CARIBBEAN On-line
COMPASS
MAY 2016 NO. 248
The Caribbean's Monthly Look at Sea & Shore



BVI SPRING REGATTA

See Regatta News on page 13

TODD VANSICKLE



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CARIBBEAN COMPASS

The Caribbean's Monthly Look at Sea & Shore

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MAY 2016 • NUMBER 248


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Cover Photo: Spring has sprung, and as 2016 regatta season winds down, we bring highlights in this issue's Regatta News, starting on page 12. Thanks to Todd VanSickle for his action-filled cover shot of the Farr 45 Spitfire *in the BVI Spring Regatta!*



'I am both a reader of and a contributor to the *Caribbean Compass*. The *Caribbean Compass* is the "Rosetta Stone" that makes it possible to understand and to stay current in an area of over 1,000,0000 square miles. The Caribbean Sea is defined in many different ways by many different people, but it is most clearly explained when we read and write about it monthly through this wonderful publication.'
— Frank Virgintino, Author
Free Cruising Guides

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

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

Info & Updates

St. Maarten YC Regatta Foundation Gives to Sea Rescue

The St. Maarten Yacht Club Regatta Foundation raised US$1,804 for the St. Maarten Sea Rescue Foundation (SSRF) during the 36th St. Maarten Heineken Regatta, held March 2nd through 6th (*see race report in Regatta News, page 12*). With two vessels and a well-trained group of volunteers, the SSRF ensures safety on the waters of St. Maarten. They are also responsible for the inspections of private vessels on St. Maarten; before a vessel can be registered, it needs to be inspected by the SSRF. The non-profit organization is fully run by volunteers and relies solely on donations.

"Without the support of organizations like the St. Maarten Sea Rescue Foundation, we wouldn't be able to organize this event," says Michelle van der Werff, Heineken Regatta Director. "Maintaining safety with 200 boats out racing every day is key for the event. We are very thankful that organizations like Sea Rescue, the Coast Guard, the French SNSM and the Dutch Marines are present on the water and ensure that competitors can have a safe and pleasant time on our Caribbean waters."

This year, the regatta volunteers organized a competition around the famous Bloody Mary served at the St. Maarten Yacht Club. The question was how many Bloody Marys would be ordered at the club on the Friday of the regatta. All proceeds went directly to Sea Rescue. Other initiatives to raise money involved sailors who donated their bow number deposits and selling event posters.



Heineken Regatta Director Michelle van der Werff presents a donation to the St. Maarten Sea Rescue Foundation. Funds for this essential service were collected during the St. Maarten Heineken Regatta, held March 2nd through 6th

SVG National Sailing Association Officers Elected

Just over a year ago the St. Vincent & the Grenadines Sailing Association, the country's first national sailing association, was formed to be the umbrella body of all of SVG's sailing clubs. Its goal is to advance the sport of sailing in this multi-island nation. In February the SVGSA was recognized by World Sailing (www.sailing.org, formerly ISAF), the world's governing body for the sport of sailboat racing, as the national sailing association of SVG.

A meeting was held on April 10th at which the following SVGSA executives were elected: Andrew Mitchell, President; Simon Carey, Vice-President; and Anthony Sargent, Secretary. In addition to SVG's only currently ISAF-registered sailor, Phillip Barnard, floor members of the SVGSA were appointed from individual sailing clubs throughout the country, including the Bequia Sailing Club, Bequia Youth Sailors, the Bequia Traditional Sailing Academy (see related story on page 20), the Canouan Sailing Club and the Mayreau Regatta Committee.

—Continued on next page



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DOYLE CARIBBEAN

—*Continued from previous page*

Eight Bells

• GEORGE B. CLINE

Peter Nuttycombe reports: George Cline, KP2G, who was so well known to many sailors in the Caribbean as radio net control for the morning 40-metre Caribbean



net, died on January 11th in Birmingham, Alabama, but his public safety communications legacy lives on across his adopted home of St. John, USVI and beyond.

Cline served as a long-time radio dispatcher for St. John Rescue and was an active member of the local St. John Amateur Radio Club. Cline, known by his amateur radio callsign, KP2G, started the VI Weather Net in 1994, providing daily weather updates. The network continues to this day, relaying critical weather information and individual local reports to hams and boaters in the US and British Virgin Islands.

Cline will likely best be remembered for spearheading the placement of several radio repeaters in an effort to close severe communications gaps for emergency responders. He worked with members of the St. John Rescue, and ARES (Amateur Radio Emergency Service) to develop a new cross-band repeater system on four islands designed to reach all of the VI National Park's remote valleys and beaches. The effort involved the cooperation of the British Virgin Islands Telecommunication Bureau to place one of the needed repeaters on Jost Van Dyke in the BVI.

Cline was an active communications volunteer to the Virgin Islands Territorial Emergency Management Agency and participated in emergency communications after hurricane disasters. Following Hurricane Marilyn in 1995, which devastated much of the local communications infrastructure, Cline helped to facilitate linking two sides of St. John island, cut off by hurricane damage, and a critical communication link to the local medical facility.

Members of St. John Rescue describe Cline's radio skills as amazing, and say he will be best remembered for his dispatching skills. According to Rescue, when you heard Cline's voice on the radio, no matter how chaotic the situation was, you would become calm and get back to the task at hand.

Cline served as a mentor to anyone interested in amateur radio — from the more basic things such as how to choose a good first radio to encouraging local amateurs to study for higher-level exams. Visiting sailors were always welcome to his home when they visited St. John.

Donations in his memory can be made to the Animal Care Center of St. John, Inc., Box 429, St. John, VI 00831.

• THOMAS COULTER

Ralph Trout reports: Another true Caribbean character has been called off the beach. Captain Tom Coulter passed away on March 9th, resting peacefully in the Dominican Republic. With a beaming smile, Tom was always flamboyant with his wavy hair and tropical flowered shirt, either barefoot or in traditional deck shoes. He was one of a gang of California boys who moved to the Caribbean in the 1970s. With a boat rental there, Red Hook, St. Thomas was Tom's homeport for decades.

Captain Tom bought the Caneel Bay transport vessel *Calypso II* and transformed it into a busy, luxurious tugboat. He was ready to go anywhere for almost any job from tows to hauling diesel to dredging sand to fill a multi-millionaire's beach for the Christmas holidays on Mustique. He always had a pocket full of "fun money" ready to lend, and would help even a new friend. Listening to his sea tales, his fortunes were often outdone by less scrupulous island businessmen.

Tom will always be missed as a part of the true Caribbean cowboy culture slowly vanishes. Times have changed. Raise your glass of Mt. Gay, Tom's favorite, and salute as a top-notch sailor cruises to paradise.

• ALSTON DE ROCHE

Well-known Grenadian yacht skipper Alston De Roche passed away on April 14th at age 64. Born on Petite Martinique, an island famous for its seagoing heritage, Alston starting sailing at six years old. Having crewed on several of the "gold plater" yachts that chartered in the Windwards in the 1970s,

—*Continued on next page*

PUERTO DEL REY
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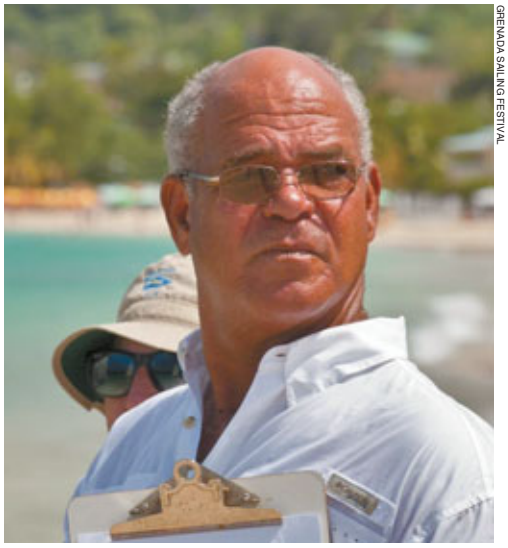
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—*Continued from previous page*

Alston became a captain and in the early 1980s, he skippered the busy day cat *Loafer* out of St. George's. He and his wife, Margaret, ran the Grenada-based Footloose Charters and Outfitters International. Alston is probably best known as the captain of the popular charter catamaran *Timshel*, a Shuttleworth 40, which did term and day trips out of St. George's and also raced competitively in area regattas.



GRENADA SAILING FESTIVAL

He is survived by his wife, Margaret, his sister Shirley and brother Clayton in Petite Martinique, sisters Sheila in Grenada, Barbara in Canada and Clytie in the USA, and other family members and friends around the world.

• WILLIAM GRAY

Hurricane forecasting pioneer William Gray died on April 16th in Fort Collins, Colorado at age 86. His longtime assistant Phil Klotzbach told the media that Gray began researching hurricanes in 1984, long before national hurricane forecasters began publishing their forecasts. "He was one of the first researchers to determine why hurricanes were global, looking at water-temperature patterns and wind shear," Klotzbach said. In addition to his research, Gray also published seasonal hurricane forecasts, predicting the number and severity of hurricanes in the Atlantic Ocean.

Gray got his start as a weather forecast officer for the US Air Force in 1953. He earned a doctorate in geophysical sciences from the University of Chicago, and he joined the new Department of Atmospheric Science at Colorado State University in 1961.

Gray retired from his faculty post at Colorado State University in 2005, but he continued hurricane and climate research as a professor emeritus until his death, Klotzbach said. He was head of the university's Tropical Meteorology Project and won the Neil Frank Award of the National Hurricane Conference in 1995 for his research contributions. Gray had a major impact on meteorology, with more than 70 of his graduate students now in the field.

Hurricane outlooks have now become common, with commercial forecasters and the US National Oceanic and Atmospheric Administration issuing seasonal predictions for Atlantic tropical storm and hurricane development. Colorado State still does, now under Klotzbach. He has predicted a fairly average year, with 12 named storms, five of which would become hurricanes and two becoming major systems.

Zika Advisories Widely Issued for Caribbean

The Centers for Disease Control and Prevention (CDC) has issued "travel notices" for a number of Caribbean countries regarding the Zika virus. These notices do not advise against visiting these countries; the CDC simply recommends that travelers protect themselves from mosquito bites. Sexual transmission of Zika virus from a male partner is also possible, so travelers are also encouraged to use condoms or refrain from sexual activity. There are reports that the virus has been transmitted through blood transfusion.



CDC

Countries for which travel notices have been issued currently include Aruba, Barbados, Bonaire, Cuba, Curaçao, Dominica, the Dominican Republic, Guadeloupe, Haiti, Jamaica, Martinique, Puerto Rico, St. Lucia; St. Martin/St. Maarten, St. Vincent & the Grenadines, Trinidad & Tobago, and the US Virgin Islands.

Zika virus is transmitted to people primarily through the bite of an infected Aedes species mosquito (*A. aegypti* and *A. albopictus*), the same mosquitoes that spread dengue and chikungunya viruses. Mosquitoes that spread Zika virus bite mostly during the daytime.

Most people infected with Zika virus won't even know they have the disease because they won't have symptoms. The most common symptoms of Zika are fever, rash, joint pain, or conjunctivitis (red eyes). There is evidence that Zika is linked to birth defects in the fetuses of infected pregnant women and Guillain-Barré syndrome in infected individuals of any age or gender.

Anyone who lives in or travels to an area where the Zika virus is found and has not already been infected with Zika virus can get it from mosquito bites. Once a person has been infected, he or she is likely to be protected from future infections.

Visit the CDC website at www.cdc.gov/zika for updated notices and general information about Zika.

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up to 50	$1.22	$1.10	$0.57
up to 60	$1.33	$1.19	$0.63
up to 65	$1.48	$1.34	$0.70
up to 75	$1.53	$1.38	$0.71
up to 80	$1.68	$1.52	$0.87
up to 100	$1.73	$1.56	$0.89

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BUSINESS BRIEFS

Budget Marine Opens New Trinidad Outlet

Budget Marine Trinidad's Manager, Risa Hall Lequay, announced the opening on April 11th of a new Budget Marine outlet located at the Trinidad & Tobago Yacht Club (TTYC) on Western Main Road, Bayshore, a gathering place for many of T&T's top sport fishermen and leisure boaters.



This project was initiated over a year ago in co-operation with TTYC. An upper storey was constructed above the Reel Tackle shop within the TTYC compound to create 876 square feet of retail space. The main focus of this satellite store is to provide convenient access to boat maintenance products geared to the needs of powerboat owners, with quick delivery of any additional items required from the main Chaguaramas store.

The new Budget Marine outlet will draw from the 20 years of experience of the mother store in terms of provision of relevant chandlery goods and technical know-how. Many of those likely to make use of this little store are long-term customers of Budget Marine and their input with regard to the requirements of boaters will be an important part of establishing good customer service at this location. This is a positive step forward for Budget Marine Trinidad and the boating community in T&T.

Mark John (see photo), who has been with Budget Marine for 11 years, is looking forward to providing a special service at this location, with backup from the rest of the Budget Marine Trinidad Team. Opening hours are Monday through Friday 9:00AM to 12:30PM and 1:30PM to 5:00PM; Saturday 9:00AM to 2:00PM.

For more information phone (868) 270-4141, e-mail bmttyc@budgetmarine.com or see ad on page 2.

Sea Hawk on Caribbean Islands Family Tour

Michael O'Keene reports: On April 4th, Sea Hawk, the world's leading premium nautical coating brand, announced a ten-country tour that will take the form of Customer Advisory Meetings with prominent marine equipment distributors, boat builders and marine service centers throughout the Caribbean.

The Caribbean Islands Family Tour and Customer Advisory Meetings involve experienced dealers and marine service experts who work directly with Sea Hawk to provide feedback and improve collaboration with the marine dealer community. Sea Hawk will develop major products, programs and policies with input from Caribbean Customer Advisory Meeting participants, as well as review progress in their recently introduced Islands Family Antifouling Solutions Campaign. The Sea Hawk Caribbean Customer Advisory Meetings are led by David and Erik Norrie, Sea Hawk's president and CEO respectively, each being a 25-year marine industry veteran.

"The Sea Hawk Islands Family Tour and Caribbean Customer Advisory Meetings are an essential element in Sea Hawk's mission to provide boat owners around the world with the highest quality solutions for protecting and enhancing their vessels," said Erik Norrie. "We value the mutually beneficial relationship with top Caribbean marine professionals and considered their input in developing our Islands Family Antifouling Solutions Campaign."

The Sea Hawk Caribbean Islands Family Tour will include Customer Advisory members who represent the core of the Caribbean marine sales and service industry and will host meetings in Tortola, Virgin Gorda, St. Maarten, St. Lucia, Grenada, Trinidad, Martinique, Antigua, St. Thomas, Puerto Rico and the Dominican Republic. Caribbean Customer Advisory members represent a diverse cross section of dealers, distributors and marine service professionals to ensure Sea Hawk captures a broad range of ideas during the events.

For more information, contact Michael O'Keene at (727) 523-8053 and MichaelOKeene@SeaHawkPaints.com, or visit www.seahawkpaints.com. For more information on Sea Hawk Paints see ad on page 9.

Suzuki's New Digital Multi-Function Gauge

Efraín J. Rivera reports: Suzuki Marine is showcasing the best in technology and innovation this year with our new 3.5 LCD color display Multi-Function Gauge. This new generation of gauges offers boaters a wider selection of genuine parts to optimize their boats.

"This new colorful display gauge provides users with information such as engine rpm, speed, trim angle, and diagnostic data," says Erving Rosario, sales and marketing manager of Suzuki Del Caribe. "With this multi-functional gauge, users have all the information they'll need in just one place, and once again Suzuki Marine steps ahead in innovation."



The new user-friendly digital gauge works under all conditions, offering a variety of settings for boaters' day or night modes and optional digital or analog function. Using Suzuki's original alert system, this gauge offers reliability and also provides the operator with accurate engine performance information. This New Digital Multi-Functional Gauge is now available as an upgrade option on all models from the DF9.9 to DF300AP.

Visit www.suzukipr.com to get in contact with your nearest dealer. You can also visit our Facebook page www.facebook.com/SuzukiCaribbeanMarine and hit the "like" button or subscribe to our newsletter for the latest news. For more information see ad on page 23.

New Service at Life Raft & Inflatable, St. Lucia

Francis Lucas reports: Life Raft and Inflatable Centre (St. Lucia) Ltd. is one of the only approved life raft servicing companies in the Caribbean and has been in operation for over 20 years. We service and repair life rafts and inflatable dinghies for clients from all over the world, with numerous satisfied and returning customers. We are conveniently ideally located on the water's edge, two minutes from the Rodney Bay Marina, and provide a slip for tenders up to 30 feet long.

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—Continued on next page

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Our other services include full servicing of dinghies, repairing damaged areas by applying inside patches, repairing of air-deck floors, replacing of buoyancy tube set, all hull repairs (aluminum and fiberglass), cleaning and repainting of hulls with two-part enamel finish, and free testing and estimates on all repairs and refurbishment. All our repairs are tested twice before returning to clients.

Other specialized services include custom boat names and re-covering boat seats.

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T&T's Electropics Appointed Regional CatSat Agent



Rainer Dobring reports: CLS France, the mother company behind CatSat, hosted a workshop and demonstration of their powerful oceanographic software in late February in Chaguaramas, Trinidad for local professional fishermen, and introduced Electropics Marine Services Ltd. as their sole agent for the West Indies. The presentation, held by technicians from France, was well received and free trials of the software were given out to interested fishermen.

CatSat helps fishermen to get the most out of their fishing campaigns by providing very accurate oceanographic data and marine weather information in "near real time" directly onboard the fishing vessel via satellite terminals.

CatSat delivers the highest definition plankton, sea temperature and altimetry maps available on the market today. Day-to-day high-resolution plankton maps effectively guide fishermen to large pelagics' feeding grounds. Daily high-resolution Sea Surface Temperature (SST) maps help fishermen detect areas with temperature ranges preferable to their species of interest.

CatSat's high-resolution altimetry (SLA) makes it possible to identify eddies and frontal areas between different water masses and ocean structures, where fish are most likely to be. A movie mode allows observation of water mass movements over time and brings out dynamic eddies; 3D visualization gives a more intuitive identification of the ocean phenomena. Also included is a complete set of weather maps, including precise winds, pressure, cloud coverage, waves and swell with forecasts up to seven days. Over 40 different products in CatSat make it the key decision tool for professional fishermen.

Electropics Marine Services also offers affordable satellite terminals and airtime to go along with the software and computer solutions and repair services.

For more information visit www.catsat.com and see Electropics Marine Services ad in the Market Place section, pages 41 through 43.

Free Cruising Guides Updates and New Book

Catherine Hebson reports: Cruise the Eastern Caribbean with the most up-to-date guides! Free Cruising Guides has revised all three volumes of its *Cruising Guide to the Lesser Antilles 2.0*, confirming or updating all the information critical to cruisers' decision-making and route planning, and now available free at http://FreeCruisingGuides.com. The revisions to Volumes I, II, and III are part of the latest round of updates of Free Cruising Guides' insightful and popular series of guides to cruising the Caribbean.

Coming soon: *Colombia to Rio Dulce Cruising Guide 1.0* — with routes and stops along the way. The newest title of the Free Cruising Guides series of Caribbean cruising guides is in the final stages of preparation. Another collaboration between Frank Virgintino and Amaia Agirre, this guide begins with the approach to the Colombian coast from the ABCs. It serves as the cruiser's best friend for the incredible journey from the Five Bays all the way to Rio Dulce with stops throughout the necklace of island chains: the Rosarios, the San Bernardos, the San Blas, Holandes, the Hobbies, and more. All this, plus Virgintino's signature cultural overviews and insights!

Look for our *Colombia to Rio Dulce Cruising Guide* as a free downloadable PDF at http://freecruisingguides.com and in eBook stores this month!

For more information on Free Cruising Guides see ad on page 44.

Five-Day Haul Offer at Clarke's Court, Grenada

Arlene Telesford reports: "There's a hole in the bucket, dear Liza." "Well, fix it, dear Henry!" That is basically the line between owners, captains and crew as they make their lists of what can be quickly repaired, or when a quick bottom job is required on their yachts this season.

For the months of May, June and July, anyone anchored in Grenada waters can take the opportunity to do a five-day haulout for quick maintenance or a bottom job at Clarkes Court Boatyard & Marina (terms and conditions will be given directly to yacht owners anchored out). CCBM's team will be on the seas coming to meet you to provide the information needed to get you hauled out and back in the water quickly, and owners, captain and crew are allowed to do their own work, too! *Isabella B* (pictured), hailing from our sister isle of Petite Martinique with a crew of five, took the opportunity earlier this year to do a routine bottom job in a jiffy. And when there is too much work for the captain, owner and crew, then the best thing to do is to get our approved subcontractors to do it for you.



The place to haul out this 2016 season is at Clarkes Court Boatyard & Marina, because you're the reason we haul boats!

For more information on Clarkes Court Boatyard & Marina see ad on page 14.

Curaçao Marine is Prepped for High Season!

Nicole van Beusekom reports: Hurricane season, and thus high season for Curaçao Marine, is coming up. Over the coming months our yard will start filling up fast, so if you are still looking for a safe spot to store your yacht, contact us as soon as possible!

—Continued on page 46



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Prince Rupert Bay Gets New Yacht Moorings

by Laurie Corbett

In February, during Yachtie Appreciation Week in Prince Rupert Bay, Dominica [*see report in the April 2016 issue of* Compass *at www.caribbeancompass.com*], I witnessed the installation of new moorings for the bay. The project was the brainchild of Hank Schmitt, from Offshore Passage Opportunities (OPO), based out of New York. He had visited the island in previous years and thought of the idea to help the region while increasing the value of future visits for members of OPO.

Offshore Passage Opportunities was begun by Hank as a crew networking service and now has 1,900 members who rely on Hank for news, organized group passages and rallies, and now charity opportunities. Hank canvassed his members, and offered them little more than their name on a plaque for a donation of US$375 for the project. He then clarified the objectives with the local marine service providers, and shipped the balls, chain, and shackles from New York. Only then (sadly after he paid VAT and import fees), did he successfully lobby the Dominica government for some of the money for cement, aggregate, rebar and labour for the anchor blocks.

The blocks were cast in the yard beside the Portsmouth Area Yacht Security Association (PAYS) pavilion, with manual labour, a small cement mixer and all the raw materials delivered and on hand. The completed blocks are 4x8x1.5 feet, with rebar grids placed near the top and bottom. Besides having slots cast into the bottom to facilitate moving and placement, and two one-inch rebar eyes for connecting the chain and ball, they have a two-inch channel through the centre such that a chain can be run through the slab if the rebar eyes get damaged or corroded away.

After curing and removal of forms, a crane was hired to drop the slabs into the shallows of the bay. At this point a float made from lumber and juice barrels was floated over the slab, and the slab was coerced off the bottom by pulling up on cable from the two eyelets, and a metal bar was placed to hold all the weight. Then, after being floated to a location well scouted by a diver, the bar was slammed out of position with a sledgehammer and the slab quickly sank to its final location.



The new mooring blocks being cast. The completed blocks are four by eight by one-and-a-half feet, with two one-inch rebar eyes for connecting the chain and ball

The moorings are being located in the area of Prince Rupert Bay where PAYS maintains security watches and patrols during the winter cruising season, and are being arranged so that this area can hold more visitors than could anchor in the same area. Still, organizers insist that there will always be room for those who prefer to trust their own ground tackle.

Negotiations have resulted in promises from PAYS and the Government of Dominica that these new moorings will be properly maintained, with an annual budget for it. The approved maintenance procedure at present involves the complete removal of the chain, shackles, balls, and tethers at the end of the winter season for inspection and storage, with replacement or renewal as required happening each fall.

As of February 21st, ten new moorings have been placed in the bay, seven new mooring blocks have been cast at the PAYS Pavilion on shore, and 40 more balls, tackles, lines, and pennants were in storage waiting assembly and placement. It is expected that by season's end, 30 of the new moorings will be in place among the eight sand-screw moorings installed with the assistance of the European Community four years ago.

The moorings were available for free during Yachtie Appreciation Week this year, and will be available for US$10 per night for customers of any PAYS member for the remainder of the season. Money collected for use of the moorings goes towards their maintenance, with any remainder being shifted to pay for the PAYS overnight security program, similar to profits from their weekly barbecues.

PAYS is an association of yacht service providers dedicated to providing, in the Prince Rupert Bay area of Dominica, a safe and enjoyable location for cruisers and charterers. Members include government-trained and licensed marine and land tour guides, taxi drivers, restaurant owners, and others. Group cooperation has resulted in overnight anchorage patrols, safe mooring balls, regular group barbecues and entertainment, and other activities.

Interestingly, while working on a bilingual brochure for one of the PAYS operators, I found that one local French translation for a mooring was *corps mort*, which I roughly translate to "dead body". So in conclusion, I invite all *Caribbean Compass* readers to come to Prince Rupert Bay, and tie up to a dead body for a few weeks, to enjoy lively Dominican hospitality. If you visit during next year's Yachtie Appreciation Week (February 12th through 19th, 2017), you might tie up for free!

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REGATTA NEWS

Record-Breaking St. Maarten Heineken Regatta

St. Maarten Heineken Regatta reports: The 36th edition of the St. Maarten Heineken Regatta, held March 2nd through 6th, was a record-breaker. Eighty-four yachts competed in the Gill Commodore's Cup, the largest entry in its ten-year history, and 193 boats participated in the three-day St. Maarten Heineken Regatta, the largest entry for a Caribbean regatta this season. Well over 100 volunteers of the St. Maarten Yacht Club assisted the professional race officers. Over 3,000 people gathered on Kim Sha beach for the prizegiving.



This year the regatta organizers set four different courses, for Maxi yachts, multihulls, spinnaker classes, bareboats and beach cats. A range of weather conditions tested the competitors and nearly every class was decided on the last race.

CSA 3 consistently produced the closest racing with highly competitive starts and close finishes throughout the four-race series. The class contained 13 yachts, all equally matched under the CSA Rating system, with nearly half of the fleet scoring podium results. Philippe *Charret's* A40, *Lipton*, and Richard Wesslund's J/122, *El Ocaso*, were tied at the top going into the last race. *Lipton* got away to a fantastic start but *El Ocaso* came back to win the final race and the class. *El Ocaso* was awarded the Most Worthy Performance at the 36th St. Maarten Heineken Regatta.

In the Maxi 1 Class, Peter Harrison's British TP52, *Sorcha*, dominated, executing textbook maneuvers and boat handling to score four straight bullets, including overall victory in the Round St. Maarten Race. Irvine Laidlaw's British RP82, *Highland Fling X1*, was second, but will take comfort from setting a new monohull course record for the Round St. Maarten Race of 2 hours 12 minutes and 32 seconds.

Of the 26 multihulls racing at the St. Maarten Heineken Regatta, Lloyd Thornburg's American MOD70, *Phaedo3*, was untouchable. Hitting speeds of well over 30 knots, *Phaedo* secured the Multihull 1 Class with straight wins and an astonishing lap of St. Maarten in 1 hour and 19 minutes and 59 seconds.

Jason Carroll's *Elvis* was the king of the Gunboat class for the third year in a row, having scored three straight bullets. *Elvis* also won the Captain Morgan Award for Most Rum Worthy Boat, when one of the crew dived over the side to untangle a rope from a committee boat propeller.

The Volvo Class contained yachts that have competed in over two decades of the round-the-world race including *Team Brunel*, which was second in the last edition. The Dutch-flagged boat was chartered to Red Bull Eyewear and also contained several members of the round-the-world team including regatta skipper Gerd Jan Poortman. However Przemysaw Tarnacki's Farr 60, *Ambersail*, scored three straight bullets for a famous victory over *Team Brunel*. Chris Stanmore-Major's Whitbread 60, *Challenger*, was third.

Frits Bus's *Island Water World* completed a highly polished performance to win the Melges 24 class from last year's winner, Andrea Scarabelli's *Gill Race Team*.

In CSA 1, Mark Chapman's Trinidadian Ker 11.3, *Dingo*, scored four wins out of five to dominate the class. Sergio Sagramoso's Melges 32, *Lazy Dog*, finished second in class with fellow Puerto Rican team, Luis Jarbe's *Soca*, winning the last race to place third for the series.

In CSA 2, Ross Applebey's British Oyster 48, *Scarlet Oyster*, was holed in the Gill Commodore's Cup but came back the next day to win class in the Round St. Maarten Race. The helter-skelter regatta continued for *Scarlet Oyster* with Renato Jose Da Cunha Faria's Brazilian Dufour 500, *Ventaneiro 3*, winning both races on the penultimate day. However, *Scarlet Oyster* came back to win the last race of the series and the class by a single point.

In CSA 4, Ben Jelic's St. Maarten custom Kiwi 35, *Wild Devil*, nailed the final start to win the closest encounter of the entire regatta. Conor Fogerty's Sunfast 36, *Bam*, also got away well. After time correction on the final race, which lasted over two hours, *Wild Devil* was the winner by a single second. Overnight leaders — Jonathan Lipuscek's *Dark Star* and Jordan Mindich's *Solstice* — were third and sixth in the last race, which meant that *Wild Devil* was the class winner on countback. *Wild Devil* was effectively class winner by a single second.

In the Beach Cat class, Turenne Laplace's *Alizés* won the last race of the regatta to win the class from David Guiheneuc's *Carib Cleaning* with Pierre Altier's *PYC* third. Bernard Sillem won the Round St. Maarten Race in a time of 2 hours 21 minutes and 16 seconds, an astonishing time considering that Bernard also broke his foot half an hour before the finish!

Aleksei Dushkin's *Kiev Team Racing* won the last race of the regatta to win the 60-strong Bareboat Class overall for the team from Ukraine. Jan Soderberg's Swedish team racing *Bageal* scored a third in the last race to take second overall to Burkhard Fahrenkrog's German team, racing Baltics.

The 37th edition of the St. Maarten Heineken Regatta will take place March 2nd through 5th, 2017.

Visit www.heinekenregatta.com for more information.

Loro Piana Superyacht Regatta in Virgin Gorda

Yacht Club Costa Smeralda reports: Three days of competition, March 9th through 12th, on the waters off Virgin Gorda, concluded with yet another race where in several cases victory or defeat came down to the final cross in the final leg of the final race. With a downwind start and 20 to 24 knots of blustering easterly winds, the crews on the 21 competing sailing superyachts gave their all. The event was organized by the Yacht Club Costa Smeralda and *Boat International* magazine.

Class A saw the battle between *Nilaya* and *Inoui*, which had been progressing since Day One, reach its conclusion with a win for the 34-metre Baltic-built *Nilaya*. And this despite a most spectacular spinnaker blowout at the end of the first downwind leg. "It was just at the last gybe," explained tactician Bouwe Bekking. "We were on the inside and lost control of the boat and we had a big puff and we broached, and the spinnaker wasn't strong enough for that. So that was game over for the spinnaker." He went on to explain how they clinched the win: "When we have spinnaker starts it suits us pretty well, we are a little bit quicker downwind, and *Inoui* are a little bit quicker upwind. So we got ahead at the bottom mark and then we just had to stay ahead."

Nilaya also claimed the Loro Piana Prize Boat International Media Trophy for the top scored superyacht overall.

Class B boasted a different winner on each of the three race days and on the last day it was the turn of



Samurai *placed third overall in Class A, behind the dueling* Nilaya *and* Inoui

P2 to claim her first bullet, which, coupled with a fifth-place finish from closest rival, *Hetairos*, put victory in the bag for them. *P2's* tactician, Tony Rey, was understandably happy with the ORCsy rating rule used at the event: "Everyone was gathering together at the finish and that's what pursuit racing superyachts is all about — to have us all come in at the end. It keeps it exciting for anyone watching, for the owners and guests and certainly for the sailors."

Class C saw a battle raging on the final upwind leg, which saw the 43-metre Dubois yacht *Bella Ragazza* cross the line in first place, just five seconds ahead of overall winner *Seahawk*.

Donald MacPherson's Swan 90, *Freya*, was the undisputed champion of Class D, with three consecutive bullets.

Owners have been also invited to take part in the Atlantic Anniversary Regatta in 2017. Organized by the YCCS and the Norddeutscher Regatta Verein, the regatta will leave from the Canary Islands in November 2017 with destination Virgin Gorda.

Visit www.loropianacaribbeansuperyachtregatta.com for more information.

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Powerade Multiclass Regatta in St. Maarten

St. Maarten Yacht Club reports: On March 19th and 20th, 39 competitors from four different countries raced Optimists, Lasers, RS Visions and Jeanneau Sunfast 20s in the 2016 Powerade Multiclass Regatta, organized by the St. Maarten Yacht Club and held in Simpson Bay Lagoon.

The Saturday morning started with strong winds above that which were forecast. The more advanced (and bigger) sailors relished this wind with some fast and exciting sailing. The younger sailors struggled but fought on. Over the course of the two-day event the wind moderated often, sending those who were at the back of the fleet to the front.

Alec Scarabelli and Johanna Looser dominated the RS Vision class, posting nothing but firsts all weekend. In second place were Arthur Banting and Tara De Le Salle. Third place went to Nicholas De Tulio and Luke Bacon.

The Laser Class was won by Carson Gifford, who dominated on the Saturday but was beaten across the line a couple of times by Katie Caputo on the Sunday. Third place went to visiting sailor Caleb Robinson in his first-ever regatta!

Optimist Blue was mostly a St. Barth's affair: they took away all of the silverware. First place went to Lorenzo Mayer with Kyllian Guillemassy in second and Tristan Greaux in third.

Optimist Red was won by Sciou from St. Barth's with Emma Lennox from St. Maarten in her second regatta ever. Cali Banting, aged seven, came in third despite struggling in the stronger wind.

Han De Bruyn Cops won the Sunfast 20 class, winning nearly all the races in the event. Second place went to Garth Steyn and his crew from the Kidz At Sea Foundation, with Rien Korteknie, also sailing with Kidz at Sea in third, a great showing from the youth against some of the more established sailors on the island!

Visit www.smyc.com for more information.

Windy 43rd St. Thomas International Regatta

Carol Bareuther reports: Wind was the word at the 43rd St. Thomas International Regatta (STIR), held March 25th through 27th. Gusts blustered over 30 knots all three days with six- to eight-foot seas. Combine these conditions with courses that offered a mix of round-the-buoy and round-the-island racing and it was a recipe that many racers on the 67 entered yachts relished.

Chief among these happy sailors was 2015 Rolex Yachtsman of the Year, Steve Benjamin. Benjamin's TP 52, *Spookie*, not only won the tune-up Round the Rocks Race on the 24th, but didn't break from his bullet-only streak in the CSA Spinnaker Racing 1 Class during the three days of STIR.

In CSA Spinnaker Racing 2, Californian Doug Baker's team on the chartered J/122, *Team Magnitude-El Ocaso*, topped the class with flawless first-place finishes.

Two boats were tied on points going into the final day of racing in the CSA Spinnaker Racing 3 Class. In the end, Puerto Rico's Jonathan Lipuscek and his crew on the J/105 *Dark Star* took first by five points over St. Thomas's Lawrence Aqui aboard the Dufour 40 *Wild T'ing*.

In the CSA Non-Spinnaker Class, Massachusetts-based Jack Desmond won the class aboard his Swan 48, *Affinity*, after close racing with Puerto Rico's Claudia Nicolow on the Swan 53 *Bella Vela*.

The homegrown one-design IC24 class was the largest of the regatta. The craft's creator, St. Thomas's Chris Rosenberg, aboard his *Bill T* drove a highly competitive route to the top of the scoreboard.

Only two of eight registered beach cats braved the regatta's big winds. In the end, it was California's Olympic and America's Cup sailor, Annie Gardner, and husband Eric Witte, who won onboard the Nacra 17 *Flight Risk*.

This year STIR welcomed two new classes, Gunboats and VX Ones.

Stephen Cucchiaro's *Flow*, a Gunboat 60, started out slow on the scoreboard when a breakdown caused the team not to finish the first race to Charlotte Amalie nor start the second back to the host St. Thomas Yacht Club in Cowpet Bay on the first day. But the *Flow* team came back to win every race thereafter, as well as the Gunboat Class.

It was a test of the class rules in the VX One Class, whose class rules call for no starts when the median wind speed exceeds 22 knots. Class vice-president, St. Croix native and owner of the first-place *Cruzan Rhode*, Tim Pitts, called for an increase in that limit to 27 knots. As a result, the class raced all three days.

Class winners received limited edition Island timepieces from Cardow Jewelers. In addition, *Spookie* achieved the fastest elapsed time and with it a skipper's weight in Cruzan Rum.

Visit www.stthomasinternationalregatta.com for more information.



DEAN BARNES

There was no respite from the wind and waves on Day Three of the St. Thomas International Regatta

The GP14 World Championships in Barbados

One hundred and five boats and a whole fleet of organizers, international officials, class representatives and more than 200 racing sailors descended on Barbados for the 2016 GP14 World Championships, held March 26th through April 4th and hosted by the Barbados Yacht Club. This event set a new record for the number of boats taking part in a sailing event held in Barbados.



PETER MARSHALL

Including Barbados, 14 countries were represented, providing a great experience for the Barbados sailors who competed against the best GP14 sailors the world can offer. The boat is a strict one-design class, which means that all boats on the start line are identical and at the highest level of racing the only differences are the skills and tactical abilities of the sailors.

The GP14 is a 14-foot, two-person sailboat, designed by Jack Holt in 1949. It flies a mainsail, a genoa and a spinnaker. It can be very challenging to sail in the windy conditions that Barbados experiences at this time of the year; gusts of up to 29 knots were reported.

The new world champions, Shane McCarthy and Andy Davies from Ireland, were "crowned" at the closing ceremony at the Barbados Yacht Club. The highest-placed Barbados sailors were Jason Tindale and Robert Povey in 28th overall.

Visit www.gp14.org/wp-content/uploads/2016/03/GP14-worlds-2016-final.html for full results and www.gp14.org/events/2016-gp14-world-championship for more information.

45th Annual BVI Spring Regatta

The 45th BVI Spring Regatta and Sailing Festival, held March 28th through April 3rd, closed with a delightful last racing day, with a light easterly of eight to 12 knots throughout the morning, becoming a little lighter towards the end of racing.

First place in CSA-Racing 1 went to the TP52 *Spookie*, skippered by Steve Benjamin (USA), finishing the regatta with seven bullets over seven races. The Melges 32 *Soca*, skippered by Luis Juarbe (PUR) finished second, and in third was *Tschuss*, a Mat 1180, skippered by Christian Zugel.

Winner of CSA-Racing 2 with 13 points was Tony Mac (GBR), racing the First 40 *Southern Child*. *Corr's Light Racing – Hot Ticket*, a King 40 skippered by Peter Corr (USA), took second, and in third was the J/122 *El Ocaso*, skippered by Richard Wesslund (USA).

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In CSA-Racing 3, the J/105 *Dark Star*, skippered by Jonathan Lipuscek, took first with 8.5 points, including five bullets and a tie for first over eight races sailed; in second was *Pipedream*, the Sirena 38 skippered by Tortola local Chris Haycraft. The Melges 24 *Team Island Water World*, skippered by Frits Bus from St. Maarten, finished third.

The lively crew from Brazil sailing on *Ventaneiro 3*, a Dufour 500 skippered by Renato Faria, took first in CSA-Performance Cruiser 1, having won all five races this regatta and finishing seven points ahead of *Northern Child*, the Swan 51 skippered by Sjoerd Bos (GBR) who took second. *Seabiscuit*, the Moorings 445 skippered by Patricia Nolan (BVI), took third.

In CSA-Multihull 1, the Formula 40 *Soma*, skippered by Nils Erickson (ISV), took six bullets over six races for first in class, seven points ahead of *Triple Jack*, the Kelsal 47 from Tortola co-owned by Richard Wooldridge. Third place went to *Ten Directions*, the Outremer 51 skippered by Glenn Davis (USA).

In CSA-Jib and Main 1, *Avanti*, the Hanse 430 skippered by Jeremi Jablonski (USA), landed in first place overall with nine points, while *Cachondo*, the Hanse 455 owned and skippered by Jose Teixidor (PUR), finished second. *Wild T'ing*, the Dufour 40 skippered by Lawrence Aqui (USVI), finished in third.

Keith LiGreci (BVI) and his regular team on *Girasoli*, a Jeanneau 40, took four bullets over five races to win the ten-strong CSA-Jib and Main 2 class with six points, also taking the award for the Best BVI Boat. *Sam of Hamble*, the Sigma 38 owned by Peter Hopps and Serena Alexander (GBR), took second, and *Diva*, the 1931 Modified 30 Square Meter skippered by regatta veteran, 85-year-old Robin Tattersall, took third.

In the CSA-Bareboat 1 fleet, *The Remedy*, a Moorings 45.3 skippered by Mike Hill (BVI) took first overall finishing with ten points. In CSA-Bareboat 2, the Dutch team racing the Sunsail 44i *Warvor*, skippered by Willem Ellemeet, were the victors in class, also securing the International Yacht Challenge with five bullets over five races.

Thierry Simon, racing the Discovery 50 *Curante Cridhe* (GBR), took first in CSA-Multihull 2, with five firsts over five races.



TODD VANSICKLE

In the IC 24 fleet, Stinger, skippered by Jens Hookanson, took nine firsts and two seconds.

New to Spring Regatta this year was the VX One fleet. *This Side Down*, VX One fleet overall winner and recipient of the first VX One Caribbean Cup, was the family team of Keven and Jeff Eiber with their 22-year old son, Emery.

Save the dates for next year's BVI Spring Regatta: March 27th to April 2nd, 2017.

YOUTH SAILING NEWS

Opti Sailing Clinic in Belize

Forrest Jones reports: Two young Canadian Optimist dinghy sailors came to Belize for a week of training in the Belize Sailing School's Easter Optimist Training Clinic, March 21st through 27th. They had spent the week before at preliminary training in Curaçao. The siblings, Dhalia Steinitz, aged 13, and her brother Andreas, 12, and their parents were dedicating the entire spring break to sailing in preparation for three solid weeks of Optimist training events and regattas near their hometown in August. His father, Dan, said that Andreas in particular has a shot at making Canada's 40-boat Optimist National Team.

Kevin Velasquez, the current Belize National Champion, Caroline Sersland who ranks 3rd in Belize, and Nicholas Lausen, who holds the 12th ranking, joined Dhalia and Andreas in the clinic. The addition of three of the Belize Sailing School's own candidates for international competition heightened all participants' resolve to concentrate and to train hard. The clinic took place in the waters behind the reef offshore at Caribbean Villas Hotel.

—*Continued on next page*

Left: With seven bullets in seven races, first place overall in the BVI Spring Regatta's CSA-Racing 1 Class went to the TP52 Spookie

Below: Young Opti sailors training on the water during Easter Clinic in Belize



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Juan Ignacio Mazzini, the Sailing School's Director of Laser and Optimist Training, ran the clinic. It began ashore with lessons and review of the secrets of Optimist sail rigging, tuning, and trimming, which vary according to weather conditions. Following that, the clinic went to sea so that Juan could assess his sailors' skill levels and give advice. Subsequently, each day's training began ashore with discussion accompanied by video and with diagrams of what was to be accomplished that day. Then each day ended with analysis of videos taken of the trainees' individual performances and more videos of champion Optimist sailors exercising the skills the trainees had been practicing.

In the 12- to 16-knot winds that prevailed during the week, the sailors improved their ability to tack and jibe quickly and smoothly and to use their weight and body position and movement, as well as their sails, to maximize boat speed. The clinic then moved ahead to practice races in which Juan in his safety boat would pull alongside and render compliments and advice to each sailor.

The last days were devoted to actual racing, with Juan briefing the sailors before each start and debriefing them after the finishes. The clinic's last race was the Belize Sailing Center's weekly Sunday regatta and was won by the young Canadian Andreas Steinitz. Following the awards ceremony, the sailors were shown videos that compared their performance in the beginning of the week to their performance at the end, and the improvement in tactics, and in boat, body and sail control was obvious. Juan downloads the videos taken during clinics onto SD cards and gives them to all participants.

The Steinitzes invited the Belizean sailors to visit and stay with them and to enter one of the Optimist regattas that Dhalia and Andres will sail in this summer: the CORK International Optimist Regatta in Ontario, Canada. The Belize Sailing School is hoping to accrue sufficient funding through donations to send their top two Optimist sailors, Kevin and Caroline.

For more information contact Forrest Jones at forrest.jones@icloud.com, or by phone in Belize 610-4550, or skype (415) 315-9791.

Young Grenadians Join Instructor Training in T&T

Sarah Baker reports: Four young Grenadian sailors have been given an opportunity to further their potential as instructors in a joint initiative between the Grenada Sailing Association (GSA) and the Trinidad & Tobago Sailing Association (TTSA). This is an ongoing collaboration between the two organizations, and a key part of the GSA's Youth Sailing Programme.



Grenadian sailors on their way to instructor training in Trinidad. Left to right: Robbie Fleming, Rees Evans, GSA President James Benoit, Noah Bullen and Kevin Banfield

Kevin Banfield from the Woburn Wind Warriors Sailing Club, Rees Evans and Noah Bullen from the Grenada Yacht Club Sailing School, and Robbie Fleming from the Grenada Marine Sailing Club travelled to Trinidad on April 3rd to take part in an Instructor Training Course being run by the TTSA.

The TTSA course ran for a week, and focused on giving assistant instructors and trainee instructors comprehensive tuition and lesson plans on the theory and execution of training and instruction. As the course was run in parallel with the TTSA's Easter Sailing Camp, it also provided an excellent opportunity to undertake "hands on" training with the young sailors taking part, while still under supervision and guidance from the experienced TTSA instructors.

GSA President James Benoit commented, "Joining the TTSA Instructor Training Course is a very valuable experience for our young instructors as it allows them to gain first-hand teaching practice with real students, both on and off the water, while having the support and sharing the knowledge and experience of other instructors. We are pleased to report that two of the sailors in this group, Kevin and Rees, have attended TTSA courses before, while it will be a new experience for Noah and Robbie. Creating a core group of well-trained young Grenadian instructors is of vital importance to the development of our Youth Sailing Programme. We are keen to continue this excellent relationship with the TTSA and plan to send more of our young sailors in the future to benefit from this important professional instruction."

The GSA would like to thank the TTSA for offering places to our young sailors and for their help and support in facilitating the trip. Thanks also go to Camper & Nicholsons Marinas, The Grenada Yacht Club, Budget Marine, Grenada Marine and Horizon Yacht Charters for their valuable sponsorship support, and to the Sailing Clubs for working with the GSA to make this trip happen. The GSA wishes good luck to the four trainee instructors who took part this year and looks forward to them using their knowledge to train more young Grenadian sailors.

Visit www.grenadasailingassociation.org for more information on the Grenada Sailing Association.

Youth of Mayreau Start Sailing Program

On April 9th, five Optimist sailboats were ferried to Mayreau by the Full Click Family, who started a youth sailing program leading up to Mayreau's tenth Annual Regatta (April 28th through May 1st). "We took on this project in partnership with the Regatta and Sporting Committee so that Mayreau young folks can learn about sailing and carrying on the tradition of our ancestors," said Amani Cupid, President of the Full Click Family.

The Optis were loaned to Mayreau by Nicholas Dulac, owner of Union Island's Captain Gourmet and Happy Kites. "I hope that Mayreau's junior sailing program will take off, and that something gets started on Union Island as well," said Nicholas. "My goal when I invested in these boats was to start a free sailing program for young sailors."



The Full Click Family will work with three award-winning sailboat captains to put the training program in place. Michael Ollivierre, Samuel Forde and Adolphus Forde are all well known by sailors in St. Vincent & the Grenadines. They'll be training kids aged ten to 17 so that they can try out the sport, compete here in our regatta and others across the Grenadines and ultimately pass their skill onto the next generation," said Amani Cupid. "Perhaps some young men and women from Mayreau will even go on to international competition. At the very least, they will all learn new skills, have a chance to test their own ability and use the time in a constructive manner."

Mayreau's Full Click Family is a group of 19 young adults. The youth sailing program is the second project they've tackled. Group members also helped out with recent upgrades at the Mayreau Government School.



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2016 ST. BARTHS BUCKET REGATTA



MICHAEL KURTZ (ALL PHOTOS)

BREATHTAKING SIGHTS AND BRAGGING RIGHTS

by Mark Denebeim

St. Barths has a long and strong sailing history, filled with around-the-bar tales of yore, and feats of uncommon valor and talent. Of course, the characters of St. Barth have become legendary, their names and reputation sure to outlive any mere yachting mortals.

With the 29th running of the St. Barths Bucket Regatta, some of the world's sailing giants dominated the clear blue-green waters and rugged shorelines — boasting the occasional clothing-optional yellow sand beaches — each March, for four days of racing and fellowship like that found at no other regatta. From March 17th through 20th, 39 superyachts, including three J Class boats, were on display, competing not only for line honors, but also for unbridled attention on the only island in the Caribbean where even the ugly people are good looking!

That is because the Bucket is unlike any other regatta — except the summer version in Newport, Rhode Island — held anywhere else in the world. For here, enormous private yachts, all required to be over 100 feet in length to participate (unless invited under the 'grandfather clause'), battle among the waves, turtles and dolphins, for nothing but bragging rights among a distinguished and select group of owners.

The yacht owners of many nationalities spend lavishly and excessively, on flying in and housing their crews (often between 20 and 35 active members per boat), entertainment, and yacht transportation, just to have a good time and to put their mammoth obsessions to the test, and to remain as anonymous as possible while doing so. This latter point is punctuated by the press directions that request that journalists do not use the proper name of any owner while reporting on the race activities.

The history of the Bucket begins 29 years ago when a couple of braggarts decided to race around Nantucket Light, with the start requiring chugging a cocktail at a bar then being ushered out to one's yacht prior to setting sail; just like the Piña Colada Regatta in St. Thomas used to kick off the charter season in the late 1970s. From 2000 until recently, the Bucket was organized and managed by three erstwhile long-time captains, two of whom I first met in 1979 when Tim Lauthridge was first mate aboard the Fife *Bella Venture*, and Hank Halstead was captain aboard the Swan 43 *Magen Jane* (while I was first mate aboard the 1950 Hinckley 65 *Nirvana*). Last year, they sold the regatta rights to Perini Navi, which was responsible for seven of this year's 39-yacht fleet. I have been fortunate to attend the past six Buckets in a row, though crewed in only one.

At this year's Bucket, Gustavia, the capital and only port of this eight-square-mile, 9,000 population island, was threatened with a mild north swell that never really kicked up but unfortunately kept all but six or seven of this year's fleet off of the quay, when in past years, up to 35 have been Mediterranean moored stern-to for spectator viewing and easier access to shoreside amenities and crew pick up. The harbor was a busy hive of various types of high-end and sometimes futuristic tenders, delivering crew to and from the shore to the anchored yachts in the outer harbor. When the regatta ended, some of these "dinghies" left for places as far away as St. Thomas and Antigua, 120 and 85 miles respectively!

Racing classes were divided into five femininely named and fiercely fought classes, all of which began with a pursuit start to avoid collisions and designed to have each class finish together.

—Continued on next page



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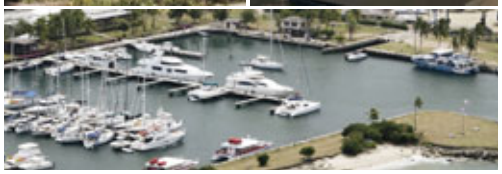
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The handicapping for yachts of the Offshore Racing Congress's Superyacht rule, was centered around the concept of "like racing" as described by the Race Chairman, Peter Craig: "That is to have yachts which perform in a similar fashion in a variety of different conditions race together…. That is difficult to achieve in some instances given how disparate many of these super yachts are, but it is an important consideration. There are a number of factors we take into account in our effort to make this happen — even if it means expanding the rating bands. A boat's Sail Area/Displacement Ratio (both the upwind and downwind numbers) and Displacement/Length Ratio (DLR) are three key factors that come into play."



Two Baltic-built boats, Galateia *and* Hetairos*, strutting their stuff in the Gazelles des Mers class*

Though it sounds mathematically challenging, the class fleets did finish close together as planned in the ten- to 14-knot breezes in races that lasted anywhere from two and a half to three and a half hours and covered 15.5 to 29.2 nautical miles. The first day the race was counterclockwise around St. Barth; the second day was clockwise — with both courses dipping around a new mark placed just north of Bay St. Jean so beachgoers could see spinnaker douses and rounding — and the third was out and back around several of the islands named with food references (Table, Beef, Fork, Bakery) to the northwest.

Mr. Craig continues: "Once again, it was a disparate fleet featuring sloops, schooners and ketches, with LOA ranging from 23 to 90 meters, displacement between 23 and 550 metric tons, and a speed differential from the fastest to slowest yacht in fleet of over six minutes per mile!" This year, as with several in recent memory, featured light winds, allowing for each yacht's full complement of canvas to be displayed — especially breathtaking on gaff-rigged and ketch-rigged behemoths such as *Athena*, *Axial*, *Blue Too*, *Seahawk*, *Meteor* and *Rebecca*.

But let's get back to the tradition and local flair of St. Barths sailing for a minute. There was a time when nothing but the restaurant Le Select, founded in 1949 by Marius Stakelborough, and LouLou's Marine store, located directly across the street from each other in the center of Gustavia, welcomed visiting yachties and sea gypsies. Today, both Marius, 93, and LouLou Magras, 70, are still strolling the avenues, no doubt wondering what has become of their quaint village. Marius's son Eddy, who owns a popular restaurant bearing his name, welcomes visitors to join in spontaneous musical merriment following the dinner hour, much like the brass street band that appeared at Le Select on Friday night. David, he of the whimsical beard, world's smallest gaff-rigged schooner and gifted artistic and musical talent, is often found among chain-smoking locals enjoying the night's "air". Local musician and legend Soleil performed a free Reggae concert for all at the Hotel de Collective, and Le Ti, the raucous burlesque dinner show venue located above Anse de Lorient, offered a special performance for regatta participants. BAZ Bar had the usual upbeat and danceable Evan Goodrow Band, and Bagatelle, First Floor and others kept the parties going, some all night long.

On the Sunday, Nikki Beach — perched beside the 2,300-Euro-per-night Eden Rock Hotel — hosted a Yacht Party, where seaside tanning beds were reserved for those willing to not only spend the 100 Euro per day rental, but pay for the required 1,200-Euro magnum of Dom Perignon champagne per bed. The place was packed and more than a few celebrities were spotted in the riled-up and table-dancing crowd.

Nonetheless, most crews retired relatively early to be rested for the racing day ahead.

Class winners after three races were:

Les Gazelles des Mers – the 151-foot, Frers-designed sloop *Unfurled*

Les Elegantes des Mers – the 125-foot Perini Navi sloop *P2*

Les Femmes des Mers – the 123-foot S&S ketch *Axia*

Les Mademoiselles des Mers – the 91-foot Nautor Swan sloop *Freya*

—*Continued on page 36*



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When the World ARC fleet that left St. Lucia on January 10th, 2015 arrived in Grenada in mid-March after 15 months of sailing around the globe, the participants had "tied a knot" in more ways than one. Although not yet crossing the event's official circumnavigation finish line in St. Lucia, "Returning to the Caribbean feels like coming home," said Swiss sailor Manfred Stoll on the Amel 64 *Tulasi*. And of bonding with the crews on the other boats that shared the experience, Julia Horner on the British Rival 38 *Luna Quest* said, "We're now like a family."

The multi-legged World ARC format allows boats to start and finish with different years' fleets, allowing, for example, an extra year's cruising in the Pacific before picking up with the following year's fleet. This edition of the world-rounding rally contained 21 boats at maximum strength. A fleet of 15 departed from St. Lucia last year, with some stopping and others joining along the way. Ten boats that sailed the whole way around the world together in 2015-16 included *A Plus 2, Allegro, Aretha, Ayama, Exody, GarliX, Hugur, Luna Quest, Makena* and *Wayward Wind. Chat Eau Bleu, Circe* and *Tulasi* joined the fleet in Australia, and *Starblazer* joined in Fiji.

FROM A FLEET TO A FAMILY

by Sally Erdle

JEFF FISHER



Above: The circumnavigators at Port Louis Marina, Grenada. Inset: At the prizegiving, Peter and Marian of Exody with event organizer World Cruising Club's Victor Taburiaux

Below: Touring the island, World ARC crews received a warm greeting from the famous Fruit Lady at Grand Etang National Park

SALLY ERDLE



Most crews were couples, and *Makena* and *Aretha* had children aboard. (Casper on *Aretha* had previously raced around the world in the BT Challenge, and now was sailing an Oyster 53 with his wife, Nichola, and their children, Columbus, Bluebell and Willow — "a somewhat different sort of trip!") Joked Julia, "These kids now have 14 sets of grandparents."

Said Luc Barthelet, who sailed with his wife, Sarah, and their two-year-old son, Kai, aboard the US-flagged Lagoon 620 *Makena*, "The best thing about the World ARC fleet is that it's a village. Wherever you stop, the village reconstructs itself around you. That's amazing. These are now our best friends, having spent that much time together and always being ready to help one another."

—*Continued on next page*

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The 14 boats that docked at Port Louis Marina in St. George's as their penultimate World ARC stop enjoyed a warm Spice Island welcome. Highlights of their return to the Caribbean were a Welcome Cocktail Party at the Grenada Yacht Club hosted by the Marine and Yachting Association of Grenada (MAYAG), with a greeting from Commodore Richard McIntyre and featuring drinks made with award-winning local Westerhall Rum; an island tour to Concord waterfall for a swim, historic Dougaldston estate to see how spices are produced, and the mountain-top Grand Etang National Park; a talk on cruising the Grenadines given by Horizon Yacht Charters at Port Louis Marina's chic YOLO Bar; and a gala poolside dinner and prizegiving (for the Brazil-to-Grenada leg of the circumnavigation) at Port Louis Marina, with prizes including Extra Old Westerhall Rum and vouchers from Island Water World.

At the Welcome Cocktail Party, Robin Swaisland, President of the MAYAG, congratulated the participants on their achievement and added, "We'd love to see you back in Grenada for more of what Grenada has to offer." Peter Jennett, sailing with his wife Marian Borde on the Starlight 39 *Exody*, said that although planning to sail home to Scotland this summer, he's investigated Grenada for future reference: "It's an attractive place to leave a boat."



SALLY ERDLE

Grenada's Concord Falls welcomed the salty circumnavigators back to the Caribbean with a cool freshwater swim

Jean Metz, who sails with his wife, Christiane, on the Amel 54 *A Plus 2*, said that he had visited Grenada 15 or 20 years ago on a charter boat, but that St. George's Lagoon wasn't a place you much wanted to go back then. "St. George's is now much improved," he said. "It's a pleasure to see that they made strong efforts; there is an enormous change. You now feel at home."

When asked about the impact of the World ARC on Grenada, Robin Swaisland told *Compass*, "We are delighted to receive fleets from events such as World ARC, the RORC transatlantic race, the Oyster regatta — they provide the opportunity for Grenadians to see what the yachting industry is."

James Pascall of Horizon Yacht Charters added, "World Cruising Club feeds a lot of boats into the Caribbean, some of which could enter the charter fleets or be put into management. The World ARC sailors will also spread the word about Grenada."

Grenada's Minister of Culture, Brenda Hood, speaking to the group at Port Louis Marina, spoke frankly: "We understand the economic benefits you bring to the country." World ARC now has a start every year, and next year's event is already fully booked, with Grenada firmly on the schedule.

And Danny Donelan, Assistant General Manager of Camper & Nicholsons Port Louis Marina tells *Compass*, "Although compared to some events that come to the marina it's not a huge fleet, the ARC brand adds value. And of course some will come back."

After the World ARC 2015-16 final prizegiving in St. Lucia on April 9th, Manfred and Annelise on *Tulasi* plan to leave the boat at Rodney Bay Marina, fly back to Switzerland for the summer, and return to cruise the Caribbean again.

Meanwhile, "the ARC organization is very good" is often heard, and this group has bonded so tightly that, as one skipper said, "In St. Lucia people will be crying" at the prospect of splitting up. Therefore many World ARC 2015-16 participants reported plans to join other World Cruising Club events and/or to stick together after the event's finish.

Three of the fleet — *Exody*, *Ayama* and *Hugur* — plan to sail this month in ARC USA from Tortola to the USA's East Coast, then continue on together informally in their own "ARC-tic" to Scotland, Sweden and Iceland.

Mindy on the Hans Christian 43 *Wayward Wind* says that after the finish she and crewmembers from two other World ARC 2015-16 boats will board yet another World ARC 2015-16 boat to sail to San Francisco.

Luis and Manuela Adão, aboard their Trintella 45, *Allegro*, will return to Portugal with ARC Europe, starting in Tortola this month.

Jean and Christiane on *A Plus 2* also plan to sail with ARC Europe. Jean stated that without joining World ARC, he would not have had the motivation to circumnavigate within a 15-month window.

Luc on *Makena* echoed that motivation: "We also decided on World ARC to have a schedule. If we didn't have a set schedule, friends with busy lives wouldn't have been able to plan to join us."

But Luc added that now, with World ARC under their belts, he, Sarah and little Kai are going to sail around the world again on their own: "Now we'll have more time to spend in the places we like." They plan to be back in the San Blas islands, which was their second stop in World ARC 2015-16, by June 1st.

The World ARC 2015-16 finished in St. Lucia on April 9th; we'll have the news in next month's Compass.

Visit www.worldcruising.com/world_arc for more information on World ARC events.

Thanks to World Cruising Club, the Fisher and Shaw families and other friends and associates in Grenada for making Compass's *coverage of the World ARC 2015-16 arrival in Grenada so productive and enjoyable.*









Y2A BY ELLEN EBERT BIRRELL

Bequia Traditional Sailing Academy

Alick Daniel is clear on the messaging he wants to see for the Bequia Traditional Sailing Academy and its future: "I don't want parents saying (to their children) 'you go over to Alick's sail loft.' I want them to say 'go over to Bequia Traditional Sailing Academy'." He walks me to the open door of his upstairs sail loft in Port Elizabeth. Pointing to the railing, "Be sure to read the banner."

The Bequia Traditional Sailing Academy (BTSA) Mission Statement: "To develop the skills of our sailors through the provision of sea skills training and certification, and to provide sailing experiences which will produce smarter, safer and better equipped seamen and women."



Motto: "Keeping sailing alive through skill and determination."

Walking farther down the wooden stairs, he points to a not yet fully enclosed building where they've been repairing and building double-enders for years. He says, "This is the building we'll be using as the clubhouse. I'd like to name it Latitude 13. I want youth to understand that they are to learn more about seamanship and navigation not just sailing our traditional boats." This is why it is called an academy and not a club. The aim is on education. "Our boats are based on the seagoing boats of New England. We invite sailors who travel down here from there to come and teach us."

The academy started after a sailing mishap when two Bequia double-enders, 24-foot *Limbo Dance* and 28-foot *Iron Duke*, were transiting to the annual Carriacou Regatta on a Friday afternoon in late July 2012. The initial plan was to have the boats towed by a powerboat. When it didn't arrive on time, the crews decided to sail the boats down. Tropical Storm Ernesto was arriving with 12-foot seas and raging winds. According to the September 2012 *Compass*: "After *Limbo Dance* had a problem with its mainsail and *Iron Duke* was unsuccessful in attempting to tow *Limbo Dance*, all of *Limbo Dance*'s crew except [two young men] boarded *Iron Duke*, which returned to Bequia. *Limbo Dance* also turned northward and sailed under jib alone." Missing Bequia, *Limbo Dance* continued north. They were off the central St. Vincent coast when they realized their error and turned back toward Bequia. They were rescued that Saturday evening by a passing mail boat but not before the entire region was engaged in a full-on search. That the boys had been missing for 24 hours



deeply alarmed the Bequia community. When it was ascertained that *Limbo Dance* carried no lifejackets, flares, VHF radio or other safety equipment, the SVG National Emergency Management, SVG Coast Guard, Bequia Disaster Preparedness Committee, Rainbow Radio League and the Deputy Director of Grenadines Affairs called a meeting, making sure the sailors became aware of the enormous search-and-rescue effort comprising local and regional agencies, individuals, radio operators, vessels and airplanes involved and the importance of taking safety protocol seriously. "After that, Louise Mitchell was instrumental in helping to start BTSA with the aim of preventing such near disasters in the future," Alick explains.

Selma and Alick Daniel have a teenage son, Lincoln, who is involved in the Academy. Selma tells the story of Alick sailing her in a 14-foot double-ender from Bequia to the Carriacou Regatta when she was 24 years old. "Before I leave the beach to get into the boat, he told me it would take five to six hours." As a non-swimmer/non-sailor, was she afraid? "Once we sailed around West Cay (the south-western edge of Bequia's Admiralty Bay), I wasn't afraid anymore. I relaxed. When I got out (of the boat) in Mayreau (for lunch), it was pretty. Just so alive." Asked how she could possibly have the courage to make that sail as a non-swimmer, she replied, "And there were no lifejackets in the boat." You could say trouble has been waiting to happen for some time. As an instrument for teaching sea safety, BTSA's time has come.

The Academy hopes to one day offer a certification. At this time, they are doing all they can to assist young sailors coming out of BTSA to get their Standards of Training, Certification, and Watchkeeping (STCW). STCW certificates can be earned by those over 18 years of age. There used to be great expense organizing a trip to a country that offered the testing. Now, it can be completed online.

For fundraisers, BTSA has made and sold macramé belts, spice baskets, hammocks, coconut boats, and tools. They stopped awarding typical trophies at sailing events. Instead, they've come up with practical awards. In one event, the winner received an electric planer. At another event, a saw.

—Continued on page 40

ANNIE OF ORFORD COMES TO GRENADA



Above: After 41 days at sea, James arrived at Port Louis Marina, St. George's, Grenada

by Nanette Swaisland

Sailing a small boat across the Atlantic is not exactly something the average person decides to do with his 65th birthday approaching. But then no one would describe James Muggoch as an average person. Wanting to "put something back into society" he embarks on a project that sees him buying a 27-foot yacht, sailing it single-handedly across the Atlantic and donating said boat to the Grand Anse Sea Scouts of Grenada.

James still works full time in the antique jewellery business and lives with his wife, Louise, on a houseboat on the River Thames near Kew Bridge in the UK.

Initially, the project was merely a dream — to buy a boat, sail across the Atlantic, run the boat up the first tropical beach James came to and give the boat to the first local he met, on condition they drove him to the airport. All the while Louise was voicing her reservations, the dream remained a fantasy. Until, that is, one evening in their local pub, when James, explaining his ambitious project to a friend, felt a tap on his shoulder. He turned to hear Louise saying, "I've changed my mind". So, with many witnesses on hand, the time had come for the dream to become reality.

A good friend of James suggested he donate the boat to the Grenadian Sea Scouts and this idea proved a driving force. From then on the project gained momentum. James contacted the Chief Scout, and also a past Grenada High Commissioner in London, Joslyn Whiteman, who put him in touch with the Grenadian Scout Leader, Elisha St. Louis.

Below: James was greeted by a group including past Grenada High Commissioner in London Joslyn Whiteman and Sea Scouts leader Elisha St. Louis…

Bottom: …and his wife, Louise!



After an exhaustive search by James and Louise, which took in an area as far south as the Channel Islands, north as far as King's Lynn in Norfolk, and many other boatyards in southern England, *Annie* was found in East Cowes on the Isle of Wight. While perhaps not the ideal boat for an Atlantic crossing, James considered her a perfect training vessel for the Sea Scouts of Grenada.

In February 2015 James bought *Annie of Orford*, a 27-foot David Sadler Frigate, personally covering the costs of finding, surveying and purchasing. Much work was needed before the craft would be oceanworthy; *Annie* was completely re-invented with refurbished sails, engine, instruments, emergency beacons, radio systems, and many other improvements. Efforts were made to raise funds to finance the project, and in late June she was ready to be tested on the Round the Island (Isle of Wight) Race, which James entered with his good friend, Brian Everest. Apart from a split sail, which cost them two hours, *Annie* handled very well.

Work continued until September 19th, 2015 when *Annie* set sail on the first leg of her long voyage from East Cowes Marina, under her delivery skipper, Simon Judge, and crew via Falmouth and Madeira to Rubicon Marina, Lanzarote. James left Gatwick on January 29th to join the boat, having spent Christmas with his family in Australia, using the time there to do some serious shopping for various items of boat equipment.

On February 1st, 2016, after provisioning *Annie*, it was finally time to cast off the lines and set off on the 2,900-mile voyage from Lanzarote to Grenada. One problem, the engine — it didn't work and as the new parts would have taken two to three weeks to arrive on Lanzarote, James decided he would manage without. Other factors included a suspected broken shoulder (an injury sustained on another boat a few months previously), as well as a damaged left eye that meant poor vision at night and making changing sails, judging the wind and actually seeing the compass — indeed the whole voyage — much more difficult. However, James set sail, heading southwards to Cape Verde to pick up the tradewinds.

During the journey, *Annie* was knocked down by 30-foot waves, caught fire, had a hole the size of James's hand in the deck, tore the mainsail and lost all electric power to the VHF radio, SatNav, CD player, AIS and 12-volt charging. During a Force 9 storm, the cooker broke loose, which meant that for three weeks James had no hot drinks or hot food.

Apart from all that, and winds not dropping below 30 knots for the first ten days, *Annie* proved she is a tough little boat, sails very well, copes well with large seas and once the professional repairers have worked their magic, will look after the young Scouts who will be learning to sail on her.

On approaching Grenada and spotting the Coast Guard, James became rather excited and started waving furiously, at which point the Coast Guard began pointing emphatically, suggesting James put on some clothes! To avoid discomfort caused by chafing, James had been sailing *au naturelle* for some time, and had momentarily forgotten the need to cover up in public.

Finally, on March 14th, after 41 days at sea, James arrived at Port Louis Marina, St. George's, Grenada. With no engine, he was escorted the final quarter mile or so to the dock by Howard of Grenada Seafaris (www.grenadaseafaris.com). James's wife, Louise, and his good friend, Brian Everest, had flown in two days previously, and were in another RIB (provided by Patrick Brathwaite of Island Water World) to greet this valiant mariner. James had no idea that they were going to be there, which made for a very emotional reunion on the dock. Also on the dock were some of the Grand Anse Sea Scouts, their leader Elisha St. Louis, Joslyn Whiteman, Robin Swaisland (president of the Marine and Yachting Association of Grenada, MAYAG), as well as representatives from the Grenada TV channels, eagerly awaiting their chance to interview and capture on camera this stoic lone yachtsman from England, who seemed quite astonished and overwhelmed by the welcome he received.

James appeared remarkably fit, and managed the walk along the dock with only a slight stumble or two. A very welcome Carib beer was placed in his hand by Darren Turner of Prickly Bay Marina. James then kissed the ground before proceeding to the Victory Bar where more beers were ordered for the welcoming party.

A reception attended by the Governor General and Government Ministers was held in James's honour on March 17th at the Grenada Yacht Club. James is also most grateful to the staff at the Siesta Hotel and Sandals Resort, who helped make his "five-day recovery period the best part of the whole trip".

Annie of Orford is now moored at the Grenada Yacht Club, and the plan is to get her up and running and have the young people of Grenada out on the water as soon as possible. MAYAG was contacted by Mr. Whiteman with a request to help the Scouts look after their new asset. MAYAG will arrange for the boatyards and technical companies among its membership to undertake regular inspections, maintenance and repairs. It is expected that some of these services will be donated, and Scouts with an interest in the technical side of boat management could be involved as a learning experience. Keeping a boat in good condition requires regular cleaning, too, and MAYAG will help teach the Scouts how to do that.

Brian Everest has offered to cover the cost of purchasing a three-man sailing dinghy for the Sea Scouts to practise their skills in sheltered waters and in the fullness of time James is hoping to fund the purchase of a second-hand mini-bus to help with transportation around the island.

James has promised to assist with financing *Annie's* maintenance with monthly payments over five years, and welcomes any help with funding the project. Especially as, if this first gift goes well, the idea is to find, renovate and donate a yacht every year to Sea Scouts worldwide. To donate to the fund, please visit www.sailboattogrenada.com. This interesting website, with excellent video footage and gallery of photographs, includes details of this achievement, from the purchase of *Annie of Orford* to her arrival in Grenada.

When asked if he would sail a small boat across the Atlantic singlehanded again, James replied with an emphatic "NO!", adding that many people said he was brave. He actually thought at times during the voyage that he'd been rather stupid, and said that doing it *again* would be brave. However, he is adamant he won't be repeating this particular experience.

James is determined to help support the Sea Scouts of Grenada for at least the next five years, and hopes the initial positive response can be maintained and built upon to help all the youngsters in Grenada. James is very proud that he has been made an honorary lifetime Sea Scout Commissioner by the Grenadian Sea Scouts, and will use this position to raise awareness (and funds!) for the young people of Grenada to gain skills that will help them in the future.



This JESSE JAMES is One of the Good Guys!

by J. Wynner

NOT to be confused with the 19th century Wild West outlaw of the same name, Trinidad's Jesse James, a tour operator and much more, is the epitome of service. "My advertising is the service I provide to all my clients," he says. This affable, obliging man with the ready smile "is well liked", as one of his drivers told me. "Jesse always has his ear to the ground, is a storehouse of information, in tune with the yachting community around him, and ever ready and willing to help everyone." No wonder he holds the voluntary position as Trinidad's Port Officer for the UK-based Ocean Cruising Club (OCC), and was deservedly awarded Best Port Officer worldwide in 2015. Also, Jesse is the Trinidad Station Host for the Seven Seas Cruising Association (SSCA), a US based group of international cruisers.

I asked Jesse, whom I interviewed in his office at the Yacht Services Association of Trinidad and Tobago (YSATT) in Chaguaramas, "If you were not a tour operator what would be your other choice?" He quickly replied, "I am on the flip side of what I should be really doing in life. I studied electrical engineering at school. But at the back of my mind I always wanted to have a little business of my own."

The business opportunity turned up one year after his marriage 20 years ago, when his father-in-law, who owned a taxi service, was looking for someone to take over his business. At the time his father-in-law had a fleet of vehicles and many drivers, and did a great deal of chauffeuring for US Embassy personnel. Then, some of the drivers were getting a little work on the side in the burgeoning yachting industry in Chaguaramas. "So it was because my father-in-law was in the business that I was inspired by that." Today, Jesse directly employs four drivers and has a network of up to 50 drivers.



Jesse and his wife, Sharon Rose, have been the welcoming faces of Trinidad to a generation of visiting cruisers. 'The yachties come back to me and say, "Jesse, besides the service, the thing we like best about Trinidad is the people"'

Jesse took up where "Lady Charlie" left off. At that time 71-year-old American cruiser Charlie Holt, owner of the yacht *Lady Charlie,* was well known on the radio net in Chaguaramas for organizing trips for the cruisers. The most requested trips were outings to the horse races, which was then a big thing with the yachties, and to the Asa Wright Nature Centre, excursions that are still much requested today — along with the UFO tours.

"UFO!" I wondered if I heard correctly. "Yes, have you never heard of the UFO fruit tours"? I shook my head. "Are you from Mars?" Jesse replied with a big grin and went on to explain. "When we drive out to the east of the country, I stop and buy a certain Unusual Fruit to show them. It's a treat for them. I have not as yet come across a yachtie who has not said, "Oh my gosh! What is this, Jesse?" and they all take pictures of the otherworldly pod with its wide conical, cork-like appearance, deep brown in colour, with a wide lip near the large opening at the top where the nuts are stored. They are always delighted with the discovery, and seeing and tasting the Brazil nuts from the pod, which is quite different from how they are presented on supermarket shelves." "How do the yachties know to request the UFO outings?" I enquired. "Word gets around in the yachting community," he replied. "My Chaguaramas people see more and appreciate Trinidad more than any cruiseship passenger."

Carnival, the National Festival of Trinidad & Tobago, is an especially busy time for Jesse, with regular visits to the mas (masquerade) camps to see drawings of the various costumes, and to the pan yards, fêtes, calypso tents and miscellaneous carnival-related shows. Cruisers can also get their tickets and arrange transportation with Jesse for the panorama (steelband finals) on Carnival Saturday night.

However, he has had to reschedule his main event because of the changing nature of Carnival, and the decline in yachting visitors from 2,242 arrivals in 1999 to 1,008 arrivals in 2015 "due to the crash in the US economy. Fewer yachties were travelling, some of them even having to sell their boats and go back home."

"Furthermore," said Jesse, "although Trinidad is still one of the cheapest locales which provide services to cruisers, the twelve-and-a-half-percent tax imposed on yacht repairs and related services in February 2016 did not help, the perception being that it is an added cost, and arrivals dipped even more." To this end Jesse, in his capacity as board member of the Yacht Services Association of Trinidad & Tobago (YSATT), along with YSATT President Risa Hall; another YSATT board member, Tommy Johnson; and chairman of Trinidad & Tobago's Yacht Steering Committee, Donald Stollmeyer, have met with Trinidad & Tobago's Ministers of Trade, Finance and Tourism with a view to removing the tax. As this issue of *Compass* goes to press, the matter is before Parliament.

Carnival-wise Jesse says, "Long ago the main event — a big party — was organized about a month before Carnival in Chaguaramas and attended by between 400 to 500 persons. Bandleaders would send masqueraders to model some of their costumes, there would be steelpan music, and calypsonians would also entertain the crowd." But when the yacht arrivals became as scanty as the modern bikini-and-beads Carnival outfits (can't call them costumes) Jesse held much smaller breakfast/brunch parties at one of the hotels in Chaguaramas, where a presenter would speak on some aspect of Carnival, and a J'ouvert band leader would send one or two of his mas players to model his costumes accompanied to the beat of a stage-side steel band.

"Although these breakfast/brunch parties have not taken place in the last two years, there are plans to bring them back," he assures. "The yachties come back to me and say, 'Jesse, besides the service, the thing we like best about Trinidad is the people, they are so easy-going and friendly, and ever ready for fun, for a lime, a party, a good time'."

So, there are two sides to Jesse, the visible side that yachties meet in person, and the invisible Jesse, the one at his desk or wherever he may be at the time manning the phone, organizing, coordinating and planning strategy, and, as he likes to say, "engaging help" for the numerous problems that can arise in the yachting world.

On March 7th the yacht *Aureol,* sailing from Trinidad to Grenada, went missing. *Aureol* left directly for Grenada with the sole occupant, 79-year-old English owner John Barsdell, aboard. When the yacht did not arrive at the scheduled time on the 8th in Grenada an alarm was raised and Jesse was on the phone communicating with the waiting party in Grenada, the Trinidad Coast Guard, the Air Guard and the North Post Radio Station.

—Continued on next page

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—Continued from previous page

Even the relevant authorities in Barbados and the American coast guard in Puerto Rico were brought into the picture. After an extensive search, it was assumed that, since the yachtsman was diabetic and was on two doses of insulin a day, he somehow must have missed a dose and collapsed. The current would have swept the yacht westwards towards Venezuela, so the Venezuelan authorities were engaged to help with the search. About a week later the empty yacht was found in Venezuelan waters. A body, assumed to be his, was recovered from the sea. The case was closed.



And, "Last December there were two instances of piracy in Trinidad's waters, when men assumed to be Venezuelans boarded and robbed two yachts underway between Trinidad and Grenada. One occurred the week before Christmas and the other the week after, and this news went like wildfire worldwide. It caused a big fallout, but the Coast Guard, the North Post Radio Station, YSATT, Customs, Immigration and an Air Guard helicopter got quickly into the act to escort other yachts coming from and going to Chaguaramas. They are all very proactive about preventing further piracy in Trinidad's waters. And so the problem disappeared."

Left: On seasonal turtle-watching excursions, visitors might see turtles laying their eggs or hatchlings leaving the nests

Right: 'If there is anything special someone wants to see or do, just name it; Jesse will do his best to provide an experience to be remembered'

Success-wise, Jesse the tour operator, Jesse everyone's helper who loves and enjoys his job acknowledges, "My success is not with me alone and I will never put myself as being successful by myself. Without God in my life, my father-in-law who steered me on the right course, and my wife who is my focal helper, Jesse James would never have been successful."

Words of a song come to mind when you meet Jesse, "If I could help somebody as I travel along… my living would not be in vain." That sums up Trinidad's Jesse James.

JESSE'S TRINIDAD

Trinidad offers a wealth of things to see and do. Along with regular taxi services, Jesse James's Members Only Taxi Service's tour itinerary includes the Caroni Swamp in Central Trinidad where on late evenings the scarlet plumage of the Ibis birds can be seen among the green branches overhanging the water; the Nariva Swamp in the east where monkeys roam the treetops; the San Fernando City Tour; the San Fernando Hill; a Port of Spain City Tour with Fort George; Maracas Bay; a Hindu temple in Central Trinidad to see the 85-foot Murti statue; and the Pitch Lake in La Brea.

Another of Jesse's must-see attractions is the Yarrette Bird Sanctuary in the St. Joseph Valley, where "visitors can view the hundred placed feeders which attract the largest amount of humming birds in the smallest geographical space anywhere on earth. It is the only place in the world to see so many humming birds in such a small space".

Not to be forgotten is the historical tour to Lopinot estate, an old cocoa and coffee plantation.

River limes and beach limes are included too. Jesse also arranges excursions on hiking trails to the interior of the island to see waterfalls and gorges, as well as fishing trips in the waters off the North Coast. And of course, a huge thing is the seasonal leatherback turtle watching excursions at Matura along the east coast and Madamas on the north coast. On some occasions, excursionists see turtles laying their eggs and at other times hatchlings leaving the nests.

Culturally there is Divali, the Hindu Festival of Light, when small oil-filled clay saucers are lit to welcome Latchmi, the Goddess of Light. "Divali is a big affair for yachties," says Jesse, "and one that is in demand and greatly appreciated by the marina folks." For this trip Jesse rents a temple in Felicity in Central Trinidad where his guests experience a bit of Indian culture by way of Indian dancers and tassa drummers, customary Indian drinks, and food served on banana leaves. He also invites a notable person to make a presentation on the meaning of Divali.



And then, there are the musical concert tours. He gives his clients a taste of Trinidad's top-notch choirs like the Marionettes Choir and the Lydian Singers whenever they have a concert scheduled, and when the Music Festival is on (every two years) he organizes trips to the Port of Spain venue at Queens Hall.

Also, Jesse has created two different Taste of Trini Island Tours. During these excursions he makes spontaneous stops along the way to sample street foods from wayside vendors. "No restaurants or fast food," he says, "Only local foods." Many stops are made along the way sampling local foods, fruits and drinks. With his effervescent smile Jesse told me, "So far, the record for the different types of eats and beverages we have tasted on one trip is ninety-nine."

If there is anything special someone wants to see or do, just name it; Jesse will do his best to provide an experience to be remembered.

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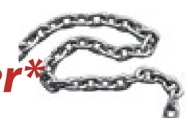
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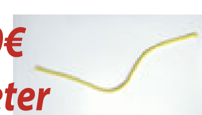
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P. PACKER

LEARNING OUR ABCS

DESTINATIONS

Part One: Bonaire

by Priscilla Packer



Downwind All the Way!

My husband, Hugh, and I arrived in Bonaire early one morning in August, after a glorious downwind sail from Martinique punctuated by beautiful starry nights.

It is the time of year when the greatest numbers of shooting stars appear, and since it was a new moon, the stars were even more visible. It was like a fireworks display up there, and some were incredibly bright, burning right across the sky and leaving a long trail of light-dust: "Wow," was what went through my mind, as I watched, awestruck.

Although we did not catch any fish on this trip, just a lot of algae, we did help the seagulls with their fishing: we noticed a lot of them circling around us for long periods of time and realized it was because, as our 43-foot aluminium sloop, *Anemos*, plunged through the surf, we were flushing out lots of flying fish that flew like dozens of silver arrows, skimming across the waves. The birds would then dive-bomb them like crazy, trying to catch their dinner.

Discovering Bonaire

Bonaire is part of a group of islands known as the ABC islands, for Aruba, Bonaire and Curaçao.

When you approach Bonaire from the south, it appears very flat. The southern end of the island is mostly occupied by mangrove, inland lakes and salt flats. As we got closer and the light improved, we could make out huge white dunes of sea salt.

The island is shaped roughly like a boomerang, the convex bit facing the swell to the east, the concave bit facing west offering calm waters and sheltering a smaller



and even flatter island, Klein Bonaire, in its middle. The latter is uninhabited and surrounded by coral reefs, a haven for seabirds. Since the whole of Bonaire and Klein Bonaire were made into a marine reserve in 1979, the waters here are incredibly rich and clear. This is why Bonaire is a Mecca for divers and snorkelers, with a majority of dive sites accessible directly from the beach. We checked this out almost immediately, as jumping from the boat tied to a mooring buoy just off the town quay, we discovered a real-life aquarium!

First Impressions

Having left the dinghy at Karel's Bar and Restaurant, we got our first look at the town of Kralendijk: neat and colourful (lots of bright yellow and orange) with some low Caribbean-style buildings with peaked roofs and dormers each side extending over shady verandas, but also some Dutch-style ones, tall with upright facades ending in decorative gables.

We were struck by the number of banks, jewellers and estate agents. In the town centre there were several smart little shopping malls selling expensive clothes, sunglasses, perfumes and knick-knacks: once we realized this was a cruise ship destination we understood better this outlay of luxury.

At the Customs office, the smart uniformed officers there were pleasant and chatty, and the procedure quick and simple. One of the officers, having established that I was French, was happy to try out his few words in the language. He told me the origin of the island's name: it comes from the French "bon air"!

Because of the ban on underwater fishing, you are asked to hand in any spear gun you may have on board.

Afterwards we set off to roam around town. We got a map and lots of leaflets at the tourist office (also a good place to arrange a car rental), bought some UV-protecting shirts for snorkelling at a Scuba Supplies shop and met a helpful guy called Don in one of the many dive shops around here. To go diving or snorkelling in Bonaire, you must purchase a "dive-tag" (US$15 for snorkelling, $25 for diving); this gives you access to all of the beaches and dive sites as well as the National Park. You must follow the rules issued by the Marine Park authority.

Above: Hugh in front of mural depicting Captain Don, a local hero
Below, left: Salt dunes and marshes
Below, right: Priscilla at Oranje Pan, one of four landmarks erected for the salt-collecting ships

Snorkelling and Diving

This island has become a divers' paradise in good part due to Captain Don, a legendary figure here. Don Stewart arrived in Bonaire from California in 1962, on a 70-foot schooner called *Valerie Queen*. He decided to stay and he took over management of the only hotel at the time. He was a keen diver and having discovered the beauty of Bonaire's waters, he set up the first diving operation here. He was also a pioneer in reef and coral protection and many Bonairians feel it is largely thanks to his initial efforts that the island became so popular with divers. Bonaire attracts up to 25,000 divers a year and the Marine Park is recognized worldwide as a model.

One day we took the dinghy across the channel to Klein Bonaire, tied up to a buoy — the Marine Park authority sets up diving buoys at all the sites — and jumped in. The site was spectacular, with a narrow sandy ledge bordered by coral, then a steep cliff falling off into the blue yonder — *le Grand Bleu* — the variety of coral shapes and colours, the multitude of fish, so beautiful in stripes and spots and dots of all the colours of the rainbow. One I find particularly pretty is called the parrotfish: they have a big beak-like mouth that must be very hard as they lunge at the coral and seem to bite off bits of it. I read somewhere that they can actually digest the stuff then reject what's left in the form of fine grains, thus contributing to the formation of sand. They all mill around, opening and closing their mouths rhythmically, as if they are talking non-stop to each other.



On another occasion, we went to a couple of dive sites with *Anemos*, having established that those buoys could take boats up to 45 feet. The first one was on the southeast side of the islet so was exposed to the waves that kept rocking the boat, but the dive was great fun. We then moved on to a slightly quieter spot for another snorkel, followed by lunch and a siesta: tough life!

Salt Marshes, Birds and Mangrove

We rented a car for a couple of days and drove past the airport towards the southwestern end of Bonaire, the kingdom of salt marshes and flamingoes. The first things you see are the enormous salt dunes, glimmering white in the sunshine. The very flat landscape reminded me of the Camargue in southern France, the water a shimmering pink colour. There are a lot of birds here, not only flamingoes, but herons, ibis, pelicans, something that looks like a plover and all sorts of other marsh birds I admired but could not identify.

We learnt about how the slaves not only collected the salt in the unforgiving sun, but also loaded it into big baskets that women carried on their heads to fill the hulls of small wooden boats that would then be rowed out to the big ship waiting at anchor. The salt was mostly taken back to Holland, as the Dutch were great consumers of it to prepare salted herring, a national delicacy. We saw the very low concrete huts that were built in rows, used by the slaves to get out of the sun and also as a place to store tools and personal belongings.

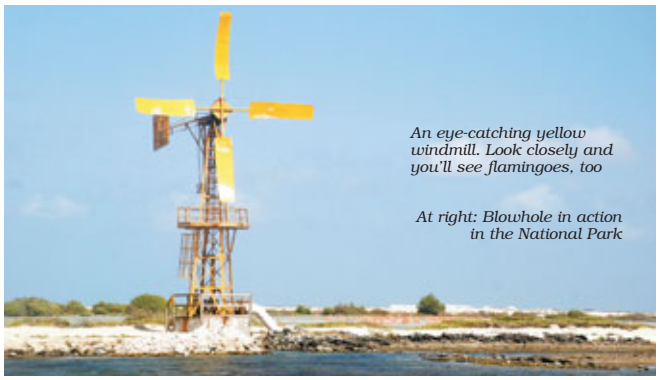
At regular intervals along the southeast coast of Bonaire, you come across tall obelisk shapes: there were four of them, in four different colours, white, red, blue, and orange (the colours of the Dutch flag, plus orange as the national colour), which were used by the ships as landmarks to know where to anchor for the next salt load.

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Of course, the landscape would not have been complete without windmills. The ones used to pump the water were rather antiquated metallic structures with four big yellow wings.

There is a large lake open to the sea on the southeast side, called Lac Bai, which is too shallow for sailboats to enter (I think there is an average depth of 1.5 metres) but is a paradise for windsurfers and kayakers. On a separate occasion, we went kayaking



An eye-catching yellow windmill. Look closely and you'll see flamingoes, too

At right: Blowhole in action in the National Park

in Lac Bai with a group organized by the Mangrove Activity and Kayak Centre. Our guide, Lucky Luke, was very knowledgeable about this environment and we enjoyed a peaceful paddle through shady tunnels of mangrove and quiet shallow creeks.

Washington Slagbaai National Park

After exploring the southern end of Bonaire, we headed north towards the National Park, which covers almost a fourth of the island's surface: the whole northern tip. It used to be a private plantation whose last owner wanted it to be preserved in its natural state. So after his death, the whole area was bought by the State and turned into a park.

The interior is scrubland, the soil is arid, ochre yellow and red. Some rocky ledges, locally called *seru*, stick up like cliffs about a hundred metres above the dry flat land. The vegetation is a mixture of dense, prickly, almost leafless bushes and LOTS of cacti, tall ones that look like candelabra, pointing long fingers up towards the sky. You must drive carefully as you often see wandering goats, and sometimes donkeys, munching on whatever they can find. None are very fat.

At the park entrance there is a small but interesting little museum which explains, among other things, how the cacti fences we had seen along the roads are made: a straight length of cactus is cut, then, using wooden handling implements called *chi* and *cha*, these bits of cacti are planted at a slight angle into the sand, each one leaning towards the previous one. There are planted against wire fence for initial support, but if done at the right time in the lunar month, the cacti will develop new roots. We saw a lot of these cacti fences all over the island. It certainly makes use of a plentiful resource and a very efficient barrier if what you want is to keep out intruders. But it does not look very welcoming!

We had been told it would take about two hours to drive around the park, but we probably took longer as we stopped in various places. One stop was called *Suplado*, meaning blowhole: these are deep dents in the coastline gouged out by the sea. The waves crash in and send big geysers of water up into the air.

On the more protected west side of the island there are several beaches that you can dive and snorkel from. Each dive site is signposted along the road by big stone markers painted ochre yellow and bearing the site's name. We tried first Boka Slagbaai, a pebble beach, and later the Thousand Steps, so-called because you walk down a steep staircase to reach the beach. In both places we saw turtles as well as a great variety of fish.

The track through the park is quite rough going in places, and on Day Two, while exploring a bit of the west coast we had not seen the day before, we hit a hard edge and got a flat tire.

Socializing

The Kralendijk anchorage is busy with boats of all nationalities and we enjoyed meeting some of our neighbours from France, Australia, the Czech Republic, Venezuela, Panama and the United States.

We noticed a boat with a Bahamian flag which had the letters MOW in its registration, which I happen to know stands for Man O' War Cay, a small island close to Great Abaco. Darnell and Pat, on *Island Dream*, immediately made us very welcome and told us they were from Louisiana (Pat has Acadian roots and can speak French); they had bought the boat ten years ago from Bill Albury in Man O' War. Quite a coincidence for me since there has been a long association between my American family and Man O' War since the 1950s, and a boat called *Lucayo* was built there by the Alburys for one of my uncles.



All in all, Bonaire was a a real *dépaysement*, as we say in French, a new experience, with the contrast of the beautiful clear and rich waters surrounding the island and the dry, dusty and prickly desert of the interior. A long time ago, the Spaniards decided that the island was useless and abandoned it to the Dutch, who, with typical tenacity, and the unwilling help of slave labour, made it into a salt-producing island and today, a prized sailing and holiday destination.

Next month: Eclectic Curaçao.

Interested in more about Bonaire? Visit www.caribbeancompass.com, scroll down to Caribbean Compass Back Issues Archive, type in "Bonaire", hit "Search Caribbean Compass" — and away you go!



Caribbean ECO-News

Whale Freed from FAD Off Guadeloupe

Caroline Rinaldi reports: Mouss, of the boat *Camelia*, a fisherman from south Basse Terre, Guadeloupe reported a whale tangled in a Fish Aggregating Device (FAD) during the early afternoon of March 17th. Renato Rinaldi of the Stranding and Distressed Marine Mammals Network in Guadeloupe proceeded to the area by boat.

The whale, a young female sperm whale about five metres long, was towing the FAD, pulling strongly and continuing to wrap and twist the ropes, buoys, pieces of tarpaulin and wood around the area between its body and its tail, causing superficial injuries. The FAD's floats were breaking and starting to sink, causing the animal to be pulled down.

Renato, who during 20 years of studying sperm whales acquired training in techniques of disentanglement and experienced the rescue of other cetaceans, decided to try to disentangle the whale from the FAD. A line was taken from the boat to the whale so the whale could not sink. At the same time, a new surface buoy was put on the remaining FAD by Manolo Rinaldi, so as not to lose the device for the fishermen standing by.

The young whale was part of a well-known group identified since 2000 in Guadeloupe waters. During a few short periods when the animal was calm, Renato was able to remove the buoys and wraps of rope impeding the whale's tail. But access to the young animal remained difficult; it was agitated, and two adult whales — her grandmother and mother — remained nearby. Many of the more than 25 wraps of rope around the whale's tail were very tight, making their removal complicated and long. It was decided to wait for the whale to become calmer, and it was anticipated that the rescuers might have to remain on station with the boat into the night or even overnight to not lose the whale.

It therefore was decided to enlist the government marine services to help with the disentanglement. The first to arrive was the marine brigade of Gourbeyre, Basse Terre, which arrived around 6:00PM. Patrice Giboire and Taylor Thiel maintained the attachment of the animal to the boat, while Renato continued to cut the ropes as quickly as possible. The fire department sent rescue divers Eric Larretche, Gilles Bissainte, Olivier Bozorgi, Brice Foy, Manuel Laurent, Smith Rubrice and Lionel Samuel, who arrived from Pointe-à-Pitre around 9:00PM with additional equipment. Renato and seven helpers were able to keep the whale close enough to the boat to accomplish its complete disentanglement by about 11:30PM. The young whale quickly joined the two adults that had remained nearby throughout the ordeal.

This was the second intervention in 18 years on a FAD entanglement by the management of Strandings and Distressed Marine Mammals Network in Guadeloupe waters. But the Network reports that the cases of whales entangled with ropes and buoys have been increasing dramatically since 2010.

—Continued on next page

RENATO RINALDI



A young female sperm whale was entangled in rope and other material from an ad hoc fish-attracting device off Guadeloupe



—*Continued from previous page*

(Cases involved young humpbacks and sperm whales, as well as a Cuvier's beaked whale). Scars on leeward-coast-monitored individuals also suggest that catches on FADs are not uncommon. The cases of accidental capture of sperm whales, and young animals in particular (including the death of a newborn entangled in November 2013), suggest thought and discussion on the modification of the FADs to avoid or reduce this risk.

Discussions have already begun by the coordination of the Stranding and Distressed Marine Mammals Network in the archipelago of Guadeloupe with international expert David Mattila on bringing the issue to the International Whaling Commission and with fishermen from the leeward side of Guadeloupe.

The establishment of FADs with a single buoy at the surface and subsidized FADs (e.g. FADs not made of derelict materials like discarded rope and net) could possibly be an idea.

For more information on the work of Association Evasion Tropicale's coordination of the Strandings and Distressed Marine Mammals Network of the archipelago of Guadeloupe and their long-term monitoring of Sperm whales in the Guadeloupe waters, contact (0690) 571-944 or evastropic@wanadoo.fr.

Seventh Annual Caribbean Waterbird Census

The first internationally coordinated waterbird count was organized in January 1967 by Wetlands International. Now entering its 50th year, the International Waterbird Census has become a vital source of information for the conservation and management of wetlands and waterbirds around the world.

Seven years ago, the Caribbean islands, under the auspices of BirdsCaribbean, formally began to contribute to the International Waterbird Census — and thus the Caribbean Waterbird Census, or CWC, was born. Every year since 2010, volunteers who observe and count waterbird populations have visited wetlands across the region. The CWC takes place over three weeks in January and February.

The Caribbean is home to over 700 species of birds, 148 of which are endemic, and the region provides an important site for neotropical migrants. Wetlands are critical for numerous waterbird species, providing a variety of habitats from swamps and lagoons to mudflats and lakes. Waterbirds depend on wetlands as a source of food or as nesting habitat. For example, one of the biggest wetlands in the Caribbean, Trinidad's Nariva Swamp, provides a vital nesting site for the Scarlet Ibis. Many species depend on wetlands for refueling and resting, especially during their long winter/summer migrations.

Thirteen countries across the Caribbean participated in this year's CWC, and in the cases of Anguilla, Bonaire and Jamaica more than one count was conducted by different organizations and citizen scientists. A total of 321 checklists were submitted, and despite the ongoing drought across the region, a total of 191 species and 30,406 birds were observed in 152 locations. The US Virgin Islands submitted a record 78 checklists.

The most numerous species observed were the American Flamingo (6,265), Glossy Ibis (1,372), Short-billed Dowitcher (1,320), Cattle Egret (1,121), and the Blue-Winged Teal (1,107). The most frequently reported species (i.e. on the most surveys) were the Yellow Warbler (142), Bananaquit (104), Gray Kingbird (98), Great Egret (85), Lesser Yellowlegs (83), and the Spotted Sandpiper (72).



JEFF GERBRACHT

Semipalmated Sandpipers in flight. The Caribbean is home to over 700 species of birds

The CWC is critical in understanding the distribution, status and abundance of waterbirds on a local, regional and global level, thus helping BirdsCaribbean make informed decisions on their conservation and management. The CWC also helps determine which sites are important for supporting large populations of waterbirds, as well as the key wintering and migration stopover sites for threatened and declining species such as the Red Knot, Whimbrel, Reddish Egret, American Oystercatcher, and Semipalmated Sandpiper.

Over 240 sites are currently monitored by volunteer counters in BirdsCaribbean's network. However, with over 7,000 islands and islets in the Caribbean, many important sites have not yet been included. The CWC and other censuses involve local communities in citizen science and get young people more connected with the region's unique and often threatened birds.

Visit www.birdscaribbean.org/our-work/caribbean-waterbird-census-program for more information.

Grenada Represented at International Sea Turtle Symposium

Kate Charles, Ocean Spirits Project Manager, represented Grenada at the 36th Annual Symposium on Sea Turtle Biology and Conservation, hosted by International Sea Turtle Society in Lima, Peru during March.

For three and a half decades the annual event has brought together people from around the world to build and share scientific knowledge. The symposium encourages collaboration, discussion, debate, the sharing of knowledge, research techniques and lessons in conservation to address questions about the biology and conservation of sea turtles and their habitats.

The theme of this year's symposium was "Crossroads". It gave an opportunity to reflect on the Caribbean region's importance as a foraging ground for five species of sea turtles and to highlight the critical juncture at which we find ourselves with sea turtle conservation. It gives new generations of researchers and conservationists like Kate the opportunity to forge new partnerships and establish international networks vital for successful sea turtle conservation.

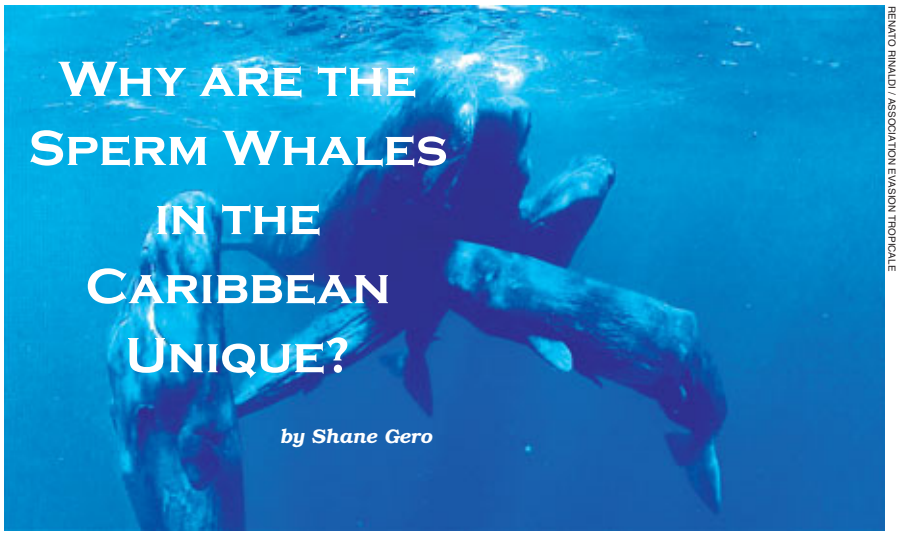
Kate gave a presentation highlighting a ten-year summary of Ocean Spirits' research focusing on leatherback nesting in Grenada. She commented, "It was an amazing opportunity to learn about new cutting-edge research and conservation practices from some of the top sea-turtle experts in the world. It gave me the opportunity to promote Grenada's leatherback sea turtle research and connect with other people working in similar fields to discuss some of the issues we face like climate change, beach erosion and the threat to some species of sea turtles from ongoing legal hunting in countries such as Grenada. It was great to be able to problem-solve with people from many cultures and really experience a diverse range of opinions."

Now back in Grenada, Kate and the team at Ocean Spirits are swinging into full gear as nesting sea turtles have started arriving on Grenada's beaches.

Visit www.oceanspirits.org and follow the 2016 nesting season on www.facebook.com/oceanspiritsinc for more information.



Why are the Sperm Whales in the Caribbean Unique?



RENATO RINALDI / ASSOCIATION EVASION TROPICALE

by Shane Gero

For over a decade, I have been following the family lives of sperm whales off the leeward coast of Dominica. The Dominica Sperm Whale Project has spent literally thousands of hours in the company of sperm whales. We have for the first time come to know these whales as individuals, as brothers and sisters, as mothers and babysitters, as a community of families living together in the eastern Caribbean Sea.

Just like sailing with your family in a yacht, for a sperm whale in the vastness of the open ocean there are very few constants other than your family. Social life is key for a successful life as a long-lived ocean nomad, like the sperm whale. Helping each other is the only way to survive. Sperm whale society is based on cooperation. Sperm whales live in "units" that are matrilineal — grandmothers, mothers, and daughters living together for life. In the Caribbean these units are relatively small, only about seven animals, all from one female line, so I casually refer to them as families, because that's what they are. They communally care for their calves, babysit and often nurse each other's calves, communally defend each other from predators, and each has their own way of doing things. Behaviour is what you do, culture is how you do it. I am Canadian and like most Canadians I eat with a fork, but many Chinese people use chopsticks — we all have to eat, but how we've learned to do it is different. All sperm whales do the same things — feed, swim, babysit, defend — but how they do it is different around the world. They have different cultures.

Early on in the evolution of humans, cultural groups or ethnic groups became a way to identify those people who abide by the same sets of social rules as you did. This made cooperation between strangers easier and paved the way for large-scale cooperative societies. Even today, people are more likely to help someone who speaks the same language as they do — its just part of how our brain works. The same seems to be true for sperm whales. Sperm whales make Morse code-like patterns of clicks called "codas". The coda 1+1+3 sounds like "click-pause-click-pause-click-click", while the 5R coda sounds like five regularly spaced clicks, or "click-click-click-click-click". The codas can vary in length from three to 20 clicks long and are all less than one and a half seconds long. In all, the whale families in the Caribbean use 22 different coda patterns. When two sperm whale families meet at sea, they need a way to recognize the other to ensure they cooperate with those that behave in the same way. Essentially their dialect allows them to ask, "I am from the Caribbean; are you?" It turns out that sperm whale families who share the same dialect will spend time together while those with different dialects will never associate. We call all the whale families that share the same dialect a "clan". Clans from the Pacific are different in all kinds of behaviours: how they move, what they eat, where they live, and likely myriad other things we don't know yet. We are just starting to learn about the whale cultures in the Caribbean, but we know that their ocean is multicultural and while culture divides them, there are no cultural wars among whales — a lesson we could stand to learn from them.

Above: After spending most of their time feeding on deep-water squid, sperm whales can be observed rolling together at the surface, socializing

Right: A family group of sperm whales lives and moves together

In the broader context, it means that there is a specific sperm whale dialect in the Caribbean that is not produced anywhere else in the world. The whales in the Caribbean are different, they do things differently and they appear to identify their "heritage" using these calls — so that difference is likely important to them. Unfortunately, our long-term study suggests that this population is in decline — perhaps by as much as four percent per year, which is very high for a mammal, whether marine or terrestrial. Calf mortality is shockingly high: 29 percent in the first year. Of those that survive their first year, about four percent will not survive to adulthood. These rates are far too high to be natural and so we humans are undoubtedly having an impact, through ship strikes, entanglements in fishing gear [*see related story in Caribbean Eco-News, page 28*], chemical contaminants from agriculture, and other factors.

So what does it mean if we lose a whale culture? If these animals who appear to identify themselves as distinctly Caribbean disappear, what we lose is their traditional knowledge from generations of living in that area — we lose what it means to be a Caribbean whale, how to exploit the deep-sea riches around the islands efficiently — and that cannot be replaced even if the global population can support re-migration into the Caribbean by other whales, from elsewhere, who do things differently. And most importantly, that this cultural knowledge is significant. The loss of that accumulated wisdom is a loss of a vast archive of how to survive in the oceans, expertise of how to exploit these islands, and a way of life. Every culture, whale or otherwise, is its own solution to how to survive the impossibilities of the environment. With the loss of a culture, this region is impoverished for the whales, the hypothetical whales that repopulate the Caribbean will be more vulnerable here without it, and sperm whales as a whole will have lost some of their repertoire of how to deal with the survival of their species. Conservation is not just about numbers, it's about diversity — and that should include cultural diversity. It's not just about losing these specific whales I have worked with for over a decade, it's about maintaining an enduring relationship between sperm whales and this part of the planet. They have lived there for longer than humans have walked upright! Protecting whale culture is a part of global conservation efforts to protect the world's oceans.



I think the key here is that our actions impact their daily lives. It's easy to forget that the Caribbean sperm whales are always out there hunting, and babysitting, and playing, and avoiding predators, while we check our email, go to the grocery store, and read *Compass*. Their lives go on mostly unnoticed by ours, but they have been out there roaming the oceans for generations before we came along, and the weight of that shared history should greatly affect our motivation for ocean conservation. These sperm whale families I have worked with and whose calves I hope to see grow up are kind of like ambassadors from a deep ocean nation, educating us about their lives in a part of our shared planet that is difficult for us to even explore. What if we stopped and listened to them for a while and heard what they have to say? That's what I did.

You can learn more about Shane Gero and The Dominica Sperm Whale Project by visiting www.thespermwhaleproject.org or following @DomWhale on Twitter.







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SEAWEED INCREASE IN THE CARIBBEAN, AND WHAT WE CAN DO ABOUT IT

by Joan Conover

THE impacts of seaweeds such as sargassum and the bottom-growing invasive sea grass *Halophila stipulacea* have increased in the Caribbean during last year's and this year's cruising seasons.

Sargassum, commonly called sargasso weed, is a unique plant/algae with a leaf and needle structure especially suited for connectivity between plants; it reproduces both with seedpods and with air roots, and the pelagic species reproduce asexually by fragmentation. An amazing survivor! It's also edible and can be used for animal feed, which could lead to solutions for weed overgrowth, if the environment can be protected from the collection techniques.

Of most impact on long-distance sailing are the horizon-to-horizon mats of sargassum found during the peak of the sargasso season, especially since the mats come from Africa and follow the traditional transatlantic sailing routes into and then through the Caribbean islands. The specific causes of the increase in sargassum are not known; theories include the possibility that this weed is a new DNA variant and/or that additional nutrients introduced into the Atlantic make it flourish. (Recent research also suggests that Atlantic algae responds positively to increased C02 and acidity in seawater. The article can be read at http://science.sciencemag.org/content/350/6267/1533 and is in review by various researchers of sargassum.)



Above: Bottom-growing sargasso weed has a stiff wiry stem and thick leaves. It's a type of Sargassum polyceratium *that has a hold fast. When it goes adrift, bundles float right along with the pelgaic sargassum*

Right: In floating mats such as this one spotted in a channel in the Leeward Islands, pelagic sargassum can present problems for boaters

Boats going between islands in the Eastern Caribbean, or traveling from the Canary Islands to the Caribbean, are experiencing weed masses in various thicknesses, from wind-blown streamers to mats of weed collections of various sizes. Recent observations of the floating mixtures of seaweeds in the Leeward Islands also include bundles of "pine needles", or what is thought to be Manatee Grass.

In addition, mats of invasive sea grasses such as the seafloor-growing *Halophila stipulacea* have formed in many bays of the Caribbean. According to the Nature Foundation of St. Maarten (www.naturefoundationsxm.org), more than four territories have reported infestations. This particular grass forms dense root mats, and boaters have experienced new anchoring difficulties. Some sargassum types are also bottom growers, with thick, wire-like stems. A type of this weed was found in Sopers Hole, Tortola; the Gulf Coast Research Laboratory (GRCL) is researching this and other weeds identified as part of the increased seaweed growth of the Caribbean.

Preventing Seaweed Problems Aboard

Complaints about floating weed include blocked raw water intakes, filter blockage, watermaker system damage, heat exchanger blockage (especially by Manatee Grass) resulting in engine overheating, props on inboards/outboards fouling, rudder damage and prevention of a boat's progress through the water. One outboard-powered fishing boat, going between Les Saintes and Dominica, had its prop so fouled it was left without power in strong inter-island seas. A single tough stem of floating seaweed had wrapped around the prop.

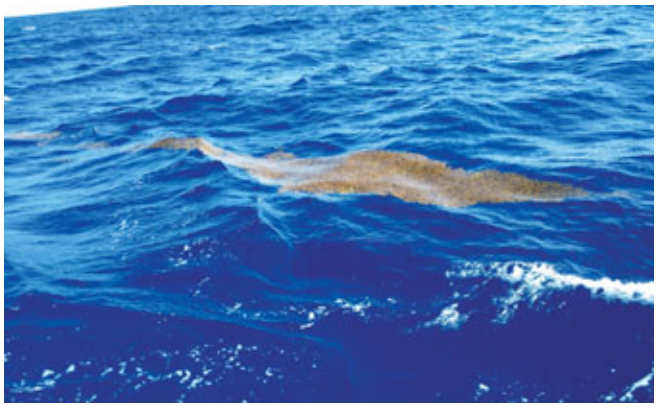
From our personal experience, and in surveying other cruisers this 2015-2016 season, there are some suggestions of steps to be taken to help prevent damage from this new boating challenge.

First, as raw water intakes are susceptible to weed intake, strainers on the through-hull entry area to key boat components should be installed. For prop protection, cutters used for protection against rope or crab pot fouling of the propeller could offer some benefit.

Keeping an eye on the amount of weed in your path and avoiding it is one wise strategy. A second is to back up/reverse course several times a day or when your rudder seems to be impacted; this allows the boat to back out of the weed build-up and can help clear your hull.

Checking of filters and any needed cleaning should be a daily (in heavy weed) or at least a weekly task on passage through weed. Of course, in the case of engine overheating or reverse-osmosis filter impact, by that time, it's a bit late to be proactive!

From personal experience sailing from Puerto Rico to the US and British Virgins to St. Maarten and down to Dominica, new beds of invasive bottom-growing seaweeds have meant serious anchoring challenges. For example, the sand bottom of one of Dominica's bays is now infested with bottom-growing weed; anchoring is more difficult and the clarity of the water near shore where the weed grows is poor. To offer a solution for visiting cruisers, new moorings have been placed in Prince Rupert Bay [*see related story on page 10*].



In locations around the Caribbean, the seabed, with its new combination of recently introduced sea grass species, has developed a thick base of root fibers in the areas of ten- to 25-foot depths — the area where most of us like to drop anchors. Also traditional anchors used by cruisers, such as a CQR, just do not "stick" well in grassy areas, which then leads to many re-anchoring efforts. A heavy and sharp tip on an anchor may be the next new thing for piercing bottom weed.

Finding a clear area to drop anchor into sand is advisable. Otherwise, trying an area over the 20- to 25-foot depth, where grass does not grow well, is suggested. In grass, it's been recommended to try a "soft" drop of anchor, to slowly back down gently until the tip hooks into and under the matted root structure and the helmsman can feel the soft catch. And, of course, dive on your anchor if the depth is not too great.

—Continued on page 36



The Sky from Mid-May to Mid-June

by Jim Ulik

There is good news on the horizon for microbreweries: space and space technology have entered the industry once again! Last year a brewer sent yeast into space and used it to ferment a celestial brew. A marketing scheme? Yes, but still a valid experiment to determine how yeast will stand up to the radiation of space. Will the yeast that survives the trip produce a quality beer? Using the information learned, the astronauts on the mission to Mars may be able to enjoy an occasional space brew. Next comes the technology developed to capture carbon dioxide from the Martian atmosphere and convert it into fuel, oxygen and drinkable water. One version of that piece of equipment is becoming available to the brewing industry. The system will recapture about five tons of carbon dioxide per month that was given off during the fermentation process. The system will then condense the gas and force-carbonate the final product. The forced carbonization process does, however, take away from the benefits of the bottle-conditioning technique. Bottle conditioning can keep or add to the aromas and flavors of the brew. It can also eliminate some common off-flavors that may arise during the brewing process.



FIGURE 1 NASA

Above: The end product after CO_2 capture and forced carbonization of a fermented beverage

At right: *The distinct border between denuded Haiti and the forested Dominican Republic. Trees not only convert CO_2 to oxygen, they also keep soils from washing away*

Another system specifically designed for the Mars mission will convert carbon dioxide into liquid oxygen. One small test factory is scheduled for launching to Mars as early as 2020. The oxygen generated from these units will be used as fuel for the astronauts' return back to Earth. If enough factories were constructed, some of that oxygen could be used in spacesuits or released into the Martian atmosphere. As of this writing the carbon dioxide conversion system is not a viable replacement for Earth's trees or plants, which perform that task more efficiently (see Figure 2).

Saturday, May 21st

Today brings the Full Moon at 1714 hours. As the Moon is rising for us at 1824 the Sun is just beginning to set and dipping below the horizon at 1826. This is the third of four Full Moons in an astronomical season (March 20th to June 20th). So take advantage of this year's, "Once in a blue moon, Something good comes along, Once in a blue moon, Everything's not going wrong." — Van Morrison. The next Blue Moon won't be until May 18th, 2019.



GODDARD SPACE FLIGHT CENTER FIGURE 2

As the eastern sky continues to darken after sunset, Mars will appear brighter a few degrees south or right of the Moon. Within another hour Saturn and Antares will have risen above the horizon joining the Moon and Mars.

Sunday, May 22nd

Watch for the next round of internet posts claiming that Mars will be as big as the Moon. That hoax started in 2003 and still gets circulated through e-mail and social media every time Mars makes a close approach. The Earth will be directly between the Sun and Mars today. Consequently, Mars will appear very bright between May 18th and June 3rd. Mars makes its close approach on May 30th. The next close approach by Mars will be on July 31st, 2018.

As long as you're looking out to space, turn south and find the Southern Cross (Crux). The Southern Cross reaches its highest point in the sky during May. For those in Barbados, the Southern Cross will be nearly vertical and positioned on the celestial meridian (180 degrees south) at 2023. If you are in Grenada that time will be 2032. In San Juan, Puerto Rico it will occur at 2049 and in Aruba, watch for it at 2105.

Wednesday, May 25th

Cosmonaut Yuri Gagarin became the first human in space on April 12th, 1961. Twenty-three days later (May 5th, 1961) Alan Shepard became the first American in space. Reacting to the Soviet Union's achievement, President John F. Kennedy formulated a goal for the US to put a man on the Moon.

—Continued on next page

MARINA ZAR-PAR
Dominican Republic
18.25.50N
69.36.67W
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—*Continued from previous page*

Today marks the 55th Anniversary (1961) of his speech before a special joint session of Congress to announce the goal to send an American safely to the Moon. The speech given to the public at Rice University was on September 12th, 1962.

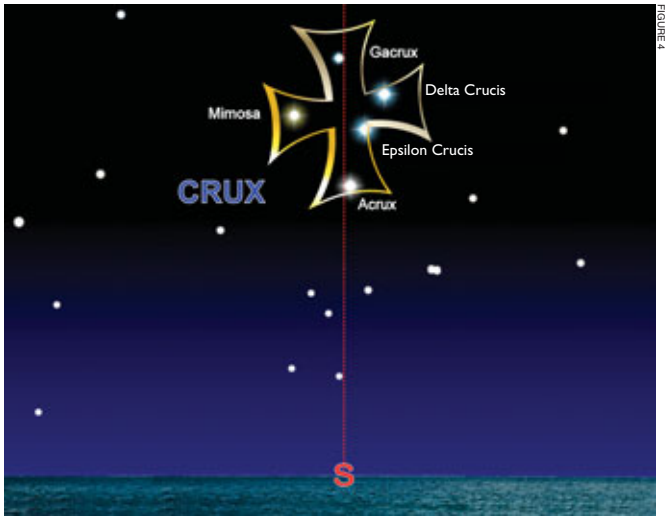


FIGURE 4

Wednesday, June 1st
Early this morning there is a conjunction between the Moon and Uranus. Uranus is fully illuminated near a sliver Moon. There could be a reasonable chance to see Uranus with the naked eye or through a pair of binoculars.

Friday, June 3rd
The Earth will be positioned between Saturn and the Sun. Saturn will also be at its closest approach to Earth and fully illuminated by the Sun. Look east. Saturn will be brighter than any other time of the year and visible all night long.

Saturday, June 4th
The Moon rises before the Sun at 0512. It reaches the Full Moon moment about five hours after moonset.

Sunday, June 5th
The planet Mercury reaches its greatest western elongation of 24.2 degrees from the Sun. This is the best time to view Mercury, since it will be at its highest point above the horizon in the morning sky. Look for the planet low in the eastern sky just before sunrise.

Friday, June 10th
The Ophiuchid meteor shower reaches its peak. Some shooting stars associated with the shower are expected to be visible each night from May 19th into July. The source of the shower is above the eastern horizon near Saturn and Antares by 2000 hours. Only the brightest meteors will be seen passing through the sky until the Moon sets at 2328.

Saturday, June 11th
By 1900 hours the Sun has set, the Moon is high in the sky and Jupiter is beginning to brighten. At this point the Moon and Jupiter are less than two degrees apart. The space between the two celestial bodies will increase as they finally set in the west.

Sunday, June 12th
Today the Moon is at First Quarter. Sunlight is now striking the surface of the Moon at a low angle. The direction of sunlight allows better viewing of the varying textures of the Moon's surface.

In the News
The International Space Development Conference, Space Beyond Borders, will run from May 18th through 22nd in San Juan, Puerto Rico. Advancing the exchange of science and technology information in the Caribbean is beneficial for the region. Bringing a conference like this to the Caribbean is more than an excuse to drink fine rums. In the past, spaceports in Grand Turk, Barbados and Puerto Rico have served the space industry. Currently a commercial spaceport is being developed for Curaçao. Organizations such as The Space Generation Advisory Council with six branches in the Caribbean Basin or the National Space Society of Puerto Rico can interact with staff and students from the University of the West Indies located in Barbados, Jamaica and Trinidad & Tobago.

There are 12 presentations scheduled during this conference. The conference is for everyone interested in or involved in space exploration, Moon settlement, Mars exploration and settlement, new scientific discoveries, innovative technologies, commercialization of space, asteroid mining, space solar power, space tourism, interstellar travel, space law and policy.

All times are given as Atlantic Standard Time (AST) unless otherwise noted. The times are based on the 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 currently based in Grenada.*



Top left: The Southern Cross rising high in the sky in May

Above: President John F. Kennedy giving the Moon speech to Congress





LOOK OUT FOR...
The Traveller's Palm:
When is a Palm not a Palm?

by Lynn Kaak

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

Many well-landscaped Caribbean gardens feature the distinctive fan shape of the Traveller's Palm. This native of Madagascar, *Ravenala madagascariensis*, has travelled around the tropical and sub-tropical globe merely as an ornamental addition to the scenery.

The Traveller's Palm is not a palm tree at all; it's related to the Bird of Paradise flower, with both being in the family *Strelitziaceae*. It has flowers that resemble the blooms of the Bird of Paradise, but rather than the brilliant reds, yellows and oranges of the Bird, the Traveller's version has a much more subdued green colour. The actual flower is small and white, but the bract (i.e. the surrounding leaves or petals) is green, and it is the bracts that create the distinctive bird-like shape of the Traveller's bloom. Eventually, brown seedpods develop, containing bright blue seeds.

At one time the tree was believed to be related to the banana plant, and there are many similarities. In the earliest stages of growth, the two plants look quite similar, developing in a similar manner. The leaves come up in a tube shape, and spread out as they get larger. This herb (so-designated because of its fleshy stems) develops more leaves at it grows, and will eventually shed the lower leaves to show a woody trunk of sorts. Like those of the banana plant, the large (four-metre or 15-foot) leaves may become shredded in higher winds, reducing windage to limit the amount of damage sustained from very high winds. Traveller's typically grow to a height of about seven metres (23 feet), but can grow as high as 16 metres (50 feet) in the right conditions. The leaves grow in a symmetrical, fan-shaped pattern. The female trees can also grow suckers, like the banana, which are often trimmed off for esthetic purposes.

Traveller's Palms love full sunlight when they get a little larger, and do not tolerate freezing at all. Soil that is nitrogen rich will aid the development of this herbaceous tree. While it loves a fair amount of water, it doesn't like having its feet wet all of the time; so well-drained soil is a must. It's a fast growing tree, and it doesn't thrive in pots, but it will fill an empty spot in a garden very quickly.

The Traveller's Palm may have picked up its name for a couple of reasons. The deep, wide stems of the tree can trap a great deal of water, perfect for the tree in a dry period. It's believed that thirsty travellers might often gain access to that moisture when desperate. Since the water tends to be quite, well, "organic" after sitting in the stem, one would have to be quite desperate indeed.

The other naming possibility is that its leaves supposedly tend to grow in an east-west orientation, providing a rough compass indication to a lost traveller. Check that out for yourself next time you see one!



It's commonly believed that Traveller's Palms always grow in an east-west orientation. Is it true?



The Wow Factor:

What's Wrong with this Picture?

Salty is a humpback whale who loves to sing. Every winter he swims throughout the Caribbean Sea; he doesn't need a passport because he's an international citizen. This month, he tells us about a big problem — and has a drawing for you to color that shows what the problem is!



TESSA MORGAN



There are currently an estimated 5.25 trillion pieces of plastic debris in the ocean. Of that mass, 269,000 tons float on the surface. The numbers are staggering: Six million tons of debris enters the world's oceans every year — weighing about the same as a million elephants! Every day, ships throughout the world discard 5.5 million pieces of rubbish into our oceans. Plastics are the most common man-made objects sighted at sea, with 18,000 pieces of plastic litter floating on every square kilometre of the world's oceans!

Who's at Risk?

Marine debris injures and kills marine life, interferes with navigation safety, and poses a threat to human health. More than 260 animal species worldwide have become entangled in or consumed fishing line, nets, ropes and other discarded equipment [*see related story on page 28*]. An astounding 86 percent of all marine turtles are affected by marine debris. Marine litter kills one million seabirds every year. A hundred thousand marine mammals, such as dolphins, whales and seals, are killed by plastic marine litter every year around the world. Today, there is no place on Earth immune to this problem.

Do you know how long it takes for litter to break down in the ocean? According to www.perseus-net.eu:

Paper bus and parking tickets — 2 to 4 weeks
Orange and banana peels — up to 2 years
Cigarette butts — 1 to 5 years
Plastic bags — 10 to 20 years
Foam cups and tin cans — 50 years
Aluminium cans — at least 80 years
Plastic bottles — 450 years
Fine fishing net — at least 600 years (much longer for heavier nets)
Glass bottles — 1 million years

What's WRONG with this Picture?

Answer:

- Sea turtle about to swallow a plastic bag
- Fish's head encased in six-pack holder
- Pelican with fishing line wrapped around leg
- Candy wrapper, oil and soda cans and bitter lemon bottle discarded
- Boat dumping something overboard



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—Continued from page 17 ...St. Barths Bucket Regatta

Les Grandes Dames des Mers – the 183-foot Perini Navi ketch *Rosehearty*

The overall Bucket Trophy went to *Unfurled*, with special trophies including the following being awarded:

Wolter Huisman Memorial Spirit of the Bucket Trophy to the 139-foot, Frers-deigned ketch *Rebecca*

Vitters Seamanship Trophy to the 105-foot, Strawinski-designed *Alexa of London*

Perini Navi Cup to *P2*

The All-Star Crew Award, presented by Rybovich to the 192-foot Perini Navi ketch *Seahawk*

But if you asked any of the owners — or crew — the primary goal was to "Win the Party," the motto of the Bucket. And that carefree attitude was prevalent from the local volunteers selling five-dollar drink tickets, to the race committee bouncing aboard their boat in the smallish swells, to the full-time crews found at the race bar on Quai General de Gaulle. One "rock star" crewmember from Ft. Lauderdale, Peter Grimm of Super Sailmakers, expressed his admiration of "open yacht" night this way: "How did they get all of that stuff on to our boat, then fit all of those people, until well past midnight, then get all of it off again, and have the yacht look brand-new and ready to race the next morning — all without waking me up through all of it?"

While the reputation of St. Barths has morphed into one where only the rich and famous can afford to visit, during the Bucket the owners and organizers have made sure that all comers can enjoy the overwhelming beauty of their sailing craft and the cool vibes and subtle sophistication that is only found on the cobblestone streets and warm beaches of St. Barths. There is no port fee for boats mooring in Baie de Colombiere or Shell Beach. My 37-foot cat, *Sanctuary*, was about US$20 a night in Gustavia. (Starting May 1st, the inner harbor bow-to-stern moorings are reduced to half price — a bargain!)

To visit St. Barths during any regatta, you can rent a villa with a group of friends and spread the cost, though two hotels are reasonably priced in the US$150 to $250 range: Hotel Normandie and Tropical Hotel. Or you join me aboard *Sanctuary*, as three ladies did for this year's Bucket, on a per-cabin basis; or charter a bareboat out of St. Martin.

For average pricing but exceptional dining, try Eddy's and Carpe Diem in Gustavia; and Le Piment tapas, The Hideaway and Solita (a cool-vibe surfer bar) in Baie St. Jean, with Maya's To Go in the mall across from the airport, where there is also a huge Super U market with good selection and fair pricing. Make sure to visit The Tom Shop on the main street in Gustavia that has a wonderful collection of offbeat and humorous knickknacks, kitchenware and souvenirs.

Of course, at Le Select, famous for being referred to as "cheeseburgers in paradise" by J. Buffett, beers are only three Euro, drinks are five, a hamburger is four, and fries another 3.50, proving it is still possible to hang out and experience the St. Barths of old, with all of your new local — and visiting — friends, most of whom will have plenty of sailing stories to amuse and enchant all night long.

Visit http://bucketregattas.com/stbarths/2016_StBarths/SBB16-Series-Pursuit-Classes.pdf for full St. Barths Bucket Regatta 2016 results.

Visit www.bucketregattas.com/stbarths/index.html for more information.

Captain Mark can be found cruising the Caribbean out of Portsmouth, Dominica where he has a guesthouse, The Peanut Farm. His book, Captain Mark's Way, *is available on Amazon/Kindle*

—Continued from page 31 ...Seaweed

We Can Help in the Big Picture

Starting primarily in 2011 and continuing, massive quantities of floating sargassum occurred throughout the Caribbean, impacting aquatic resources, fisheries, shorelines, waterways and tourism. The observable weed has lessened since October 2015, but as this process is thought to be cyclical, in the future boaters will need to develop procedures based on what has been learned in past sargasso seasons. There is as yet no "early warning" of where or when this seaweed will arrive; boaters should expect it will occur and have protected their vessel as best they can — in advance.

What can cruisers do to assist in the development of an early warning system for the sargassum? Several good articles on progress and issues are posted in cruising publications and on various online sites such as Noonsite (www.noonsite.com/General/Environment/atlantic-sargasso-weed-update-on-on-going-research?searchterm=sargasso). The Gulf Coast Research Laboratory (GCRL), University of Southern Mississippi, is leading an effort to better understand critical aspects of this phenomenon by working with Caribbean colleagues and others to develop a type of early detection and short- and long-term prediction capability.

St. Maarten's Nature Foundation manager, Tadzio Bervoets, states, "Sargassum is a critical issue facing the Caribbean.... It not only impacts the environment but also the economies of small-island developing states, which most countries in the Caribbean are. Therefore it is critical that a joint approach to managing this issue, for example through the efforts of cruisers as part of the GCRL initiative, is crucial in managing and controlling the issue." In recognition of this need, the Seven Seas Cruising Association (SSCA) is actively notifying their network of members and developing a Clean Wake program in support of this data-collection effort.



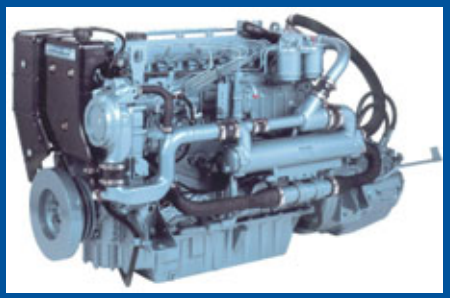
A new addition to the mess of floating weeds, likely a type of Manatee Grass

Senior Scientist Jim Franks has requested cruisers input their data (Lat/long/DTG) and comments to a website designed for reporting pelagic sargassum observations. Photos related to the observations can also be sent to Jim, whose e-mail address will be provided to individuals upon receipt of their reports. Data provided to this site will be used by GCRL scientists and colleagues throughout the region to identify the source and examine the movements and causes of this extraordinary event. Your participation is essential to this work. Please use the form at http://gcrl.usm.edu/sargassum/sargassum.observation.form.php to report your observations.

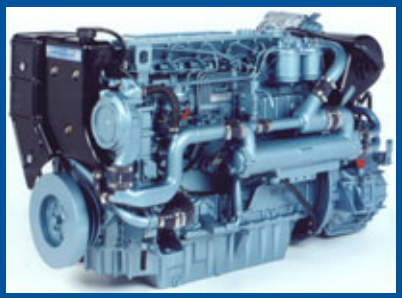
Joan Conover is the Cruising Station Coordinator for the Seven Seas Cruising Association and cruises aboard S/V Growltiger.

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Tide's Table

BY ROSS MAVIS

HOW SWEET IT IS

I find it amazing that a natural product discovered centuries ago by indigenous peoples is still being used today in its original form. The simple harvesting method of tapping into a tree, collecting the syrup in bark containers and then freezing the contents to separate the water from the sweeter sap has now been commercialized with pumps and collection systems. Rather than freezing to reduce water content, maple syrup is produced from the harvested sap by boiling. The resulting product graces many tables and foods throughout the world. It is mainly in North America that the trees are grown and the sap harvested. Cold spring nights and warmer days prompt the flow of sap in trees to develop leaves and growth. It takes about 40 parts sap to yield one part syrup by boiling and reduction. The final product comprises roughly 60 percent sucrose, 35 percent water with some five percent in glucose, fructose and amino acids.

Birch trees also can be used to produce syrup but it is much less sweet, needing 100 parts sap for one part syrup. Some tropical palms and species of agave cactus plants produce a sweeter syrup that contains roughly 70 percent fructose and 20 percent glucose. Cane sugar is used to produce molasses and refined further for white, brown and dark sugars and cane syrup.

Nutmeg syrup is more readily available in parts of the Caribbean and can be used in place of maple syrup in the recipe below. Nutmeg syrup, made from the pericarp of the nutmeg fruit (which contains the mace-wrapped seed), contains slightly less sucrose than maple syrup and provides a more distinctively tropical flavor.



For those of us with a sweet tooth, sugar and syrup of all kinds is a temptation. With the availability of maple or nutmeg syrup, sweet pies and tarts are available year round. I bake sweet tarts instead of a whole pie to limit the temptation. We carry our maple syrup in tins when boating and it is easily stored below deck. Breakfast, lunch and dinner entrées can be embellished with the addition of this sweet natural product. Pancakes, French toast, biscuits, chicken and pork dishes plus delicious desserts are easily taken from wonderful to sublime with a drizzle of maple or nutmeg syrup. Nutmeg syrup is produced and widely available in Grenada.

Here is an easy recipe using just a few readily available ingredients; it can be made in a small oven. I encourage you to try it using either maple or nutmeg syrup, and put some wonderful sweetness into your life.

Maple or Nutmeg Syrup Tarts

2 eggs
13 ounces sweetened condensed milk
2 Cups maple or nutmeg syrup
1 1/2 Tablespoons flour
Prepare eight tart shells or a single pie shell, using your favorite recipe.
Preheat oven to 400°F.

In a large bowl, beat eggs and condensed milk while gradually adding syrup and flour. When well incorporated, pour into tart shells (or pie shell). Bake for about 25 to 30 minutes for the tarts (or 45 minutes for the pie), or until a knife inserted into filling comes out clean but not dry. Serve with whipped cream if you are intent on gilding the lily!



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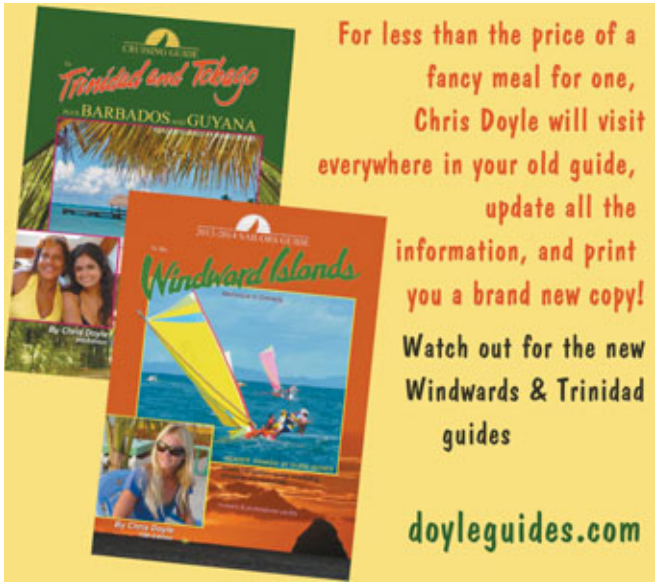
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CANOUAN QUESTION

Dear *Compass*,

The St. Vincent & the Grenadines Department of Maritime Administration has established areas on the island of Canouan where anchoring and kite surfing are forbidden. [*See Info & Updates in the March issue of* Compass *at http://www.caribbeancompass.com/online/march16compass_online.pdf*].

Because of the speed of kite surfers, they have justifiably been banned from many areas where swimmers, snorkelers and small boats may be encountered. However, the yacht anchoring restrictions announced are ridiculous, totally unjustified.

Are the anchoring restrictions actually being enforced? What is the penalty for anchoring in a forbidden area? No penalty is stated in the notice, so I urge yachts to ignore the restriction and see what happens.

DM Street Jr.
who enjoyed the Caribbean in the Golden Years, 1955 to '75

Hi Don,

Far be it from us to encourage anyone to break the law here (perhaps that's easier to do from a cottage in Ireland!), but we have heard of one or two yachts that have anchored in the newly banned anchorages in Canouan without any repercussions. However, that doesn't mean there won't be any repercussions in the future. Having said that, we hope the ban in L'Anse Guyac is only temporary and that the ban in Watering Bay, if necessary at all, will be limited to the far northern end (see letter below).

CC

AND CANOUAN AGAIN

Dear *Compass*,

Regarding the Notice to Mariners banning anchoring in certain parts of Canouan, as mentioned in the March issue.

In Don Street's original 1966 *Cruising Guide to the Lesser Antilles*, he stated, "Gordon Burton reports there is a good anchorage used by yachts on the east side of Canouan, protected from the sea by the reef but open to the wind."

In Street's updated 1974 version there is a sketch chart of the area, which became popular with sailors wanting to "get off the beaten track". Street's subsequent revisions of his guides have given detailed information on this anchorage.

Windward Bay is one and a half miles long. The resort development at the north end of the island abuts only the northern 500 yards of Windward Bay.

One can't help but wonder exactly how (and why) the foreign developers persuaded the St. Vincent & the Grenadines Department of Maritime Administration to close the *entire* Windward Bay — an anchorage that has been used by yachts for over 50 years.

Please sign me,
Quid Pro Quo?

A SHADOW IS CAST

Dear *Compass*,

We spent two wonderful nights at Cumberland Bay, St. Vincent in late February of this year. The place was idyllic. I wrote a glowing report destined for the April *Compass* and have also written in previous years.

Four days after our stay, on March 4th, a boat invasion and murder occurred in Wallilabou, the next bay just to the south.

Although torn, I cannot submit my positive note and even having stayed at Cumberland Bay several times over the past five years I must give it a miss on the way back down island. The situation is very sad, not only for the people attacked but also for the area, which was making some nice strides to becoming a great stopover place along that long trip from Bequia to Rodney Bay, St. Lucia.

As I edit this we sit in Bequia having just anchored after the 15-hour overnight sail from Rodney Bay. I know I cannot go back to Cumberland Bay right now and sit at anchor thinking about the recent tragedy. Each cruiser must make their own decision but sailing is partly about risk assessment and management.

Devlin McIntyre
Spray I

Dear Devlin and Readers,

We asked Chris Doyle, who anchored Cumberland Bay recently, for his comments, which follow.

CC

Dear *Compass*,

Every skipper has to make his own risk assessment with all the information available. One of the problems with this recent attack is we have very little information. Did the perpetrators come by boat from outside Wallilabou Bay? If so, all bays along St. Vincent's west coast would be equally at risk. Or did they come by land and just borrow a boat from the shore in Wallilabou? In that case the risk in other bays is more limited.

I stopped in Cumberland Bay in late March and was pleased to note that the government facility in the bay had security cameras pointing in two directions, which probably covers most of the bay. This is very much on the plus side for security. Cumberland Bay also has quite a community feel, with many of the service providers living and sleeping ashore along the beach, which I think helps.

I did note as I passed along the coast that there were about three boats anchored in Chateaubelair, two in Cumberland Bay and about three in Wallilabou. So the incident at Wallilabou has not driven yachts away from the west side of St. Vincent completely.

I will feel much happier, of course, if the police manage to find out who attacked the yacht at Wallilabou and catch them.

Chris Doyle
Yacht Ti Kanot

WIFI AT ANCHOR

Dear *Compass* Readers,

WiFi in the comfort of your boat is an affordable luxury these days.

My wife and I began cruising in 2003 with a USB stick antenna, waving it around out on deck until we found a sweet spot for WiFi and the weather information that we needed. However, using a laptop, we were often disappointed with poor signals and blue screens. Also, as the USB jack to power the antenna had limited power, the range to shore was quite limited.



Then in 2011 we graduated to a powerful Ethernet-based WiFi antenna. It's powered directly from 12V ship's batteries so it has much greater range. We have achieved a viable internet WiFi connection across nine nautical miles of open sea. The antenna and transmitter, all in one, are permanently mounted on our bimini, only about four metres above the water.

This Ethernet WiFi antenna (pictured) feeds an inexpensive wireless router, which sits inside on a dry shelf on the boat. This wireless router will supply WiFi simultaneously to every "smart" device on a boat, including e-readers, smartphones, tablets and laptops. We can even allow a neighbouring boat access to our system if they are without an external antenna.

—Continued on next page

—Continued from previous page

We leave it all powered on constantly, as we have plenty of solar generating capability and the internal heat of the electronics might help to keep moisture from getting into the antenna. It holds the WiFi connection, even when we're not actively using our computer.

Still, some anchorages have spotty WiFi shoreside connections, so quite often we'd fire up the laptop, then open a web browser and be rewarded with a "no connection" tag. So, in the past there was nothing to do but switch off the laptop and try again later. Well, after all, that's just part of life in our nautical paradise, isn't it?

Fast forward to our inexpensive new ten-inch tablet. Unlike a PC or laptop, we leave the tablet booted up 24/7. It just goes into power-saving sleep mode when it's stowed away. However, if our Ethernet WiFi antenna has a momentary connection, even for a few seconds while we're away from the screen or overnight, the mail, social media, weather routing messages and other notifications will be downloaded for us to happily discover the next time that we open our tablet.

As many of us Canadians say, "Beauty, eh?"

Ken Goodings
Silverheels 3

A WORD ON SHORE LEAVE

Dear *Compass*,

I had always wondered what was meant by the phrase 'insurance is included" when we rented a car in Martinique. Well, we had quite an education when we rented a car in Le Marin in February.

Our guests had never been to the island and were anxious to see all the sights, so we set off for the west side of Martinique after renting a Renault Clio. We knew there would be heavy traffic so we left early on a trip to St. Pierre. All went well until, on the outskirts of Fort de France, the traffic came to a stop. For several kilometres we crept along, stop and go. We had just passed the entrance of a small side road when a black Toyota pickup truck decided to try to cut in beyond the entrance lane. Unfortunately construction pylons forced him to squeeze into the traffic. He passed our right side too close and a piece of his rear bumper caught the front bumper of our car. He then merged several cars in front of us and proceeded on his way. Luckily we were able to copy down his license plate number and were able to follow him.

Eventually he noticed that we were still following and decided to pull off the freeway. We followed him to a bus stop where we were able to talk with him. I have a working knowledge of French but it was immediately evident that there was a communication gap between the truck driver and me. I asked for his insurance papers and he did not seem to understand. He was speaking in a broad dialect, possibly Haitian. He did not respond to my request for proof of insurance, so I asked him to write his name and telephone number on my boat card. Meanwhile, our guest photographed our damage, the truck's damage and the license plate. I showed him our rental agreement and gave him the telephone number. We both then drove off.

The next morning we reported the accident to the rental company — and here is what we did right and what we failed to do right:

The rental company wanted the insurance certificate details that are posted on the front windscreen. In France, all vehicles must have their insurance certificate displayed on the lower right front area of the windscreen and the actual document should be in the vehicle. We should have photographed this document.

Because the truck moved after the collision, he was automatically at fault. If he had not stopped to speak with us, it would have been classed as leaving the scene of an accident. We found this out when we tried to report the accident to the Gendarmerie Station, who referred the matter back to the rental agency.

The rental company usually places an accident report form in the glove box of the rental vehicle. We should have had the truck driver sign this form. However we were not aware of this form or the procedure.

The matter then became a game of cat and mouse between the truck driver and the rental company, with our deposit of 750 Euros hanging in the balance. The police had no further interest in this minor fender-bender incident.

In order to resolve the matter, the truck driver had to sign the accident form and give his insurance details or the deposit would be forfeited. Several telephone calls were made to the truck driver asking him to come to the agency and sign the forms. These requests were ignored. It was only when he was notified of police involvement did he finally appear and sign the form.

The matter was finally resolved after three days and the deposit returned.

Of course we should have demanded to see the insurance documents before we continued on our way, but with the driver unwilling to provide us with this, we felt that it was better to continue on our way. We were also unaware of the insurance certificate on the windscreen.

We thought that this adventure might be of interest to cruisers renting vehicles in Martinique. It is most certainly a beautiful island, one of our favourite cruising areas, and we undoubtedly will rent a car again, but be somewhat more circumspect.

Our conclusion is that rental insurance is definitely included in the renting of a car in Martinique, but be sure to query what the procedure is in case of an accident.

Arleen and Denis Webster
Tiger Lily II

SVG COAST GUARD KUDOS

Dear *Compass*,

Efficient! Attentive! Obliging! Helpful! Cheerful! Willing! And any other words of praise that you can imagine.

We were having a drink on our friend's boat in Admiralty Bay, Bequia at Easter time. We had gone over in our trusty dinghy — not far — and I fear we had tied up rather haphazardly as it was dark and the unrelenting wind was gusting strong.

When it was time to go, we went to board the dinghy, to find to our dismay that it wasn't there! Our careless knot had become undone and our precious little boat was gone, complete with oars and engine and any hope that we'd ever see it again. The guys set out on a hopeless quest to find it in the dark blustery night and then our host took his dejected guests back to *Cynara*.

Once aboard, my husband, Mike, called the St. Vincent & the Grenadines Coast Guard to report our loss, and much to our surprise, the Coast Guard promptly replied to say they'd be out and would look for it immediately. A patrol boat was on station in Bequia and about five minutes later they arrived alongside *Cynara* to check where we were, and then they cheerfully set out on what we were convinced would be a fruitless search.

Less than half an hour later, we were called on the radio: "We have found your dinghy, and are bringing it back now!" Any sailor has to know how we felt, and in about 15 minutes our dinghy was returned and tied (securely this time) to our stern.

We thanked the merry men of the SVG Coast Guard effusively! Thanks to them, their caring and efficiency, we could rest peacefully that night and continue to enjoy our visit to Bequia.

Nan Hatch
S/V Cynara

NEW HAPPY SPOT IN ANTIGUA

Dear *Caribbean Compass*,

We were waiting for the amazing Antigua Classic Regatta to begin. As cruisers we are always watching our pennies so we usually like to go to Happy Hour at a new bar/restaurant and then back to the boat for dinner.

We came into luck and walked into Zambuka — a wonderful new restaurant that just opened a couple of months ago in Falmouth Harbour. The owner, Courtney, is incredibly friendly and welcoming. His Happy Hour lasts from 4:00 to 8:00PM — every day. The wines are two-for-one (delicious choices) and my husband had a rum punch that was refreshing but not sweet. The environment is totally relaxing with good music, WiFi, etcetera.

We will return before we leave Antigua! Be sure to say "hi" to Courtney and check out his new digs.

John and Roberta Nunemaker
S/V Freedom

SIT DOWN IN THE BOAT

Dear *Compass*,

I have noticed a most curious fad in the anchorages: that of standing up in the dinghy.

What is the purpose of this? It not only looks ridiculous — there are few funnier sights than a pair of fatties bouncing along in this fashion — but can also be dangerous.

We were having a sundowner in St. Martin's lagoon a few years ago when one of these tyros came bopping past. His outboard hit an obstruction and kicked up, he flew over the bows, the engine dropped back into the water and he was run down, rendering him unconscious. He drowned before anyone could get to him.

When I was in the Royal Navy some 50 years ago, the first order on going from ship to shore, was: Sit down in the boat. It still seems a pretty good idea.

Roger Lewis
S/V Pleiades

WE WANT TO HEAR FROM YOU!

***Dear* Compass *Readers*,**

We want to hear from YOU!

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

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

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LETTER OF THE MONTH

WHY DID THEY DO THIS TO ME?

Dear *Compass*,

Some weeks ago we sailed to Puerto la Cruz, Venezuela. We were Monsieur as skipper, Madame, and I, a pretty three-coloured cat, as cabin boy. The skipper said, "We'll go there because it is the cheapest place to haul out the ship and paint the bottom." After two weeks on the hard at Marina Bahia Redonda our ship looked miraculous again.

It was a Friday when the boat went back in the water. The next day, Madame picked me up and carried me ashore, something she had never done before. We hurried through the marina and near the entrance she set me down. Before I knew what was happening, she hastily disappeared around a corner. I ran in that direction and after a long search found our ship.



Obviously Madame was not pleased. She picked me up rudely and again she went in the same direction. This time, along the entrance almost at the end of marina, she threw me onto a motoryacht and hastened away. It was getting dark. I stayed there.

The next morning, as I sat on the bow of the motoryacht, I saw our ship leaving the harbour. I thought they had forgotten me, because the crew is not complete! Soon they will note the mistake and fetch me.

The day passed and I got hungry and thirsty. The temperature was more than 30°C and I found shade only under a small chair. The next night I tried to explain to myself why they had done this to me. I always kept out of mischief. I gave them a lot of joy and love and they got many compliments about me from their friends.

It became Monday; I was still alone, hungry and thirsty. I started to cry. Late in the afternoon a foreign woman came to the motoryacht. She tried to comfort me but I did not understand her language. Soon she disappeared, however, and returned some minutes later. In her hands she had two bowls: one with food and one with water. Distrustfully, I waited until the woman removed herself, and then I ate. The next morning there came another woman who refilled both bowls. In the evening the same woman as the day before came. Again she talked incomprehensibly to me and supplied me with fine wet food and water. Now two weeks have passed and I get food and water daily. Now I have made friends with this woman and I let her stroke me — she must be a good person. She and her husband call me "Leave".

But to this day I cannot understand why Monsieur and Madame cast me away in this foreign world.

Leave

Dear* Compass *Readers,

Sadly, once again, as in our March issue (see Letter of the Month at www.caribbeancompass.com/online/march16compass_online.pdf), we have to highlight the thoughtlessness of people who abandon their pets to an uncertain fate ashore. Although Madame might have been rescuing Leave from an even worse fate (we acquired our long-time ship's cat from fishermen on Isla Margarita who had a bucket of kittens they planned to use for shark bait), there's usually no need to turn domestic animals loose to fend for themselves.

In most of the Eastern Caribbean islands there are animal welfare groups who will do their best to re-home pets if for any reason you can no longer keep them. In Bahia Redonda, over the years there has been a revolving group of kind people who look after the numerous stray cats that inhabit the marina — and the occasional cruising yacht's castaway such as Leave. These volunteers, who currently try to feed and provide veterinary care for more than 40 cats, face particular struggles as they rely on donations from cruisers, and cruisers are somewhat scarce in Venezuela these days. Moreover, we're told that from November 2015 until March there was no catfood available in Puerto la Cruz. One volunteer tells Compass, *"Last year a veterinarian from France spent her holidays visiting us. In addition to making a financial donation, she sterilized 13 cats, operated on a cat with a damaged eye, and brought a lot of dry food and medicine — all free of charge. For us it was Easter and Christmas together!"*

Again, we remind our readers: Don't get a pet unless you plan to look after it for its lifetime, and if unforeseen circumstances arise, dumping it is not the answer — find it a new home or give it to someone who will.

And if you're sailing to Puerto la Cruz, bring some catfood!

CC

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Your contributions of tail fluke photographs of humpback whales from the Caribbean region are critical for conservation efforts.

INTERESTED in Helping? Go to www.CARIBTAILS.org

WHAT'S ON MY MIND...

A Free-Diver's Dilemma:

Watch Fish or Eat Them?

by Sophie de Barberin

New Year's Eve went too fast, and the following day started with its own difficulties.

At daybreak we jumped into our dinghy with all our usual gear for free diving. We went straight out into the open sea where we know of a small underwater cliff ranging from 25 to 60 feet. Normally there is quite a lot of traffic on the surface here, but underwater we know that the pelagic fish are also very attracted to the area.

Today there is a lot of wind, reducing the availability of locations; there is, however, this one good one we have chosen as it is protected from today's wind. On this New Year's Day morning there shouldn't be so much traffic following the previous night's festivities.

Here we are in the water; visibility today at this location is as normal — not good. At around 36 feet we can't see each other anymore despite having painted our fins white. We work alternately, one diving, and one staying on the surface recovering from his own dive, observing the traffic and ensuring the safety of his dive buddy.

> *'I turn around and he is right there, observing me while slowly passing by'*

While diving I usually think of all those fish that must learn to live with all the noise of passing boats whose engine noise we can hear, as it travels a long distance underwater. However today it is strangely quiet. I hear the sea; I listen to the fish without human background noise. I hear their unique natural sounds: their squeaking, grunting and calling to each other. Today I can't hear the whales, whose voices carry underwater from way out in the deep ocean, sounding like the meowing of cats.

The sound I most want to hear is from a barracuda or a thazard. Stefan already has caught a nice dorado at the beginning of our dive, but since then nothing. Everything is much too quiet. We move along the wall that is getting smaller and smaller, visiting a few caves. I hear small fish but otherwise nothing significant.

We head back to deeper water in the channel. A catamaran approaches, so I swim towards the shallows to avoid it, not happy to have to move from the best spot. Once the boat has passed I dive to the bottom, stabilize myself and observe the corals and green hue to the water — and then I hear him talk behind me. Immediately I turn around and he is right there, observing me while slowly passing by. My hunting instinct takes over and does the rest, as if my spear is directly linked to my ears and eyes, bypassing the mind.

I swam to the surface with a ten-pound barracuda — more than enough food for today to share with our friends on this celebratory first day of 2016.

What a dilemma this love of life! I enjoy the beauty of seeing the fish in their natural environment, but at the same time I like them for the pan.

Stefan had not seen any of the action, as I was too deep, but he had heard the sound and thought I had finally caught the snapper living in the hole nearby. But the snapper has become a local friend and is now safe.

—Continued from page 20

…Y2A

According to Selma Daniel: "The BTSA had three double-enders entered into three different traditional boat classes in the 2016 Bequia Easter Regatta: *Camille*, *Ark Royal* and *Eclipse*. They each took the overall first in their respective class. *Camille* competed against a boat that was newly built to beat her but proved to be no match. *Eclipse* didn't have a class to race with but volunteered to race against the bigger boats. Though a captain from one of the other boats protested, she was still allowed to start with the bigger boats in the Friday race. She beat them all that day.

"Now that the regatta is over, we are focusing on rebuilding *Iron Duke*. We also spoke to some of the boys about going to Carriacou so they can learn more about boat building and get more experience. The next race we will be participating in is the Mayreau Regatta, April 28th through May 1st." In the future, Alick would also like to sail the kids to Trinidad for a sailing event.

Unique things we can learn from BTSA:

- Create clear messaging
- Communities can come together to support and protect youth when they understand the danger and the possibilities
- Have youth members actively involved in making the fundraising items or events
- Be practical with racing rewards, award trophies that can further the aims of the kids and the organization
- Make use of regional opportunities such as racing, observing/learning from others and certifications

Ellen Ebert Birrell serves on the Caribbean Sailing Association Sailing Development Committee. Visit caribbean-sailing.com/youth/youth-programs for more information.

Youth2Adult – Y2A – is a series of articles celebrating sailing's role in youth development. Y2A seems to be doing its job. A reader of April's Y2A in Mayreau was alerted to the mid-April SVG Sailing Federation meeting to take place in Bequia that same month. She alerted a local group who are newly forming Mayreau junior sailing, who sent a representative to the meeting. This is what Y2A is designed to do: Inform. Educate. Inspire. Let's get what we focus on: Positive youth development.

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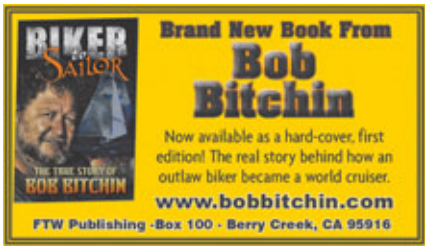
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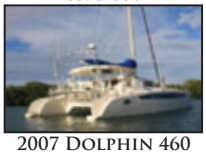
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MERIDIAN PASSAGE OF THE MOON



MAY - JUNE 2016

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!

May 2016

DATE	TIME
1	0711
2	0803
3	0856
4	0950
5	1046
6	1143
7	1242
8	1342
9	1442
10	1540
11	1643
12	1726
13	1814
14	1900
15	1944
16	2027
17	2109
18	2152
19	2235
20	2320
21	0006
22	0000 (full moon)
23	0034
24	0143
25	0234
26	0324
27	0415
28	0506
29	0557
30	0649
31	0739

June 2016

1	0832
2	0927
3	1024
4	1123
5	1223
6	1323
7	1421
8	1515
9	1607
10	1655
11	1740
12	1824
13	1907
14	1949
15	2032
16	2116
17	2202
18	2249
19	2339
20	0029
21	0000 (full moon)
22	0121
23	0212
24	0304
25	0335
26	0445
27	0556
28	0627
29	0719
30	0813

CALENDAR

MAY

1	Public holiday in many places (Labor Day)
1 – 3	St. Maarten Carnival
2	Public holiday in many places (Labor Day observed)
5	Public holiday in Guyana (Indian Arrival Day) and Aruba, Bonaire and Curaçao (Ascension Day)
5 – 7	Combat de Coques regatta, Martinique. Club Nautique du Marin, www.clubnautiquedumarin.com
6 - 8	Anguilla Regatta. www.anguillaregatta.com
7	Cayman Islands Carnival
7	Start of ARC USA rally from Tortola to Virginia and Florida, www.worldcruising.com
7	Start of ARC Europe rally from Tortola to Portugal, www.worldcruising.com
13 – 15	Barbados May Regatta, Barbados Sailing Assn., www.sailbarbados.com
13 – 16	Petite Martinique Whitsuntide Regatta
13 – 16	Canouan Regatta
13 – 16	Barbuda Carnival
15	Start of Salty Dawg Rally to US from Tortola, saltydawgrally.org
16	Public holiday in some places (Whit Monday) and the Cayman Islands (Discovery Day)
18	Public holiday in Haiti (Flag Day)
20 – 22	BVI Dinghy Championships, Royal British Virgin Islands Yacht Club, www.royalbviyc.org
21	FULL MOON
22 - 24	Foxy's Wooden Boat Regatta, Jost Van Dyke, www.foxysbar.com
24	Public holiday in Belize (Sovereign's Day)
26	Public holiday in some places (Corpus Christi) and Guyana (Independence Day)
28 – 29	Puerto Rico Heineken Int'l Regatta, www.heinekenregattapr.com
30	Public holiday in Puerto Rico (Memorial Day), Trinidad & Tobago (Indian Arrival Day) and Anguilla (Anguilla Day)

JUNE

3	Public holiday in the Bahamas (Labour Day)
5	World Environment Day
13 – 19	International Optimist Clinic and Regatta, St. Thomas, St. Thomas Yacht Club (STYC), www.styc.net
17 – 19	Heineken Regatta Curaçao, http://caribbean-sailing.com
19	Public holiday in Trinidad & Tobago (Labour Day)
20	FULL MOON. Summer Solstice.
20	Public holiday in Trinidad & Tobago (Labour Day observed)
21	Public holiday in BVI and Anguilla (Queen's Birthday).
21	Fête de la Musique, St. Barts. www.stbarth-tourisme.com
21 – 26	Leg Two of Casa de Campo Billfish Tourney. Dominican Republic, (305) 213-5521
23 – 25	St. Kitts Music Festival, www.facebook.com/stkittsmusicfestival
24	Public holiday in Venezuela (Battle of Carabobo)
25 – 29	Caribbean Billfish Tourney, Marina Cap Cana, Dominican Republic, wtevents01@gmail.com
29	Fisherman's Birthday; local boat racing in many communities
TBA	St. Lucia Dinghy Championships, St. Lucia Yacht Club (SLYC), www.stluciayachtclub.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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1999 JEANEAU SUN ODYSSEY 37 Yanmar 27hp, good condition. US$34,000. Lying Trinidad. Tel: (868) 634-4346 E-mail: don@powerboats.co.tt

C&C 42 Reasonable condition. Perkins 60hp. Working well. US$15,000. Lying Trinidad Tel: (868) 634-4346 E-mail: don@powerboats.co.tt



50' LUXURY YACHT 2 x 420hp Caterpillar 3126, low hrs. Complete yacht professionally refit 2011. Excellent condition ready to go. Full a/c, ideal for charter. Recent survey. Reduced price US$180,000. E-mail: florent.dubois@hotmail.fr



50' BENETEAU OCEANIS 1994 Excellent condition, refitted 2011. Lying Bequia, St. Vincent & the Grenadines. US$125,000. E-mail:kenyon_charlie@hotmail.com

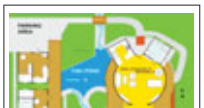


36' INTERMARINE Centre console, 2x 250HP, Yamahas 2007, w/ less than 500hrs. Fully serviced since new, cabin w/ head, stereo, VHF, brand new floor/stringers, just completed. 250 gal. fiberglass fuel tank, 50 gal. polyurethane water tank. Heavy duty trailer just refurbished. Currently rigged for sport fishing but can be used for charters/ tours. Lying Howard's Boatyard, SVG. EC$150,000. E-mail: misaacs@mustique.vc Tel: (784) 533-2828

PROPERTY FOR SALE

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

CARRIACOU - HERMITAGE Overlooking Tyrrel Bay. 2 storey house with fenced garden on ¼ acre. Upstairs apt has 2 bedrooms, 1 bath, large veranda. Downstairs apt has 3 bedrooms, 1 bathroom, opens onto garden. Available immediately EC$800,000 Laura Tel: (473) 443-6269 or +44 208-621-5001 E-mail: tbyh@usa.net



BEQUIA – MT. PLEASANT Interesting & unusual, 3 bdrms, 2 baths, pool. Tel: (784) 533-4865 www.cedarretreat.wordpress.com www.caribbeanhouseforsaleonline.com

RENTALS

BEQUIA - LA POMPE Large 2 bedroom house and/ or 1 bed studio apartment.Big verandah and patio, stunning view, cool breeze. Internet, cable TV. 2 weeks minimum, excellent long-term rates. Tel: (784) 495 1177

HELP WANTED

CARRIACOU- Experienced manager required to run small boatyard and marine facility. Contact Carriacou Marine Ltd. Tel: (473) 538-3108 Email CV to zap@spiceisle.com

MISC. FOR SALE



2X YAMAHA 250HP 4 strokes 2012, low hrs. Complete w/ controls & props, 25" shafts. US$30,000 for the pair. Tel: (784) 528-7273.



4200W GENERATOR Trailer type, 110/220V with only 6 hrs. US$1000. Tel: (784) 528-7273.

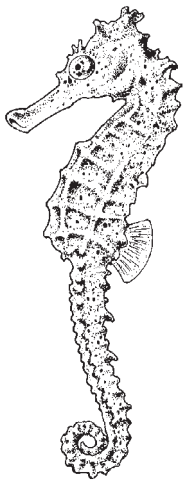


3208 CATERPILLARS 2x3208 375hp marine engines/ZF transmissions. Fully rebuilt, zero hrs. Tel: (784) 528-7273 E-mail: rodney_gooding@hotmail.com



3 X YAMAHA 250HP OX66 Saltwater Series 2001, 2 x Mercury 250hp XS 2001, US$7,500 Each. Tel: (784) 431-0777.

2X 1998 VOLVO MD2030B Engines, 120SE sail drives, two-blade fixed propellers, instrument panels & wiring looms. Engine 1 overhauled 2013, 1500 hrs. Engine 2 original, engine hrs unknown, gearbox sliding sleeve will need replacing. US$5,900 for the pair. E-mail: kevingooch@hotmail.com



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FOR SALE



2006 Island Packet 445 "Tirnanog" Excellent condition. Life raft, bow thrusters, stereo, VHF, 2 anchors, all Coast Guard equipment, 12' Caribe RIB, bimini/dodger, autopilot, chartplotter, electric winches. **Well priced at $335,000**





1987 Island Packet 38' "Salty Shores" Rare centerboard two owner boat. Extremely well maintained by second owner. The centerboard and all centerboard brackets and hardware have been re-engineered. Also added, a rudder keel strap not on early IP's of this year. New rudder bearings and epoxy glassed rudder. This boat is set up perfectly for cruising the Caribbean. Upgrades include: Maxwell windlass, 55 lb bronze Barnacle anchor, new stanchions and lifelines, new genoa tracks, primary winches, chainplates, standing rigging. Stalok's Harken furling, new S/S arch, 6 x 65 watt solar panels with charge controller. New custom centerboard, new Yanmar 4JhJE 54hp.

2007 Island Packet 445
Lovely vessel with excellent maintenance record, one owner, always in IYC's care. Equipment includes: Fridgaboat Keel Cooled refrigeration, bow thrusters, Autopilot, Raymarine wind, knot and depth meters. Boat set up for bareboat chartering so has minimal electronics, perfect for adding the newest gear. **Asking $375,000**

Andrea King, Island Yachts Charters, Red Hook, St. Thomas, USVI •
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—Continued from page 9

…Biz Briefs

Sailors visiting our marina and boatyard can make use of our improved social area: a popular bar and entertainment area that was added to the facilities a little over a year ago. Besides the cold beers, the lounge-y sofas, the hammock and the big flatscreen TV, our free and strong WiFi signal at the social area is an inviting extra. And just before Easter, the picnic table was relocated to make room for a new addition: a cozy chill-and-grill place. Here sailors can grill some food and sit and enjoy their wine by the fire while they're at it!



Curaçao Marine organizes a weekly happy hour and a monthly barbecue for visiting sailors and our working crew. We are also happy to see that the live-aboard sailors are getting together and organizing their own potlucks!

Another improvement made earlier this year was the reinforcement of the slipway and certain parts of the yard to be able to carry the heavier loads of the bigger boats that are visiting our boatyard more frequently. With the 60-ton Roodberg slipway trailer, we have been towing big motorboats and sailboats, and thus this was a priority on our development list.

Curaçao Marine is ready for your visit during the upcoming hurricane season or any other time. Come on over and visit this safe off-the-beaten-path sailing destination — we look forward to welcoming you at the docks!

For more information visit www.curacaomarine.com and follow us on Facebook/curacao.marine and Instagram/curacao_marine, and see ad on page 10.

Turtle Watching Season in Grenada

Anne I. McIntyre-Campbell reports: Turtle Watching Season in Grenada is from April 1st through June 30th. Regulations are in place to ensure that the nesting turtles are not disturbed. Visitors are therefore encouraged to book with existing tour operators who work with community guides and marine biologists to run quality tours and provide the necessary permits as well as transport.

Please visit www.caribbeanhorizons.com to see the protocols for turtle watching.

To join a turtle tour and enjoy a truly "eco" experience, call Caribbean Horizons at (473) 444-1555/3944 to book.

For more information on Caribbean Horizons see ad on page 39.

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