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COMPASS

JUNE 2019 NO. 285

The Caribbean's Monthly Look at Sea & Shore

ANTIGUA CLASSICS

See story on page 14

JAN HEIN



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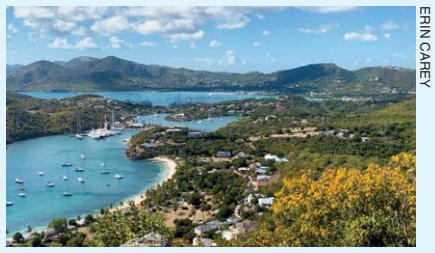
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CARIBBEAN COMPASS

The Caribbean's Monthly Look at Sea & Shore

www.caribbeancompass.com

JUNE 2019 • NUMBER 285



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St. Barts to Puerto Rico

...with nobody aboard..... 22



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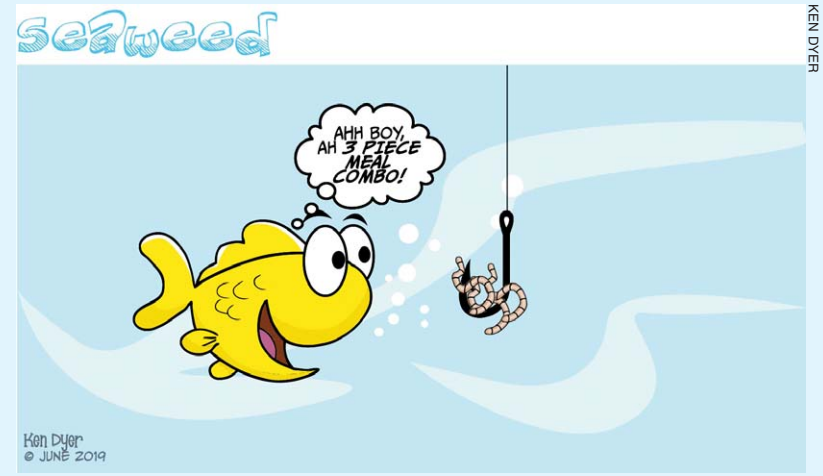
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KEN DYER

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On the cover: Jan Hein shot the racing in the Classic Schooner Class aboard the 141-foot schooner Columbia, *a 2014 replica of the famous W Starling Burgess-designed original. See her report on Antigua Classic Yacht Regatta 2019 on page 14*

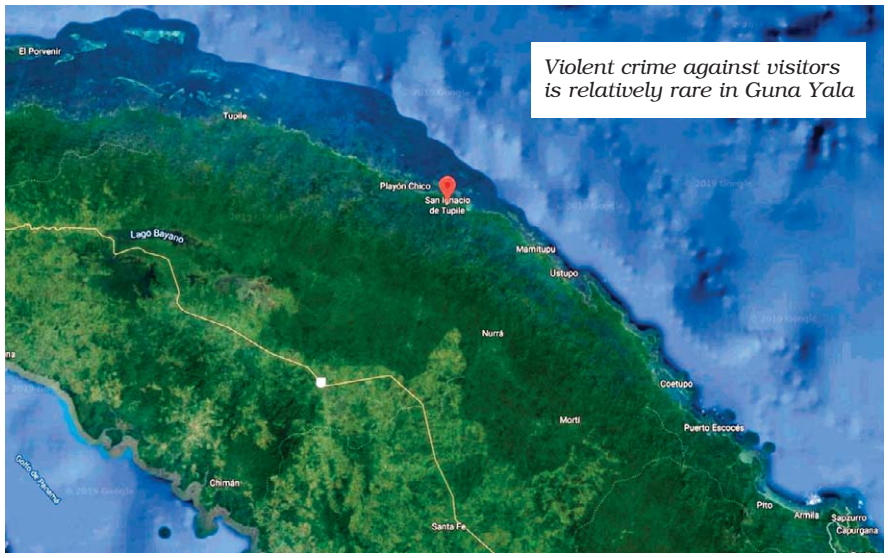


Click Google Map link to find the *Caribbean Compass* near you! **http://bit.ly/1fMC2Oy**

Info & Updates

Charges Made in Guna Yala Yacht Death

On the night of May 2nd, 60-year-old New Zealander Alan Culverwell was shot and killed by intruders aboard his 65-foot Astrolabe custom trawler, *Aqua Lobo*,



Violent crime against visitors is relatively rare in Guna Yala

anchored near Dad Naggwe Dubbir island in the normally peaceful Guna Yala (San Blas) area of Panama.

Alan is understood to have been sleeping below deck with his family when he heard a noise on deck. When he went up to investigate, he was fatally shot. In the ensuing tussle, his wife, Derryn, was injured but managed to lock herself and their 11-year-old twins in the cabin, while the intruders made off with a 15-horsepower outboard engine.

The family had reportedly spent two years cruising in the Caribbean, had recently spent time at Bocas del Toro, and was on its way to the Panama Canal before continuing onward to New Zealand. The family was due to leave Panama bound for French Polynesia late last month as part of the Pacific Puddle Jump yacht rally.

Three people were soon arrested and made a first appearance in court on May 4th. The arrests came after Panama's President Juan Carlos Varela had earlier apologized to the Culverwell family on local television and vowed to bring the perpetrators to justice. Leandro Herrera and Avelino Arosemena were charged with aggravated homicide and robbery. The third suspect, a minor, also appeared in court in connection with the case but it is not clear if he is to be charged with murder.

IGY Helps USVI Marine Vocational Program

Over a dozen US Virgin Islands' student members of the nonprofit Marine Vocational Program (MVP) can now continue and advance their marine education thanks to a donation of US$15,000 from the NYC Eastern Caribbean Relief Fund, Inc., founded and funded by Island Capital Group, LLC and Island Global Yachting, Ltd. (IGY).

"This generous donation will enable us to provide MVP students with their basic PADI dive certification, opening their eyes and minds to their underwater surroundings," says Jimmy Loveland, MVP program director and long-time professional sports fishing captain.

Serendipity led to this valuable donation. Loveland's son, Marc, recently sat next to Tom Mukamal, IGY's CEO, on a plane. A conversation ensued and Marc spoke of his father's dedication to the Virgin Islands' community and its youth. The US territory is one with which Mukamal is familiar, as IGY manages both Yacht Haven Grand and American Yacht Harbor marinas on St. Thomas.

Island Capital Group, LLC and Island Global Yachting, Ltd., along with the organization's investors, friends, customers and partners created the NYC Eastern Caribbean Relief Fund following the devastation caused by hurricanes Irma and Maria in 2017.

The MVP Program, started in 2007 and locally-registered as a not-for-profit in 2017, is a vocational institution that provides US Virgin Islands youth with a career path into the marine, hospitality and tourism industries. MVP programs include learn-to-swim, sailing, small boat handling and operation skills, and scuba diving. Current MVP students are also members of the Boys & Girls Club of St. Thomas and St. John.

Visit www.facebook.com/marinevocationalprogam for more information.

A Barrel of Fun?

Jean-Jacques Savin recently drifted across the Atlantic Ocean in a ten-foot-long and seven-foot-wide barrel built from reinforced plywood. The Frenchman left on December 26th, 2018 from the island of El Hierro in the Canaries and arrived at Statia in the Eastern Caribbean, a 2,930-mile journey without the use of sail or oars, after 128 days at sea. He celebrated his 72nd birthday during the voyage.

Before he set out on his voyage, the former military paratrooper told local media, "Having lived for several years on my yacht, I have crossed the Atlantic several times. I have the soul of a sportsman and am using my retirement to set myself a number of challenges."

—Continued on next page



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DOYLE CARIBBEAN

—*Continued from previous page*

As he drifted across the Atlantic, Savin dropped markers for the international Joint Technical Commission for Oceanography & Marine Meteorology to help its oceanographers study currents. During the journey, the adventurer worked on a book about the experience, which he plans to publish later this year.

He wasn't sure where he would make landfall, but a Dutch oil tanker picked him and the barrel up in Caribbean waters and delivered them to the tiny Dutch island of St. Eustatius, better known as Statia. In Statia he was welcomed by many, including the staff of the Scubaqua Dive Center, who helped him to clear in, and the Old Gin House hotel, which provided a sea-view room. After a few days there, a French tugboat brought him to Martinique.

Visit www.facebook.com/BOUTESA for updates.

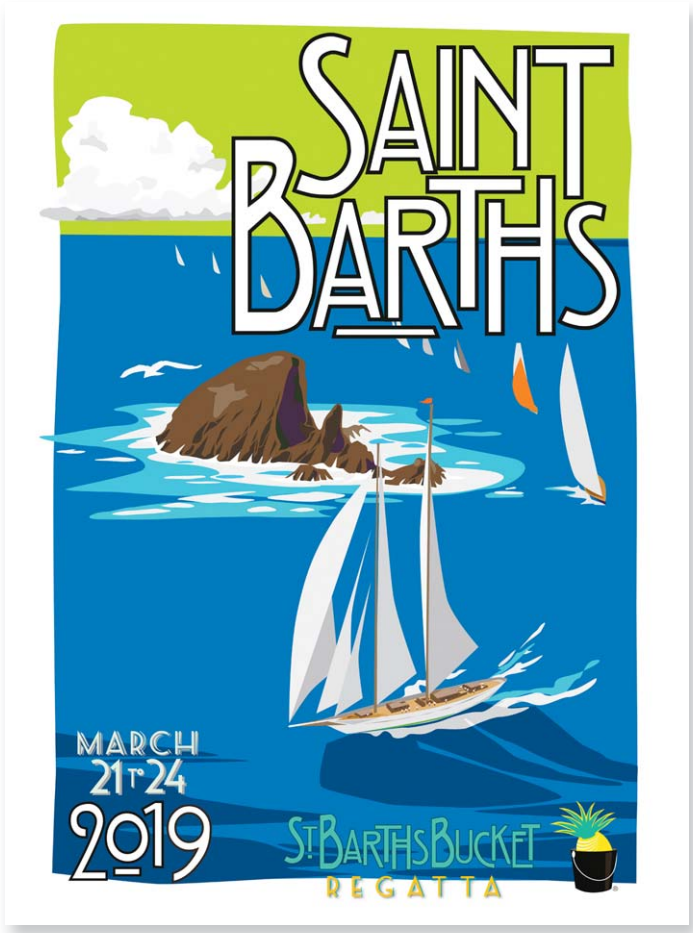


For Jean-Jacques Savin in his barrel, 23 miles per day was about average

Creative Boost for St. Barths Youth Program

A phone call in 2015 from the late Captain Michael Koppstein started a process that saw the St. Barths Yacht Club Youth Sailing Programme benefit by 16,000 Euro from the sale of posters for the 2019 St. Barths Bucket Regatta.

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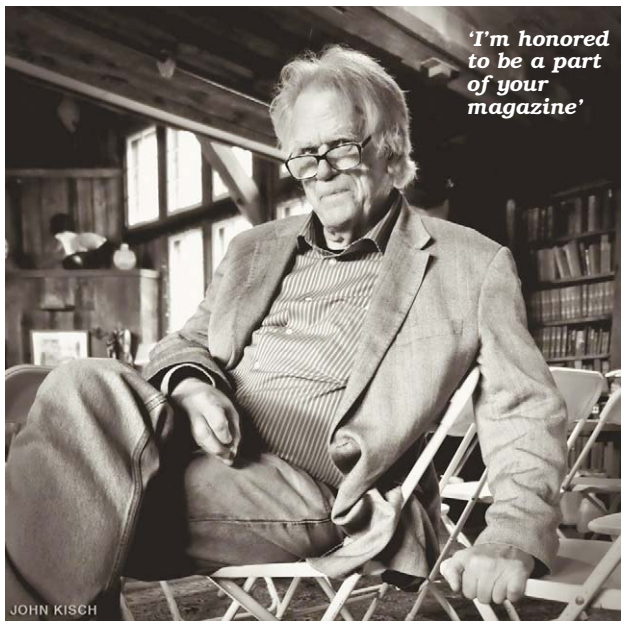
Andy Smith, creative head of Owen Superyacht Marketing in the UK explains: "Our client, Royal Huisman, was supporting their client's yacht *Meteor* at the 2015 regatta and we designed the crew T-shirts for the event. The design was taken up by the Bucket Regatta, which commissioned Owens to design a set of posters based on our *Meteor* design. I produced illustrations for a series covering 2016 to 2019, so each year there would be a complementary poster. They were a great success and have become quite collectable items."

Initially, 2016 was the first year of printing, featuring the famous St. Barths airport; 200 were printed as mementos for Bucket participants. The next year, the 30th anniversary event, 300 were printed and 100 were sold through the Space SBH contemporary art gallery with the proceeds going to the SBYC Youth Sailing Program.

Event Director Peter Craig says, "With the poster series designed by Andy at Owens becoming synonymous with the St. Barths Bucket Regatta brand style, we were really pleased that the uptake from so many people resulted in such a big result this year. The 2019 poster was a hit beyond all expectations!

"At 80 Euro each, we were able to commit 16,000 Euro to the SBYC Youth Sailing Program. The St. Barths Yacht Club is not a typical yacht club. Its membership and programs are focused on the kids and its budget is always tight. They were very excited.

"We are very thankful to all those who supported a great cause. We will be talking to Owens again to see what we can do to continue this design theme for next year and beyond."



JOHN DUKE KISCH

Compass Crew Change of Watch

With this, the June 2019 issue of *Caribbean Compass*, we wish a very fond farewell to retiring Assistant Editor Elaine Ollivierre. With only the rare holiday off, Elaine copy-edited and proofread every article in every issue of *Compass* between February 2003 and May 2019 — nearly 200 monthly issues. A former Maths and Science teacher and then principal at the Bequia Community High School, she also has served on the Board of Directors at the Sunshine School for Children with Special Needs, as St. Vincent & the Grenadines Country Coordinator for the international literacy project Hands Across the Sea, and as Secretary of the Bequia Heritage Foundation and Secretary of the Bequia Sailing Club. In 2013 Elaine retired as Senior Education Officer for Exams in the St. Vincent & the Grenadines Ministry of Education. She tells *Compass* readers, "Now it's time to REALLY retire!"



Taking over the Assistant Editor's watch from Elaine is Tad Richards. Tad holds a Master's degree from the Iowa Writers' Workshop and has taught literature, composition and creative writing at several institutions in the US, including Winona State University, the State University of New York at New Paltz and Marist College. During the 1960s, he was a regular contributor to the satirical magazine *The Realist*. Since then, he has published 18 novels and 16 works of nonfiction. He is currently writing a continuing history of jazz in the 1950s and 1960s, and two long poems adapted from medieval French romances.

Tad says, "*Compass* has done a terrific job of putting together a collection of writers who have authentic voices that can communicate with your readership, and I appreciate what they have to offer. This is a fascinating and unique copy editing experience. I'm honored to be a part of your magazine."

Please join the Compass Crew in wishing Elaine a relaxing retirement and Tad a warm welcome aboard!

Department of Corrections

In last month's issue of *Compass*, we got two photo credits wrong. The photo of Sandy Island on page 5, top left, was taken by Davon Baker. The lower photo of Indian River on page 10 was taken by Glen Tuttle.

The article on solar cooking aboard announced for this issue will appear in next month's *Compass*. The sun will still be shining!

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BUSINESS BRIEFS

New Website for Colombia's Marina Santa Marta

Colombia's Marina Santa Marta has a new website — www.marinasantamarta.com.co — where you can find all the information you need about Marina Santa Marta, plus touristic sites, maps, news of events and more.

For more information on Marina Santa Marta see ad on page 5.

TMC Brokers, Grenada: More Than Selling Boats!

Chrystal Young reports: The motto of The Multihull Company (TMC), an international yacht brokerage, is "By sailors, for sailors". This proves to be true for Chris and Chrystal, the TMC brokers in Grenada. They spent the past Easter weekend sailing in



KENMORE HENVILLE / WWW.BEQUIAPTOTOACTION.COM

the Bequia Easter Regatta on the *Dogsmile*. It was a bouncy, fun regatta that included circumnavigating Bequia (*see full report in this month's Regatta News, page 10*). *Dogsmile* ended up second behind another Grenada-based boat, Richard Szyjan's *Category 5* — a serious contender.

Being a yacht broker is so much more than selling boats!

Visit https://multihullcompany.com for more information about The Multihull Company.

It's Island Fever at Le Phare Bleu, Grenada!

Christine and Devin Nelles have recently taken over the helm at Le Phare Bleu Villa Resort & Marina in Grenada. The new laid-back vibe of the property features the rebranded restaurant Island Fever Tropical Tavern. The casual seafront restaurant offers a gorgeous view of Petit Calivigny Bay. The renovated space has a fresh tropical-island vibe with high ceilings and colors of the sea throughout.

Island Fever Tropical Tavern is open daily and offers a casually priced breakfast (8:30AM to 10:30AM) and an all-day menu (11:00AM to 10:00PM) featuring regionally influenced Caribbean seafood and comfort food using local ingredients in creative ways. The craft cocktails feature creative twists on mojitos and daiquiris, and play with classic and modern rum- and gin-based cocktails. The Saturday Poolside Barbecue (12:00 to 6:00PM) and Sunday All Day Breakfast (8:30AM to 3:00PM) are added features. All marina, villa and restaurant guests are welcome to use the well-appointed pool area.

For more information visit www.lepharebleu.com and see ad on page 13.

New at Panama's Bocas del Toro Marina

Luis Fabian reports: Our marine store stocks deck hardware; cleaning and painting products; electrical, plumbing, hydraulic, and mechanical items; and much more — over 600 different items of the best brands. We can deliver any marine item from the USA or Panama City, by cargo ship arriving once a month or by FedEx within seven days. We are also Air Panama authorized agents in Bocas del Toro and can get the best prices on flights in and out of Panama.

We just completed important maintenance on our 9,500-gallon fuel tank and filter lines to give our clients the best fuel ever.

See ad on page 26 for more information about Bocas del Toro Marina.

Introducing Jambalaya Sailing Charters, Grenada

Captains Monique Mills and Danny Donelan are delighted to announce Jambalaya Sailing Charters with the purchase of 73-foot schooner *Jambalaya*. Jambalaya Sailing Charters offers exclusive private charters on traditional, hand-crafted wooden Carriacou sailboats, sailed by the boatbuilders who built them.

Jambalaya Sailing Charters brings together Grenadian Danny Donelan of Savvy Sailing Charters and Monique Mills of Making Waves Sailing to offer guests eco-savvy savoir faire. As captains and co-owners, Monique and Danny provide guests an authentic, time-honored cruise of beautiful Grenada on a classic, immaculately hand-crafted 73-foot schooner.

Built on the shores of Carriacou in 2002 by master boatbuilder Alwyn Enoe and his son Callistus (Cal), *Jambalaya* is charming and colorful, born from 200 years of boat-building tradition. "Because many of our crew are boatbuilders and have first-hand knowledge of the importance of these boats to our past and future, the guests' experiences are meaningfully enhanced. Our captains are also the skillful craftsmen who helped construct each of our vessels," says Danny.

Monique and Danny share a common vision to revitalize the boatbuilding industry of Grenada's sister islands Petite Martinique and Carriacou. "We believe that eco-tourism has a strong role to play in the local economy,' says Monique. "By preserving this valuable tradition and supporting responsible, sustainable tourism, we strive to conserve the environment and improve the welfare of the local people."

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Their Code of Conduct outlines conscientious, low-impact tourism, support of local economy and appreciation of local culture, support for local conservation efforts, participation in programs that enhance the education and wellbeing of the community, and ocean-aware educational components for both the traveler and local



communities. Jambalaya Sailing Charters operates according to Sailors for the Sea Green Boating Guidelines.

Contact hello@sailjambalaya.com for more information.

Cartagena's Marina Club de Pesca

Joan MacMaster González reports: I represent Marina Club de Pesca, the most traditional and strategically located marina in Cartagena, Colombia, five minutes by car from the historic downtown. With 80 years of history, our marina has the experience and services available for sailboats, motoryachts and megayachts. In our pet-friendly facilities we have available for guests' boats and their crews the following services: showers and toilets, free WiFi, laundry services, syncrolift for vessels, restaurant, electricity (billing per kW) and fuel.

Visit www.clubdepescadecartagena.com for more information.

Red Frog Marina: Hurricane Season Hideaway

Situated on the Caribbean side of Panama, surrounded by an archipelago of 68 islands, beautiful beaches and natural mangroves, is where you will find the perfect hurricane season hideaway. The islands attract thousands of tourists and boaters each year to enjoy a unique ecosystem that offers an abundance of activities and attractions.

While the humid climate and abundance of rainforests can produce a fair bit of rain, Panama is blessed by nature with no hurricanes, unlike her Central American neighbors. On the south side of Isla Bastimentos in the archipelago of Bocas del Toro, 15 minutes away from the main island of Isla Colon you will find



the peaceful Red Frog Beach Island Marina, an IGY Marina. Nestled between mangroves and sheltered by the island, it is the perfect spot to berth your vessel during hurricane season.

Completely surrounded by nature, relax on your vessel or enjoy the amenities the Red Frog Beach Resort has to offer. Restaurants and bars, sunny beaches, clear waters to snorkel, scuba or surf, bird watching, dolphin sightings, salsa lessons… the activities really are endless.

If you've always dreamed of sailing in a tropical paradise but the thought of hurricanes held you back, there is a fantastic solution: Red Frog Beach Island Marina!

For more information on Red Frog Beach Island Marina see ad on page 39.



REGATTA NEWS

Challenging St. Maarten Multi-Class Regatta

The St. Maarten Yacht Club reports: Breezy conditions prevailed for the Grant Thornton Multi-Class Regatta, held on Simpson Bay, St. Maarten on April 6th and 7th. The moderate to strong winds and choppy seas provided demanding circumstances on Day One, and conditions improved on Day Two.

The 23 competing boats included crews traveling from St. Barth and Anguilla to compete in three different classes of one-design racing.

The Optimist fleet, with 14 entries, was the largest. Those with years of experience raced in the Gold Class. The less experienced sailors competed in the Silver Class to taste what it's like to race in a regatta for the first time. Most classes sailed ten races over the two days.



The Optimist Gold class podium winners were St. Barth sailors Antonin Sciou in first and Christophe Maxor in second place, with St. Maarten sailor Emma Lennox in third place. Antonin took home the "Most Worthy Performance Trophy" for his nine first-place bullets. First, second, and third places in the Silver Optimist Class went to Deja Carty from Anguilla, and Felix Farge and Jules Fortunati from St. Barth. In the Laser Pico class, St. Maarten sailor Louka Williams raced against Oscar Rougter from St. Barth, who came in first place. Oscar also won the "Spirit Award" for his sportsmanship in this class.

The three-island international double-handed racing RS Vision Fleet consisted of six spinnaker-flying boats. Riccardo and Trystan from Anguilla showed off their sailing techniques by coming in third place. Summer Jean Morton and Cansu Kilic raced hard on Day One and scored five bullets, but on Day Two Jesse Lake and Mathijs Detering took the overall first place away from them by less than two points.

Visit www.regattaguru.com/smyc for full results.

***Liquid* Sweeps CSA Classes in Les Voiles de St. Barth**

Pamala Baldwin, owner of the J/122 *Liquid*, frequently races the Caribbean circuit. But until Les Voiles de St. Barth Richard Mille, April 14th through 20th, she and young skipper Jules White hadn't cracked the top of the podium. She recently added Mike Giles as tactician and coach to complement the team. "It was the final piece we needed to complete the winning puzzle. My heart is filled with joy," Baldwin said.

TIM WRIGHT / WWW.PHOTOACTION.COM



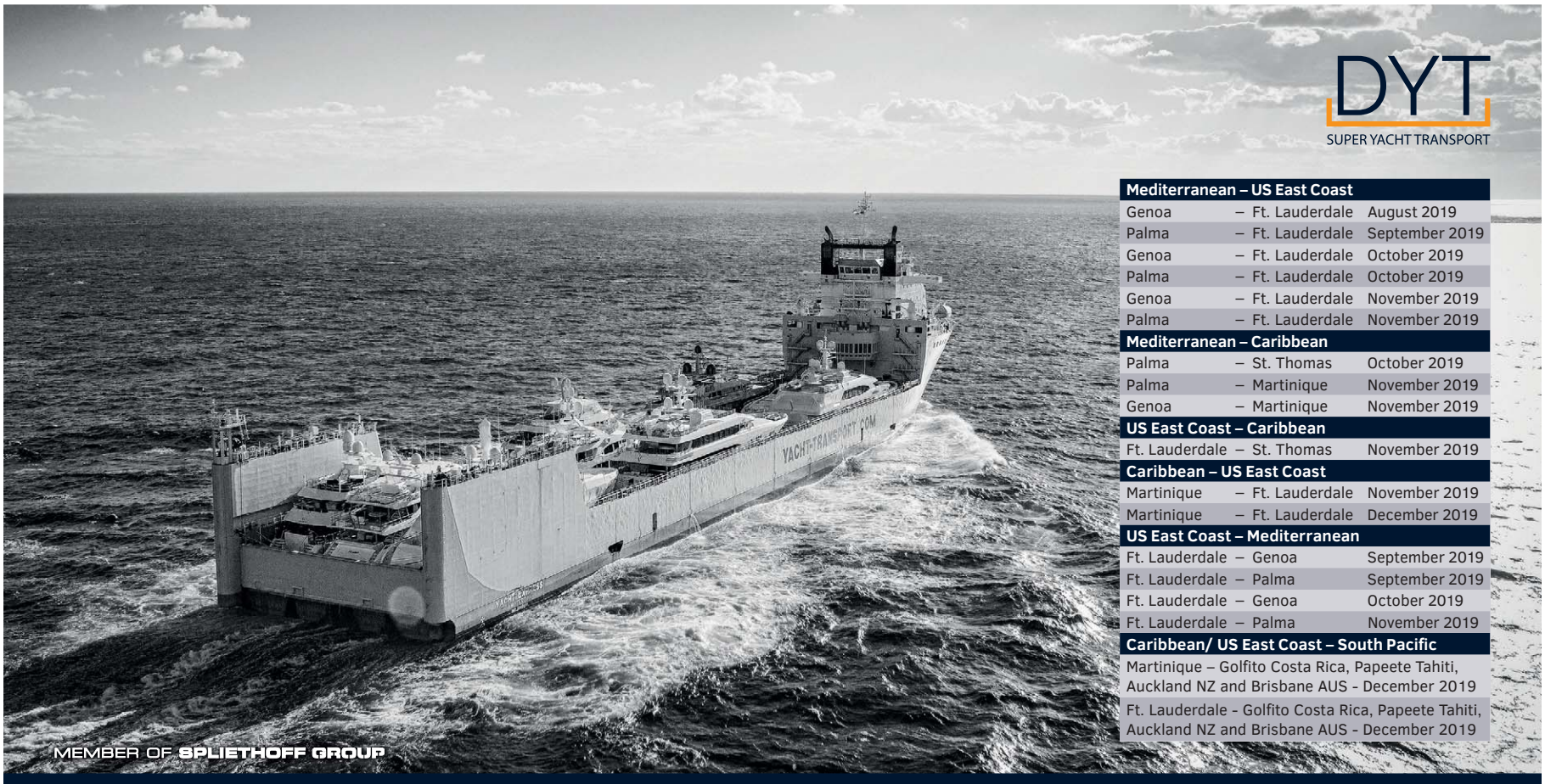
Liquid's skipper, 25-year-old Julian White of Lymington, UK, is also the racing yacht's manager. According to Baldwin, "Jules is someone the racing world needs to keep an eye on. He maneuvered *Liquid* through this entire season. We competed in every Caribbean regatta, including the Caribbean 600, with consistent podium results."

Giles has raced almost every Voiles in the Maxi class and really enjoyed his time in the smaller CSA 4 fleet. "It's an incredibly competitive class with close racing. It's just as tough, if not harder, than when I'm in the Maxis," the South African said.

Baldwin says, "My entire stellar crew of ten is under age 30, competing against seasoned pros. I'm so proud, knowing *Liquid* is providing a platform for their future racing careers. It was challenging and exhausting, but to sweep the entire five CSA classes during Les Voiles' tenth prestigious regatta with bullet after bullet is as exhilarating as rewarding. It doesn't get better than this."

The tenth edition of Les Voiles de St. Barth also delivered three perfect scores within the nine classes racing: Peter Harrison's *Sorcha* (Maxi 1), Andy Berdon's *Summer Story* (CSA 2), and Sergio Sagramoso's *Lazy Dog* (CSA 3).

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Mediterranean – US East Coast		
Genoa	– Ft. Lauderdale	August 2019
Palma	– Ft. Lauderdale	September 2019
Genoa	– Ft. Lauderdale	October 2019
Palma	– Ft. Lauderdale	October 2019
Genoa	– Ft. Lauderdale	November 2019
Palma	– Ft. Lauderdale	November 2019
Mediterranean – Caribbean		
Palma	– St. Thomas	October 2019
Palma	– Martinique	November 2019
Genoa	– Martinique	November 2019
US East Coast – Caribbean		
Ft. Lauderdale	– St. Thomas	November 2019
Caribbean – US East Coast		
Martinique	– Ft. Lauderdale	November 2019
Martinique	– Ft. Lauderdale	December 2019
US East Coast – Mediterranean		
Ft. Lauderdale	– Genoa	September 2019
Ft. Lauderdale	– Palma	September 2019
Ft. Lauderdale	– Genoa	October 2019
Ft. Lauderdale	– Palma	November 2019
Caribbean/ US East Coast – South Pacific		
Martinique – Golfito Costa Rica, Papeete Tahiti, Auckland NZ and Brisbane AUS - December 2019		
Ft. Lauderdale - Golfito Costa Rica, Papeete Tahiti, Auckland NZ and Brisbane AUS - December 2019		

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The next Les Voiles de St. Barth Richard Mille is planned for April 12th to 18th, 2020. *Visit www.lesvoilesdesaintbarth.com/us for full results.*

St. Lucia Welcomes World ARC Circumnavigators

World Cruising Club reports: The round-the-world rally World ARC 2018-19 officially came to an end on April 13th with a day of celebrations. Returning to St. Lucia, 38 crewmembers of 16 yachts completed a global circumnavigation of 26,000 nautical miles that saw them cross three oceans and visit over 18 countries.

A Parade of Sail and a dinner provided a fitting finish to the adventure. Excitement swept through the docks of Marigot Bay Resort & Marina as crews prepared for the ceremonial last leg to Rodney Bay, from where the fleet started many months ago. With World ARC following the classic tradewind route, 13 boats left from that very spot in January 2018. Others took a year or two out to explore Australasia before rejoining the subsequent edition.



WORLD CRUISING CLUB

Crews of Medregal *and* Pretaixte *return to Rodney Bay, St. Lucia after circumnavigating in the World ARC*

"The last day of World ARC is always special," says World Cruising Club's Managing Director Andrew Bishop. "Re-crossing the start line in Rodney Bay is an emotional moment for those completing their circumnavigation and is deservedly celebrated in style."

Sports fishing boat *Reel Extreme* with owner Bernard Johnson — a participant from ARC 1995 — escorted the fleet from Marigot Bay. Representatives from World ARC's supporting organizations applauded the arriving crews. Once berthed in IGY Rodney Bay Marina, the sailors gathered for a reception hosted by General Manager Sean Deveaux and his team. The final rally dinner was held at the Mystique Royal St. Lucia hotel.

World ARC starts from St. Lucia (in January) and Australia (in September) each year, with a multi-national sailing fleet. Entries for the 2021-22 edition of the rally will soon be open.

Visit www.worldcruising.com for more information.

Success for Bequia's Annual Easter Regatta

Chris Kaye reports: The Easter weekend, April 18th to 22nd, brought exciting racing in one of the Caribbean's most picturesque islands. The four-day event saw yachts and traditional double-ender fishing boats battle it out in winds of 15 to 23 knots each day. Regatta headquarters was the beautiful Bequia Plantation Hotel on the shore of Admiralty Bay. Dinghy races for junior sailors, and coconut-boat races for the smaller kids rounded out the event.

Although the Antigua Classic Yacht Regatta and Les Voiles de St. Barth offered excellent sailing events on the same weekend this year, J/24, Cruising I, Cruising II, Racing, and Windward Sloops Classes were represented at Bequia.

The Friday's stand-alone "Big Boat Challenge" for the largest class of double-ender Bequia boats was true to the race's name. Weather conditions were challenging, and these boats, with no keel or centerboard, rely on crew weight to stay upright. Of the eight boats entered, only four finished, with three knockdowns necessitating safety boat and coast guard assistance.

A new scoring system for the yacht division was introduced this year. The "Hal's Race Results" commercial software published results online within seconds of being



PATRICK HUTCHINS / CLOUD ISLAND MEDIA

verified. The program provided a significant improvement for both officials and competitors and is fully compatible with the Racing Rules of Sailing 2017-2020.

After three race days, in the Racing Class Richard Szyjan's modified Hobie 33, *Category 5,* out of Grenada scored a string of firsts to win first prize overall. Another Grenada-based boat, Jon Totten's J/105, *Dogsmile,* came second, and Barbara Pyle's Xtreme, *Gaya,* from St. Lucia placed third.

The Cruising I class was won with three bullets by the Burke 10 *Sail La Vie* with William Tempro of Barbados at the helm, followed by Judd Tinius's Grenada–based classic sloop, *Galatea*, and Lloyd De Roche's San Juan 34, *Nirvana,* out of Trinidad.

In the Cruising II class, regular competitor *Hot Chocolate*, a US-flagged C&C 44 captained by Richard Washington, won first prize and the 65-foot ketch *Mikado of Sark* with skipper Dominique Bouquet of St. Vincent & the Grenadines came in second. Kelly Ohid's Jeanneau Sun Odyssey 37, *Sydney*, up from Trinidad, placed third.

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In the J/24 class, the trio on the podium all hailed from Barbados. Gregory Webster's *Phoenix* took first place, followed by *Mount Gay Bunga-Bunga*, owned by Raphael Grisoni and skippered by Charles Gloumeau, and *Fadeaway* with Gus Reader.

Of the Windward Island Sloops, Jeff Stevens's Petite Martinique-built *Beauty* came in first, with Thierry deBadereau's *Free in St. Barths* second. Unfortunately, the third boat in the class, Mike Wilkie and Nicola Cornwell's Carriacou sloop, *Exodus*, suffered breakages resulting in DNFs on two of the three race days.

Two yachts braved the Single-Handed Around Bequia Race on the Easter Sunday lay day. *Dogsmile* was first, followed by David Bowes' *New Destiny* from the UK.

For the double-enders — all from St Vincent & the Grenadines — overall winners after three action-packed race days were as follows:

Class 1 was topped by *Knowledge* of Ryan "Royie" Marks, followed by *O Connie* of Evan John.

In Class 2, *Benita G* of Michael Marks was the victor, followed by *D Shark* of Hudson Williams and *Gods Angel* of Adolphus Forde.

Class 3 was won by *Y Knot* of Kirstan Nanton, followed by *Lightning (of Mayreau)* of Sheldon Morgan.

In Class 5, *Kiss* of Nigel Leslie took first place, followed by *Galaxy* of Elmore Snagg and *Camille* of Reon Ollivierre.

The "big boats" class, Class 7, saw *Lightning (of Bequia)* of Bob Decouteau victorious, followed by *Slip Away* of Arnold Hazell and *Red* of JoJo Adams.

Thanks to the support of the NGO Action Bequia, this Bequia Easter Regatta was the greenest ever, but the organizers want to hear from participants how the event can be improved and made even greener.

Bequia Sailing Club looks forward to welcoming old and new participants to the 2020 Sparrows Premium Rum Bequia Easter Regatta, which runs from April 9th to 13th.

Visit www.bequiaregatta.com for full results.

Sojana Tops 52nd Antigua Sailing Week

Teams from 21 different countries from all over the world raced in the 52nd edition of Antigua Sailing Week, held April 27th through May 3rd. The tradewinds blew for all six days of racing. New marks provided the opportunity for longer coastal courses, allowing the boats to stretch their legs. The introduction of new top and bottom marks on the Windward Course allowed for better windward-leeward race courses, testing the technical abilities of the international fleet.

Peter Harrison's Farr 115, *Sojana,* was the overall regatta winner, retaining the coveted Lord Nelson Trophy.

Sojana was the best boat racing in CSA Overall, winning the Corum Cup; second overall in CSA, winning the Peter Deeth Trophy, was *Scarlet Oyster;* and third overall, winning the Catamaran Marina Cup, was *Lady Mariposa.* The Bareboat Overall Champion, winning the Dream Yacht Charter Trophy, and a voucher for one week's bareboat charter from Antigua Sailing Week 2020, was Hans Steidle's KH+P, *Barbuda*.

Sojana was the winner of CSA 1, scoring six race wins. The Lithuanian Volvo 65, *Ambersail2*, skippered by Simonas Steponavicius, won the last race to take runner-up, with Jean-Pierre Dick's French JP54, *The Kid*, in third.

In CSA 2, the Ker 46 *Lady Mariposa,* skippered by Jesper Bank, scored six bullets to lift the English Harbour Rum Trophy. A Lombard 46, *Pata Negra*, skippered by Adrian Fisk's Itchenor Sailing Club team, won the last race to claim second, a point ahead of Jeremy Thorp's British GP42, *Phan*.

In CSA 3, Adrian Lee's Irish Swan 60, *Lee Overlay Partners II*, scored five bullets and was also declared Best Swan. Mark Jagger's CNB 60, *Theia of London*, was second, and OnDeck Antigua's Farr 65 *Spirit of Juno* was third.

In CSA 4 Ross Applebey's British Oyster 48, *Scarlet Oyster*, won what was arguably the most competitive CSA Class, winning the Sanhall Trademarks Trophy and the

PAUL WYETH / PWPICTURES.COM



At ASW 2019, Sojana *retained the Lord Nelson Cup that she won last year*

Hinckley Cup for best racing charter yacht. Pamala Baldwin's Antiguan J/122, *Liquid*, was second and also the winner of the CSA Travellers' Trophy. Andy Middleton's British First 47.7, *EH01*, was third in class.

CSA 5 featured close racing, with races won or lost by seconds. Jonty and Vicki Layfield's Antiguan J/111s, *Sleeper,* battled to a class win, earning the Governor General's Cup. *Sleeper* was also named both Best Caribbean and Best Antiguan Yacht. Richard Matthews, competing in his 40th Antigua Sailing Week with his British ST37, *Holding Pattern*, was runner-up. Martyn Oldroyd's Royal Yorkshire YC team racing the First 40 *Optimus Prime* was third — the first time Martyn has made the big stage after 30 years of trying!

CSA 6 was won by Jules Mitchell's team, all under 20 years old, racing the National Sailing Academy's modified Cork 1720 *Spirit*. The all-Antiguan team scored six bullets to win the class, taking the Henley Trophy. Second was Raymond Magras and Patrick Bernier's St. Barths team, racing the Dufour 34 *Speedy Nemo*. Raphael Magras' X-34, *Maëlia CEPAC Antilles*, also from St. Barths, was third.

Robert Szustkowski's Polish HH66, *R-SIX*, won all five races to dominate the Multihull Class. Stephen Bourne's Rapido 60, *Ineffable*, was second, and Fredrik Moe's Gunboat 60, *Moementum*, was third.

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The inaugural Double-Handed Class was won by Philip Asche's American Swan 44, *Freebird*, winning the National Parks Trophy in the very last race. David Kinsey's Oyster 49, *Buckaroo*, was second, and Henry Rourke's Open 40, *Raucous*, was third.

Bareboat Overall was won by Hans Steidle's KH+P, *Barbuda*, racing with his two sons and their friends who have been racing together through Optimists, 420s, and J/70s. This was the first Antigua Sailing Week for the German team, and it will not be their last. As winners of Bareboat Overall, lifting the Dream Yacht Charter Trophy, the team also won a voucher from Dream Yacht Charter for a free charter at Antigua Sailing Week 2020.

Bareboat 1 went right to the wire. Gerd Eiermann's KH+P, *Odin II*, won the Antigua Slipway Trophy, scoring three race wins and five second places to win by a single point from last year's class champion, Alexander Pfeiffer's KH+P, *Bavastro*. Karl Puetz's KH+P, *Lascaris*, was third.

Bareboat 2 was won by Peter Zauner's *Tintoret*, taking the Antigua Hotels & Tourism Association Cup. Tintoret scored all podium finishes, including three race wins. Nicholas Jordan's *Ananda* won the last race to claim runner-up for the class, and Jakob Oetiker's KH+P, *Botero*, with three race wins was third.

Bareboat 3 produced a terrific battle for the class win. *Barbuda* won, to take the BOAC Cup, but was pushed hard in every race by Michael Cannon and Neil Harvey's *KHS&S Contractors*, which has won Bareboat Overall for the last two years. *KHS&S Contractors* was second in class and in the Bareboat Division overall. Andreas Hofmann's *Hawking* was third in Bareboat 3 and in Bareboat Overall.

The nine-strong Club Class was won by Ian Galbraith's Scottish Oyster 53, *Jigsaw*. Second was last year's winner, Jon Constantine's Feeling 39, *Imagine of Falmouth*. James Gardner and Jerry Bethell's Jeanneau 54, *INDY - Loosha Sails*, was third.

The 53rd edition of Antigua Sailing Week will take place on April 25th through May 1st, 2020.

Visit www.yachtscoring.com for full results. Visit www.sailingweek.com for more information.

ON THE HORIZON

Renaissance Time for Carriacou Regatta

Since 1965, sailors young and old, from all over the Windward Islands and beyond, have returned to the island of Carriacou during the first weekend of August for an authentic Caribbean regatta. From its humble beginnings — the vision of Jamaican sailor Linton Riggs — emerged a prominent racing scene in the Grenadines.

As the longest-running regatta in the Caribbean (preceding Antigua Sailing Week by three years), the 2019 edition of this four-day event takes place from August 2nd to 5th and focuses on challenging courses for a multitude of boat classifications. On land, there are special events incorporating the culture and heritage of the island.

This year's regatta will continue with time-honored entertainment including the Donkey Race and the Greasy Pole Competition, children's events and a cruise, to compliment the extensive schedule of boat races — four days of celebrations of the sea!

The Carriacou Regatta Festival Committee, under the leadership of Chairperson Allison Caton, is committed to the renaissance of this celebration of Carriacou's seafaring heritage, ensuring its existence for the next generation of Carriacou sailors and boatbuilders.

The addition of an extra race, The Carriacou Classic, invites all Carriacou Sloops to "come home" for the 2019 regatta. A new award, the Carriacou Seafaring Lifetime Achievement Award, will honor residents who have dedicated their lives to the sea and contributed to Carriacou's culture and heritage.

Also added to the itinerary is the "Ya Gotta Regatta" Kids' Day on Sunday, August 4th. This day will be dedicated to providing an emotional relationship between Carriacou's youth and the sea through education, demonstrations, and workshops. Children will be able to build their own coconut and sea-grape sailboats, race them for prizes, hear storytellers tell tales of the sea, and watch the Young Sailors' Optimist races close up. Kids' Day will end with a very special surprise!

SALLY ERDLE



A new sponsorship opportunity, "I'm a Friend of The Carriacou Regatta Festival", is offered to individuals and small businesses. With a donation of EC$500, EC$300 or EC$100, donors can support this year's event and will be acknowledged in the public relations efforts.

The Carriacou Regatta Festival Committee welcomes all: locals, visitors, sailors, and those with a love of the sea, to experience the treasures of sea and land in Carriacou.

Contact carriacouregattacommittee@gmail.com for more information.

YOUTH SAILING NEWS

Record Number of Countries for Optiworld in Antigua

More than 260 competitors from 64 countries have now registered for the 2019 Optimist World Championship, breaking the world record for the most countries competing in a single-class regatta. The latest countries to join the regatta include Cyprus, St. Vincent & the Grenadines, and Malaysia.

Antigua will host the event and its competitors, their coaches, and families from July 6th to 16th.

Visit http://2019worlds.optiworld.org for more information.





Honoring the Classics in Antigua

by Jan Hein



THE winds of change blew into Antigua's 32nd Classic Yacht Regatta, held April 17th through 23rd, but they didn't affect the spirited sailors who love a challenging sail on a fine old yacht. New this year were windward starts held off Fort Charlotte, with the race committee perched on the hill that is held up by the Pillars of Hercules. Big schooners charged over the line first, followed nine other classes descending in size to the 29-foot Petticrows Dragons.

When the regatta began in 1987, the event was mainly for older vessels that had a full keel, were of moderate to heavy displacement, were built of wood or steel, and were of traditional rig and appearance. Other classes, such as Spirit of Tradition, were added over the years. In this year's new Historic Class, yachts designed and built before the end of 1976 in any material with any keel configuration were eligible. Racing in it were the 33-foot International Six-Metre Class *Biwi Magic*, the 48-foot Swans *Montana* and *Sleeper* (built in 1972) and the 1960-built, 30-foot Yachting World Diamond sloop *Rita.*

The Concours d' Elégance took place before the serious salt spray commenced with 11 traditional yachts in the running for a table of prizes. It's partly a beauty contest, but more a history lesson and chance to share a vessel's back story to a team of judges that included *Wooden Boat Magazine* publisher Andrew Breece.

For days, crews labored to spiff their boats with a last coat of varnish, touch-up paint, and artfully coiled lines, all followed by a dance with a mop on deck. The 1967, 47-foot Tancook gaff schooner *Avenger* scented its cabin with pine tar; the 1939, 115-foot staysail schooner *Eros* artfully filled its piano top with Mount Gay Rum and custom koozies; and Matthew Barker, owner of the 1929, 65-foot Alfred Mylne-designed *The Blue Peter* picked up toys because "We have a baby onboard, you know."

Overall Concours winner was the 66-foot Herreshoff-designed ketch *Arrluuk*. A faithful replica of the 1939 *Bounty* and a kindred spirit to last year's overall winner, the 72-foot *Ticonderoga*, she was built in 1997 by Legendary Yachts. Owners Steve and Tricia Frary, daughter Elizabeth 13, and son Nathan 11, have been cruising the Caribbean for the past 14 years.

A highlight of Antigua Classics is the Arne Frizzell Award for seaworthiness and attention to structural integrity and safety. This year's winner, the 44-foot, one-off Burgess *Morgaine*, is a family boat, built by a father and sailed across the Atlantic by his son.

Special Mention went to the 203-foot Hoek schooner *Athos* for the jaw-dropping beauty and spectacle she added to the fleet as the largest privately owned two-masted schooner in the world.

Eleven skippers sailed in the 20th annual Single Handed Course in moderate winds. Every boat carried an observer and some took a photographer to capture the on-deck antics. In the Spirit of Tradition Class, *Biwi Magic* took first, sailed by Tony Sayer. The 1957, 52-foot yawl *Mah Jong*, skippered by Alex Goldhill, took line honors and first place for Large Classics. Oliver Greensmith skippered the 1936, 41-foot Abeking and Rasmussen sloop *Seefalke II* to victory for Small Classics.

Four days of competition for the entire fleet began with winds touching 20 knots and seas covering every deck. Big boats, sailing an extra leg, covered a 31-mile course with the mighty *Athos* finishing in a mere 2 hours, 13 minutes and 43 seconds. On Day Two, the weather dialed down and by Day Four, it was Caribbean casual. Working against it, competition crescendoed daily, captains hoping for top honors and the chance to claim one of a limited number of Locman hand-crafted Italian watches.



A one-design class was created this year for the Petticrows Dragons. The Dragon is a keelboat designed in 1929

It was fortuitous that the Classics were sponsored by Mount Gay Rum and Carib Beer because post-race hydration was crucial for morale. Evening events included a Hog Roast, the unpredictable Sea Shanty Competition, a Dark-and-Stormy Celebration, Dock Party Night and musical acts from every genre imaginable.

Sunday's Kenny Combs Memorial Cannon Course race ended with the Parade of Sail through English Harbor. Crews quickly dressed yachts for a salute to the crowd with cannons and horns added for effect.

The Final Prizegiving took place at the Antigua Yacht Club where sailors swapped salt-stained clothes for clean crew shirts, evening clothes and a sea of tropical attire. Regatta Chairman Carlo Falcone opened the show before turning it over to announcer Tommy Patterson, convincingly dressed as Lord Nelson.

First-place prizes were awarded to the 54-foot Alden schooner *Severine* in the Classic Schooner Class. The Vintage Schooner Class top honors went to the 1928, 50-foot staysail schooner *Charm III.*

The Classics Other Sail Plan winner was the ketch *Arrluuk*, and *Seefalke II,* a sloop, won the Vintage Other Sail Plan class.

The McMillan-designed Spirit 65 sloop *Chloe Giselle* won in the Spirit of Tradition Class, and first in Traditional Class was the 42-foot Alwyn Enoe-designed Carriacou sloop *Genesis*.

The Classic GRP Class winner was the 1961 Bruce King-designed 33-foot *Iris J;* the S&S Swan 48 *Sleeper* topped the Historic Class.

The 157-foot Klaus Röder-designed *Chronos* beat her sistership, *Rhea,* for first place in Tall Ships Class.

The Dragon Class was won by 18-year-old Rocco Falcone and three buddies from Antigua Yacht Club Youth Sailing.

On the final day, the big boats took a rest while little ones came out to play during the Gig Races and Cream Teas held at the Admiral's Inn in English Harbour. Racing for the first time this year were the tiny sailboats in the Ponzi Class, the brainchild of Robbie Fabre. Rumor has it he built one for a swimming pool, then schemed with friends to grow the fleet.

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Six were in attendance providing a crayon box of color with rig combinations from a designer's wildest dream. Performance wise, the fleet did well despite some random sinking maneuvers and the need to paddle during tacking.

Post regatta, vessels set off in all directions but hopefully they'll find their way back for the 2020 celebration of old boats and the souls who love them so.

Visit www.antiguaclassics.com for full results.



Clockwise from top left:

The Carricou Sloop New Moon *racing the Traditional Class,*

The 1943 gaff ketch Vendia *on a roll,*

The mighty Avenger *in the Classic Schooner Class,*

After winning her class at the Concours d'Elégance, on the race course Columbia *showed her boisterous side*



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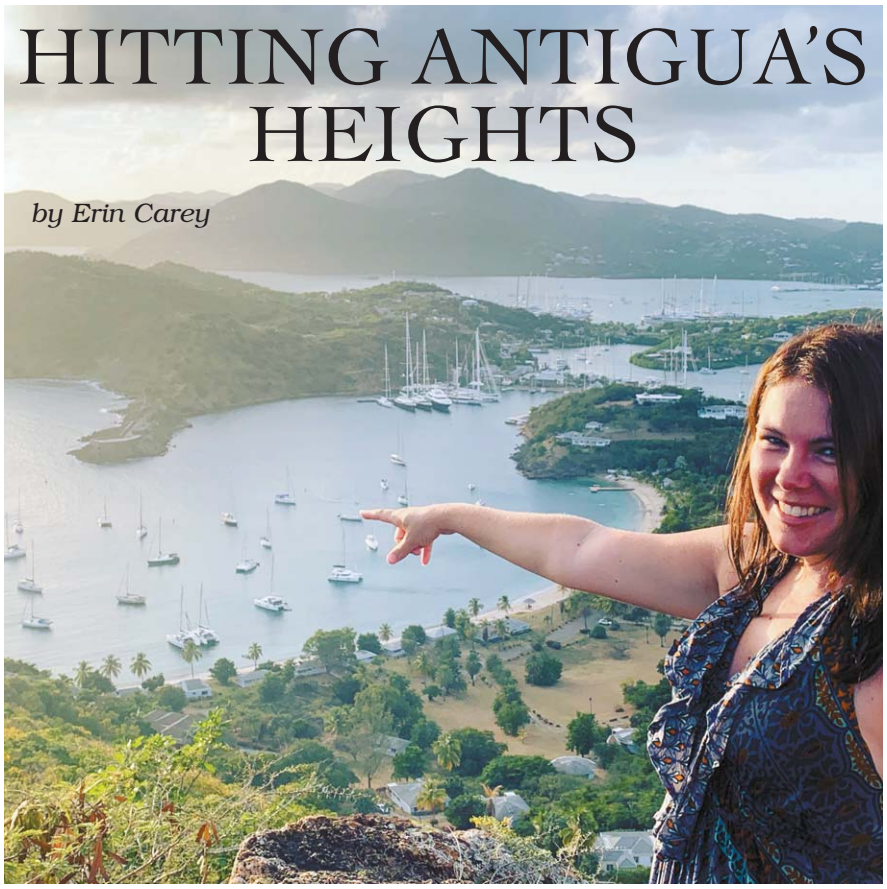




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HITTING ANTIGUA'S HEIGHTS

by Erin Carey



Above: 'There's our boat!'

Below right: You'll reach an area of flat stone surrounded by layered walls

THE sounds of calypso float on the cool evening breeze and the scent of jerked chicken permeates the air. As the sun sets, a crowd gathers to photograph the glowing sphere as it disappears into the ocean, all the while tapping their feet to the pulsating rhythm. With panoramic perspectives across English and Falmouth Harbours from 490 feet above sea level, the view is one of the best in the Caribbean and the perfect place to witness the elusive green flash. Lights of the masts and buildings below twinkle in the fading light like tiny candles on a birthday cake and, minute by minute, the sky changes with different bursts of color, making each photograph better than the last.

Shirley Heights, a restored military lookout and gun battery, is renowned for its Sunday evening festivities. The gathering takes place each and every Sunday, as it has done for the past 31 years. A favorite among cruisers, visitors and locals alike, it features barbecue that will leave you craving jerked chicken for the remainder of your stay in Antigua, and a steel pan band that will stun you with its energy and vigor. The iconic Caribbean musical ensemble begins playing at 4:00PM and performs a mixture of Caribbean tunes and well-known pop songs. The beat will be sure to get you in the partying mood, not to mention the rum punch or Dark and Stormys made with homemade ginger beer. The Shirley Heights party is an institution in Antigua and a must-do for all who visit the island.

However, don't merely pay for a taxi or hire a car to travel to the party. Make an entire afternoon and evening of it by hiking to the site on foot.

A word about English Harbour, where the hike begins: it is one of the most idyllic anchorages on the island and will charm you with its secluded palm-tree-lined beach, boutique shorefront hotels and various shades of turquoise waters. English Harbour offers easy access to the historic Nelson's Dockyard and numerous cafés and bars, and is a short stroll from the additional amenities of Falmouth Harbour. This makes it extremely popular among cruisers, as evidenced by the fact that it is often difficult to find a place to anchor. With holding slightly less reliable on the northern side of the bay, ensure you arrive early in the day to secure your position and prepare for your afternoon and evening of fun and frivolity.

The trail begins at the southern end of Galleon Beach, and cruisers will need to leave their dinghies on shore, perhaps tied to a tree, or to the enormous rusted ship's anchor semi-submerged in the sand. Follow the Carpenters Rock Trail along the rugged shoreline for not more than a few hundred metres, and you will be rewarded with the first view over English Harbour. The viewpoint is known as Fort Charlotte, and is often used as an observatory for watching the starts and finishes of yacht races. Be sure to look out to the old ruins of Fort Berkeley on the opposite side of the harbour entrance. Continue along the water's edge, a nerve-racking 20 metres below, and you will marvel at the views of the Atlantic Ocean and the jagged outcropping of limestone cliffs, worn away by endless waves and wind. The deep blue sea can be seen caressing the cliffs below, and the Atlantic swell can be heard from high above, crashing into the shore, mist rising into the air.

The trail borders the edge of a cliff, literally inches away from the southernmost tip of Antigua and the ocean below, and there are moments when you will need to step across small ridges that could cause a significant injury, or worse, if you slip. The trail is otherwise of an intermediate level, and if it weren't for the sheer drop-off in a few places along the way, the path wouldn't feel quite as hairy. Your risk will be rewarded, however, when you reach an area of flat stone surrounded by layered walls of limestone, worn away over millions of years to create ridges and hidey-holes, complete with rock pools full of sea urchins and fish. This platform, known as Carpenters Rock, is popular among fishermen, hikers and thrill seekers. If you're feeling crazy, you can cliff-jump from the rocks into the ominous ocean below.

Once you've explored the rock pools and taken the obligatory photos, continue along the trail, conveniently marked by white spots painted on rocks along the path. Tread carefully though, as the track is lined with numerous tall cacti and acacia plants, complete with one-inch thorns that will pierce through the bottoms of shoes and scratch unprotected legs.

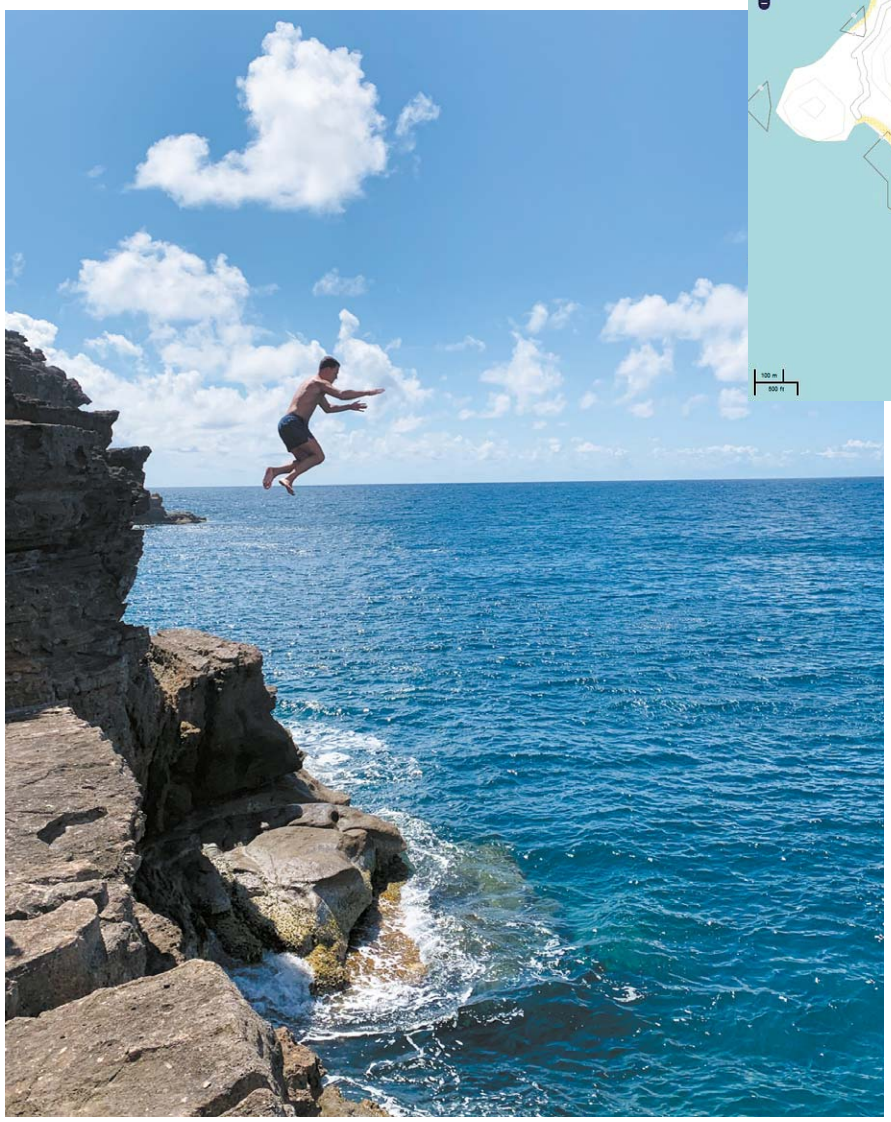
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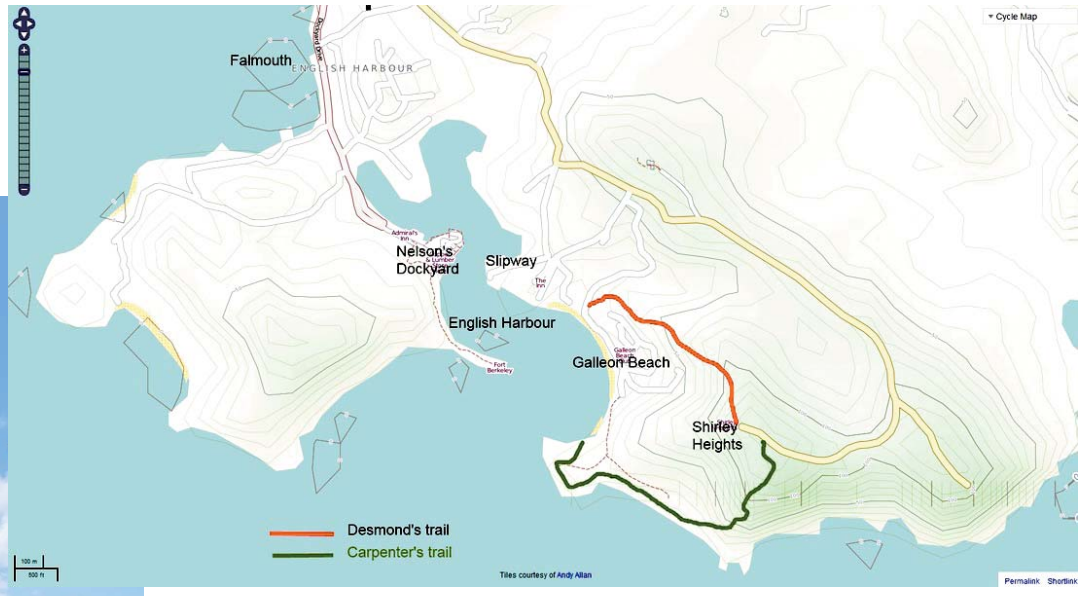




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Another 20 minutes of hiking, occasionally traversing boulders and rocky crags, will bring you to a viewpoint perched high upon a hill. The outcrop provides the perfect stop for a quick drink of water before the real incline begins. The final leg of the hike is quite steep and runs along the top of a ridge, heading almost directly for Shirley Heights, towering above. After 20 or 30 minutes you will reach a road, where you should turn left towards the barbecue and band.





Left: This hike offers dramatic views of the rugged Atlantic coastline

Below: A steel pan band will stun you with its energy

Entrance into Shirley Heights costs EC$25 (US$10) per person on a Sunday. However, if you visit on a Thursday, which admittedly doesn't have the same electric atmosphere, you do not have to pay an entrance fee. Alternatively, if you'd like to take a shorter route, and avoid the Sunday entrance fee altogether, follow the well-defined trail known as Desmond's Trail. You will not only arrive in a much shorter time, 20 to 30 minutes instead of 1.5 hours, but as you enter onto a grassy bank just below the Shirley Heights restaurant, you will avoid the collection point and hence the fee. According to the establishment, entry via this point is an acceptable way to enter the party. To find the alternate trail, begin on the road behind Galleon Beach. Turn left and follow the road for a few minutes before you will see a small trail to your right. This trail is straight up and will get the heart pumping, but you will be rewarded with breathtaking views along the way.

The barbecue is reasonably priced, with meals starting from around EC$25 and the food is tasty. Drinks on Thursday night are cheaper than the beverages on Sunday, perhaps another reason to visit earlier in the week.

I wouldn't recommend returning via Carpenters Rock at night; however, if you have a torch, walking down Desmond's Trail shouldn't be too difficult. Alternatively, arrange a taxi or share a ride with one of the many taxi drivers that are waiting for the passengers to finish partying.

One thing's for sure, no matter how you decide to make your way to the attraction, an evening at Shirley Heights will be a highlight of your visit to the island of Antigua and luckily, if you hike up, you'll already be wearing your dancing shoes!





All The Way West in Jamaica — Negril

by Elizabeth Stacey

DESTINATIONS



Above: On Jamaica's west end it's all about the sunset

Inset: Two young boys paddled out to visit us

Below: It was awesome cruising around the bay on a floating bar

Bottom: We anchored in Long Bay, about halfway down Negril's famous Seven Mile Beach. We were definitely right in the middle of things

With some regret Garth and I left Bluefields and headed our 42-foot ketch, *Irwinish,* to our last stop in Jamaica, Negril. As part of our journey from Miami to Panama, we had sailed from the Bahamas along the southern coast of Jamaica, with other stops at Kingston, Pigeon Island and Black River.

Negril sits at the southwest tip of the island. We had light winds for the first half of the trip and were able to cook up a fancy, for us, rice bowl along the way. During the last ten miles or so the wind picked up and we ended up on a close reach to the anchorage area.

The recommended anchorage area here is Bloody Bay, which is lovely if somewhat remote. We wanted to be closer to town so we anchored in Long Bay, about halfway down Negril's famous Seven Mile Beach. We were definitely right in the middle of things! There is fairly deep water close in to shore here and we anchored in 12 feet about a quarter mile from the beach. This is a large bay so depending on the wind direction you will get some rolling, which gets worse the closer you anchor to the town center.

There are a large number of small boats as well as some charter catamarans anchored in the area and for the first time during our cruise of Jamaica we saw a fellow cruising boat — just one, from Germany. It was also the first time we had seen this many people ashore since Kingston.

Unlike Kingston and our other stops on the south coast, Negril is set up as a major tourist destination. The beach and cliffs on the West End are highly developed with many hotels, restaurants, bars and tourist attractions — it would take months to sample all the food offerings here.

On our first morning we got our usual visit from the Coast Guard, just checking in to see if everything was okay. That done, we hopped in the dinghy and went to check where we could tie up safely to go exploring. At the entrance to the river there is a large concrete breakwater that has small bollards that you can lock your dinghy to. We checked out the downtown area, hit up the vegetable ladies for some tomatoes and mangoes, and went to explore the beach. Our inflatable dinghy has gotten a lot of smiles in this land of fishing pangas and Negril was no exception. Soon everyone knew us as "the people in the little boat" as we zoomed around the bay.





Between swimming in the clear water off the boat and hanging out on the beach Negril was making us lazy! Our lay-around routine was interrupted one morning by two young boys who had paddled out to check out our boat. They had a lot of fun using our binoculars to spy on people and talked me into buying a friendship bracelet before they left.

We generally spent our several days here lounging, snorkeling on the reef, going to the beach and exploring the town. Being as Negril is very well travelled by tourists the locals are constantly trying to sell you something. You just have to politely tell them you don't want to buy, unless you want something.

At night there is quite a lot of loud music from the beach, some good, some not so good. (A quieter location would be Bloody Bay, a few miles to the north.) Some of it is entertaining; Kenny Rogers "Gambler" set to a reggae beat was a personal favorite.

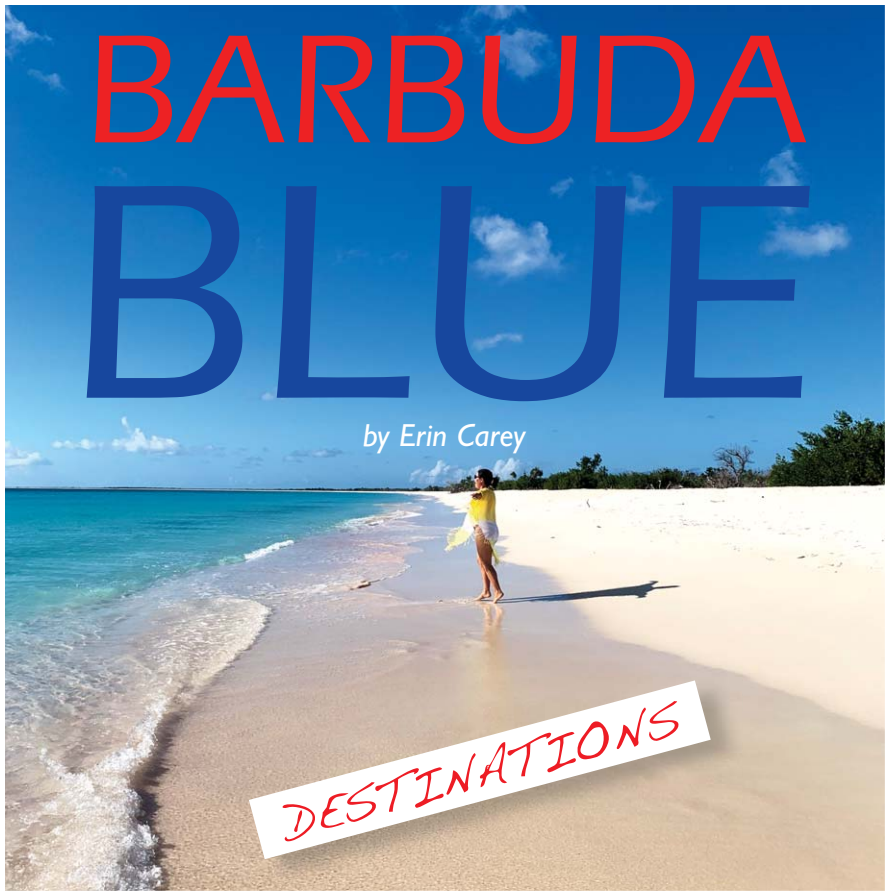
We met a guy named Fabian who built his own tiki boat on the South Negril River. It is two pontoons with a deck and an actual tiki hut on top, and is powered by a single outboard; he does "all-inclusive" trips around the bay on it. We chased him down in our dinghy one day and got an abbreviated version of his trip on the tiki for a discount. (Tiki Pon Da Sea is on Facebook.) It was awesome cruising around the bay on a floating bar!

We planned on leaving from Negril for Panama, so we did not want to sail around to Montego Bay. But Negril is not a port of entry so we could not clear out of the country here. They do, however, let one person from a vessel go to Montego Bay and complete the clearance formalities while the boat stays in Negril. You have to contact the official a day or two in advance and let them know your intent to depart. There is a bus to and from Negril for about US$30 round trip and the Customs official will meet you at the location of the bus drop-off in Montego Bay. As we were travelling to Panama next, an international clearance document (zarpe) was needed. All things considered, the bus fare and some time spent is not a big deal when there are no other charges for clearance here.

Before sailing to Jamaica we read several posts online about how you need to be careful and worry about safety and theft constantly. On the contrary, our experience on the island has been great, the people have been friendly and welcoming, the anchorages safe, and we were able to get everything we needed. The biggest hassle we had on the whole trip was a local boat operator from the Sandals resort telling us we needed to put our anchor light on one night — interesting, since ours was then the only boat in the entire anchorage with an anchor light, but hey, no problem mon.

Like many places in the world, Jamaica's reputation sometimes unfairly precedes the reality. If you have an open mind and want to enjoy a tropical paradise, give it a try! With common sense and some planning, anyone with a sailboat could enjoy sailing Jamaica's south coast.

*Elizabeth and Garth Stacey are travelling the world on their 1975 42-foot Irwin ketch. The boat has been heavily modified over time and is now very much "*Irwinish*". See Elizabeth's reports on their other stops in Jamaica in the February through May 2019 issues of* Caribbean Compass *at www.caribbeancompass.com/backissues.html*



AS we approached the island from the south, the land was so flat that the only thing alerting us to its existence was a strange mirage-like reflection in the sky. The passage had been comfortable, if not a little bumpy, due to the relatively shallow waters between the two islands. Entering a pass between a shallow nine-foot bank and the shore, we were nervous about our approach. With our seven-foot draft putting the keel a little too close to the sandy bottom, we crept our way along the natural channel marked on the chart and described in Chris Doyle's *Cruising Guide to the Leeward Islands, Southern Edition*. With my husband on the bow and the sun high in the sky, we followed the 11-mile beach, hugging the shoreline, to the anchorage of Lower Bay. The water was the most stunning we had witnessed in our 15 months in the Caribbean, the color so vibrant it deserves a name of its own. Barbuda Blue is what I have coined it, a color I will never forget.

Barbuda is an island 30 miles north of Antigua; they form one nation. Although they are often referred to as the "Twin Islands" it took only moments in Barbuda to figure that the two couldn't be more dissimilar. Dropping anchor just south of the storm-destroyed hotel that still graces its shore, ours was one of only a handful of boats spaced hundreds of yards apart. With no other sign of civilization, my husband, our three young sons and I dinghied to the beach to explore the great expanse of powdery white sand that lay before us. Despite its length, the beach was narrow, and we looked over the brackish waters of the lagoon that lay behind the spit of sand. In the distance was the island's only settlement, the town of Codrington; almost destroyed by Hurricane Irma in 2017, it is still rebuilding to this day.

If a visit to Barbuda is on your radar, then a tour with one of the island's local guides is an experience you can't miss. George Geoffrey is the owner of a boat called *Garden of Eden* and offers guided tours to see the frigate birds in their natural environment. George took pride in explaining that this colony, home to some 20,000 birds, is bigger than any other in the world, including that in the Galapagos Islands.



George also spoke of his childhood, roaming free around the island, at one with nature. He spoke of Hurricane Irma, a bad memory most residents have tried to suppress; the experience of having the roof torn from above his head still haunts him. He spoke of the land itself, which all Barbudans traditionally own in common, the same land he fears will one day be exploited and developed the way so many other natural beauties have been. His love for his island home was obvious; I could see it in his eyes. George is a man in his sixties who has been exploring the island his whole life, and as his boat motored effortlessly through the shallows of the lagoon, it was clear he knew the place like the back of his wrinkled hand.

En route to the bird colony, we paid a visit to a relatively new addition to the area, a 20-foot shipping container, now entwined within the mangroves that had merely kept on growing around it. The enormous metal vessel had flown three miles through the air during Irma, an indication of the hurricane's ferocity that George said was like nothing he had ever experienced before. It was a stark reminder of the power of Mother Nature.

As we approached the birds, the smell was pungent and offensive, yet it was quickly forgotten as we passed not three feet away from a baby frigate bird, its beady eyes inquisitive, yet unperturbed by our presence. The nesting birds' feathers ruffled in the warm breeze, and the clicking of their long, hooked beaks filled the air. An adult male, with an inflated red balloon-like pouch extending from his neck, was attempting to attract a mate and we watched in awe as the red appendage the size of a human head swayed in the breeze. With a wingspan of over two metres, the birds could be seen circling above, dipping and diving, fishing in the shallow waters around us. Frigate birds are known for their menacing ways, and we watched as one stole a fish from a booby, the smaller bird so frightened that he practically handed his catch to the frigate on a plate.



Above: George Geoffrey has been exploring the island his whole life

Left: We dinghied to the beach to explore the great expanse of powdery white sand that lay before us

Bottom left: This colony, home to some 20,000 birds, is bigger than any other in the world

Below: A visit to the village of Codrington was next on the agenda, and the wrath it had suffered was evident

Bottom right: We followed the 11-mile beach, hugging the shoreline, to the anchorage of Lower Bay



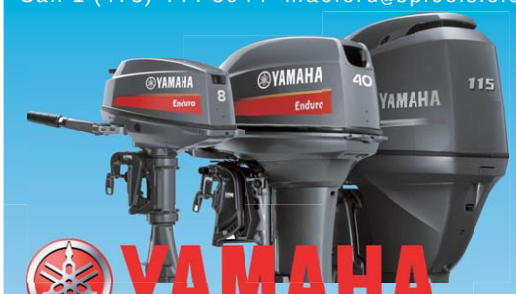
A visit to the village of Codrington was next on the agenda, and the wrath it had suffered was evident. The town was in bad shape; Irma had left her mark. Piles of rubble lined the streets and tents were now permanent fixtures. The people, however, were friendly and optimistic, and children ran freely, smiles covering their faces, laughter filling the air. Donkeys and dogs roamed the streets side by side and teenagers scooted by on bicycles. A quick walk around the town saw us find a supermarket and bar, but don't come to Barbuda expecting services and supplies. Come for the natural beauty! Come for the wild horses running along rose-colored beaches and mangrove forests abundant with life. Come for the Barbuda blue waters teeming with fish and the deer roaming freely through the scrub. Come with full tanks of water and a well-provisioned boat and stay until you are no longer able.



As I thanked George for his tour, I proclaimed my experience to be a "once in a lifetime" opportunity. George was quick to reply, "But why does this have to be a once in a lifetime experience? Why not visit us again and again?" I thought of his words as we raised our anchor; the shadow of our yacht reflected on the water. Leaving Barbuda was harder than I expected, and barely before we'd drifted away I longed for the solitude and escape it provided. With the fate of Barbuda's future unknown, and with this blue isle perhaps some of the most sought-after real estate in the world, don't leave your visit until it's too late.

And don't just visit once — have this once in a lifetime experience again and again!

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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.

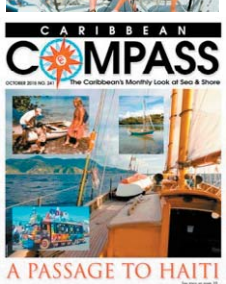
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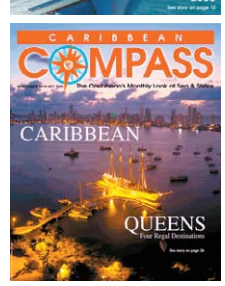
HEY, READERS!

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!

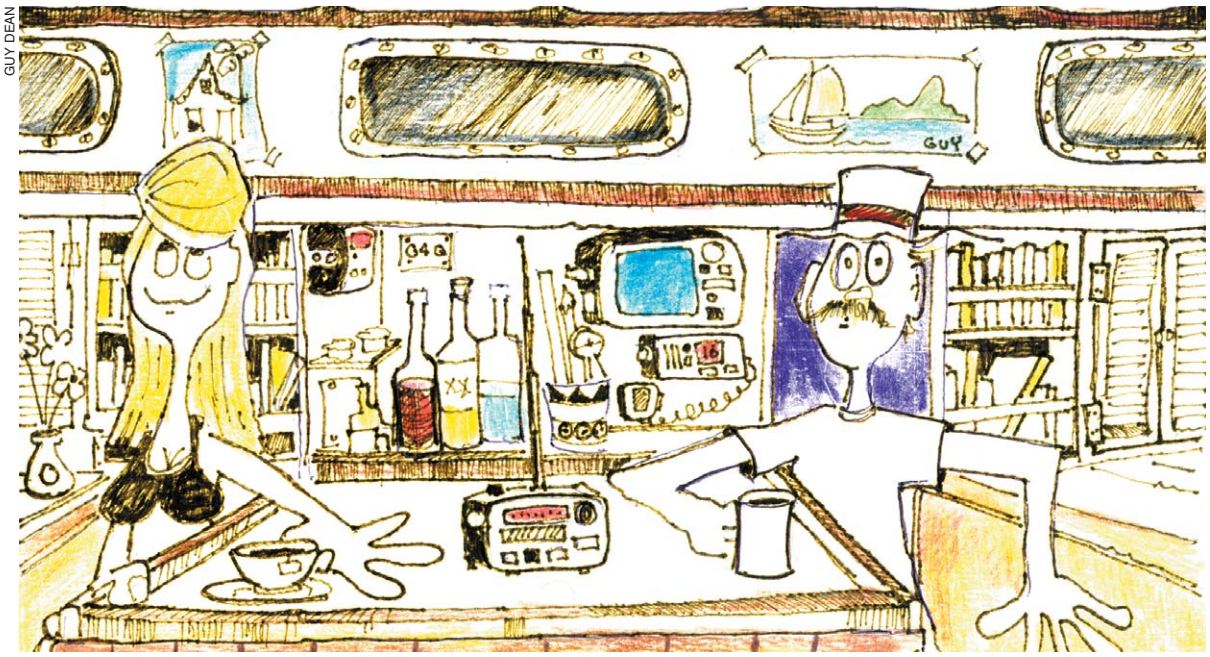








GUY DEAN



Selected Caribbean Shortwave Weather Reports Summer 2019

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)		USB
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
1030	0630	Bahamas Weather (Chris)	4045 & 8137		USB (Note 1)
1100	0700	Caribbean Net (Mon-Sat)	7250		LSB/Ham
1130	0730	US E Coast, W Atl N&W of Bermuda (Chris)	8137 & 12350		USB (Note 1)
1145	0745	Waterway Cruising Club	7268		LSB
1215	0815	KPK Cruising Safety (sponsor SSCA)	8104		USB (Note 3)
1220	0820	Bahamas Weather (C6AGG C Wardle)	7096 & 3696		LSB/Ham
1230	0830	E. Caribbean Weather (Chris)	8137 & 12350	Voice	USB (Note 1)
1230	0830	Cruizheimers Net	8152 (or 8146, 8164)		USB
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 & 2)
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 frequencies (in kHz):*
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

Note 3: This net listens for emergency/humanitarian calls of any kind. Similarly, Chris listens for emergency traffic at the beginning of each of his weather nets.

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.
- In case of maritime emergency, any vessel in distress can call the 24/7/365 Maritime Mobile Net on 14300 USB/Ham. Anyone, licensed or not, may legally operate on Ham or any other frequencies in the event of life-threatening or DISTRESS situations.
- A more complete schedule of East Coast cruising nets is available at www.docksideradio.com/east_coast.htm

NEW experimental 25 MHz WWV broadcast: WWV has resumed continuous time signal broadcasting on 25 MHz on an experimental basis. The broadcast consists of the normal WWV signal heard on all other WWV frequencies, at the same level of accuracy. As an experimental broadcast, the 25 MHz signal may be interrupted or suspended without notice.

CRUISERS' VHF NETS

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

Corrections and comments are welcome. Please send them to sally@caribbeancompass.com


NASA

SELECTED ON-LINE WEATHER SOURCES

"Red sky at night…" When was the last time you simply looked at the sky to forecast the next day's weather? For that matter, when was the last time you tapped a barometer? Yet weather prediction occupies a large part of sailors' attention.

Although it's been a long time since people tried to predict the weather by seeing whether or not the groundhog went back in his hole, it has also been a while since mariners routinely listened to WWV radio for marine storm warnings. The use of once-popular weatherfax has to a great extent been replaced by GRIB.

Although SSB radio weather forecasts are still indispensable, 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 (tested PC and Andoid tablet compatible).

Long Distance Weather Forecasts Now Made By Machine


MODERN MECHANICS

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.

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.

An article from Modern Mechanics *magazine, 1932*

Caribbean National, Regional and Island Weather Websites

- ABCs Weather: www.meteo.cw/rad_loop.php
- Curaçao Met Department: www.meteo.cw
- Barbados Weather Sattelite: http://barbadosweather.org/GOES16/Jiren_Satellite_Products.php
- Martinique Weather Radar: www.meteofrance.gp/previsions-meteo-antilles-guyane/animation/radar/antilles
- Panama Weather (requires Adobe Flash, not Android compatible): www.hidromet.com.pa/index.php
- 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

- NOAA National Weather Service Caribbean: www.nws.noaa.gov/om/marine/zone/off/offnt3cmz.htm
- Mike's Weather Page: www.spaghettimodels.com
- WINDFinder: www.windfinder.com
- ON Boards ON Line: www.onboardonline/weathertools
- PassageWeather (provides seven-day wind, wave and weather forecasts to help sailors with passage planning and weather routing): passageweather.com
- Weather Underground: www.wunderground.com/hurricane
- www.windyty.com (wind speed & direction 14 days in 3-hour increments)
- Ventusky (similar to windyty): www.ventusky.com

Weather Conversions: http://weather.org/conversion.htm

Commercial Marine Weather Service Websites

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

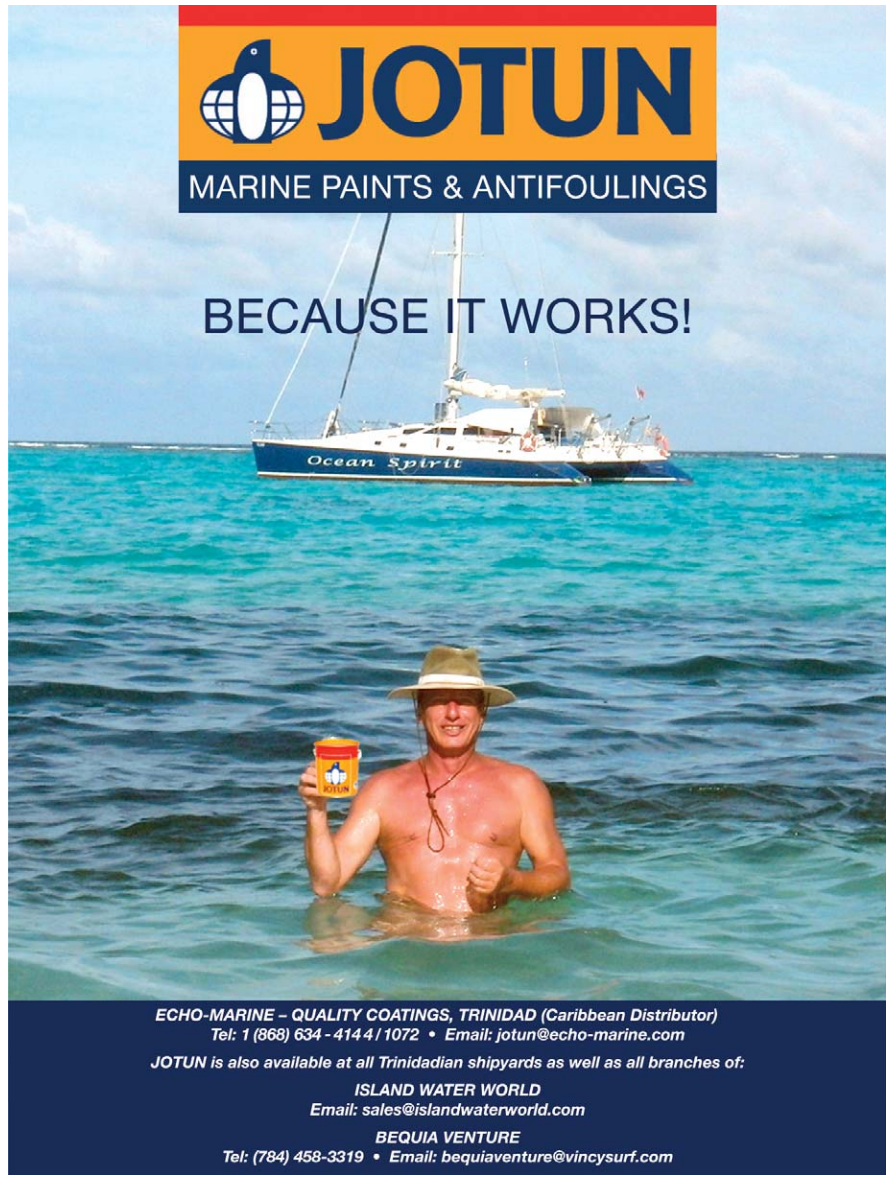
Hurricane Information Websites

- Caribbean Hurricane Network: www.stormcarib.com
- US National Hurricane Center: www.nhc.noaa.gov
- NHC Marine Weather Discussion: www.nhc.noaa.gov/text/MIAMIMATS.shtml
- NHC Offshore Reports: www.nhc.noaa.gov/marine/offshores.php
- Atlantic Hurricane Tracking Chart (print out for offline reference): www.nhc.noaa.gov/pdf/tracking_chart_atlantic.pdf
- NHC Marine Graphicast: www.nhc.noaa.gov/marine/graphicast.php?basin=at#contentw.nws.noaa
- NOAA Climate Discussion: www.climate.gov/news-features

In addition, surf and swell forecasts (great for those "iffy" anchorages) are provided at http://magicseaweed.com.

Happy weather windows!





Solo to Puerto Rico

by Richard Gormley

When I say solo, I mean just the boat. Nobody on it. Here's how it happened.

Harbingers

S/Y Elethea is a much-used Beneteau First 38 from 1983. Hundreds were made for The Moorings charter company, down to a price. It's a great design, known to race above its CSA handicap. Usually competing with street-fighting sailors in CSA Class 6, her crew have won trophies in Antigua and St. Maarten. In 2011 we cleaned up Antigua Sailing Week with four firsts: CSA 6, CSA 6 and 7 combined, Best Boat Over 30 Years Old, and Best Antiguan Boat.

The first time her rudder detached, *Elethea* was off Man-O-War Point with the leaders in Antigua Yacht Club's Round Island Race. The welds let go and the blade came off clean, leaving just 14 inches of 50-millimetre stainless stock. *Elethea* enjoyed two weeks on a mooring at the Mill Reef Club while we figured out how to get her back to Jolly Harbour, where a replacement was fabricated. Great attention was given to the new rudder: balanced, streamlined and in airplane wing section. In more ways than one, it did indeed go faster than the original did — our homemade rudder stayed on the boat just three years!

2017 St. Maarten Heineken Regatta

For 2017 we were graced with a mother ship, *S/Y Magic*, a nearly new 54-foot Hanse, which carried our racing sails and provided accommodation for several crew. By racing sails I mean a fully battened Norlam main and matching blade, nothing high-tech.

Water was found in the rudder during the bottom job prior to this regatta.

I took five crew and cleared *Elethea* in Phillipsburg the preceding Thursday after a rolly, windy night. The rest went on *Magic*, or LIAT.

Motley Crew

Black, white, young, old, male and female, Kiwis, Germans, Brits, Australians and Canadians — a baker's dozen in all. Many were the usual suspects from previous races on *Elethea*: "pole dancers," mast man, the best headsail trimmer in the business, my usual mainsheet man, pitmen and the woman who always does pole up/down from the companionway. For some, this regatta had become personal — we had achieved several podium positions over the previous decade or so, but never actually won it.

Famous for strong breezes, warm and choppy seas, and great après-sail parties, the regatta lived up to its reputation, with 20-knot winds, six- to eight-foot seas, and entertainment headlined by UB40. Long story short, we were second in class. Again!

Key crew included Daniel, Steve and Johan. Dan went to sea off Dominica's Carib lands in his very early teens and was pulling himself into a role as a professional yacht skipper. Kiwi Steve skippers *Kialoa III*, a famous maxi. Johan, the German hippie turned real estate agent, came on a tight time limit.



Elethea *in action. The Beneteau First 38 is a great design, known to race above its CSA handicap*

Dark and Stormy Night

Winds and seas had elevated during the regatta until Windguru was advertising gusts in high 20s and Passage Weather had stormy conditions, both winds and swells, marching across their excellent charts. Thinking about getting back to Antigua, I said, "We're not going yet." There was a "discussion." Foolishly, I agreed to Daniel skippering *Elethea* for the return delivery, with Steve and Johan as crew. We septuagenarians jumped ship to *Magic*. We had neglected to update *Elethea's* ship's papers, so I remained as "Captain." That turned out to be helpful in Puerto Rico.

Aboard *Magic*, we departed Phillipsburg at 1700 hours, an hour behind *Elethea*. It was not nice. Let's say three-metre swells, occasionally four, some breaking. *Magic's* clew blew. An even untidier reef was set and other stuff broke, such as lifeline fittings. It was hard to cling to *Magic's* large, flat deck. Down below there was seasickness, and the automatic toilets stopped working. However, *Magic's* engine, autohelm and advanced electronics never faltered. Paul, her Australian skipper, was brilliant.

Conditions on *Elethea* must have been gruelling. However, her crew like that sort of thing and I had prevailed on Dan to fit delivery sails — a heavy, high-cut Yankee on the re-fitted roller and an undersized main, a personal favourite of mine.

Although much larger, *Magic* was having trouble catching up, the crew unsure if we were glimpsing *Elethea's* masthead tricolour. I was by the VHF and took the call at around 1100 hours and 15 nautical miles south of St. Barts. When Dan said they had lost steering, I thought — hoped — for a second or two that he was joking. I asked for the masthead light to be toggled. That confirmed we were close. Soon we could see *Elethea*, jib rolled in and main secured on the boom.

Let me be clear: there is no way you can steer a boat with no rudder in those conditions. Not by "using the sails" or "pole over the transom" or "drogue bridled to sheet winches." If you wait days for the weather to abate or break out tools and spend many hours making a jury rudder, maybe.

On the third attempt, Dan got hold of the fender with towline bridled to *Magic's* sheet winches. Pretty soon the boats bucked in opposite directions and the towline broke. Rain of the horizontal variety — as I said, not nice. I put out a "pan pan." Eventually the St. Barts Coastguard answered. Young chap, it sounded like. He repeatedly asked, and was consistently given, our position. Asked what we wanted, I mentioned towing. "There is no one available."

Fair enough, no immediate mortal danger. We will stand by 'til morning.

Rescue!

An hour later, St. Barts came back on the VHF. "A boat has diverted to your position." I heard what I wanted to hear and shouted across *Magic's* cockpit that a rescue boat was on its way. Paul looked up from his AIS. "That boat is 512 metres long!" Sure enough, at around 0200 hours on March 6th, *M/V Zenith* could be seen approaching from the northeast. Okay, not the hugest of cruise liners, but still reassuringly big. Her skipper started a three-way conversation with St. Barts and me. He asked what he could do. St. Barts mentioned the word "tow." I may have detected a slight note of sarcasm: "We are going to Antigua at 20 knots." Towing was obviously out of the question, and in the dire conditions *Zenith* was not about to launch and recover a suitable rescue boat, or delay too long the cruise schedule.

It was me. I mentioned *Elethea's* liferaft. *Zenith's* response was rapid and emphatic. "Save your lives. Take to the liferaft." Gratuitously, I told Daniel he had my permission to abandon ship. The decision was taken and Dan would later say it was the worst decision of his career. It was, of course, my fault.

As well as efficiently deploying the liferaft, they let all the anchor chain and rode down, to catch if *Elethea* should get into shallow water. They left the engine ticking over and the lights on, and grabbed the bag with the ship's papers and handheld VHF — and Daniel's smartphone, which proved to be waterproof as advertised. Video in the liferaft was recorded but the phone was largely useless as water on the touch screen made it inoperative.

It took an agonisingly long time for the raft to outrun *Elethea's* rate of drift, which was two or three knots. Finally, *Zenith* got between yacht and raft and, after three skilful passes, was able to haul Dan, Steve and Johan to a loading door. They later admitted that this part was the only time in their whole lives any of them had ever been really frightened.

Magic had a difficult time finding anchorage in Gustavia, St. Barts, where we rested. We returned to Antigua two days later. So the young professionals on *Elethea* enjoyed a steak dinner and hot shower three days before we old people on *Magic*.

Lost Boat Found

Quite a reunion it was when *Magic* berthed in Jolly Harbour. Participants drank rum and didn't say too much about lost personal gear or being scared. Later, people who were not there volunteered talk — too much of it critical, misguided and unhelpful.

Daniel and Johan had Navionics on their smartphones, and studied the track of *Elethea* on that stormy night. These conditions remained well past mid-March. *Elethea* would go northwest at two or three knots. Other predictions were made, but the chances of a happy outcome around Saba or some such seemed remote — islands look so very small among the big blue bits on the chart.

Ship's papers, with passports, were returned to me. I met with Antigua Customs and Immigration, and the Coast Guard. Very helpful. We got all the stamps we needed for people to re-enter Antigua and/or catch their flights back to Europe or Canada. The Coast Guard put out a notice on their communication systems in case *Elethea* should turn up.

I also contacted sailing media with a plea to e-mail if they had news. The following e-mail from a Jorge Santiago in Puerto Rico was indeed welcome:

Sent: 16 March 2017 15:35
Subject: Lost boat found!
I found Elethea at 12 miles South coast of Puerto Rico. It's now in Ponce.

A photo attached to Jorge's e-mail confirmed that *Elethea* had covered 230-odd nautical miles in 11 days. Solo.

A day or two later I had an e-mail from the UK's Royal Yachting Association. Puerto Rico's Customs and Coast Guard had searched *Elethea* thoroughly and found Daniel's Coastal Skipper licence in his personal kit and contacted the RYA. Somehow, through the details in Daniel's kit, records they have for myself and the UK registration in my name, they figured out I was *Elethea's* owner.

—Continued on next page

—*Continued from previous page*

Again, massive thanks to the authorities in Puerto Rico and the RYA, who were concerned to return Daniel's licence and confirm the boat was in Ponce. Very helpful.

I took the next plane to San Juan and enjoyed the day's drive across the island. Ponce is wonderful, slow and kindly after San Juan.

The cheapest hotel I could find is a Spanish colonial gem, the Belgica. Antonio Roig met me by arrangement and we got along famously. He is calm and well organized, a sailor himself, a semi-retired engineer and a member of Ponce Fishing and Yacht Club. In the failing light Antonio helped me get a glimpse of *Elethea* on a mooring ball around the back of the club.

Salvage

Next morning, business commenced in a coffee shop. Jorge Santiago, an energetic Latino family man, initially took a strong line. Eventually the view prevailed that I needed to see the boat and her equipment before discussing salvage. Jorge told me that he came across *Elethea* near Coffin Island while fishing with a friend. He went aboard. The jib was unfurled, and the anchor missing. An attempt at towing failed because of the still dire conditions and unsuitability of Jorge's boat. He stayed aboard for six hours, until his friend was able to bring a professional towboat.

My heart sank when I went aboard. Pulpit bent, front hatch stove in, and other damage including broken roller-furler and bimini frame. It was worse below: water slopping above the floorboards, and ruined clothes, food and other stuff all over the place. However, all equipment was intact, including the tin-bottom dinghy and outboard. The batteries looked salvageable.

Friends and the Coast Guard in Antigua had briefed me about the Lloyds' formula: between 20 and 30 percent of the salved value. We haggled a price, plus a fee for the towboat. Jorge had temporary clearance papers from the Ponce authorities. Together, we visited Customs and Immigration. Jorge was even more deferential and apprehensive than I was. Officer Colon was not happy, and particularly threatening about the word "Toronto" which I had failed to remove from *Elethea's* topsides. I guess they'd looked first at Canadian registration records and become suspicious, as *Elethea* is not listed. She is UK registered. I showed Customs clearance in and out of St. Maarten, which fortunately had my name as skipper, and my passport number. "So, who was on the boat when it came into American waters?" asked Officer Colon, fingering his pistol. "Sir," I said, "as I mentioned, there was no one on board." Eventually, however, the papers got signed. *Elethea* was mine again!

Antonio and I came up with plans to make the boat seaworthy, starting with dropping the rudderstock into the sea. While I arranged to build another rudder, Antonio would re-glass the front hatch and fix other stuff such as roller-furler and bimini frame. I would buy replacement items including ground tackle and — you guessed it — a liferaft. Although there was still an awful lot to do, driving from Ponce, it felt like we were already on our way home.

Homeward Bound

It took two months for the rudder shaft to be sent to Florida and a new rudder fabricated — by a professional firm this time. Antonio was a diamond throughout. Not only were engineering and repair feats performed, but he also took on local project management and dealt superbly with transport, Customs duty and receiving replacement equipment.

Visa requirements for the USA turned out to be a problem. Several friends would have loved to crew on the return sail. But there were no US nationals among them, and considerable nervousness about flying to Puerto Rico with no ticket out and no visible means of support. Come what may, I had to go. I hoped ownership and Customs clearance documents in my name would help me avoid wearing an ill-fitting orange jumpsuit. After a few days' impasse, I let it be known I would, if necessary, solo the boat as far as BVI. Enter Gerry — a bush pilot on leave from Angola, where he flies generals and ministers. We talked over the challenges of the upcoming voyage, but it's not easy to spook Gerry. Not for the last time I heard him say, "You worry too much."

Many good friends were so very helpful, kind and enthusiastic. Paul agreed to bring *Magic* to Road Town, Tortola, which is in British jurisdiction. He was nearly killed in the rush of young sailors volunteering to crew *Elethea* from Road Town to Antigua. Peter, a good friend and that regular mainsheet man I was telling you about, loaned me detailed charts and we picked out stopovers in the Spanish Virgins. It would, of course, be an upwind sail. Nick, an American skipper and owner of a 48-foot charter yawl, *S/Y Marie Elena*, was very kind and helpful. I had crewed for him a few times. He managed much of the replacement gear, including anchor and liferaft, and gave coordinates for his private mooring ball in Charlotte Amalie, St. Thomas, where later we were to spend recovery time.



Don't underestimate the strain on spade rudders in a brisk seaway

It took three hours with *Elethea* in slings to re-fit the rudder. Jorge showed up and helped. Back out on the mooring, I re-inspected everything, including the rig. *Elethea* had a last googly to throw at us. The forestay claw — heavy stainless fabrication — was cracked. You could see daylight through the part that curves around the clevis pin. Antonio was non-committal. Gerry said "You worry too much," and we set about victualling and taking a trial sail.

Gerry and I greatly enjoyed the whole experience, and beating out of Ponce was a wonderful feeling. However, we're talking two old guys with no cooking facility, damp beds and a lot of mildew. Nobody was complaining, but faced with five or six days and nights, one could almost hear jaws being clenched.

Jaws unlocked somewhat during our two nights' stay on Nick's mooring in Druif Bay, Charlotte Amalie. It was a gentle motorsail from there over to the BVI where, looking up from settling *Elethea* into a berth, I saw *Magic* entering the harbour, by chance a fully coordinated rendezvous. "This boat is blessed," I said.

Next time I turned around, Gerry was in his clean shirt, bag packed and standing in the scuppers. Soon as *Magic* touched the dock, he was gone. Couldn't get to that hot shower and comfortable bunk fast enough. I didn't blame him and I also unclenched as we cleared into British waters. *Elethea* was now an honest boat again, not relying on temporary paperwork. Sailing in company past St. Maarten and the scene of the accident south of St. Barts was a doddle.

Lessons Learned

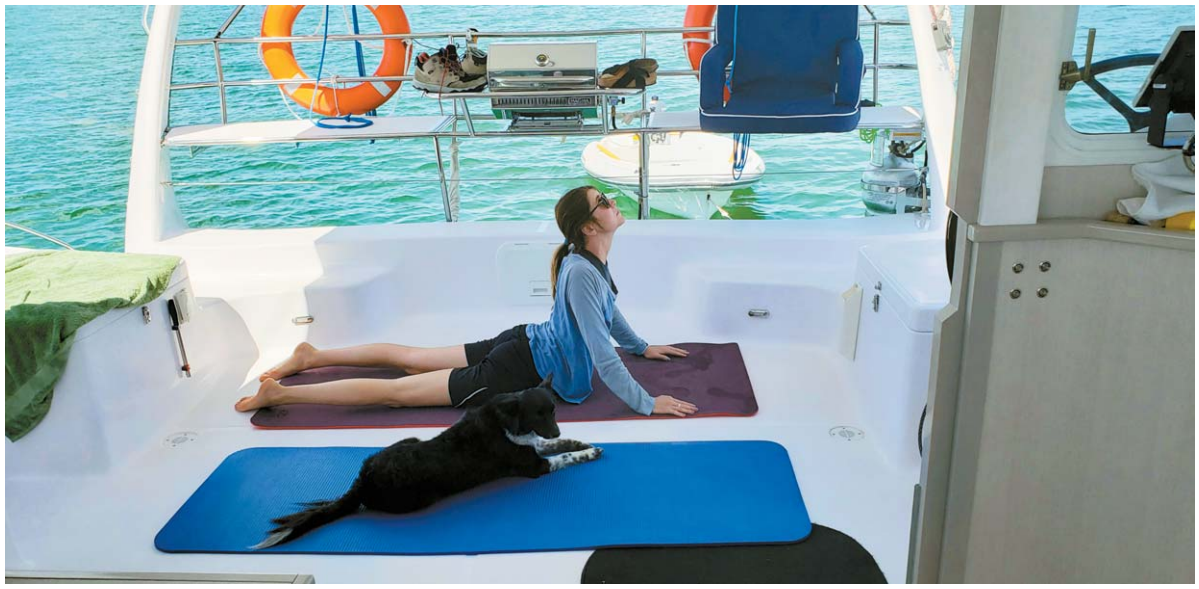
- Don't go to sea with a homemade rudder. If you do, don't underestimate the strain on spade rudders in a brisk seaway.
- Losing your rudder blade once might be said to be an accident. Losing it twice begins to look like carelessness!
- Carry an RORC-type independent replacement steering system. Okay, they are expensive, but all other methods simply do not work unless you are in flat water, or have no choice but to work on a solution for days or wait even longer for weather to abate.
- If the skipper thinks it may be unwise to put to sea, don't persuade him otherwise.
- Carry a working liferaft and don't be shy about using it. Put it in an easily accessible spot, and do not lock it. *Elethea's* is on the coach roof. Consider conventional wisdom — never step down into a liferaft, stay with the boat — but be willing to adjust to circumstances.
- Don't rely on smartphones, even if they are waterproof.
- The people are the boat. Sailing adventures turn out happily if crew and friends work together.



GOING TO THE CATS

by Chelsea Pyne

I've never been a cat person. I mean that both literally and nautically. My dog Margo and I started our sailing life only a few years ago. We tested our sea legs aboard a 44-foot Caribbean Sailing Yacht (CSY) and found that it was simultaneously strange and fun. So I am no salty sea dog, but Margo surely is.



All of my early experiences on boats were aboard monohulls. These include sailing to the infamous Tangier Island in Chesapeake Bay, racing in the St. Maarten Heineken Regatta on a Volvo 70, and a week-long rum delivery aboard *Tres Hombres,* an old-school, engineless tall ship.

For three years I was strictly a monohull gal. However, my partner Andy and I were stuck in a catamaran fantasy — even though neither of us had ever sailed one. For years, Andy researched cats (in fact, it was the only reason he had a computer). After Hurricane Irma put a massive dent into our St. Maarten-based lives, we decided it was time for a change. And it was a change rippling through all of the Caribbean islands, where it's raining cats: we wanted another hull.

In fact, catamarans are tipping the scales as the fastest growing market in the boat industry. St. Maarten just held its first annual Caribbean Multihull Challenge [*see report on page 18 at www.caribbean-compass.com/online/april19compass_online.pdf*], and the regatta organizer told me that the potential catamarans have is sadly underestimated — it's a growing market for a reason. They are designed with newest technology in mind and are proving themselves as high-performance cruising boats. They're lighter, faster, and more comfortable than ever before.

Our aim was to find a well-designed, safe boat that sails well — not a floating apartment (I'm looking at you, Lagoon). Now that we have the (future) equivalent of the monohull grand prix in our backyard, we're even more motivated be on a full-package boat. So we set to work. Andy narrowed it down to two companies. Our choices lay between Seawind and James Wharram. Then, as the voice of reason, I chimed in to cast my vote alongside Seawind's 35 years of building experience. We weighed the options and came to our conclusion: Seawind hulls are more streamlined and narrow, which makes less resistance through the water and therefore a smoother sail. The bunks are on the bridge deck, and the helm is on the same level as the saloon and the cockpit, so no steps to climb up and down. No danger of falling from the helm position, and we'll stay protected from the elements.

Another wonderful safety feature is having two helms. The port steering wheel is connected to the port rudder, of course, and the starboard steering wheel to the starboard rudder. The two rudders are linked to each other. So, if you lose the port rudder, you can still steer the boat with either wheel. Or if the cables break from the starboard rudder to the starboard helm, you will still be able to steer both rudders with the port helm.

But we didn't just want a great sailboat; Margo and I wanted comfort and room to play. So we were hooked on getting a cat, but which breed, exactly?

Our query was answered one day as we were driving on a bridge over St. Maarten's Simpson Bay Lagoon. Andy immediately spotted a familiar image — a Seawind. Later that day, we hopped in our dinghy and went to greet *Shamal*. Ann and Alec of New Zealand welcomed our surprise visit and invited us to come aboard their Seawind 1160 that afternoon. After an 11.5-year circumnavigation, they were more than happy to share stories and advice.

The bottom line was — they love their *Shamal* — and we would feel the same on a *Shamal* of our own. So, over the next few weeks, Ann and Alec became our friends and mentors. By jotting notes in my book, I learned the odds and ends of a catamaran. I was so overwhelmed with their guidance that their words turned to scribbles as I raced to get it all on paper. Our original fear was that we would not have enough headroom, but that was laid to rest once Ann shuffled us around and let us test-try her home.

Ann and Alec ended up extending their stay in St. Maarten so they could get some items fixed. Because the island was still reeling from the past hurricane season, it took much longer than expected. But at last, *Shamal* had her maintenance completed and it was time for a test drive. We received an e-mail inviting us to join them, and I giddily accepted. Andy was busy crossing the Caribbean on a Bali 40 delivery and was unable to make it back in time. So I met *Shamal* for a little spin around St. Maarten's Simpson Bay to test her new rigging. We hoisted the sail and immediately took off. In no time we were doing eight knots. Alec threw me behind the helm and ran about with Ann fixing the lines. Of course, this was testing new waters for me, and I put us off course a few times.

As a newbie cruiser, I don't know near as much as I would like to about the dynamics of sailing. But I knew one thing: *Shamal* felt good. I went belowdecks to see how it was like while underway. As head chef of my relationship, I went to the galley to feel out if I could handle a cat's kitchen. To my surprise, I was extremely comfortable. Because the galley is in one of the hulls, it is lower and therefore moves less. I rummaged about the spacious galley with ease. Although it wasn't a rough day, we were sailing fast and rocking away.

After a beautiful little sail and the confidence of Ann and Alec sporting *Shamal*, I decided to take the leap. I didn't consult Margo, but I have a feeling this is one cat she will accept. With more room in the saloon and cockpit, there's a greater opportunity to wrestle and play fetch — part of our daily routine.

When I returned home, I sent two e-mails. One to Andy about the successful trial, and one to Seawind enquiring about our future together. Nine months later, we set foot on *Stardust*, our own Seawind 1160. Although it's six feet shorter than our CSY, the amount of room we have is unbelievable. To think I gave away so many things before packing up and flying to Miami to receive the boat — little did I know there's ten times as much room as before.





This boat immediately feels like home. Although on our first test sail poor Margo got seasick (which she never did on a monohull), I'm sure she'll shake it off. All that actually matters is that we're above water, together. It's a *ruff ruff* life!



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The Sky from Mid-June to Mid-July

by Jim Ulik

It was just another morning after the middle ten-day period of the fourth lunar month in the second year of the Tenki reign period (or May 29, 1054) when a "guest star" or new star suddenly appeared in the east. The blazing apparition reached its brightest intensity on July 4th in the year of the Horse (also 1054). The vision was observable throughout the daylight hours for 23 days. Celestial manifestations foretold future events such as the death of a powerful ruler or potential success in battle. Astronomers of the time kept meticulous records because their lives depended on it. For example, they could be executed for failure to predict an eclipse. The "guest star" was viewable for almost two years in the night sky.

Then there was the Great Comet of 1264. What was this comet foretelling? Would it bring misfortune, flood, diseases, a change in leadership, or the end of the world? This apparition was thought to announce the death of Pope Urban IV, the head of the Catholic Church since 1261. Who was the unlucky papal astronomer that had to report these findings to the church? The comet was first spotted in July when Pope Urban IV allegedly fell ill. The comet with a tail that stretched over 100 degrees of the sky could be seen during the day for over one month. On the final day that the comet was visible to the naked eye, October 3rd, 1264, the pope died.

Sunday, June 16th – Monday, June 17th

Twilight has begun. In a few minutes the Moon will begin to rise. As the skies continue to darken Jupiter begins to appear slightly above and right of the Moon. Both objects are situated in the constellation Ophiuchus. If you look a bit farther along the line between the Moon and Jupiter you will find the Heart of the Scorpion, Antares.

June 16th also marks the peak of the Lyrids meteors shower. Look for the shooting stars that appear to come from the star Vega in the constellation Lyra. This shower is active June 11th through 21st.

As the night progresses past midnight and into morning the Moon approaches full. The Full Moon occurs at 0430 on June 17th.

Tuesday, June 18th

Compared to the background stars, the Moon has shifted its position eastward in the night sky. Tonight the Moon is located right next to Saturn. Both objects appear very close, so you may need a pair of binoculars to spot Saturn.

Low in the western sky Mercury and Mars will appear as one point of light to the naked eye. It may even be difficult to separate the two planets with binoculars. Near this conjunction are the brightest stars in Gemini, Pollux and Castor. They can be found slightly above and to the right of Mars and Mercury.

Thursday, June 20th

The Ophiuchid meteor shower will reach its maximum rate of activity. Some shooting stars associated with the shower are expected to be visible each night from May 19th to July 2nd. The meteors will radiate out of an area just northeast of Jupiter. You can spot the most shooting stars from any meteor shower when you look about 40 degrees away from the area of sky the meteors appear from.

Friday, June 21st

Astronomical summer, the longest day of 2019, has arrived. This day has the longest amount of daylight. From our perspective on Earth the Sun has reached its most northern point in the sky. Its zenith or high point is over the tropic of Cancer or approximately 23.5 degrees north.

Contrary to some current information on the internet, astronomers over 2000 years ago knew that the Earth was a sphere. On the Summer Solstice, Greek astronomer Eratrosthenes observed that the Sun was directly overhead at noon in Syene, Egypt. In Alexandria, where he lived, he knew the Sun was never directly overhead on the solstice. Using the angle measured from a shadow in Alexandria and the distance to Syene, he calculated the Earth's circumference.

Sunday, June 23rd

Mercury has reached its greatest separation from the Sun from our perspective on Earth. Because it is away from the Sun it will be easy to spot as the skies darken. Look for Mercury to be located just above Mars.

Tuesday, June 25th

The Moon will rise just a few minutes after midnight in Pisces. When and if you see the sunrise this morning, know that at that moment the Moon has reached third quarter.

Thursday, June 27th

To the north of Jupiter there is a variable meteor shower peaking tonight. The June Scutids meteor shower is active from June 2nd through July 29th. The best time to spot some shooting stars is after 2000 hours when they may be seen streaking straight above your head.

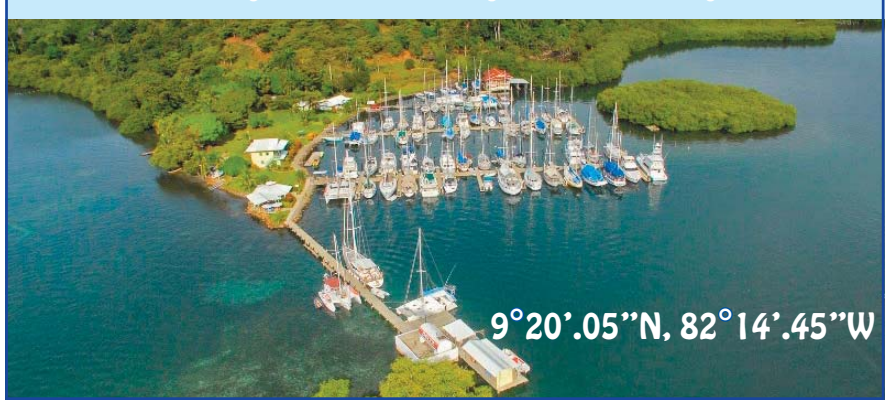
—Continued on next page

IMAGE 1 ESO/YURI BELETSKY



In this image comet Lovejoy had a tail that stretched only ten to 20 degrees across the sky. Just imagine the Great Comet of 1264's tail spanning 100 degrees

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—*Continued from previous page*

Thursday, July 4th

Imagine seeing an unusual object beginning to brighten in the sky. Over the next few days it would become so bright and large that it would be visible during the daylight hours for months. What would you think? Eleventh century astronomers in China and Japan recorded the event along with their other celestial observations. Over time the nebula they saw dimmed only to be rediscovered in 1731 by a doctor, electrical researcher and astronomer named John Bevis. It was hypothesized that the 1054 supernova event in Image 2 created the ever-expanding Crab Nebula shown in Image 3. Other stars in this area of the sky that have the potential to go supernova at any time are Betelgeuse, Antares and Rigel.

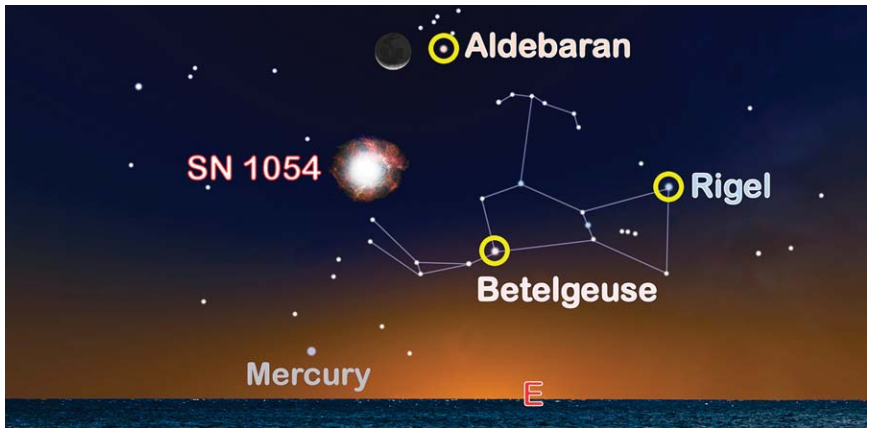


IMAGE 2

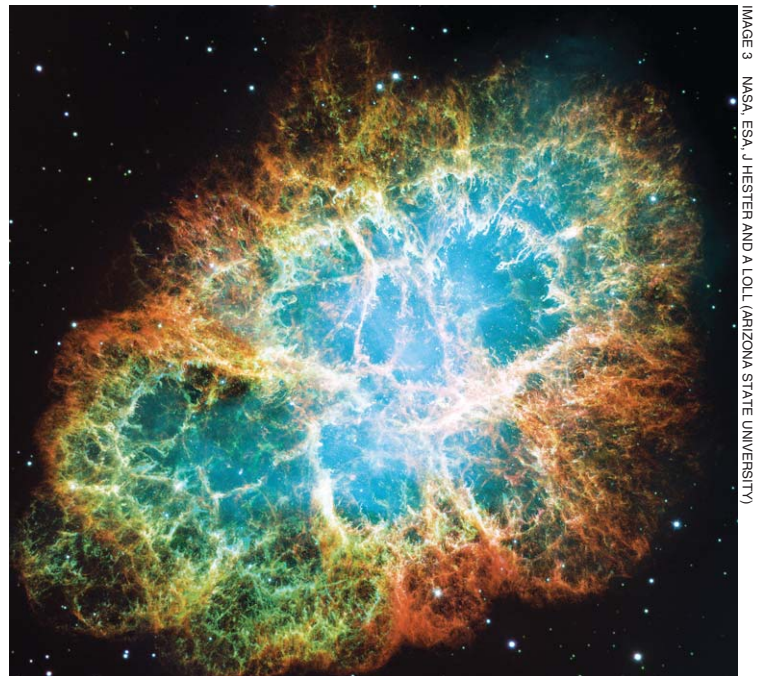


IMAGE 3 NASA, ESA, J HESTER AND A LOLL (ARIZONA STATE UNIVERSITY)

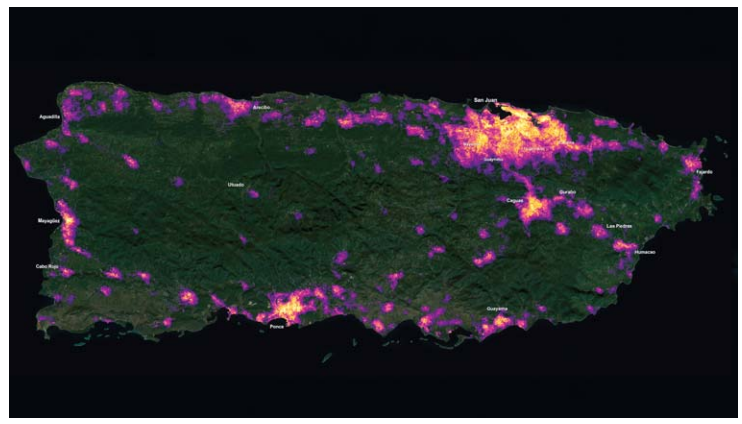


IMAGE 4 NASA/NOAA

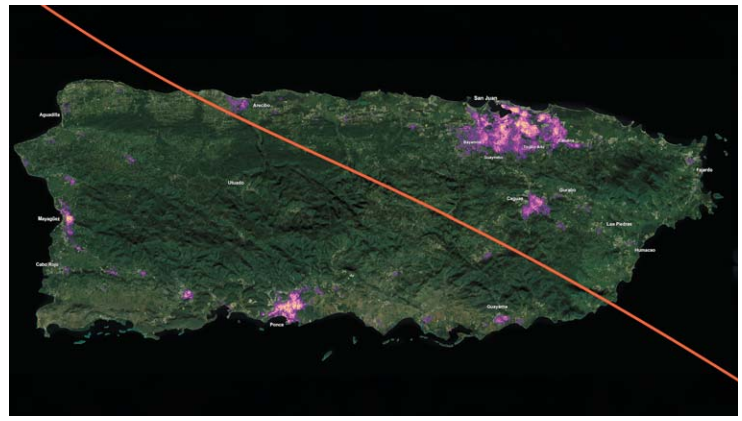


IMAGE 5 NASA/NOAA

Above: The supernova shining as bright as a Full Moon in China's pre-dawn sky on July 4th, 1054

Top right: A current image of the Crab Nebula, the remnant of SN 1054

Center right: Lights of Puerto Rico prior to Hurricane Maria

Bottom right: Lights of Puerto Rico four months after the hurricane. Hurricane Maria's path in red

Friday, July 5th

As the sky begins to darken Mars and Mercury can be found low in the western sky just above the horizon. Mercury is south of Mars. As the Moon continues its eastern progression it takes its spot near Regulus. Besides its geologic age the Moon's age is also expressed in days from New Moon to New Moon. The sliver Moon setting in the western sky is three and one half days old. When the Moon reaches 29.5 days old it will begin anew.

Tuesday, July 9th

The Moon is currently at third quarter. Follow the line marking the separation between the dark and bright side of the Moon towards the south-southwest. A short distance away you will spot Spica the brightest star of Virgo. Extend that imaginary line in the other direction to identify the double star Arcturus.

East of the Moon you will find Jupiter near Antares. A little further eastward sits Saturn in the Milky Way.

Friday. July 12th - Saturday, July 13th

A triangle of celestial bodies is in the sky July 12th. Just out of reach of the scorpion's claws sits the Moon alongside Antares and Jupiter. The Moon has slipped by the grasp of Scorpius and is now comfortably next to Jupiter.

Monday, July 15th

The Moon has come full circle this period as it once again takes up with Saturn. Both bodies rise in the east-southeast located in Sagittarius.

In the News

The NASA/NOAA Suomi National Polar-Orbiting Partnership satellite program (SNPP) is designed to study Earth's changing climate system and its effects on weather, ecosystems, oceans, land use and the atmosphere and how that all affects human populations. In April a SNPP series of incidental observations over Puerto Rico were released showing the effects from Hurricane Maria on the island's electric grid. Lasting nearly one year, the outage is the longest blackout in US history.

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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The Amazing Adventurous Whimbrels

A melancholic *"wit-tit-tit-tit-tit-tit"* spilled over the mangrove swamp as a whimbrel, *Numenius phaeopus,* took to the air with long pointed wings and a head full of bill, to land on the far side of a mangrove inlet in Woburn Bay, a marine protected area located on the south coast of Grenada.

Dressed in brown and straw-accented plumage, he walked slowly through the mud near the mangrove treeline, protesting my presence with frequent wary looks and pausing now and then to probe for his favourite prey — the fiddler crab. Indeed, his elegant bill has evolved specifically to follow the curvature of a fiddler crab's burrow. Although in his wintering grounds his diet consists mainly of marine invertebrates, at the breeding grounds and during migration he also eats beetles, worms, flies and spiders, as well as berries, flowers, lichens and mosses.

With its unusual looks and voice, the whimbrel has been, throughout the ages, the object of various descriptive names. For example, the English name derives from its call, which in times past reminded people of a whimpering dog. To people in Malaysia, the long, down-curved bill is evocative of elephants, hence it is known as the "elephant bird". In ancient Greece, however, this same bill evoked more poetic comparisons — indeed, ancient Greeks likened it to the crescent sliver of the new moon, and called the bird *neos mene*, "new moon", which evolved into the Latin *Numenius* and the genus to which curlews belong.

Although this species visits the West Indies in small numbers, it is the most widespread of all eight species of curlew and can be found on beaches, mudflats and mangrove swamps all over the world, with four subspecies separated geographically, each presenting slight variations in colour and size. In the Antilles we are visited by the North American race *N.p. hudsonicus*, which until 1957 was considered a separate species, known as the Hudsonian Curlew. Typically, this race has two distinct breeding grounds, with a western breeding population in western Canada and Alaska that winters on the Pacific coast, from Oregon to Chile, and an eastern breeding population in the Hudson Bay area, that migrates to the West Indies, northeastern South America and Brazil.

In 2008, biologists at the Center for Conservation Biology (CCB) fitted more than 20 whimbrels with satellite transmitters in order to study the dynamics of the species' migration and its many challenges. Some of these whimbrels have challenged some long-held beliefs. One such example is a whimbrel named Winnie, who during her northern migration surprised biologists by embarking on a 3,200-mile transcontinental flight from the Delmarva Peninsula on the US East Coast to the Mackenzie River delta in Alaska. Her flight demonstrated that whimbrels from the western population travel much farther than previously believed.

In 2012, whimbrels surprised biologists yet again, as four Alaskan whimbrels not only flew across the continent, but also took a previously unknown route to South America over the open ocean. As reported in the August 2012 issue of the Virginia Commonwealth University News (www.news.vcu.edu), Mackenzie, Taglu, Pingo and Akpik flew from their breeding grounds in the Mackenzie River delta to James Bay and the Gulf of St. Lawrence in eastern Canada, where they remained for two weeks building up fat reserves. From there, they set off on an epic oceanic flight which took them southeast to the center of the Atlantic Ocean, before heading south and making landfall between Guyana and Brazil. At one point, their route took them 1,000 miles closer to Africa than to North America and within 700 miles off the Cape Verde



Adventurous whimbrels have helped change hunting laws in Guadeloupe and protect habitat in St. Croix

islands, with Mackenzie completing the longest non-stop flight of 4,355 miles in 145 hours, or six days.

Bearing in mind that the open ocean is the realm of pelagic seabirds able to land on water, it is a truly herculean feat that whimbrels, a species that cannot land on water, fly so far from the shore, relying solely on their strong, constantly beating wings, fuelled by those vital fat stores. The exact reasons for these oceanic flights are not yet clear, but benefits may include encountering fewer storms, fewer predators and more tail winds.

But whimbrels have also astounded scientists with their expert handling of several major storms. One such example is Chinquapin, who survived two hurricanes in two consecutive years, one of them Hurricane Irene in 2011, by flying right through its most dangerous northern quadrant. Yet sometimes even the toughest birds need a safe haven to rest. In September 2011, Goshen and Machi were both migrating south to Brazil when they ran into tropical storms — Machi ran into TS Maria and Goshen into TS Irene. Having survived the storms, the exhausted birds headed to Guadeloupe for a rest and refuel and within hours they were killed by hunters.

News of Machi and Goshen's tragic deaths travelled worldwide and highlighted the fact that thousands of shorebirds of several different species were being shot in the French West Indies each autumn. Conservation groups quickly called for tougher hunting laws and, after much campaigning, Guadeloupe has, along with other island nations, implemented bag limits and hunting bans on certain species. Goshen and Machi did not die in vain and have saved thousands of shorebirds that would have otherwise shared their fate.

The Caribbean islands aren't just an important resting place for migrant whimbrels, they are also a winter home for individuals like Hope. For most of the last decade, Hope's wings beat tirelessly as she flew staggering distances every year, between her breeding grounds in MacKenzie, northwest Alaska and her wintering home at Great Pond, a 50-hectare mangrove swamp in St. Croix, US Virgin Islands. Hope showed that she had the heart of a lion when in 2011, she survived Tropical Storm Gert by flying against storm-force winds at an average of nine miles per hour, taking 27 hours to reach the centre of the storm. Then she picked up speeds of nearly 100 miles per hour for one and a half hours and as she broke out of the storm she made a quick right turn, using the powerful tail winds to catapult her towards land and a refuelling station in Cape Cod. Sadly, in 2017, two weeks after surviving the passage of Category 5 Hurricane Irma, Hope was hit by Hurricane Maria, as it passed right over Great Pond, causing great devastation. She has not been seen since.

In the course of her amazing life, Hope taught us a great deal about whimbrel migration. She was featured on a website that allowed biologists, the public and schools all over the world to follow her epic odysseys. Under her banner, Hope united different nations, languages and cultures and her unwavering loyalty to Great Pond made her a celebrity and a key factor in the efforts to preserve her habitat, which is now designated "An Important Bird Area" by Birdlife International and a safe haven to at least 72 bird species. Today, Hope lives on in the pages of a children's book entitled *Hope is Here*, written by Cristina Kessler, inspiring children and adults alike to help protect the precious wetlands that are so critical to the survival of her kind.

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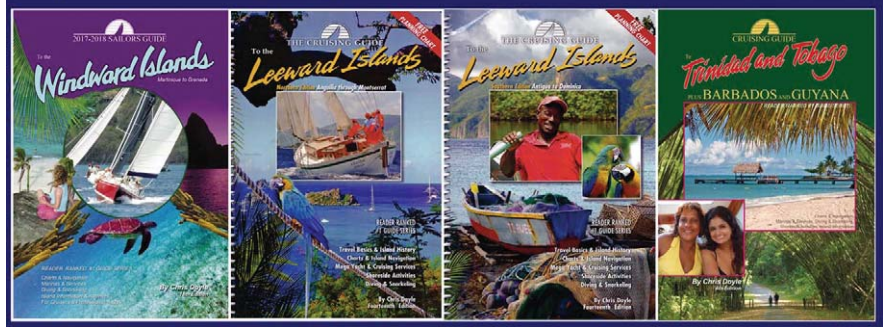
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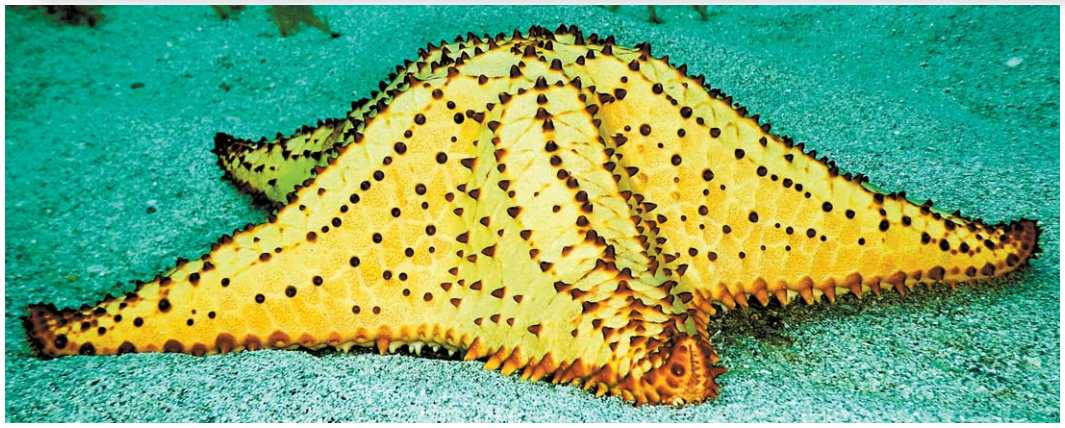
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The Extraordinary Echinoderms

by Darelle Snyman

This month we are taking a break from our fishy friends to have a closer look at those amazing marine invertebrates that most of us are familiar with, the echinoderms.

Echinoderms are some of the most easily recognized marine invertebrates and include the sea stars, brittle stars, sea urchins, sea cucumbers and sea lilies. These creatures belong to the unique and diverse phylum Echinodermata, a phylum that stands out among other animal groups. What makes them so extraordinary? Not only are they the only phylum whose members are exclusively marine, but also they have been around for over 500 million years — not too shabby for creatures that have no brain, heart or eyes. They have also been able to colonize every marine habitat from the shallow intertidal zones to the deepest trenches of our oceans.

Outwardly, members of the Echinodermata do not look related at all, but they do share certain common characteristics that unite them as a group. First, all of them exhibit five-part radial symmetry during some part of their life, and second, all lack blood, relying on a complex system of canals through which water is pumped for breathing, feeding and movement. Third, they might appear sedentary but all are able to move by means of tiny tube feet; in many species the tube feet have suckers to increase grip.

No other echinoderm member illustrates the five-part radial symmetry as well as the sea stars, or starfish. They are one of the most iconic sea creatures, instantly recognizable by their shape. Sea stars are often brightly coloured and belong to the class Asteroidea. The largest and most common sea star you will find in the Caribbean region is the Red Cushion Star, *Oreastar reticulates*. Also known as the West Indian Sea Star, it can be identified by its thick, short arms and a considerably elevated ventral disc. This beauty ranges in colour from orange and brown to yellow or red. You will mostly find them on seagrass beds and sandy flats, and they abound in two of my favourite anchorages in Martinique: St. Pierre and Grand Anse d'Arlet.

The Cushion Star, like all sea stars, feeds by pushing its stomach out of its mouth, engulfing and digesting its prey outside of its body. What makes the Red Cushion Star unique is that it also eats directly from the sea floor. It uses its arms to gather the sediment into heaps and engulfs the sediment with its stomach, cleaning the sediment from algae and other microorganisms. This amazing creature is not only unique in its feeding habits but is also known to re-absorb its own tissue during times of low food availability; this leads to a reduced size.

The term echinoderm literally means "spiny skin" and the skin of most echinoderms is covered with spines or other projections. Where radial symmetry is a very distinctive feature of the sea stars, spines are the most distinctive feature of the sea urchins. These globular little sea hedgehogs belong to the class Echinoidea and many of us can attest to their spiny nature; a close encounter with a sea urchin can be very painful.

The somewhat scary-looking Long Spine Sea Urchin (*Diadema antillarum*) will be familiar to most, as it is the most abundant herbivore on the Caribbean coral reefs. Its most distinctive feature is its long, thin, mobile, usually black spines. The spines are hollow and sharp enough to pierce clothing and gloves. Spines often break in the skin and are hard to remove, a painful encounter I am most familiar with. Long Spine Sea Urchins are active at night and feed mainly on algae that they scrape off the substrate with five sharp teeth that are part of a complex feeding apparatus unique to sea urchins, known as Aristotle's Lantern. They are protectors of the reef: without them algae can grow unchecked, shading the coral from the life-giving rays of the sun.

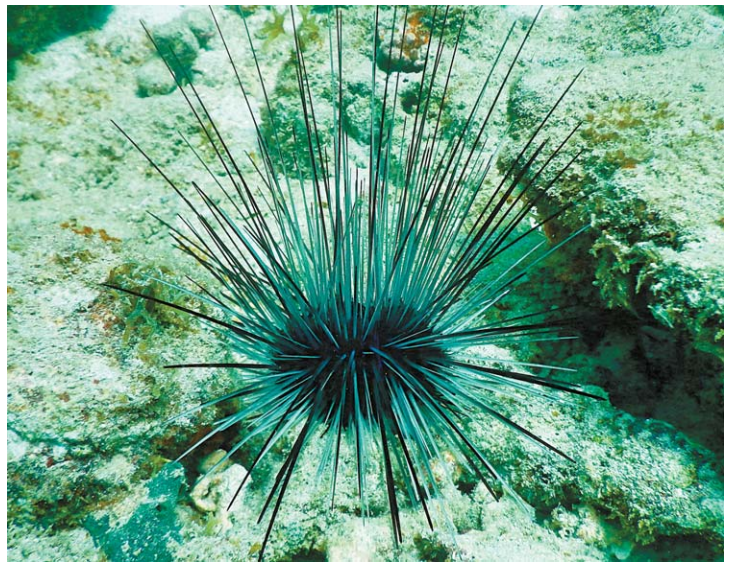
Its spiny relative, the West Indian Sea Egg (*Tripneustes ventricosus*) is another prominent inhabitant that you would have encountered in your diving and snorkelling explorations. Its purple-black body is covered with short white spines and you might have noticed that there are often pieces of seagrass stuck to them. This species has the habit of deliberately covering itself with pieces of seagrass, shells and even pebbles. Tube feet among the spines hold the decorations in place — they are a means of camouflage and protection from the sun. Studies have shown that the covering response occurs when the Sea Eggs are exposed to excessive light. The West Indian Sea Egg is also considered a culinary delicacy in some parts of the Caribbean. I had a chance to taste it during a cruiser get-together at Hog Island in Grenada; I would not go so far as to call it a delicacy but it was tasty enough.

The most unlikely and least visually appealing members of the echinoderm clan are probably the sea cucumbers of the class Holothuroidea. At first glance they appear to be inert lumps lying randomly on the sandy bottom, definitely not the most exciting reef life to encounter. They might not win any beauty prizes but they are the secret superheroes of the sea. Often referred to as "the janitors of the sea", they fulfill an invaluable role in keeping the sea bottom free from dead sea life and excrement. Some species also gobble on the sediment, extracting the nutrients while pooping out the cleaned sediment in long strands — they truly are the earthworms of the ocean. One of these is the most aptly named sea cucumber I have encountered: the Donkey Dung Sea Cucumber (*Holothuria mexicana*). The person who gave this species its common name really nailed it. This is definitely not the most pleasant looking creature, with its dark-coloured, deeply creased dorsal surface. It's hard to believe that this unappetizing-looking fellow is considered a delicacy, especially in Asian countries. It is used in fresh and dried form and is said to have a slippery texture. If you find the need to partake but are far from the ocean, you can conveniently order yourself some, frozen or dried, online.

Another prominent Caribbean Sea resident is the Three-Rowed Sea Cucumber (*Isostichopus badionotus*). This little creature is characterized by a brown to tan body. It is often called the "chocolate chip cucumber" because of the small, dark knobbly spots on its body. This is another species that is commercially harvested in huge numbers to satisfy people's tastes at the cost of the environment. In contrast to their relatives the sea urchins and sea stars, sea cucumbers seem not to have been as well endowed with defence mechanisms. But don't underestimate them — their defences are less obvious. Some are able to expel white sticky threads that entangle and confuse predators while others go to extremes by expelling some of their internal organs through their anus — an action that repels many would-be predators. Like the sea stars, they have the ability to regenerate lost or damaged parts. Excretion is not the only thing their anus is used for: they also breathe through it. A specialized structure called a respiratory tree is connected to their anus and they breathe by drawing in oxygenated water through it. These cool and environmentally essential creatures can live from five to ten years if they don't get harvested as an Asian delicacy.

The phylum Echinodermata contains over 7,000 living species. It is therefore clear that one article cannot cover these bizarre and special creatures adequately. But I hope it gave you some insight into the unique lives of these seemingly motionless creatures.





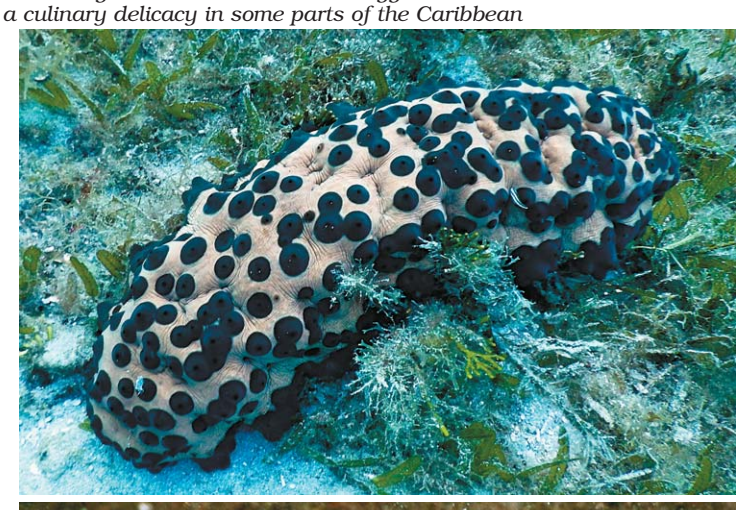
Top left: The most common sea star you will find in the Caribbean region is the Red Cushion Star

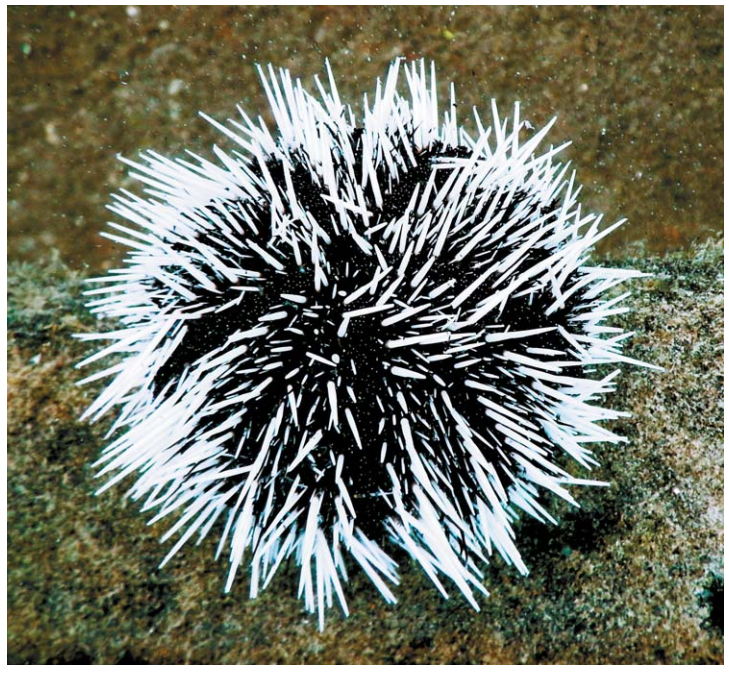
Top right: The most aptly named sea cucumber I have encountered is the Donkey Dung Sea Cucumber

Above: The Long Spine Sea Urchins are protectors of the reef: without them algae can grow unchecked

Below: The Three-Rowed Sea Cucumber is often called the "chocolate chip cucumber" because of the small, dark knobbly spots on its body

Bottom right: The West Indian Sea Egg is considered a culinary delicacy in some parts of the Caribbean





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CONCH à la *Cat Tales*

by Christine Scheibly Burstein

In 2002, Dawn and Laurie Corbett acquired their floating home, *Cat Tales*, a 1996-vintage, 35-foot French catamaran. In 2006 — after a few years of sailing, fixing up *Cat Tales* and finishing their land-based careers (Dawn was an elementary school teacher and Laurie an engineer) — they started living aboard for six to eight months a year.



Laurie aboard Cat Tales *— perhaps rinsing off after cleaning conch*

In 2008 in the Corbetts sailed from Buzzards Bay, Massachusetts to Bermuda using Herb Hilgenberg (*Southbound II*) as their weather router. Herb gave them a slot of time to leave Buzzard's Bay and they were halfway across the Gulf Stream when he told them that their slot had closed. He asked "How big are you?" and then the Corbetts heard the reply from Herb: "Oh, s___t"! The waves now were 40 feet high and the wind had changed, so turning back was out of the question. Herb then sent them down an eddy aimed at Bermuda. The boat's motion calmed a bit and everyone got used to it. The wind was around 35 knots and the waves still very high. They saw a large ship off their starboard quarter and wondered if the ship even knew they were there.

Nearing Bermuda, they heard over the radio that the crew on Richard Branson's yacht, *Virgin Money*, was packing it in from trying to break the transatlantic record. The 105-foot *Virgin Money* had either its bow or its stern buried in a wave at any given time, and had lost two of its three lifeboats. The yacht also had suffered significant sail damage from wave hits. The Corbetts figured that *Cat Tales* must have been too short to have the same physical dynamics as *Virgin Money*. Funny to think that a smaller, lighter boat would fare better than a superyacht. But it did, and Dawn and Laurie made it to Bermuda safe and sound.



They did have a few other trips to their home country of Canada from the Caribbean and back, but now most of their sails are from the Virgins to the Windward and Leeward Islands. Dawn and Laurie love reading and occasionally Laurie writes articles for *Caribbean Compass*. They also enjoy Esther and Omega's cooking classes at the True Blue Resort, a boutique hotel in St. George's Parish in Grenada. When it comes to Caribbean cooking, Dawn and Laurie often rely on Ann Vanderhoof's book *An Embarrassment of Mangoes*. (And it's a small cruising world — I met the author just last night at Bar One, the new floating bar in Bequia.)

Dawn and Laurie recently shared a conch recipe with me. Conch is a royal pain in the neck because it is so tough — which is why a tenderizing technique is necessary. If any of you have harvested conch and have gone through the process of cleaning it and cooking it, you probably tried marinating it in lime juice and/or pounding it with a meat mallet. In an old Caribbean cookbook I found that it said you could even use a rock, the side of a cleaver or a beer bottle bottom, or you could try what Ann Vanderhoof's friend did — she put it in her washing machine and let the paddles tenderize it while it agitated. I'm not sure I'd recommend any one of these latter ideas!

I think you will love this method for tenderizing it with the help of a pressure cooker. For many this is a standard piece of galley equipment. If you don't have one, ask to borrow one from a neighboring boat. You can cook a few meals or portions of conch with one "borrow" of a pressure cooker. Your teeth and jaw will thank you later!

To start, the easiest way to prepare conch is to buy it already out of the shell and cleaned.

—Continued on next page

—*Continued from previous page*

Here is a recipe for conch, sometimes known as *lambi*, using a pressure cooker.

Curried Conch Stew (or Lambi Stew) à la *Cat Tales*

Rinse your conch meat with lime juice. (Throw the juice away.)

Place rinsed and cleaned conch in the pressure cooker (you may cook more than you need for this one dish). Add:

2 Tablespoons minced garlic
1 Tablespoon thyme
Just enough water to cover the conch
Do NOT add salt or lime at this time.

Take the pressure cooker to high for 15 minutes and then allow to cool before opening it. Reserve the liquid. (At this point you may want to separate out some cooked and tenderized conch for additional recipes — pizza, salad, conch chowder.)

In another pan, sauté some onions, garlic, curry powder, seasoned salt and pepper.

Add cooked conch and reserved liquid.

Add any or all of the following: potatoes, carrots, christophene*, pumpkin, or whatever you have in your galley.

Cook in the pressure cooker and bring to high pressure for five minutes.

Cool and let the pressure come down and then add a bit more water if needed.

Add a package of coconut milk powder. (I find this only in the Caribbean islands. I'm sure a can of coconut milk — NOT coconut cream — would do just as well.)

If you would like the dish to look a bit darker, add a bit of gravy browning sauce.

Serve over rice.



Preparing conch on Cat Tales. *The first time you try it, have someone show you which parts are edible*

You will notice that I didn't give exact amounts for the conch, veggies or spices (except with initially cooking the conch). Add or subtract amounts that you and your family or crew like, or what you might have on board.

* A note on christophene: Christophene is very versatile; it keeps well and can replace potatoes when cooked, or celery when raw or undercooked. I also learned in my early Caribbean cooking days that you should always peel christophene, either under running water or over a bowl of water that you can keep dipping your hands in. I've peeled them without rinsing often and later in the evening I found the skin on the palms of my hands peeling! (I wouldn't try this, but maybe I should introduce this to all the plastic surgeons I've worked with for a natural face peel!)

I have a love for conch; I think they are amazingly beautiful creatures. During the '80s I anchored at a small uninhabited island between St. Martin and St. Barths, free diving for conch. The conch beds had hundreds of conch — large, beautiful and plentiful. We would go to the beach, dig each critter out of its shell and have a few meals of cracked conch or conch chowder, or I would barbecue it with lots of butter and fresh black pepper. As the years have passed, I haven't heard this kind of story again. Instead I have learned lots about over-fishing, depletion of conch beds and the need to be aware of fishing practices both here in the Caribbean (and in the world!).

The conch we eat here in the Caribbean is the Queen Conch. Her only predators are certain turtles, the horse conch and man. The use of SCUBA gear has increased harvesting to a point that the Queen is now on the CITES's (Convention of International Trade in Endangered Species and Wild Fauna and Flora Agency) Appendix II list. The Appendix II list contains species that, although not threatened now, may become so without trade controls.

If you do try to harvest your own conch, respect any local closed seasons and other regulations, make sure the ones you take are fully mature (they'll have a very thick, flaring lip), and take only what you need.

Here is another of *Cat Tales*' favorite recipes. This one, using plantains, is from Esther and Omega's True Blue cooking classes. They didn't have a name for this dish, so I named it:

Plantain Delight

Dice plantains into cubes (twice the size of a corn kernel) and fry in oil until cooked and caramelized.

Add nutmeg, salt, pepper, a dash of bitters and lime, and then a splash of dark rum to add to flavoring and caramelizing.

Set this aside.

Sauté 1 large diced onion, 2 diced green peppers, and chives if available.

Add a can of chopped tomatoes and a can of beans (black or kidney).

Add each of these ingredients "at their own time", as the Corbetts say!

Don't overcook the peppers.

Stir in 2 Tablespoons sweet garlic chili sauce.

Re-introduce the cooked plantains when just about done.

Serve it hot. Use leftovers as a cold salad (if there are any leftovers!)

Bon appetit, and thanks to *Cat Tales*!

Christine sailed for a living for ten years, has a 100 Ton Ocean Operator license, and is a family nurse practitioner, mother, wife, flute player and former legislator. She stays politically active and enjoys cooking, sailing and having adventures in both Maine and Bequia.

If you have any stories and recipes or would just like to introduce yourself, e-mail Christine at csbmaine@yahoo.com





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BOOK REVIEW BY MAE DORRICOTT

Scientific and Social Insight

The Wake of the Whale: Hunter Societies in the Caribbean and North Atlantic,
by Russell Fielding. Harvard University Press, ©2018. 352 pages. ISBN 9780674986374. Hardcover. $27.95 (£22.95)

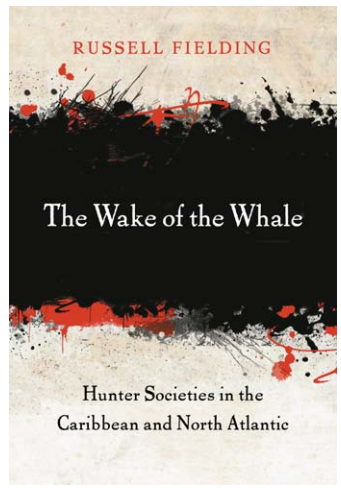
The Wake of the Whale is a combination of personal memoir and scientific research resulting from Russell Fielding's 15 years of studies of artisanal whaling.

The importance of a healthy ocean represents itself in different ways for varying communities. Those who take to the waters for leisure often hope that an ocean journey will bring them into contact with the most enigmatic creatures with whom we share our planet — cetaceans. Crossing paths with a pod of whales or dolphins conjures pure joy at the wonder and beauty of the marine realm.

However, in many communities the delight of seeing breaching fins and tail flukes is not due to a desire to engage with playful, frolicking sea life, but rather due to the relief of being presented with a food source.

Russell Fielding, an Assistant Professor of Environmental Studies at the University of the South in Sewanee, Tennessee, has been studying artisanal whaling for nearly 15 years. In this compact book Fielding sets out to give the reader a sense of what it was like for him to undertake his research into such a controversial means of subsistence.

Specifically, he focuses upon two very different communities that hunt pilot whales: the Faroe Islanders who are infamously tied with whaling, as well as the younger whaling communities of St. Vincent & the Grenadines in the Caribbean. *The Wake of the Whale* guides the reader through Fielding's experiences, from his very first encounter with a whale hunt, through the evolution of whaling techniques, to the international scrutiny and the opinions of those at the front of the action.



As a wildlife lover with admiration for marine animals, I found Fielding's skillfully detached account of his first observations a struggle to read without sadness. For many, the events of the first chapters may be displeasing. However, Fielding's tactful and honest words arm the reader with the wealth of knowledge he has gained through years of studying within these communities. While parts are intended to shock and to convey his own initial misunderstanding of a whale hunt, the author's transparency of emotion closely linked with facts is an important strength of this work.

The book doesn't attempt to make you believe that whaling is right neither does it preach that it is wrong. It's honest and raw, highlighting the fact that this issue should not be discussed as black and white. Due to the authenticity Fielding brings, I was encouraged to read past the shock and delve into the complex interactions among culture, science and international policy.

At the end, you may, like me, be left still unsure where you stand on whaling. However, what you will gain is a sense of appreciation of the families and stakeholders involved and a deeper awareness of what whaling means for them. It is a thought-provoking and incredibly insightful account of a means of subsistence that has, up until now, often been one-sidedly portrayed within the mass media.

A rare mix of scientific and social insight, *The Wake of the Whale* raises compelling questions about the place of cultural traditions in the contemporary world and the sacrifices we must make for sustainability.

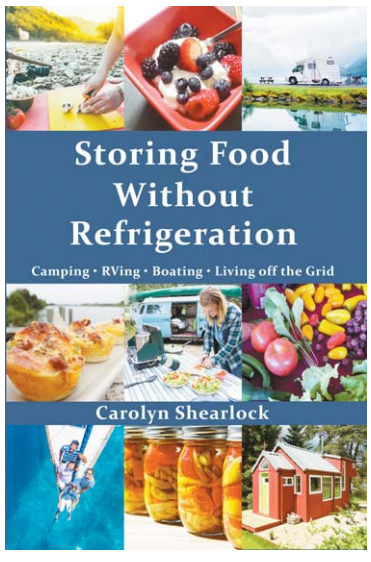
CARIBBEAN SAILORS' BOOKSHELF

SUMMER READING

Part One

In the cockpit, in the hammock, on the beach or on the hard— wherever you are, you'll be needing some summer reading! On this summer's bookshelf, in Part One we hit three essential topics — food, anchoring and having the right boat. Next month, we'll look at some memoirs, guides and fiction.

New Edition: Storing Food without Refrigeration



Carolyn Shearlock tells *Compass* readers, "Even in tropical heat and humidity, you'd be amazed at what you can store without refrigeration and how long it will last. To me, it's a huge bonus to not have to be constantly shopping for provisions when I could only fit food for a few days into the tiny refrigerator. By storing more without refrigeration, we still have great meals and I have more time to just enjoy the islands, snorkel, paddleboard and explore!"

Cruisers raved over Carolyn's book *Storing Food without Refrigeration*, published in 2017. It taught them how to live with the smallest of refrigerators — or even none at all. Good meals could be made from real, fresh food.

As Carolyn says, "Most of us on boats don't have as much refrigerator space as we'd like, yet we go longer between trips to the grocery store than when living ashore. I was thrilled to share all the tricks I've learned in a lifetime of adventuring for eating well with very limited — or no — refrigeration. Meats, eggs, cheese, milk, butter, fruits, and veggies are all not just possible, but some actually last better outside the refrigerator."

Once readers got a glimpse of the food they could have, they wanted more: more information, more meal ideas, more photos of the techniques described. And they wanted their option of print, Kindle, Nook or PDF.

Carolyn more than delivers with the recently published second edition of *Storing Food without Refrigeration*. It's over 60 percent longer than the first edition, and gives even more in-depth information needed to create your favorite meals from real ingredients.

Carolyn says, "I've been collecting reader questions since the day the first edition was published and used them to shape the new edition. There really is no limit to the food you can have even if you don't have refrigeration or have the typical too-small boat refrigerator."

Carolyn is the face behind The Boat Galley website and co-author of the best-selling *The Boat Galley Cookbook*.

Storing Food Without Refrigeration is available on Amazon (US$12.99 print; US$9.99 Kindle) and Barnes & Noble (US$12.99 print; US$8.99 Nook)

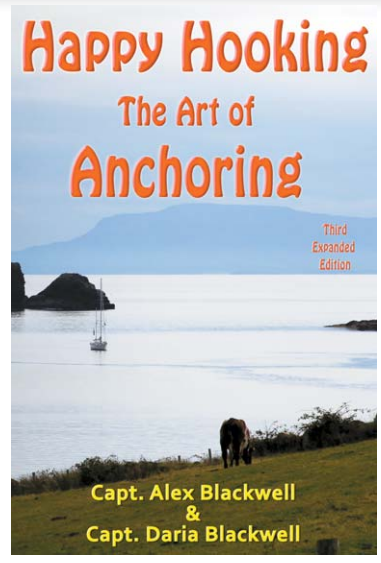
Third Edition of Happy Hooking: the Art of Anchoring

White Seahorse Publishing has announced the third, expanded edition of the best-selling book on boat anchoring, *Happy Hooking: the Art of Anchoring*. The authors, licensed captains Alex and Daria Blackwell, reworked and updated much of their book. This latest edition includes new gear, new reviews, many new illustrations and much more.

Alex says, "Not only does confidence in anchoring have important safety implications but sitting in the cockpit on a lovely evening anchored in a spectacularly beautiful location watching the sun set rates up there with the most enjoyable things one can possibly do. We're always happy to help people achieve that dream."

He tells *Compass* readers, "A lot of our testing was done in the Caribbean, and a number of the photos were taken there. Many of the anchorages described as having poor holding because of hard sand in the cruising guides are, in fact, excellent holding with the new scoop-type anchors. Prince Rupert Bay in Dominica is an example. The seabed is criss-crossed with furrows caused by boats that had deployed inferior anchors and then dragged. At the same time our anchor moved barely six inches — including the distance it took to dig in — over the course of a month of shifting, sometimes strong winds."

When asked why they wrote the book in the first place, Daria explained, "We were asked by members of a yacht club what we did at night while out cruising. When we told them we anchored out, they asked us to do a talk for their membership. That progressed to speaking in front of a packed auditorium at a major boat show. When members of the audience approached asking to buy our book, we felt compelled to write it!"



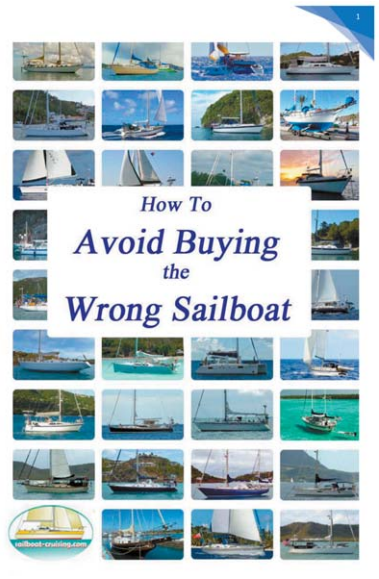
Asked why they felt the need to bring out a new edition, Alex continues, "There are always improvements, new field tests and new manufacturers. We feel it is our responsibility to ensure these innovations are brought to light and to keep the discussion about safety alive."

"There are many new sailors each year wanting to learn what is 'best practice' when it comes to anchoring," Daria adds. "There are also lots of people using outdated or inferior equipment that for the most part came with their boat. The introduction of the scoop-type anchors, which made anchoring ever so much easier and safer, is now already decades old. If we can explain how to select and properly deploy various gear, we can make a difference. We hope that, through the book and the online webinars, we've helped cruisers get out there confidently and safely while achieving a good night's sleep."

Happy Hooking: The Art of Anchoring is available in print and Kindle editions at www.whiteseahorse.ie/publishing/HappyHooking.html or through Amazon.com (Kindle US$7.50).

How to Avoid Buying the Wrong Sailboat

Author Dick McClary tells *Compass* readers, "One of the joys of cruising is that you have plenty of time to laze around on the boat — 'limin" as they call it here in the Caribbean. I've long believed there's no better place to read a book than in the cockpit of an anchored sailboat — or as it turned out this year, for writing one. And it was you, my readers, who prompted me to write it.



"Sometime ago I wrote an article called 'Choosing a Cruising Sailboat' that set out an innovative approach to selecting a sailboat to suit your requirements. It was based on a process of elimination that quickly ruled out those boats that wouldn't suit your requirements, before homing in on those that probably would. It generated a deal of correspondence, mainly saying nice things, but also that it needed more explanation, didn't go far enough or needed illustrations. More than a few of you also asked for a downloadable printable checklist.

"My attempts to re-write the article failed; it became too long and difficult to navigate. To do the job properly, the subject needed a book. Consequently the article has now been replaced by my new eBook, *How to Avoid Buying the Wrong Sailboat*, in which all the issues you identified have been addressed — along with more besides.

"The eBook (with more than 80 pages and over 50 illustrations) retails for US$9.99 and is all about making practical, pragmatic choices while steering you away from allowing your heart to rule your head."

How to Avoid Buying the Wrong Sailboat is available at www.sailboat-cruising.com.

LOOK OUT FOR...

The Monkey Brush

by Lynn Kaak

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

This striking plant, unlike so many ornamental flora in the Caribbean, was not brought to the New World by the Europeans. A native of the northern part of South America, it didn't have far to travel to get farther into the Caribbean Basin, and may have travelled with the migration of indigenous peoples or been transported as seeds by birds. It can now be found throughout the tropics and the subtropics in all hemispheres.



Naturally found in fairly damp areas in lower altitudes in its native habitat, *Combretum rotundifolium* tends to be found near rivers in Guyana, Venezuela, Colombia and Brazil. In other places, specimens are more commonly found in gardens, or, if some seeds escaped, possibly in the damper areas of an island. Although enjoying dampness, their requirement for water isn't immense, but they don't do particularly well in very dry areas. They love the sun and can take full to partial light, which makes them good for gardens. They can even take temperatures below freezing for very short stints, but they do far better in subtropical and tropical temperatures.

Each bloom starts as an inflorescence at the end of a branch; numerous small flowers line an appendage. These appendages can be up to 30 centimetres (12 inches) long. They start out as orange- or coral-coloured flowers, but then they develop the spiky stamens that start out yellow, and then progress to red. Eventually, the whole inflorescence is covered with fuzzy-looking bristles, giving the Monkey Brush its memorable look, and the genesis of the different common names such as Monkey's Toothbrush that allude to brushes.

The leaves grow out side by side, and are generally kept all year around. The youngest leaves start out as a bronze colour, and develop their deep green with more maturity.

Eventually, the flowers, if pollinated, will develop seeds that are referred to as samara. These are seeds with wings (four in this case) that allow them to disperse very well when they are released.

Monkey Brush plants can grow from cuttings or seeds, with the younger plants being more reliant on not getting dried out. They can grow to be shrubs or bushes up to six metres (20 feet) in height, or they can be trained as climbing vines. If growing them for their ornamental value, they respond very well to pruning and take "suggestions" well, rather than just growing any which way.

Look out for this fuzzy-flowered New World native on your next riverside hike or walk around island neighborhoods.

MERIDIAN PASSAGE OF THE MOON

JUNE - JULY 2019

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 2019

DATE	TIME	
1	1021	
2	1111	
3	1204	
4	1301	
5	1400	
6	1500	
7	1559	
8	1655	
9	1749	
10	1840	
11	1930	
12	2019	
13	2108	
14	2158	
15	2250	
16	2342	
17	0000	FULL MOON
18	0035	
19	0128	
20	0218	
21	0307	
22	0353	
23	0438	
24	0520	
25	0602	
26	0644	
27	0727	
28	0811	
29	0859	
30	0951	

July 2019

DATE	TIME	
1	1047	
2	1146	
3	1247	
4	1348	
5	1447	
6	1553	
7	1636	
8	1727	
9	1817	
10	1906	
11	1955	
12	2047	
13	2137	
14	2229	
15	2321	
16	0000	FULL MOON
17	0012	
18	0101	
19	0148	
20	0233	
21	0317	
22	0358	
23	0440	
24	0521	
25	0604	
26	0650	
27	0738	
28	0831	
29	0928	
30	1028	
31	1130	

The Unwritten Compass Story

by Jim Hutchinson

Karen and Ben were boat-sitting a Pearson 36, a very nice yacht of Sixties or early Seventies vintage. Karen was a German, Ben a West Indian and their novel stint of living aboard a yacht was interesting, including the boat's cat, the reason the boat needed someone aboard.



Were I so inclined, that could have been a "Different Boats For Different Folks" article for the *Caribbean Compass* — perhaps from the cat's point of view. The so-called owner could leave if he wanted but this was the cat's home. Ben and Karen were visiting crew.

Ben was real interested in my sailing dinghies and asked me to teach him dinghy sailing. I do that kind of stuff. I'm a retired small-airplane flight instructor and it satisfies my instructing itch.

My dinghy sailing lessons are given from my small yacht, *Ambia*, because I anchor out where there is plenty of room and where the breeze is sweet. But also so I can sit under shade in the cockpit with a cup of coffee while watching solo practice, including landing practice, when we discuss what I've seen so far and what he should try next.

Karen came during lessons and we hung out in the cockpit together watching and talking. Karen felt inspired by my being a *Compass* writer. She had wanted to do some writing herself and I encouraged her to try a story for *Compass*. She said that she was going to think about what might be interesting and that she would do it.

Meanwhile, Ben was sailing out and around, practicing tacks, jibes and all points of sail then sailing back to practice landings on the boat and some close-quarters maneuvering that I like to teach. And there were capsize and self-rescue lessons.



There Karen and I sat, under shade in the breeze aboard a yacht floating in the clear, warm tropical waters of a picturesque bay watching Ben zip back and forth in my peculiar little dinghy with its colorful sail.

We did the full set of lessons and Ben got pretty good. I've written lots of stories about dinghy sailing but I didn't write this one.

Then we got an interruption, an approaching weather system. It was threatening enough that the fleet moved into the storm hole. So Ben and Karen got the experience of preparing a yacht for a storm and the stress of anticipation. As with most of the storm threats that I've experienced and prepared for we didn't get hit. Over the years I've written and sold several articles about storms that didn't hit me – and two about storms that did. Anyway, we came out of the hole and resumed "normal" life, hanging out aboard our yachts in the tropics. Then their stay aboard ended and they moved ashore.

I ran across them several months later and asked Karen if she had decided on a *Compass* story yet. She said that she had been thinking and still wanted to do it but couldn't come up with anything interesting to write about.

Ah, the stories untold. "Messing about in boats." Life aboard a fine little yacht with a cool cat. Learning to sail a strange little dinghy. A change of pace to deal with a storm threat. Just hanging out on tropical waters among a fleet of like-minded yachties. Karen didn't write a story about any of it. Neither did I. It's a choice you know.



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until 7:00 pm
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Read in Next Month's *Compass*:

A Hard-Won Caribbean Cruising Dream

Products for Your Summer Projects

Rio Dulce's Tikal Side Trip

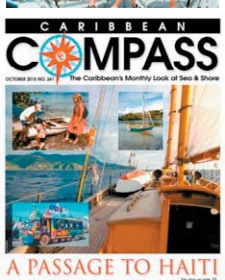
...and much, much more!

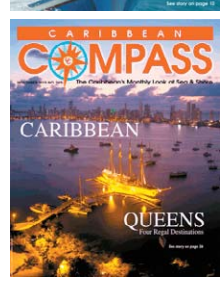
HEY, READERS!

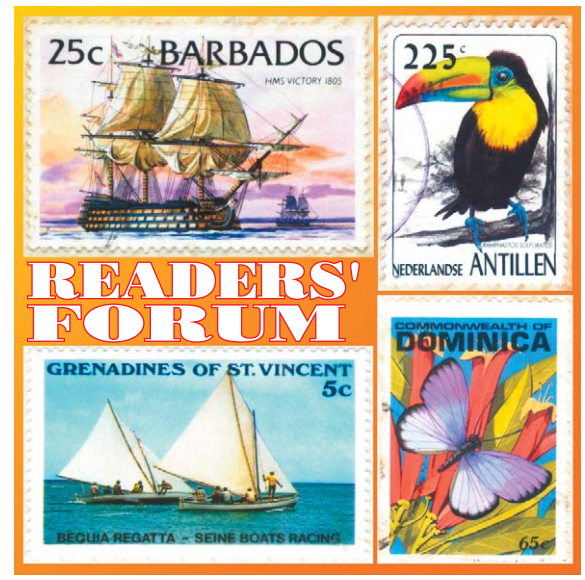
If you'd like to receive notification by e-mail when each month's new *Compass* is available free online, just drop a note to sally@caribbeancompass.com and we'll put you on the list — it's as easy as that!











WE'VE GOT FAN MAIL!

Dear *Compass*,

The May edition is jam-packed again with so many interesting articles.

DS

Love the *S/V Delos* article for May! Good job!

CY

It's my early morning reading before I get up. I like the banana bread recipe with rum!

CK

Looks amazing in high res online.

JP

Please congratulate the man who writes your astronomy column. I wish he'd taught when I studied astronomy at Columbia — he makes it thrilling!

CB

SUPPORT FOR ST. LUCIA

Dear *Compass*,

I think that recent reports of crime against yachts in St. Lucia, and associated calls for cruisers to avoid the island, need to be addressed. There have been incidents reflecting badly on the yachting industry and St. Lucians in this industry are the first to lament this. But I don't agree with those who advocate avoiding, or even boycotting, St. Lucia as a yachting destination.

In 2018, the island's yachting sector measured a 25.9 percent increase in arrivals over the previous year. If an island experiences such an increase, it will likely experience a proportionate increase in incidents. Those in tourism and the yachting sector must aim at minimizing these negative experiences. An increase in visitors must go hand in hand with an increase in security provisions and prevention of crime.

I visited St. Vincent by yacht over a decade ago. Clearing out at Chateaubelair, I asked the Customs officer whether it was advisable to remain anchored there overnight, before sailing north to St. Lucia. He replied "No." Clearing Immigration, I received the same response. There had been burglaries from boats and the recommended advice was to move on. So, I did. (Things have now changed in St. Vincent, so don't misinterpret this anecdote as a slur on that island's yachting appeal today.) I suggest that concerned sailors entering St. Lucia ask the officials what advice they would give. I doubt Customs or Immigration officers would say it was inadvisable to stay. They might, however, advise cruisers to raise their dinghy at night and to lock it when leaving it unattended. These are normal security measures and common sense; the island's anchorages are generally safe.

I've been sailing in Caribbean waters professionally and recreationally since the 1990s and have never had a security "incident" anywhere. I've had other incidents: navigational mishaps, groundings, anchor draggings, breakdowns, etcetera. On one occasion in Carriacou, I even made a report to the police in Hillsborough that my dinghy had been stolen from my yacht anchored in Tyrell Bay. However, when the manager of the boatyard reported that his tug had picked up my dinghy 15 miles downwind of the anchorage, I ate humble pie and went back to the police to update them: my "stolen" dinghy had been inadequately tied up to my transom and broken free at night. The salvor made me set the record straight; he was rightly concerned that a false report of a stolen dinghy would have negative consequences for the livelihood of Tyrell Bay.

There are serious yacht crimes that drag on in the courts here in St. Lucia, which is frustrating for the aggrieved parties. These inevitable delays are a reflection of the general state of our legal system. The court system in St. Lucia should be aware that these delays in executing justice have far-reaching consequences and efforts should be made to expedite outstanding cases to appease the concerned parties and restore faith in the justice system. While the murder rate on the island is statistically high (and urgently needs to be addressed for the benefit of society as a whole), most of the crime that happens here is not connected to the yachting sector.

Please continue to report incidents (and let the authorities know), but don't campaign on social media against sailing these waters, or exaggerate the problem to scare people away. That doesn't help anyone. The islands are all unique. If you start skipping them for whatever reason, you will miss out.

Please sign me,
S/Y Aequitas

APRIL 2019 GPS SOFTWARE ISSUES

Dear *Compass*,

Owing to April 2019 GPS software issues, older weather stations may experience a software glitch with time stamps, which might cause them to fail. These are the systems that haven't been upgraded for a time-stamp error called "Y2K", for the year 1999. Now there is the 2019 version, or Y2K+20 years, with the exact same issue. For example, several old Magellan GPS units boot up with a turnover date of 1999 and fail.

The issue also affects offshore weather stations and buoys, such as the United States NOAA systems. Older units around the Caribbean and worldwide that have not been updated might not be operational until their software is corrected. Many of the systems that are moored offshore require significant physical efforts to upgrade. NOAA has posted a warning and listed the outages for US coastal, offshore, and US territory devices. Other nations might have done the same.

Before a passage, it is suggested that cruisers check the critical weather buoys and stations in their cruising areas and use either e-mail or online tools to validate their trip forecasts. Some systems might not be available, and that limits forecasting knowledge. The data from weather stations and buoys is utilized by forecasters and models, both by the government and so-called "third party" vendors.

While not in the Caribbean proper, here's an example of how crucial some of the stations/buoys are for weather forecasting: two critical NOAA C-MAN stations off South Florida — Fowey Rocks and Molasses — are of especial interest to cruisers as they provide real-time wind and wave data to assist vessels while in, entering, or exiting the Gulf Stream off the east coast of the USA. The two stations will be out of operation from April to June 2019 according to the NOAA website's weather forecasters. These scientists have workarounds in progress, such as suggesting the use of the Bahama weather station to the north of the Bahamas.

Another option is using nearby shore stations for forecasting issues or nearby ship observations when local data is not available. Because of equipment outages caused by other events, there were already limited (or poor) data issues offshore South Florida. Now there are two fewer sources. For cruisers, this limits real-time weather assessment options in any of these areas — Florida or the Caribbean — where systems have failed. This same lack of weather data can affect other marine regions in a similar manner.

There are some backups and workarounds in progress, thanks to the concern of the NOAA federal and other meteorologists. As previously mentioned, for some buoys/stations, a link to internet message traffic (boat weather observations) has been added.

Joan Conover
Cruising Station Coordinator
Seven Seas Cruising Association

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 email) 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



CALENDAR

JUNE

1– 2 June Baai Hoppen, Curaçao. Leden CYA, info2cya@gmail.com
1– 6 June Combat de Coques regatta, Martinique. CNM, www.clubnautiquedumarin.com
1– 7 June Grenada Chocolate Festival. grenadachocolatefest.com
5 World Environment Day
5 Public holiday in Trinidad & Tobago (Eid ul-Fitr, end of Ramadan)
6 – 9 Barbuda Carnival 'Caribana'
7 Public holiday in BVI and Anguilla (Queen's Birthday)
7 – 10 Petite Martinique Whitsuntide Regatta
8 – 9 St. Lucia Dinghy Championships. www.stluciayachtclub.com
9 Budget Marine Challenge, Curaçao. CYA, info2cya@gmail.com
10 Public holiday in some places (Whit Monday)
10 – 16 International Opti Regatta, St. Thomas. STYC, www.styc.club
16 Massy Stores Dinghy Regatta, Barbados. BYC, www.barbadosyachtclub.com
17 FULL MOON
19 Public holiday in Trinidad & Tobago (Labour Day)
21 Summer Solstice
23 Jan Sofat Sunfish Triangles, Curaçao.
WSV Jan Sofat, jcpvanzon@gmail.com
26 – 30 St. Kitts Music Festival. www.stkittsmusicfestival.net
29 Fisherman's Birthday; local boat racing in many communities

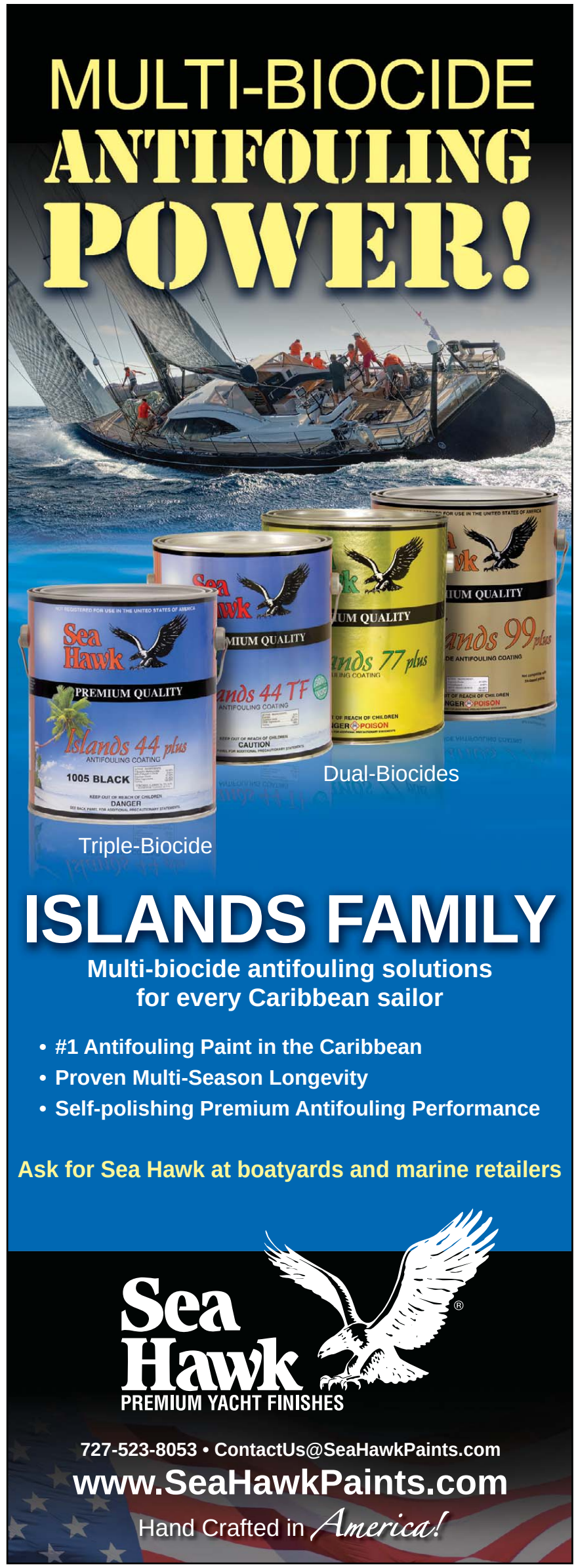


LUCY TULLOCH

JULY

1 Public holiday in BVI (Territory Day), and in Suriname (Emancipation Day)
2 Public holiday in Curaçao (Flag Day), and in Cayman Islands (Constitution Day)
3 – 4 St. John Festival, St. John, USVI. www.stjohnfestival.org
4 Public holiday in and Puerto Rico and USVI (Independence Day)
4 – 8 Aruba Hi-Winds Kitesurf event. www.hiwindsaruba.com
5 – 14 Dominica Dive Fest. www.dominicawatersports.com
6 Foxy's Hempfest, Jost van Dyke, BVI. https://foxysbvi.com
6 – 7 Firecracker Race, BVI. WEYC, westendyachtclub@gmail.com
6 – 16 Optimist Worlds, Antigua. AYC, www.antiguayachtclub.com
7 Mott Memorial Hobie Cat Challenge, Grenada. PCYC, www.pcycgrenada.com
8 – 9 St. Vincent Carnival 'Vincy Mas'. www.carnivalsvg.com
14 Public holiday in French islands (Bastille Day); yole races in Martinique
14 – 20 Reggae Sumfest, Jamaica. www.reggaesumfest.com
15 – 16 St. Lucia Carnival. www.stlucia.org/summerfestival
16 FULL MOON
22 – 28 Statia Carnival, St. Eustatius
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)
26 – 27 Carnaval of Santiago de Cuba
28 – 4 Aug Tour de Martinique des Yoles Rondes. http://federationyolesrondes.com/
31 Carriacou Children's Education Fund Pot Luck. sunnycharters@yahoo.com
TBA Kite Surfing Festival, Havana, Cuba. CNIH, yachtclub@cnih.mh.tur.cu
TBA Tobago Heritage Festival, http://tobagoheritagefestival.com

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



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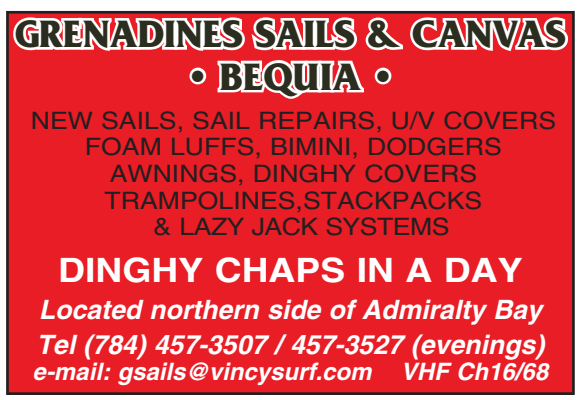
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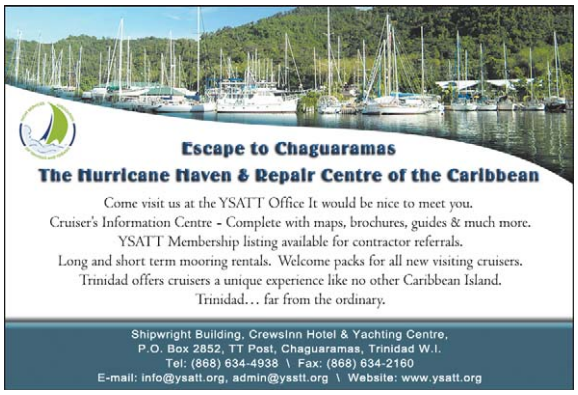






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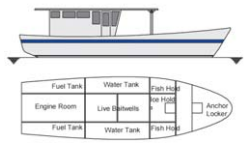


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The Sea Cloud, Bequia, 1976

Island Poets

On walking over the Friendship Ridge in all
that grainy, ridge-top, seagirt glare (sweating,
the sweat making your eyes, as if salt-stung,
blink with a kind of preternatural stare),
and into the realm of that vast blue bay …

or looking up from the foreshore where the sloop
Just Now, framed in Bequia cedar hewn by adz,
was being built, & schooner Diligence lay careened,
her bottom painted, while the whaleboat Iron Duke
was being caulked by wooden mallets on irons sounding …

It was fantastic, almost visionary to see
her arrive unexpectedly, as if out of History or Myth
(and not on display in some museum, hard aground,
wharf-bound, nor derelict, nor on parade
in some metropolitan extravaganza, fire-boat flanked) …

It was in that brilliant blue glare fantastic, surprising
as a body ample & tanned suddenly naked before you,
to see the full-rigged bark, the working ship in tune,
four masts leaning, twenty-two sails pulling,
the vessel aslant, working hard to windward …

thirty-two thousand square feet of canvas
run by ten-and-a-half miles of line
manned by sixty hands, tacking up Admiralty Bay
by the grace of the Trades, their shaping wind,
as if in the grip of something divine …

the vessel well-maintained, lucky, timeless
by way of changing with the times, breathtaking,
those white sails over a white hull (angel
or ghost?), driving in the blinding glare
off blue waters, treacherous with shoal & reef,

mindless of evil & good (consider that she carried
not Africans nor plunder nor cocaine,
nor yet molasses, lumber, rice, cement;
that in her hold were not Marjorie Merriweather Post
& guests but passengers on holiday) …

this creature clipper-bowed, triple-decked, fantail countered,
and three hundred sixty feet overall, in design
a summit of beauty & utility, of power & grace,
that was, for all that, a single player on the stage
of the amphitheater that in recent times had been

a pause on the circumnavigators' path
(Dennis Puleston in the yawl Uldra,
Eric & Susan Hiscock in the ketch Wanderer IV),
the beginning & end of such voyages
(Klaus Alvermann in Plumbelly, an engineless cutter

built here of wood, Tom & Sally in the sloop
So Long), or more likely their interruption
(Commander Nicholson in the schooner Mollihawk,
Dr. Porter Smith in Christiana,
John Caldwell in Outward Bound, ketches both);

roadstead for Carleton Mitchell in the ketch Carib, herald
of yacht chartering: launch site, also, of scores of vessels
(among them schooners Water Pearl & Gloria Colita),
and graveyard for countless others
(the Mildred Wallace, Lady Angela, & Tiki [ex-Pilgrim]) …

It was fantastic to have sailed here yourself
(this was, back then, the only way
to get here) and then to witness the Sea Cloud
and feel related to her & all these craft,
among them sloops Rustler, Agwé, Sapphire;

Iolaire, Street's yawl; Maverick, Kathleen,
Ticonderoga, Eleuthera II — ketches all;
schooners Mandalay, Pride of Baltimore, Friendship Rose;
the cargo ketch Jens Juhl & packet Seimstrand …
all these craft in this place like no other;

in a time like no other — not,
anyway, in its confluence of keels,
its concentration of sailors local & not, of foreigners
wealthy or not, afloat in their freedom
& captivity, polyglot, suffering their share

of heartbreak & mishap, intermingling, coming & going,
self-reliant, curious, and each of their boats
a part of the Sea Cloud whole, the vessel aslant,
agleam in the grip of the Trades across this bay
dark blue & deep, an emissary of light.

— Richard Dey



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