqueduct canal is not far from the anchorage at St. Pierre. The more dedicated walkers and hikers can walk there by going south of St. Pierre, through the tunnel, and then taking the first left, right past the zoo. Here you have a choice: take the left and go on a fairly steep uphill, which is actually shorter, or go straight on a longer route that passes through fields of bananas and other crops. Look for the turn-off with the sign to the canal. (Driving is also an option.) During mango season, you will be sure to find a plethora of opportunities to snack along the road to the canal.

The Beauregard Canal was built in 1777 to bring water to plantations and distilleries in the Carbet and St. Pierre areas that were above the river valleys. On the side of the mountain, it was painstakingly hewn from the rock and constructed by slaves. The work was so difficult that when renovations were undertaken in 1822, the slaves revolted. The whole canal is seven kilometres long, from St. Denis to the Carbet area, but the hike is four kilometres one way.



The access to the canal, at its bottom, is marked with a sign that has a map and some warnings. One of the warnings is that people subject to vertigo, or just plain old afraid of heights, should not do the hike. This should be heeded with seriousness, as there are some areas with some sheer drops that can elicit the symptoms of vertigo. However, it IS possible to go a little way on the canal before you get to this point, so some of the views can still be appreciated. The hiking map also suggests that "undisciplined" children should not go on this hike, either. But if you are okay with these things, go ahead.

The path is along the outer wall of the canal, which is roughly 40 centimetres (16 inches) wide. There is a very slight grade, but it is only two percent, rising about eight metres over the four kilometres. This will not stress anyone's knees.

After passing by some razor grass at the very beginning, you cross over the canal and start getting into the more panoramic area. Those without a head for heights should be okay here for about 100 metres, as the canal is more or less dug into the ground, and not just hanging out over the precipice. By this point, one will start seeing heliconia flowers, red gommier trees, bamboo and some other typically tropical foliage. Soon, though, the vista opens up.

You will be looking over and down — way down — on the Carbet and Piton Rivers at different parts of the trail. On one side of you is a wall of foliage, dirt and rock, on the other side.... The humorous thing is that they have trail-marking paint along the canal, as if you could take a wrong turn.

Eventually the wildness of the foliage becomes more groomed as you approach more habitable areas, and you will eventually get to the tunnel, built to permit access to a plantation house. If the tunnel is closed, a detour is available on the road that now parallels the canal. Shortly after this, the canal angles to the right towards the pond or catchment basin that feeds the canal. You can continue past the running water to go to the pool, or you can turn left to go up the road.

Public transportation is not immediately available at either end of the canal, so many people do a "there and back" hike to start and finish at the same point. It is also not impossible to hitch a ride with a kind person to one of the nearby towns so that you can catch a bus, or you might get a ride all the way back to St. Pierre. Hitch hiking is a very common thing in Martinique.

A round trip hike on the canal probably averages two and a half to three hours, not an unreasonable amount of time for an easy trail with a big "WOW!"

WHEN BOATS GO MISSING

by Ken Goodings

"You can run, but you can't hide." In the age of the internet and greater communications technology, these words have never seemed more true. Many of us on Facebook have seen the missing person or lost pet posts, and recently, we have seen the missing boat reports. Many of these incidents have had a successful outcome for those involved, but not always. And love them or hate them, the cruiser groups on Facebook have often had a hand in finding the missing boats.

There have been instances after hit-and-runs, skipping out on debts, etcetera, where the offending boat's name, the skipper's name, and possibly a picture or two might get posted, and then the post gets shared to a number of the cruisers' Facebook groups. A couple of times recently the "culprit" has been tracked down on another island and shamed into contacting those they have done wrong. There are eyes everywhere now.

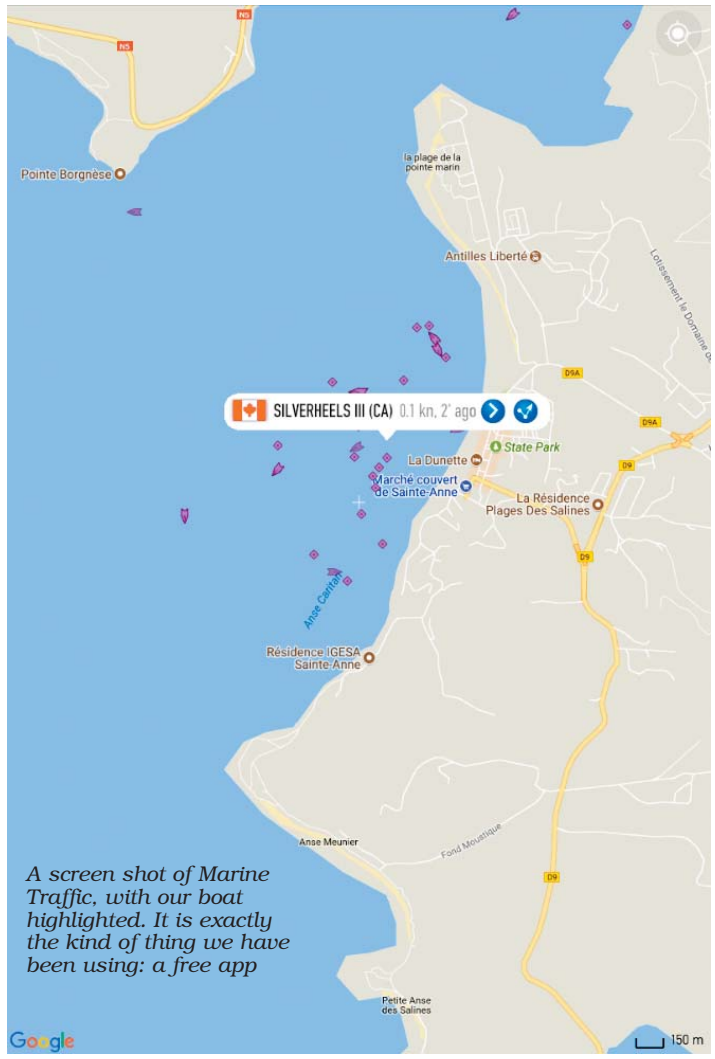
A hit-and-run incident in Guadeloupe had a happy ending when the offending boat was tracked down with AIS via the Marine Traffic app. Successful searching on the internet also found the boat's website (it was a skippered charter boat), so contact was made that way. It sounds like things were settled.

Cruisers' Facebook groups also help the good guys. For example, a boat loaded with hurricane-relief supplies had left Martinique bound for Dominica. The conditions were exceptionally rough, and the ETA might have been a little optimistic. The relief organization in Dominica became frantic when the vessel was very overdue. A plea for information on a group encouraged a cruiser to look for the boat on AIS, and found it making its way, slowly, towards Scott's Head. When the news came that the boat was safely in the lee of the island and approaching the port, the leader of the church-sponsored organization said, "Thank God, the people can get their heads off of the altar."

The sad situation of a man overboard back in December was brought to light via posts on Facebook. Although the boat in question wasn't part of the ARC fleet, the information was brought to the attention of the ARC+ staff in St. Lucia, who then contacted the French authorities in Martinique, Barbados Search and Rescue, and the British authorities. The most up-to-date information was then passed on to the ARC and ARC+ fleets that were passing through that area, so they could keep an eye out for the man in the water, and also be aware that there was a short-handed boat in the area. The up-to-date and more comprehensive information that the ARC+ people got was also shared back to the cruisers' Facebook groups. One of the ARC+ participants actually found the sail that had fallen into the water from the MOB boat. While the outcome wasn't great — the man was never found — a number of boats were able to keep a watch for him.

When a boat was stolen recently in the Florida Keys, the word got out quickly. Someone saw the post on a Facebook cruisers' group, saw the boat in Cuba and contacted an administrator of the group, who then contacted Glenn Tuttle of the KPK radio net. The Cuban authorities were notified of the location of the stolen boat, and the boat was swiftly found and arrests were made for the theft. This happened within about four hours of the initial word getting out! (*See details on page 4 of the May issue of* Caribbean Compass *at www.caribbeancompass.com/online/may-18compass_online.pdf*)

At the time of this writing, a boat "left" its mooring in Basseterre, Guadeloupe. Unfortunately, the AIS had been turned off when the boat was put on the mooring (don't do this, in case YOUR boat goes missing for whatever reason, we can use the AIS to find it again). However, after a string of e-mails between KPK, Chris Parker and ourselves, the information is out there on all of the cruisers's Facebook groups again, from the Eastern Caribbean to the Western Caribbean, complete with pictures gleaned from the Marine Traffic app. Hopefully she will be found in good shape.*



A screen shot of Marine Traffic, with our boat highlighted. It is exactly the kind of thing we have been using: a free app

The internet and technology has now enabled us to have eyes everywhere. Great if you need the assistance, not so great if you want to try something sketchy!

* *The Swan 46* Milanto *that went walkabout on May 6th from its mooring in Guadeloupe was later found by the Coast Guard adrift and undamaged off Bonaire, and was secured in a marina.*

CRUISERS' TIPS

A Penny for Your Thoughts, a Dollar for Your Freezer



If you're planning to leave your boat plugged into shore power at a marina while you're going to be away and there's food in the freezer, here's a useful tip. Maybe you've heard of it already, but it's worth remembering to employ this easy, no-cost "thaw detector".

If you return from your trip and find out that there was a power outage while you were away, it might be difficult to tell when it occurred or how long it lasted. It might also be difficult to tell if the food in your freezer thawed and then refroze.

Here's a simple tip that gives you a clue whether or not the food in your freezer stayed frozen and is good to eat or should be discarded. All you need is a cup of water and a coin — an EC dollar, US quarter or similar works well.

Put the cup of water in your freezer. Freeze it solid, put the coin on top of it and leave it in your freezer.

When you return, if the coin has fallen to the bottom of the cup, you'll know that the food defrosted and refroze. If the coin is on the top of the ice, everything's fine. If the coin is in the middle of the cup, your food might have only thawed partially and still be okay — use with caution.

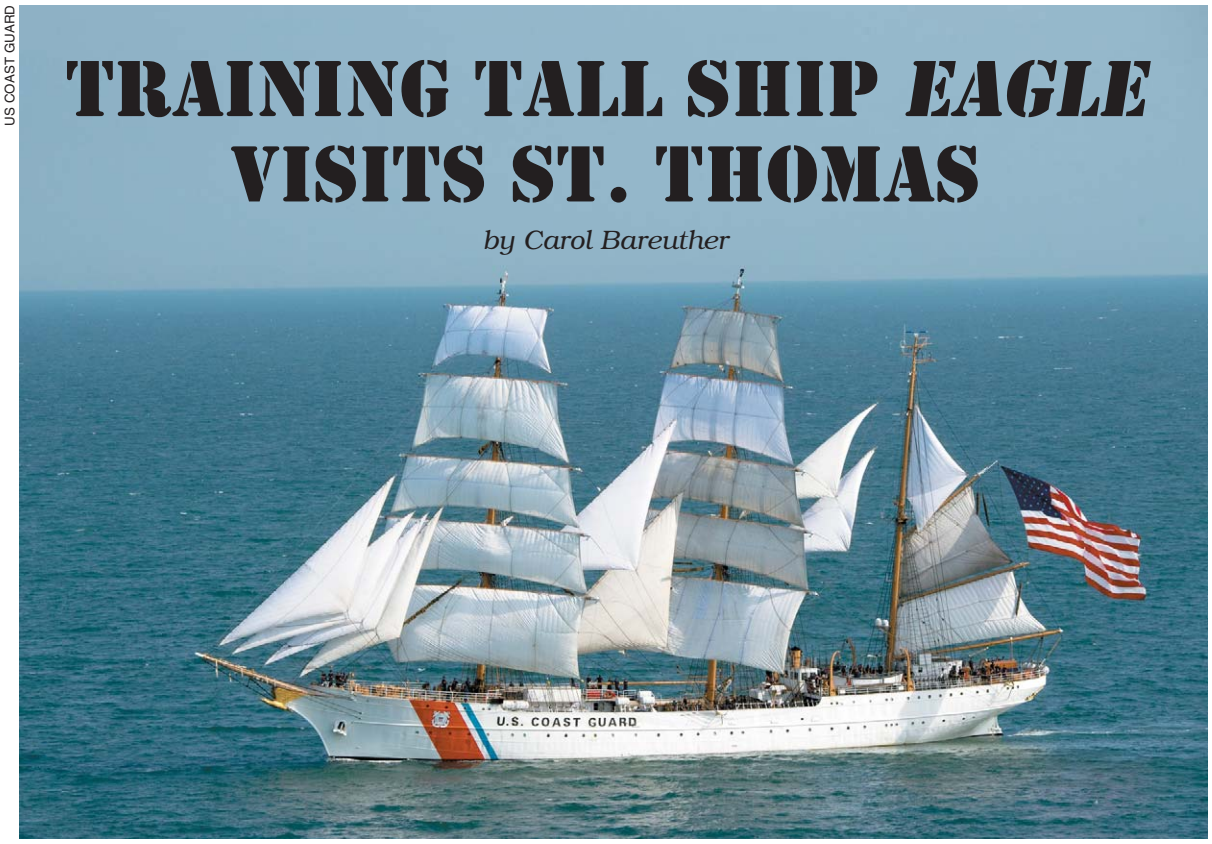
Why not leave the coin cup in your freezer all the time? If you lose power for any reason you will have this cruisers' tip to fall back on.

Send your Cruisers' Tips to sally@caribbeancompass.com.

TRAINING TALL SHIP *EAGLE* VISITS ST. THOMAS

by Carol Bareuther

US COAST GUARD



The public was welcomed aboard the Eagle *in St. Thomas during the first port call of the ship's summer Caribbean patrol*

FOR the first time since 1983, the tall ship *USCGC Eagle* has visited the US Virgin Islands, serving as a 'home-coming', since 30-plus Virgin Islanders have served aboard her and more than a hundred Virgin Islanders have served in the US Coast Guard as officers and in the enlisted ranks. A port visit to St. Thomas, USVI last month began the *Eagle*'s 2018 summer patrol of cadet training and community outreach in the Caribbean. The *Eagle* departed Connecticut, USA on May 12th with a crew of 180 US Coast Guard women and men.

The 295-foot barque *Eagle* is the US Coast Guard's flagship. She serves as a training vessel for cadets at the Coast Guard Academy and candidates from the Officer Candidate School. The 82-year old *Eagle* is the only active-duty sailing vessel in the United States' military, and one of only two commissioned sailing vessels, along with the *USS Constitution*.



DEAN BARNES

The primary mission of the *Eagle* is training. Every cadet who attends the US Coast Guard Academy will spend a minimum of six weeks on board. In addition to learning the nautical traditions of their profession, cadets learn basic seamanship and navigation skills as well as important team-building and leadership skills. The cadets on *Eagle* have finished their first year at the US Coast Guard Academy and their six-week summer tour is something every cadet looks forward to.

On May 25th in St. Thomas, several former cadets, their parents, members of the press and dignitaries were invited to join the cadets and officers aboard during *Eagle's* entry to the West Indian Company Limited cruise ship dock in Charlotte Amalie. A smaller Coast Guard ship took us all to rendezvous with the *Eagle* right outside the harbor for the ride-in. The Ulla Muller Elementary School steel pan bands and Carnival dancers greeted the *Eagle* at the *dock*. The *Eagle* was open for public tours that afternoon, and in the evening a VIP reception was held on board.

—Continued on next page

—Continued from page 20 *...Antigua Classic*

At the end of Race Three, *Mary Rose* led the Vintage Class; *Aschanti IV* was first in Classics Class; *Sweetheart* held her lead in the Traditional Class; *Petrana* led the Classics GRP Class; and *Chronos* was first in the Tall Ships Class.

After the race, vessels then spiffed up for a real parade: the Parade of Sail through English Harbour. Guest announcer Tom Cunliffe described each beauty as she floated past. *Petrana* was dressed in large Antiguan flags. *Columbia* hauled out her cannon for a round of BOOMS. High in the rig of *Mah Jong*, aerial acrobat Nichole Raab gave a preview of the night's performance.



LUCY TULLOCH / WWW.THELUCY.COM

The schooner Columbia *climbing to windward of the 70-foot gaff-rigged ketch* Vendia. Vendia, *built in 1943 as a motor fishing boat, won 'best restoration'*

A Crescendo to the End

The fourth and final race of the 2018 ACYR, on April 23rd, saw squalls and rain. Coupled with the longest upwind leg of the regatta, rails were down, and boat speed up.

Mariella took the lead today over *Mary Rose* in Vintage Class A. *Janley* outsailed *The Blue Peter* on corrected time in Vintage Class B. *Aschanti IV* sailed the entire week in first place in Classics Class A. *Mah Jong* took first in the Classics Class B. For the fourth day, *Free Spirit* came in first in Classics Class C. Today in Traditional Class, first place was claimed by *Free in St. Barth*. The tightest contest was between *Frolic* and *Petrana*, who bested *Frolic* by 56 seconds. The Tall Ship Class winner was *Chronos*.

Three cheers for the Carriacou sloop *Genesis* after spending the night in the boatyard "emergency room". The operation to repair her rudder post was successful, thanks to a team of wood doctors and epoxy specialists. She made the start and sailed a very tight race.

Yesterday there was a hair-raising close encounter between the 141-foot *Columbia* and the 36-foot *Sweetheart,* prompting the exchange of a case of champagne. When they met today at the leeward mark, *Columbia's* captain, Seth Salzmann, quipped, "Oh no, not again!" but they both rounded and went on their merry ways.

A Night of Winning Tradition

For the final prizegiving, hundreds gathered on the lawn of the Copper and Lumber Store Hotel in Nelson's Dockyard. The action-packed week, captured by a team of amazing photographers, scrolled on a screen.

Then the dispensing of trophies began, beginning with the Traditional Class. First place winner *Sweetheart* was also awarded the Superyachts and Supermodels Trophy for First Overall.

First place in Classic GRP was *Petrana*. She also took home the Sunshine Trophy for Best Elapsed Time and the Antigua Boatbuilders and Carpentry Trophy for first Overall.

Winner of the Tall Ships Class and the World Peace Trophy was *Chronos,* and her sistership, *Rhea,* took home the Anne Wallis-White Trophy for the largest vessel.

The 40-foot Luders sloop *Free Spirit* took top honours in Classic Class C. *Mah Jong* won Classic Class B and her captain, Alex Goldhill, accepted the FitzRoy Trophy for Young Classic Sailor of the Year. *Aschanti IV*, winner of Classic Class A, was awarded the Den Phillips Trophy for the most photogenic yacht, the Lyman-Morse Wayfarer Marine Trophy, the Beken of Cowes Trophy, the Dunlin Trophy, the Antigua Slipway Trophy for Best Elapsed Time and, fittingly, the *Ashanti of Saba* Trophy for first overall in Classic Class.

In Vintage Class A, first place went to *Mariella*, along with the A&F Sails Trophy for the best local boat, the Archibald Reid Trophy for best elapsed time, and the Mount Gay Rum Trophy. Second place *Mary Rose* took home the Marine Power Service Trophy for the oldest boat. First place in Vintage Class B was *The Blue Peter*. She also took home the Abordage Stormy Weather Trophy.

And finally, winner of the Antigua Classic Yacht Regatta Trophy for Least Elapsed Time and Overall Winner of the 31st Antigua Classic Yacht Regatta was the mighty *Aschanti IV*. The prize was sponsored by the Classic Yacht Owners Association. The Regatta Committee offers many congratulations as well as apologies for an initial inadvertent scoring error which has since been rectified.

Winding Down

The 2018 ACYR came to a close on the Tuesday during the highly anticipated Gig Races and Cream Teas. Held off the docks of the Admiral's Inn, dinghies of all shapes and sizes faced off sailing, rowing, sculling, and capsizing. Races are for children of all ages, which is why there's a contest for the over-60 crowd. Singles and doubles compete, sometimes accompanied by dogs and toddlers. Rules are lightweight — try not to start early, round the upwind mark to port, get back dry — and if that's not possible, swim.

Thanks to Race Reporter Jan Hein for information in this report.

Visit www.antiguaclassics.com for more information and full results.



DEAN BARNES (2)



JROTC students received a special behind-the-scenes tour

—Continued from previous page *...Training Tall Ship*

On the Saturday, Junior Reserve Officers' Training Corps (JROTC, a program sponsored by the United States Armed Forces in high schools) students (in yellow and purple shirts) and students who are members of the Marine Vocational Program in the Boys & Girls Club received a special behind-the-scenes tour of *Eagle*. Public tours led by cadets took place throughout the day.

At 10:00AM the students split in two groups. The JROTC students, plus *Eagle*'s senior officers and members of the Veterans of Foreign Wars, assembled at St. Thomas's Western Cemetery to place flags at veterans' graves in remembrance of Memorial Day. The MVP students and 34 Coast Guard cadets went to Coral World Ocean Park where they performed community service activities. Later on there was a reception at the Pirate's Treasure Museum.

On the Sunday, the cadets, crew and officers on *Eagle* were invited to take a ride up the Paradise Point Tramway for a cold drink and a bird's-eye view of *Eagle* and the islands beyond. Tours on *Eagle* again took place all day.

The *Eagle* departed Charlotte Amalie harbor on May 28th.

During her 2018 summer patrol, *Eagle* will also enjoy port calls at other Caribbean destinations:

- Bridgetown, Barbados, June 1st through 4th
- Santo Domingo, Dominican Republic, June 9th through 12th
- San Juan, Puerto Rico, June 15th through 20th
- Roatan, Honduras, June 29th through July 2nd
- Cartagena, Colombia, July 9th through 12th
- Curaçao, July 15th through 18th

—Continued from page 21 *...Antigua Sailing Week*

May 5 Was Day 5

Eighteen knots of solid tradewinds piping up to over 20 knots in gusts blessed KPMG Race Day, the last day of action. One final race was held to decide the class winners.

CSA 1: *Warrior* scored its sixth bullet to take the class win by a handsome margin. *Black Pearl* was second, with *Riff Raff* third.

Multihull Class: *R-Six* screamed around the course, hitting over 25 knots of boat speed to win their fourth race of the regatta and the class. Seamus Hourihan's American Gunboat 66, *Thirst*, scored a second place on this final day to take runner-up. John Streicke's American Leopard 45, *Spellbound*, was third for the regatta.

CSA 2: *Sojana* completed a perfect score of seven bullets today to win the class by a big margin. Enrico Gorziglia's Italian Wally 60, *GoodJobGuys*, was second, lifting the team to third for the regatta. *Ambersail* was third, enough to retain second in class.

CSA 3: The Oyster 82 *Starry Night of the Caribbean* took line honours and corrected out to win the last race of the regatta. But the overall series win went to *Spirit of Juno*, which was second today. *Caliope* scored another podium finish to take third in class.

CSA 4: *Dingo* won today's race and in doing so took the class win by a single point. *Taz* was leading going into the last race, but a rig failure meant that the team retired from racing, dropping to second for the regatta. *Phan* scored a second in the last race and *Power of Love* was third, but it wasn't enough for either to catch up with *Perseverare Diabolicum*, which was third overall in CSA 4 for the regatta.

CSA 5: *Sleeper X* kept up its perfect score for the regatta, winning the last race. Ross Applebey and Ossie Stewart's Dufour 45, *Scarlet Island Girl*, was third in today's race, cementing their second in class for the regatta. The J/122 *El Ocaso/ Caribbean Yacht Racing Ltd*, skippered by Kym Kapalla, scored a second in today's race, but it wasn't enough to dislodge Rob Butler's Canadian Reflex 38, *Touch 2Play Racing*, from the regatta podium.

CSA 6: *Jaws 2* was also successful in Race Seven, and in doing so took the class win. *Leon* was second, and third overall in class. *Caccia Alla Volpe* was third and finished second overall in the class.

CSA 7: A sixth bullet for *Spirit* secured the overall class win. The young team from the Greig City Academy achieved a second place today, their third podium finish for the regatta. Irishman Dave Cullen, racing the J/109 *Pocket Rocket*, was third today, and third in class for the regatta. Raphaël Magras's X-34, *Maëlia CEPAC Antilles*, from St. Barths, was fifth today, which was enough to retain second for the series.

CSA 8: *Cricket Anjo Insurances* took the race win, lifting the team to third overall in class. *Biwi Magic* was second today, to win the class for the regatta. *Minerva* was fourth, securing second place for the class, and *Caribbean Alliance Insurance (Blue Peter)* was third, but missed out on the class podium on countback.

Sojana was awarded the coveted Lord Nelson Trophy after a perfect scoreline of seven race wins in CSA 2. "It is the second time we have won the Lord Nelson Trophy and I am really thrilled to win it again," said owner Peter Harrison. "We have had beautiful crew work, everybody was really on their game. We had our boat restored three years ago and have new sails and the crew have all done her justice."

Sojana crew boss, Jonny Malbon, added, "This week has been amazing, with perfect conditions for *Sojana*: breezy and lumpy and full-on. We have pushed ourselves and the boat. The crew is very diverse; we have a couple of young guys from the National Sailing Academy of Antigua and professional sailors from all over the world. We broke a few things, but always repaired them. It has been an epic week and the boss is super happy. This is his favourite regatta, because it's intense and fun."

"It has been a fantastic week," commented Alison Sly-Adams, President of Antigua Sailing Week. "We have been fine-tuning this format for six years and it finally is where we want it to be: an amazing competition on the water, with fantastic camaraderie ashore. Sailing always comes first at Antigua Sailing Week and we have noticed that the daily prizegivings are great to get people together, but the hard partying has been focused into the unique and relaxed Reggae in the Park, which really suits the international crowd. The Final Awards Ceremony at Nelson's Dockyard works with the planned rhythm of the regatta, giving the sailors a memorable night." She adds, "This year the Youth to Keelboat Programme has been a great success, with 26 young sailors racing on boats."



TIM WRIGHT/WWW.PHOTOACTION.COM

Touch2 Play Racing, Scarlet Island Girl *and* Sleeper X *in a tight race in CSA 5*

Entry is now open for the 52nd edition of Antigua Sailing Week, April 27th to May 3rd, 2019.

Thanks to Race Reporter Louay Habib for information in this report.

For full results and more information visit www.sailingweek.com.

SEAFARER

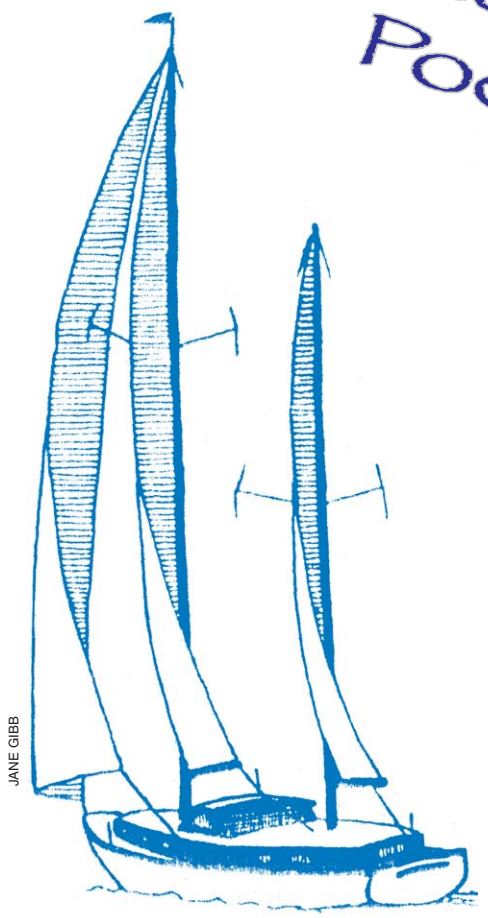
Island Poets

We tend to tell of turbulence, tempestuous, towering seas,
But seldom of the quiet calms, or times of peace and ease,
Oh, drama is appealing, it tests skills, and may amaze
Landlubbers, but the tie that binds is not the trying days.

Once we sailed out of Bequia; the holding was not good,
Relentless wind tugged anchors, until we thought we should
Try to find a spot somewhere, a quiet tranquil place
Where we could spend a carefree night, and perhaps erase
The worry and discomfort that we had just endured
So off we went, though seas were rough and found a bay that cured
Disquiet! We revelled in the moonlight — the sparkling path it shed
Upon the still, calm glassy ocean. When we went to bed
I thought of the tomorrow, when we would head for home,
Once more to face the blustering wind, the currents and the foam,
Surprise! Surprise! Rather than foam, the peace and calm prevail
Cynara at her very best, no engine, under sail,
Slipping through a gentle sea, relaxed, carefree, indeed
I wished that we could sail forever, never have to heed
Weather, rain, approaching storms and all the other stuff
We cope with when the boat is pitching and we've had enough.
I suppose it is the bad times though that make the good times good,
Without contrast how would we know the things a sailor should?

It's not "two weeks in paradise". That's not a seaman's life.
Whether a captain, mate or hand, or just the skipper's wife,
The ocean is our destiny. Simply, we have no choice,
We love it, hate it, praise, berate it, and in it we rejoice.

— Nan Hatch



JANE GIBB

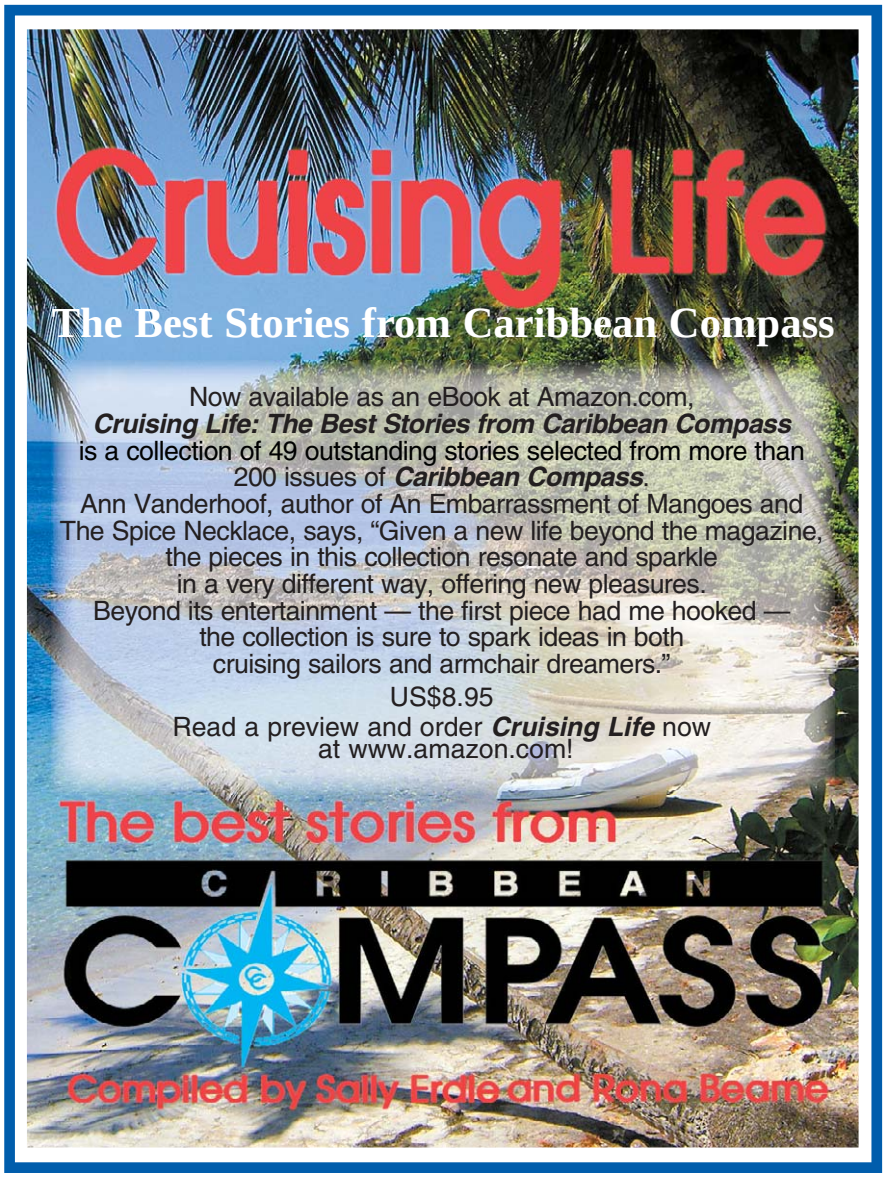
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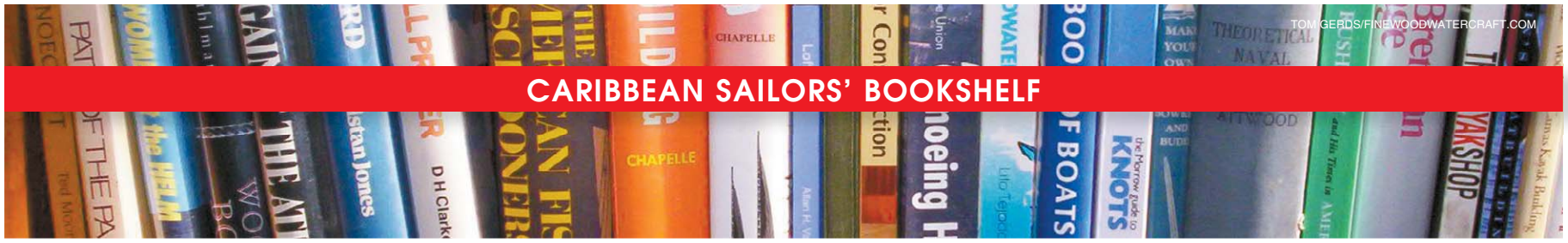
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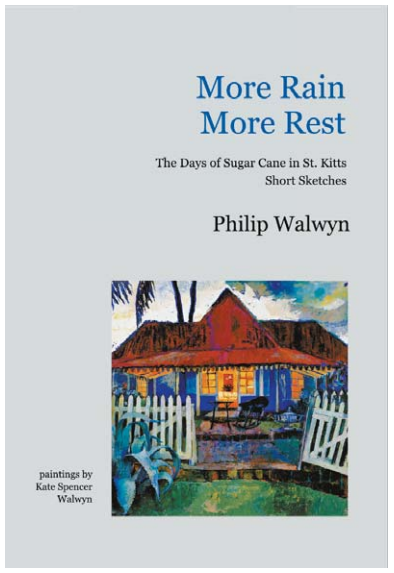


You'll Be Needing Summer Reading!

In the cockpit, in the hammock, on the beach, on the hard or in the airport — wherever you are, you'll be needing some summer reading! So here's a selection of books for Caribbean sailors to savor.

***More Rain More Rest*, by Philip Walwyn**

Kate Spencer, Penny Schuler and Marty Lowell have worked together to publish the late Philip Walwyn's first book, *More Rain More Rest*.



Walwyn spent most of his life on St. Kitts, where his family had settled in the 17th century as part of the original sugar "plantocracy". There, he served as commodore of the island's yacht club and was renowned as a boatbuilder and restorer and as a world-class sailor.

Walwyn built a number of catamarans, on two of which he competed in long-distance short-handed events including the Route du Rhum in 1982, in which he beat the French at their own game by winning the final sprint. In 1986-87 he built two six-metre yachts and was both British and European Champion in 1987, despite never having sailed in the class before.

As well as building his own racing yachts and catamarans, he later became a consultant and director at the Fortress Marine boatyard, which builds catamarans for the Caribbean tourism market. His favourite races were during Antigua Week where he won silver for his 12-metre yacht *Kate*, which he built in 2006, based on a 1908 design and named after his second wife, Kate Spencer. Walwyn completed 16 Atlantic crossings on his own state-of-the-art racing yachts, all of which, with the exception of one, he built himself on St. Kitts with local labour to international designs.

The book contains his short sketches of life during the sugarcane times in St. Kitts and also 50 of Kate's beautiful paintings.

A portion of the proceeds from the book sales is going to the Philip Walwyn Fund in St. Kitts for teaching small boat sailing skills to local children.

This book is available from www.morerainmorerest.com.

***The Silver Spider*, by Nadine Slavinski**

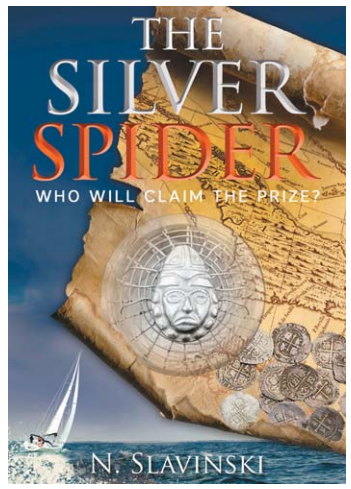
Author Nadine Slavinski says, "Although *The Silver Spider* is the product of an imagination fed by many a starry night on the open ocean, most of the locations and sailing details are based on personal experience from my cruising days in Panama."

In 1667, a Spanish soldier makes a startling discovery. A vast treasure — or a curse?

Two centuries later, Charlie Parker, engineer and adventurer, voyages to Central America to build the Panama Canal — and to engage in a few extracurricular activities in his spare time.

A pair of modern-day sailors finds more adventure than they bargained for when they unravel a cryptic tangle of clues. Have they inherited incredible riches, or just big trouble? Pieces of eight. A silver spider. Plotting pirates. Scheming cartels. A treasure map without an X. Who will claim the prize?

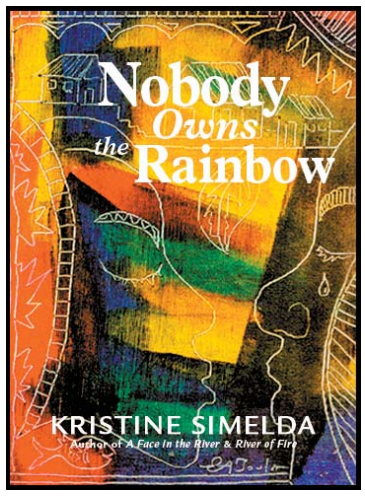
Part sailing yarn, part adventure/mystery, part historical fiction, *The Silver Spider* is Katherine Neville's *The Eight* blended with Neal Stephenson's *Cryptonomicon*, plus a touch of Indiana Jones. A sea adventure complete with a treasure hunt, a centuries-old mystery and the challenges of a modern relationship. Come along for the ride!



This book is available at nslavinski.com and other online booksellers.

***Nobody Owns the Rainbow*, by Kristine Simelda**

Kristine Simelda is an indie author/publisher in Dominica. Born in the US, Simelda has been a citizen of Dominica for the past 23 years. During this time, she has written three adult novels, a novella, and two novels and a collection of stories for Young Adults. Her debut novel, *A Face in the River*, was published by River Ridge Press Dominica in 2015. The sequel, *River of Fire*, was launched in December 2016.



Her third novel, *Nobody Owns the Rainbow*, a Caribbean adventure/romance, was published in October of 2017.

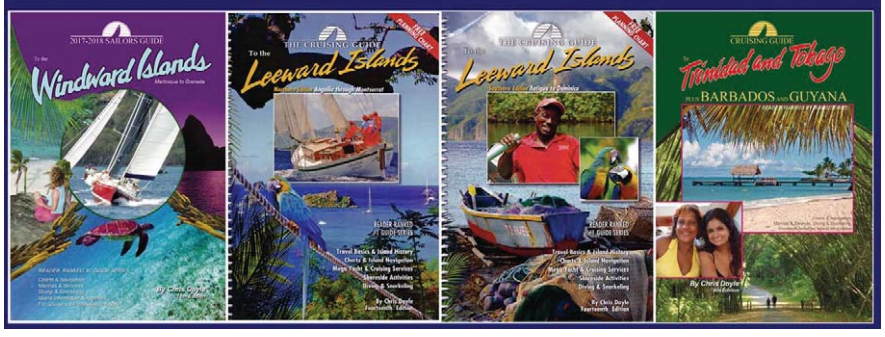
In this latest work, ruthless foreign invaders disturb the ecology of a small island state where values of love, land, and family still matter.

Johnny Baptiste, a big-hearted young Rasta, develops a serious drug problem after his father dies. His cousin Stanford promises to make him rich by buying the family land, an unspoiled mountain called Morne Plaisance. But when Stanford leases the mountain to a Chinese biotech company, Johnny realizes he has sold his birthright to unethical exploiters. Irene Rahming, an environmental expert, arrives on the island to assess the project. She and Johnny fall in love, and together with the indigenous Kalinago people, they desperately attempt to drive off the invaders.

Will Johnny and Irene thwart the plans of New Dawn, or will "paradise" be lost forever?

This book is available at www.kristinesimelda.com.

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by Jim Ulik

Women in Space

Who doesn't remember the song "Mustang Sally"? It was written and first recorded by Mack Rice (1965). "Ride, Sally, ride" is the hook from that song, which was also recorded by Wilson Pickett (1966). What is the significance of that song? Crowds of people were cheering and singing the lyric during the launch of the space shuttle *Challenger* on June 18th, 1983. Sally Ride was on that flight. At 32 years old, she became the first American woman to fly to space.

Twenty years prior, on June 16th, 1963, Russia launched the first woman to space. Valentina Tereshkova spent nearly three days in space. Fortunately she was an amateur skydiver because the only way back to solid ground was to parachute out of the spacecraft as it fell to Earth. At 76 years old she offered to be sent to Mars on a one-way trip. "Once you've been in space, you appreciate how small and fragile the Earth is," she said.

Saturday, June 16th

A few minutes after sunset, Mercury will appear just above the western horizon. A little higher in the sky is Venus near a sliver Moon. Both are positioned in the constellation Cancer. If you look through a pair of binoculars you may see a cluster of stars slightly below and right of the Moon. That is a grouping of over 1,000 suns named the Beehive Cluster.

Towards the northeast, the double star Vega is beginning to rise. As night progresses, meteors will appear to radiate from this area of the sky. Tonight the June Lyrids meteor shower peaks. This shower is active from June 11th to June 21st.

Tuesday, June 19th

Constellations gradually progress from east to west during the year. That puts Venus in the heart of Cancer this evening. It is positioned right next to the Beehive Cluster.

Wednesday, June 20th

Another minor meteor shower will peak tonight. After 2100 hours, the radiant of the Ophiuchids meteor shower should be high enough above the horizon to spot any shooting stars. They will radiate out of the east-southeast, about halfway between Jupiter and the horizon. Wait until the First Quarter Moon sets after midnight for a better view of any meteors.

Thursday, June 21st

The Sun rises and sets at the feet of Gemini. Summer starts this morning at 1007 UT (0607 AST). It is the June or Summer Solstice and the Sun is over the Tropic of Cancer. Over 2200 years ago, in the third century BCE, Eratosthenes took angular shadow measurements from two distant city locations. His calculations determined that the Earth is a sphere and he calculated its circumference. Eratosthenes of Cyrene was a Greek mathematician, astronomer, scientific writer, geographer and poet. No comment on the modern day flat-Earthers.

At night, Venus remains bright in the western sky. Overhead, the Moon and Spica seem to be near each other with Jupiter following along from the east. At 2100 Saturn is about 30 degrees above the eastern horizon and Mars is just beginning to rise.

Saturday. June 23rd

Yesterday the Moon split the distance between Spica and Jupiter. Tonight Jupiter and the Moon appear relatively close in the constellation Libra. In the western sky, Venus has progressed to a position right between the claws of the crab Cancer. Over the next few days Leo will make its advance towards Venus.

Wednesday, June 27th

From our vantage point (Earth), Saturn and the Moon have taken their orbital position opposite the Sun. They appear next to each other. Saturn is 100-percent illuminated tonight. The Moon will appear fully illuminated but actually will not reach full phase until just after midnight going into July 28th.

Friday, June 29th

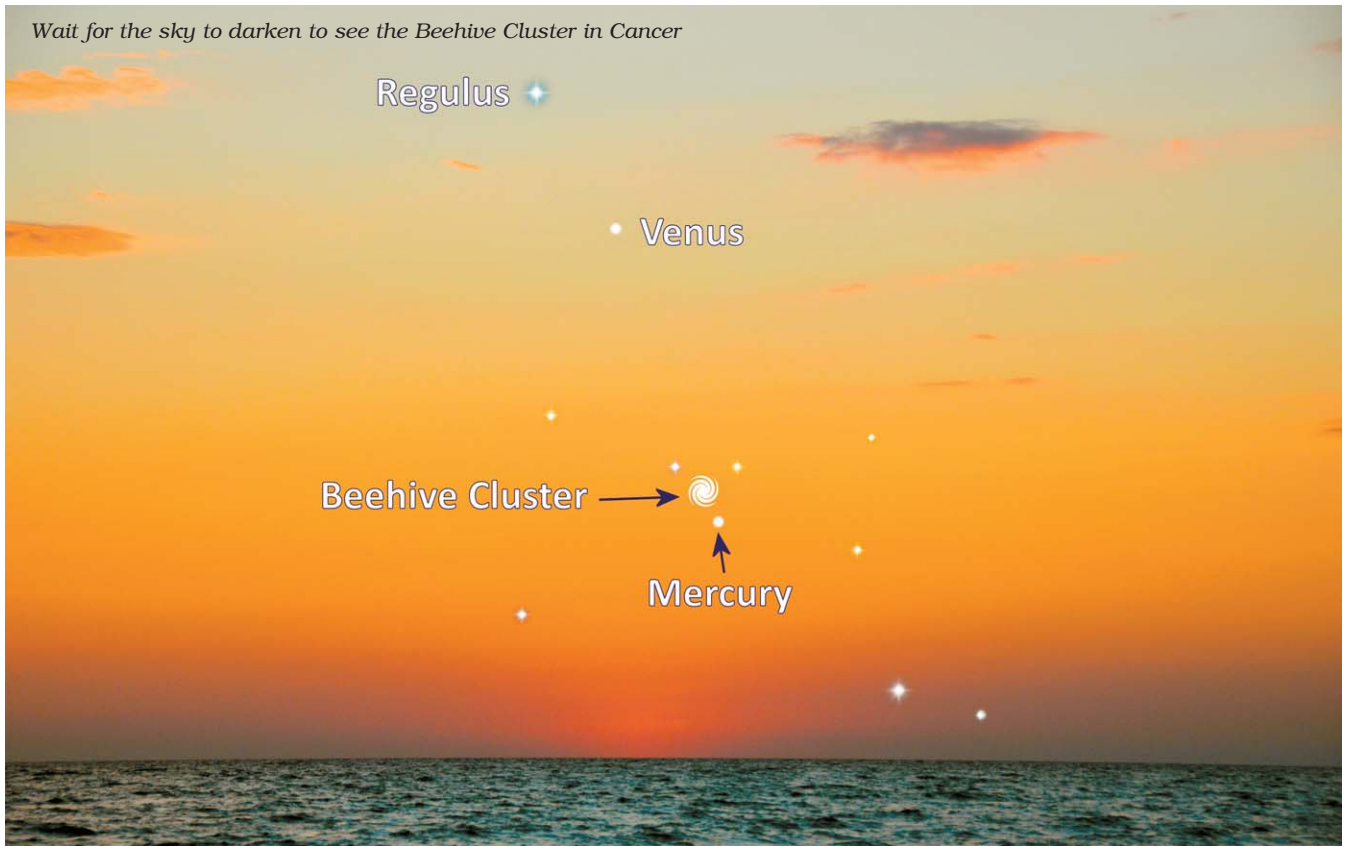
Visible at dusk, Mercury is beneath Venus. Mercury is slowly getting closer to Venus over the next few days but will also become less bright.

Saturday, June 30th

There is a conjunction between Mars and the Moon. The Moon is only a couple of days past full and still very bright. But, there is enough distance between the two objects that Mars can be seen. Look for it to be just south of the Moon.

—Continued on next page

Wait for the sky to darken to see the Beehive Cluster in Cancer



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—Continued from previous page

Today is Asteroid Day. There are 26 known asteroids that will make a close approach to Earth this period. How many undiscovered ones will pass by? In April there were over 140 new asteroids discovered. Since 1980, the total of near-Earth asteroids discovered is 18,180. The number of known asteroids orbiting in our solar system that have a diameter over 100 metres (328 feet) is over 150 million. Asteroid Day is not only for awareness about impact risks, but it is also an invitation to learn.

Tuesday, July 3rd

Want to find a deep-sky object? This evening after dusk, Mercury will appear just below the Beehive Cluster or M44. You will need to use a pair of binoculars. Look in the western sky after 1900 as twilight begins to fade. The Sun sets at 1835 but it will still provide some illumination for another one and one half hours. From our perspective, Mercury will reach its farthest point east with respect to the Sun in a few days.

Friday, July 6th

The Moon has reached Last Quarter. It rises just after midnight and sets around 1230. Earth has now reached its farthest orbital point from the Sun. Even though it is farther from the Sun, the large amount of land mass in the northern hemisphere keeps Earth warm. Conversely, when the Earth is closer to the Sun during our winter the southern oceans absorb the heat.

Monday, July 9th

Venus has entered the constellation Leo. Or has Leo encircled Venus? Either way, there is a conjunction between the triple star Regulus and Venus.

Tuesday, July 10th

At predawn, the Moon and Aldebaran will rise together. Aldebaran will be positioned less than one degree south of the sliver Moon. Catch it before the Sun rises at 0548.

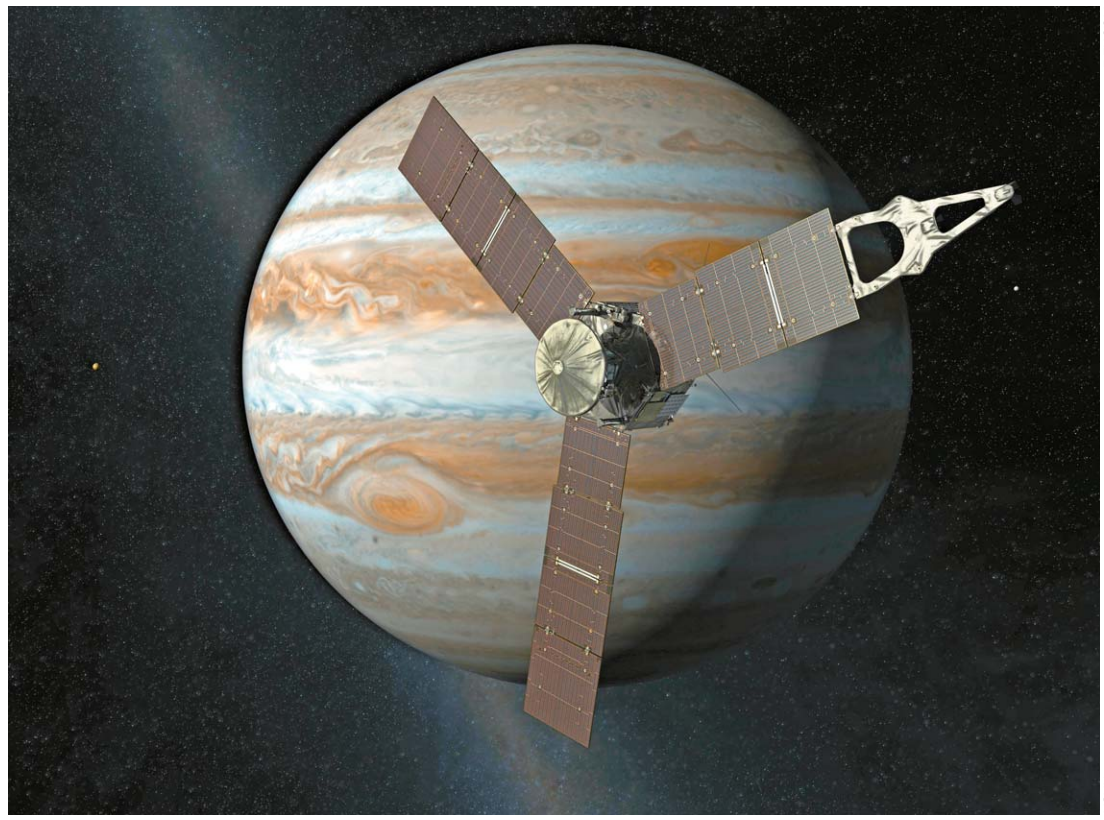


FIGURE 2

NASA

Top right: Juno in orbit around Jupiter



FIGURE 3

ESA / AOES MEDIALAB

Bottom right: Aeolus, the ruler of the winds in Greek mythology and an ESA Earth-observing satellite

Saturday, July 14th

Two days ago, Mercury reached its greatest distance east. The Moon is one day past the new phase. Tonight the two objects will appear close together as the Sun sets. The Moon continues its gradual eastward movement. That puts the Moon in close proximity to Venus and Regulus tomorrow night.

In the News

This period, Jupiter will be high overhead in the night sky. Will the spacecraft Juno be there, orbiting the giant planet? The mission pushed the edge of technology with functioning solar panels generating power 493 million miles (793 million kilometers) from the Sun. We will see, as the funding for the mission might end this July. Juno was launched from Earth in August 2011, reaching Jupiter in July 2016.

The European Space Agency (ESA) has a number of Earth-observation satellites. The Aeolus satellite is scheduled to be launched mid-year. Its instrumentation is designed to provide profiles of wind, aerosols and clouds along the satellite's orbital path. The data will improve weather forecasts and contribute to long-term climate research.

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.*

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LOOK OUT FOR...

IXORA Needs No Nickname

by Lynn Kaak

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

Ixora. Although the name of this flowering shrub comes from the name of the Hindu deity Ishvara, for some reason it hasn't picked up another name in the Caribbean. Although you'll find some local flora sporting a different name on each island (or even in each area of an island), Ixora has held on to its original moniker. Outside of the Caribbean, however, it is known as Flame of the Woods, Jungle Geranium, or possibly Jungle Flame. In Florida it is sometimes called West Indian Jasmine. The most common of the Ixora family is *Ixora coccinea*.

This native of India was quickly propagated around the tropical and subtropical world, and has become another happy transplant. It is a true warm-climate plant, and doesn't want anything to do with temperatures under about 10°C (50°F). The same could be said of many cruisers.

This shrub is an evergreen, and it keeps its medium-sized leaves, of up to ten centimetres (four inches), all year long. The leaves are rather leathery and glossy, with an oblong shape. The leaves grow along the lengths of the stems or branches. The thick, year-round foliage is one of the reasons that these shrubs are so popular for hedges, privacy screening, and for blocking traffic sounds. They will typically reach a height of no more than about three metres (ten feet). There are also dwarf varieties, often seen in smaller Caribbean home gardens.



Another reason that these shrubs are a popular landscaping choice is that the flowers appear year 'round. The flowers aren't just there; they explode in a riot of colour at the ends of the branches, with clusters of bright flowers blooming in a nearly constant show. The clusters are anywhere from five to 13 centimetres (two to five inches) across, with either a plethora of tiny star-shaped flowers creating the cluster, or a couple of larger ones taking up the space. The overall effect is stunning, with the dark green leaves and the typically bright red, orange, pink or yellow flowers combining into a wall of vibrant colour.

For such a decorative shrub, the Ixora is quite hardy, provided it is kept warm. It likes the sun, but can handle some shade without concern, and can take a fair amount of rain as long as the soil drains well. For the gardeners who like order to their shrubs, the Ixora can take aggressive pruning and still come back for more — a good thing when a cutlass is often the gardening tool of choice.

It does have a fruit, in the form of red berries. These are considered edible in some cultures, and are often used in a medicinal preparation. The leaves, bark, roots and flowers are all used in traditional Indian medicine, but the Ixora is infrequently used in the Caribbean for anything but decoration and landscaping.

The Botanical Garden in Kingstown, St. Vincent is a good place to see examples of this beautiful shrub.

THE OSPREY



The sun shone lazily through the salt-laden atmosphere as a series of high-pitched whistles filled the air and the shadow of a raptor circled the beautiful half-moon bay. I stood at La Sagesse beach, on Grenada's southeast coast, watching a bird of prey plunge from a great height, feet-first into the water below, to catch a fish with its outstretched talons. Having repeated the feat half a dozen times and shaken the excess water from its plumage, it flew low over the beach. Its white underparts and head contrasting with cocoa-colored plumage, a dark band connecting the eye to the mantle, a sharply hooked bill, long striped tail, narrow wings bent at the dark wrist joint, and keen yellow eyes were scarcely 20 feet from my camera lens. It hovered above me and, for an immeasurable moment that late afternoon, the osprey *(Padion haliaetus)* was lord of the sea, land and sky.

As I watch this majestic bird, also known as the seahawk, the fish hawk and the sea eagle, I am reminded of how essential conservation is in halting the loss of biodiversity in a world consumed by humans. Thanks to conservation efforts carried out over the last 30 years, these birds survived a severe population decline during the mid-1900s, caused by the presence of DDT in the food chain. As the overused pesticide decomposed into a substance called DDE it caused eggshell thinning, which led the eggs to break under the female's weight. However, measures such as limiting the use of DDT, building nesting platforms near food sources and raising awareness of the sensitivity of nesting birds has helped to bring back these unique raptors. Today they are considered a valuable sentinel species for determining contamination levels in aquatic ecosystems.

The osprey has a unique life history stretching back to 30 million years ago when it diverged from hawks, kites and eagles to form its own monotypic family, the Pandionidae — an arrangement which highlights numerous and unique adaptations for a life as a fish-eating specialist whose diet consists almost entirely of fish found within one metre of the surface. These adaptations include a third eyelid, called the nictitating membrane, which closes and functions like goggles to help retain perfect vision underwater; and nasal valves to prevent water from flowing into the nostrils while submerged. Toes are of equal length, unlike other raptors whose toes are of different lengths. Short spines, called spicules, on the underside of the toes allow a more secure grip on slippery fish; this phenomenal angler is capable of hauling a two-pound fish back to its nest, yet occasionally, individuals are known to drown under the weight of bigger prey, unable to release the spicules' grip on the fish. Finally, it possesses a rotating outer toe to allow for better flight aerodynamics while carrying prey (a trait which is only shared by owls).

The osprey's worldwide population is classified into four subspecies placed within the genus Pandion: the Paleartic (*P.h.haliaetious*) found in Eurasia, the Middle East and Africa, the Eastern (*P.h. cristatus*) found in Australia, Indonesia and New Guinea, the American Osprey (*P.h. carolinensis*) found in the Americas, and finally the Caribbean Osprey (*P.h.ridgwayi*) found mainly in Belize and Mexico. The Caribbean subspecies is a permanent resident of the northwest Caribbean and only an occasional visitor to the Lesser Antilles. They are distinctly much paler, with pure white underparts, neck and crown, and a greatly reduced eye band, and are slightly smaller than the American Osprey. Male and female ospreys look very similar, except the females are larger and have chunkier legs, feet and beak, a darker neck band and a more dark-speckled underwing and belly. Juveniles' brown plumage appears mottled and the eyes are orange rather than yellow.

Ospreys from northern latitudes migrate south every autumn and return to their nests in the spring, while tropical and subtropical populations are non-migratory and breed during the winter months. Thus, the American Osprey winters in the West Indies, normally bypassing the areas where the Caribbean Osprey nests, possibly to avoid conflict. But not all American migrants settle in the Caribbean — many individuals prefer to head farther south to the shallow waters of the great South American rivers. Unlike other migratory raptors, Ospreys do not accumulate enough fat deposits to sustain them through long-duration flights, as this would make them too heavy, but instead stop multiple times along the way to feed and rest. The journey across the Caribbean Sea is fraught with dangers such as strong headwinds, severe squalls and commercial and private fish farms in Haiti, Cuba and The Dominican Republic where, sadly, many inexperienced youngsters are shot by fish farmers while they stop to feed — incredibly, according to recent estimates, about half of all young ospreys do not live beyond their first year.

These juveniles leave the nesting area a few days after their parents, and thereafter learn by trial and error. It's not unusual for inexperienced birds to become lost or to misjudge a landing and end up tangled in vegetation, so many of those that make it to the winter grounds choose not to fly back in the spring and remain for at least another year, or until they reach sexual maturity at three years of age. The return of young male bachelors to the colonial grounds can be quite a nuisance as they interfere with already established breeding couples in the search for a nesting site of their own — preferably no more than ten miles from an adequate supply of fish.

Once the appropriate nesting site is found, the young male performs stunning courtship displays over the site, involving sky-dances such as undulating flight patterns and sky-diving, sometimes holding a fish or nest material in its talons while emitting a constant high-pitched whistle in order to attract a passing female. If impressed, she will perch on a nearby tree while calling out encouragements and often joins him in a circling dance. Flight displays are followed by courtship feeding as the female solicits food. In contrast to more experienced older males that attentively feed their mates, first-year breeders don't always relish giving up their meal, resulting in a less-cooperative female, thus decreasing their chances of having a successful breeding season. However, once bonding takes place, ospreys remain together for as long as they both live, possibly separating during the non-breeding period, but coming together every breeding season to the same nest. Couples paired in former years will also carry out courtship rituals to reinforce their bond. Together they build a nest crafted of dead twigs, sticks, seaweed, kelp, grass, pieces of fishing net, discarded toys and even flip-flops! Ospreys live up to 30 years and reproduce during at least 20, so eventually these nests gain mammoth proportions as each year more materials are added.

On average the female lays two or three chocolate-spotted, sandy-coloured eggs and spends all of her time at the nest. Incubation typically takes one month, and although some males are reluctant to share in this activity, other males are so enthusiastic that females have to practically wrestle their way back to the eggs. The male is the sole provider — feeding the growing chicks with more than half a dozen fish a day and restoring his energy levels by eating only the head of each fish he carries back to his family. Shortly after hatching, a hierarchy is established among the hatchlings as the first-hatched chick aggressively monopolizes the food supply, which in times of hardship may contribute to the death of the younger siblings. However, at the fledgling stage these subordinate siblings "run away" to neighboring nests containing younger chicks in order to access better meals. Youngsters fledge at seven weeks old but remain dependent on their parents for another six weeks before taking charge of their own destiny. Safe travels, little ones!



The osprey, or seahawk, is a lord of the Caribbean coastline. Although it is estimated that as many as half of all hatchlings don't survive their first year, adults can live up to 30 years



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!

June 2018		21	1911	11	1023
DATE	TIME	22	1957	12	1126
1	0154	23	2043	13	1229
2	0246	24	2129	14	1332
3	0333	25	2216	15	1431
4	0420	26	2304	16	1526
5	0505	27	2353	17	1618
6	0550	28	0000 FULL MOON	18	1707
7	0635	29	0041	19	1754
8	0720	30	0129	20	1841
9	0806			21	1927
10	0855	**July 2018**		22	2014
11	0946	1	0216	23	2102
12	1042	2	0302	24	2150
13	1141	3	0347	25	2238
14	1243	4	0431	26	2326
15	1346	5	0515	27	0000 FULL MOON
16	1448	6	0600	28	0014
17	1547	7	0646	29	0100
18	1643	8	0734	30	0145
19	1734	9	0826	31	0230
20	1824	10	0923		

Castaways of Canouan

by Dudley Campling

Hurricane season was upon us once again and it was time to head south like migrating birds. Though Bequia is fairly far to the south and out of the hurricanes' normal path, the occasional rogue has been known to hit the Grenadines and even as far south as Grenada.

It had become Flora's and my policy to sail our 48-foot ketch, *Folkloric*, down to Trinidad or Venezuela (when that was still a good option) during the hurricane-season months of June through September in order to haul out and avoid the risk of being caught in one of these savage weather systems.

In this particular year, we thought we would cruise down to Tobago, a trip that would mean sailing from Bequia to windward of Canouan, the Tobago Cays and Grenada. We were about four hours out of Admiralty Bay, on course and going well; we would make landfall the following morning if everything went according to plan (when does it ever?).

With Canouan about five miles to starboard we were making about six or seven knots on a calm sea. "There's a fella waving over there," said Charlie, our young son. Squinting over the starboard side in the direction that he was pointing, I could make out a man, seemingly standing on the water and waving at me frantically. This, I thought, was unusual.

Since the person was downwind of us, we had to ease the sheets in order to go and investigate. As we drew nearer we could see that he was standing on the bow of a sinking fishing boat. There were two other men in the water, looking cold but relieved, even more so when they were aboard *Folkloric*, towelled off, and ensconced on the afterdeck with cups of hot coffee and Bob Marley playing from the mizzenmast loudspeaker.



DUDLEY CAMPLING

The captain of the fishing boat asked if we could tow their partially sunken boat back to Canouan for them, and we said that we would try.

The powerboat was completely submerged except for the bow section, which was only just out of the water, making it a very effective sea anchor. We got our sails down, started the engine and headed towards Canouan with this thing dragging through the water astern. It took us three hours to get there, with our guests becoming more and more nervous as we approached the anchorage. The skipper used our VHF to call a friend who came out in another fishing boat, took off our guests and relieved us of our tow, at which time, all nervousness on the skipper's part disappeared.

We stayed the night in the Canouan anchorage and the head of Customs there came to see us to thank us, in a very cordial way, for the rescue of the crew of the fishing boat which, it turned out, originated in Petite Martinique. We never found out why the rescued men were so nervous as we approached the island, but later thought that it might involve a fear of losing their boat as a result of a salvage claim by us. This thought never crossed our minds as we rescued them, since we might have been in a similar position ourselves one day and what goes around comes around, as they say.

One other incident occurred on that day as we were on our way downwind to investigate that gave us pause for thought: before we were close to the sinking vessel, another yacht sailed by it and made no effort to stop, even though we could see people on its deck. Whether they saw what was going on or not, I cannot say, but it would be well if sailing folk kept a better watch.

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Tide's Table

GREENS Grown on Board Save the Day

BY ROSS MAVIS

My wife, Willa, and I recently talked about what we missed most while cruising. At the top of the list were fresh, green salad vegetables and herbs. We never seemed to have a shortage of fish, seafood and meat, or long-lasting produce such as potatoes, onions and pumpkin when we got to a market onshore. Pasta became a regular mealtime staple, but we craved the addition of greens for a salad or as a sandwich accompaniment. However, the ability to access fresh greens was often limited. I even tried, with limited success, growing flats of lettuce and herbs on our foredeck whenever we planned on spending some time on the hook.

Then we discovered growing salad greens in the form of sprouts. What a remarkable treat, and so easy to produce. No unwarranted space was necessary for soil-filled flats and little fresh water was required to get the "garden" growing into maturity in a week or less. We also found that the health benefits from eating sprouted greens were legion. More and more scientific research has been proving that sprouted non-GMO seeds may improve cardiovascular health, prevent heart disease and stroke, improve bone mineral density, protect DNA against free radicals, and potentially help to treat diabetes, Parkinson's disease, and arthritis.



Your vegetable garden in a jar — perfect for the boating life!

That aside, we sprout and consume these little green devils because they are easy to grow in very little space, requiring little time and effort, plus they taste so good and satisfy our craving for salad and sandwich greens.

Easily available by mail order, inexpensive sprouting seeds for alfalfa, broccoli, various beans, mustard seed, peas, radish and sunflowers also use little space aboard your boat.

We use several Mason jars as our garden plots. A Tablespoon of seeds in each jar will produce more than enough greens for your use.

Use clean Mason jars without the solid lids and put a clean piece of cheesecloth across the mouth of the jar, securing with the ring. This allows you to easily water and drain your garden plots daily. The jars can be placed individually or stacked horizontally in less space than a good book might now occupy.

Once you place a Tablespoon or so of seeds in each jar, fill with fresh water and let stand for about three or four hours. Then pour the water off through the cheesecloth and set the jar in a sunny location. Each day, fill the jar with water and then drain through the cheesecloth and let the seeds rest. Within a day or two you will see the seeds sprouting. When the bottle is fairly full (a week or so will easily do the trick) remove as many sprouts as you want for salads or sandwiches. Once the jar is empty or the sprouts are older, replace them with fresh seeds and start your garden supply all over.

Sprouts are all delicious, and some, such as mustard and radish, provide a nice "bite". If you are not sprouting seeds for greens already, now is the time to try this unique gardening method onboard.





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LET'S HEAR IT FOR *DOGSMILE*!

Dear *Compass* Readers,

In the May 2018 edition of *Caribbean Compass*, there was an error in the report on the Bequia Easter Regatta. This submission is to announce the actual winner of the Racing Class — the award-winning *Dogsmile*!

Dogsmile is a 2002 J/105 that Jon Totten, one of our instructors, rescued from rotting away in a boatyard in Antigua a few years ago. After some major renovations, she set sail down to Grenada. The general purpose was to add this boat to our fleet and offer Discover Sailing and ASA 101 classes in our sailing school, LTD Sailing — "Living the Dream!" — in Grenada.

But, to be honest, our REAL motivation is to campaign her in sailing regattas in the Southern Caribbean!

How to get started? Well, our sailing school team took sailing classes. But not just any classes — we attended a five-day racing clinic with J World Performance Sailing School in Annapolis. During that time, we got the chance to compete against 19 other J/105s in an actual regatta. We were able to polish our skills in rounding the marks, balancing the helm and timing the start. We learned that communication and teamwork are crucial.

Our first regatta was Grenada Sailing Week 2018. This is a week of sailing and rum squalls, including a pirate party on the lay day. On the first day, we got a slow start, even with 20-knot winds on the windward side of the island. The foredeck crew were hanging on by their fingernails AND toenails! At one point, we "shrimped" the spinnaker during a set when a blast of wind ripped it off the boat. It didn't stop us, it only slowed us down. When the race moved over to the lee side of the island, the wind died. Which, surprisingly, was to our benefit — we got first and third on the last days. We were ecstatic!

Next up, Bequia Easter Regatta. There was a crew change as our good friends and mentors, David and Vernice Cohen, arrived all the way from Washington State to sail on Dogsmile. Our results in the Racing Class were first places on Day One and Day Three, and a second place on Day Two by just nine seconds, to win the Flow Friendship award, the Sparrow Premium Rum award, and become Overall Winner.

Not bad for a rescue boat!

We had some tough competition but, at the end of the day, it was all good fun. Racing is all about working together, not just with your team, but the other boats and, of course, the wind and the weather. We look forward to next year. See you on the water!

Chrystal Young
LTD Sailing
Grenada



Dogsmile, a 16-year-old J/105 rescued from neglect in Antigua, won first place overall and first place in Racing Class in the 2018 Bequia Easter Regatta

MORE ON ANCHOR MARKING BUOYS

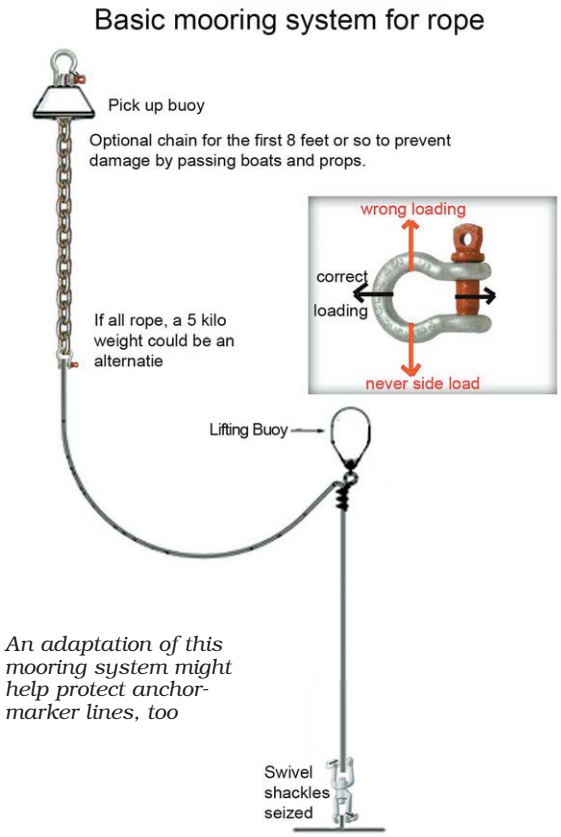
Dear *Compass*,

In reference to anchor markers from Bill Reynolds of *S/V Baidarka*:

I'm also an avid sailor who's sailed the Caribbean for about 40 years.

Anchor markers, as good as they are, have become a nuisance to navigating crowded anchorages due to the fact that navigating a crowded anchorage (especially in windy conditions) takes careful maneuvering so as not to collide with the anchored boats or their dinghies; anchor markers are just another obstacle you have to deal with.

Thank you,
Greg Lentini
S/V Evening Star



An adaptation of this mooring system might help protect anchor-marker lines, too

Dear *Compass*,

In reference to Don Street's letter on anchor-tripping buoys in last month's Compass, Don has it right. If you gauge the length of the line between your anchor and the anchor-marking buoy or anchor-tripping buoy so the buoy rides ten feet below the surface, it will not bother anyone and is unlikely to get snagged by another boat's prop. You (and others) should be able to see it in clear water.

The other letter writer on the subject last month, Bill Reynolds, might well have been right 20 years ago, but we now live in somewhat crowded anchorages. Even if we confined ourselves to a scope of five to one, it is doubtful there is enough room for everyone to have a turning circle. But many cruisers want way more scope than that for added security. Added to which the wind often shifts 40 degrees to one side or the other, so sooner or later you are going to end up over someone else's anchor or they will end up over yours. That would seem to be a fact of life.

—Continued on next page

—*Continued from previous page*

Luckily few people use tripping lines, and there seems little reason to have one except in areas where retrieving the anchor might be a problem. However, if a sailor wants to have an anchor marking buoy at the surface for visibility in murky water, he should do so. Just use a small, soft plastic fender so if someone else's hull does bump into it, they will not be driven crazy by a *boink-boink-boink* noise all night.

Chris Doyle
Ti Kanot

CLASSIC PERSEVERENCE

Dear *Compass*,

Every year the Antigua Classic Yacht Regatta challenges the hardiest of sailors and stretches the seams of the world's most prestigious classic, vintage and traditional sailing vessels, including our iconic West Indian sloops. [*See regatta report on page 20.*]

While nowhere near the carnage levels of 2013, the year featured in our film *Vanishing Sail*, this 31st event didn't go without incident for the Traditional Class wooden vessels: *Free In St. Barth's* had the misfortune of breaking her mast on the way to Antigua from Bequia. Thankfully, all the crew escaped without injury, but the stricken boat, after limping up to Antigua, was faced with a massive task to source and rig a replacement spar within two days in time to race.

In the unique spirit of support for our vessels, a Hurricane Irma-damaged aluminium mast was donated by North Sound Marina and rigged overnight by *Free* and *Genesis* crews in time for the start of Race One.

Then *Genesis* snapped her gaff under hard racing, which meant another night of repairs, but she made the start line in time to race again. On Day Three, spongy rudder action revealed that teredo worms had eaten through the stock! She was hauled that evening with Night Three of repairs by both crews so that racing could continue.

After a rather more gentle final race day, the night's setting was perfect: a spontaneously organized film screening between the masts of *Zemi* and *Sweetheart* at the Carriacou Corner during the Antigua Classic Yacht Regatta. We got the bean bags out. Lots of beautiful souls with a shared passion for sailing, tradition and boats made the evening very memorable indeed!

This has always been controversial, to take these rare island vessels, these handmade works of art, and thrash them on a modern-day, challenging race course. But, looking back, these fast, versatile fishing and cargo vessels plied the Caribbean seas with speed and purpose. Whether it was to outrun each other to port to get the best price for their fish or outrun the coastguard while smuggling contraband from St. Barths, they have always been strongly built, treated roughly, patched up with the nearest materials to hand, scuppered to avoid fines and resurrected to connect the islands once more.

With the resurgence of interest in Carriacou Sloops and their elevation to iconic artisanal status, it is hoped that the next commission will soon arrive and a new proud owner will sail the Caribbean with the weight of history as ballast, and with the Caribbean breeze — driven by the spirits of seafaring legends — filling their sails!

With thanks and respect,
Alexis and Justin
VanishingSail.com

CHEERS FROM THE EQUATOR

Dear *Compass* Readers,

We hope all is going great there in the Caribbean.

Here is a fun photo that we thought you would enjoy. As we crossed the 0° latitude mark, we thought of you and toasted with some yummy French champagne from St. Martin that we had been saving for a super event!

Cheers and big hugs,
Bill and JoAnne Harris
S/V Ultra

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.



Letter of the Month

DON'T MISS OUT ON TRINIDAD

Dear *Compass* Readers,

In January, my wife and I, former cruisers, visited wonderful Trinidad once again.

We were disappointed.

Not that we didn't have an enjoyable time, but we were disappointed in the lack of yachties; they are missing out on this fabulous island with all its many nuances.

We visited downtown Port of Spain and our old haunts of clothing stores (especially Jimmy Aboud's), plazas, eateries, and supermarkets with all you could want at affordable prices. (I did make a fool of myself looking for milk and upon asking found myself standing in front of all those boxes and tins of powder — forget about fresh!) Street food is still abundant, tasty, popular and affordable: doubles, roti, and the various hand pies.

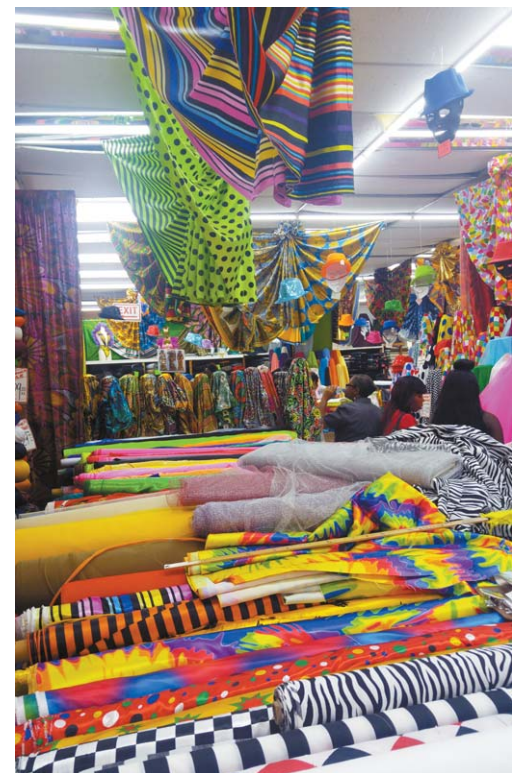
Our Asa Wright Nature Centre visit was better than ever, and the food has seen a vast improvement since we were last there. Even if you are not a true bird watcher, it is a fantastic place to visit. Watching flocks of scarlet ibis return to Caroni Swamp was again a spectacular sunset event. A new place we visited was Yerrette hummingbird sanctuary, with Theodore and his wife as wonderful hosts. Theodore has extensive knowledge, not just of photography and hummingbirds, but also of island history. Theodore is so warm and welcoming, he made me feel like a long-lost brother.

Regarding the yachting facilities in Trinidad, with a slump in the transient sailing population there has been some reduction in the facilities, although they are all there for the local vessels and visiting cruisers alike. My impression was that the businesses are satisfied with the current volume and type of clientele, as some consider that the heavier volume brings more trouble than is financially rewarding. This, unfortunately, leaves some tourist-orientated businesses, such as tour and travel agencies, shy of work. However, I am quite sure that in a heartbeat Chaguaramas could become the thriving hub of the yachting industry once more.

The yachting facilities are here, it's out of the hurricane zone, and there is so much to do and see outside the fences of the marinas. So, why do so many yachts stay away?

Back in the old days, a couple of sailing acquaintances operated a radio net where people would make reports about security and safety issues affecting cruisers. Being a former policeman, I argued with them about the validity of some incidents reported. They would not hear my arguments about validity, and broadcast the reports, regardless of who might be adversely affected by news of an uncorroborated incident.

Is this net's current iteration of value? Absolutely! For example, before we sailed to Porlamar, Venezuela (regrettably not an option today), we were glad to be advised that unless your dinghy was chained AND lifted out of the water, thieves would silently swim alongside, cut the dinghy loose and would make off with the engine, abandoning the rubber inflatable on a nearby shore.



We visited Jimmy Aboud, the Textile King — and wondered, are any crime reports made up of whole cloth?

My current concern is about the reports of supposed "pirate" activity in the proximity of the Hibiscus oil platform, which is on the sailing route between Grenada and Trinidad. The first thing I ask is, "How many reports were there, and when?"

I think there have been two reports in the last six months. No, wait — one of those was a repeat of a report from TWO YEARS previous. Then there was one that was downgraded from "attempted piracy" to "suspicious activity", and it's not proven that the activity described was sinister.

So, how long ago was the last genuine report of a crime against a yacht sailing between Grenada and Trinidad? [*Editor's note: See all reports to CSSN about incidents involving yachts on passage between Grenada and Trinidad at https://safetyandsecuritynet.org/the-southern-windward-islands-st-vincent-the-grenadines-grenada-including-carriacou-petite-martinique-trinidad-tobago/*] It is very easy to make an inaccurate report. It is very hard to disprove an allegation.

I am sorry to seem to be picking on the Caribbean Safety and Safety Net. There is a use for it. But I just would like people to look at reports logically and impartially.

We spent ten wonderful years travelling in those beautiful waters, without incident.

Graham Groucott
Formerly of *Maja Three*

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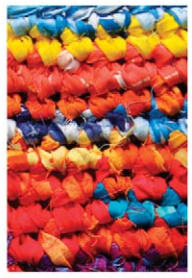
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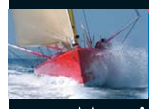
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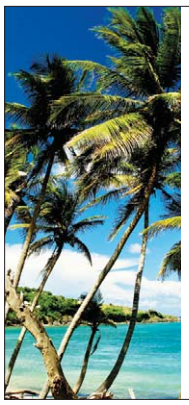
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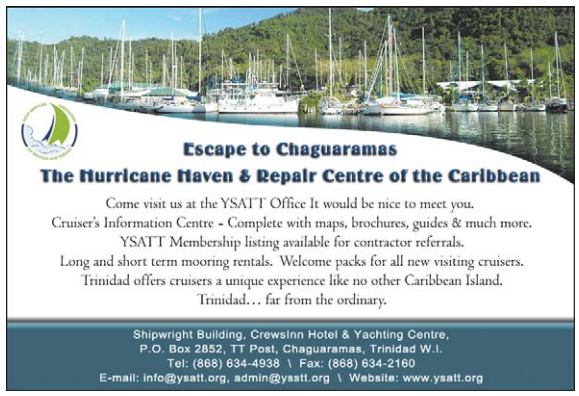
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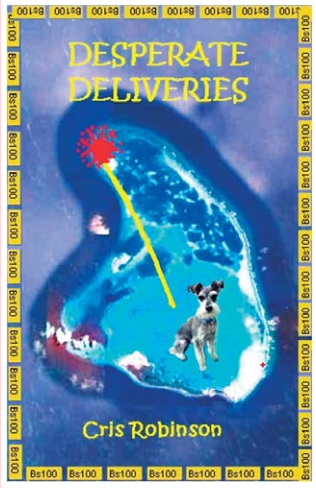
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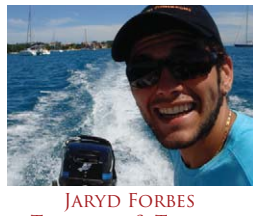
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CALENDAR

JUNE

1	Public holiday in the Bahamas (Labour Day)
3	Barbados Optimist Regatta. Barbados Optimist Dinghy Assn., lrn2sail@gmail.com
3	Budget Marine Challenge, Curaçao. nicole.corvellec@budgetmarine.com
5	World Environment Day
9	Public holiday in BVI and Anguilla (Queen's Birthday)
11 - 17	International Optimist Regatta, St. Thomas, USVI. www.styc.club
15	Public holiday in Trinidad & Tobago (Eid ul-Fitr, end of Ramadan)
15 – 29	Fisherman's Birthday celebrations, Gouyave, Grenada
23	St. Kitts National Optimist Championships. www.skyachtclub.com
24	Public holiday in Venezuela (Battle of Carabobo)
28	FULL MOON
28 – 30	St. Kitts Music Festival. www.stkittsmusicfestival.net
29	Fisherman's Birthday; local boat racing in many communities
29 – July 10	St. Vincent Carnival, www.carnivalsvg.com



LINDA LANE THORNTON

JULY

1	Public holiday in BVI (Territory Day), and in Suriname (Emancipation Day)
1 – 1 Aug	St. Lucia Carnival. www.stlucia.org/summerfestival/saint-lucia-carnival
2	Public holiday in Curaçao (Flag Day), and in Cayman Islands (Constitution Day)
3 – 9	Aruba Hi-Winds Kitesurf event. www.hiwindsaruba.com
4	Public holiday in and Puerto Rico and USVI (Independence Day). St. John USVI Carnival
5	Public holiday in Venezuela (Independence Day)
8	Mott Memorial Hobie Challenge, Grenada. www.pcycgrenada.com
10	Public holiday in the Bahamas (Independence Day)
14	Public holiday in French islands (Bastille Day); yole races in Martinique, http://yoles-rondes.net
15	Bastille Day Kingfish Tournament, St. Thomas USVI. Northside Sportfishing Club, (340) 998-0854
16 – 1 Aug	Tobago Heritage Festival, http://tobagoheritagefestival.com
22 – 25	Grenada Charter Yacht Show. www.selectyachts.com/grenada-charter-yacht-show-2018
24	Public holiday in Venezuela (Simón Bolívar's Birthday)
25	Public holiday in Puerto Rico (Constitution of Puerto Rico Day)
25 – 27	Public holidays in Cuba (National Revolutionary Festival)
27	FULL MOON
27 – 7 Aug	Antigua & Barbuda Carnival
28	Kiddies' Bonanza fishing tournament, St. Lucia
29 – 5 Aug	Around Martinique Yoles Rondes race. www.yole365.com/calendrier-saison-2018
30 – 25 Aug	St. Kitts Optimist Summer Camp. www.skyachtclub.com
TBA	Barbados Cruising Club Regatta. commodore@barbadoscruisingclub.org

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



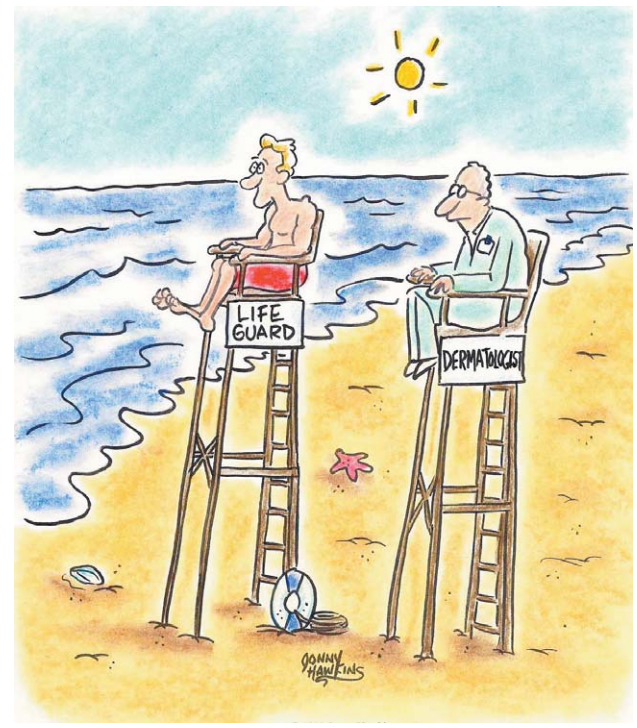
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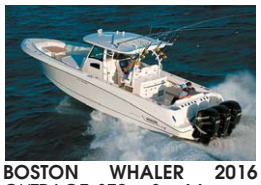
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MP = Market Place pages 42 - 44
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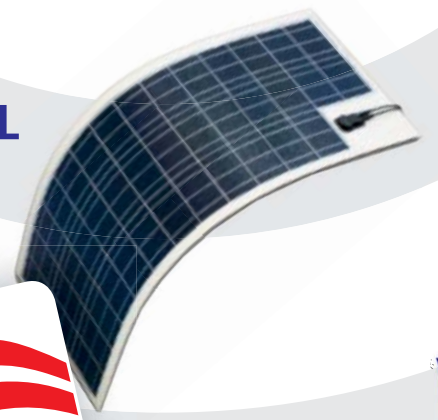
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