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MAY 2017 NO. 260
The Caribbean's Monthly Look at Sea & Shore



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30TH ST. BARTHS BUCKET

— Story on page 18

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St. Barths Bash
Fun in a Bucket 18



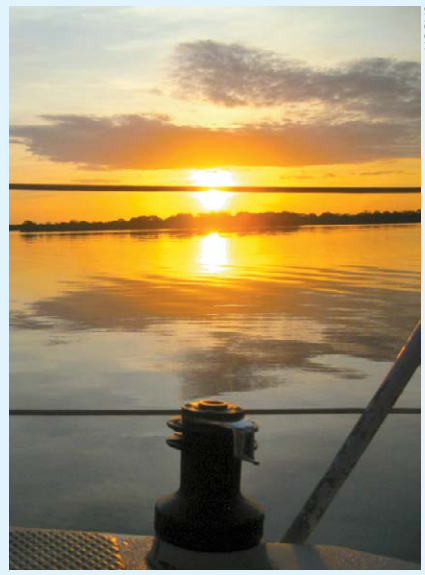
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Easter time is traditionally kite-flying season in the Caribbean, and part of the fun is making your own. Last month, 11-year-old Rakeem McFarlane of Windward, Carriacou was spotted with this smart-looking kite in Harvey Vale!

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On the cover: Ace regatta photographer Tim Wright was in St. Barths to catch every drop in the Bucket! See his work at www.photoaction.com and Mark Denebeim's report on the event on page 18



Info & Updates

Tall Ship Danmark Visits St. Croix

Carol Bareuther reports: The Tall Ship *Danmark*, the international nautical ambassador for the Government of Denmark, arrived at the Frederiksted Pier, in St. Croix, on



AUSTIN CALLWOOD / 340 GROUP VI

March 28th. She, her cadets and officers participated in several official events, including a parade, a reception and public tours. The events were part of the 234-foot, square-rigged sailing ship's visit to the territory to commemorate the USVI Transfer Centennial, marking the transfer of the islands from Denmark to the United States.

The *Danmark* was built by the Nakskov Shipyard in Denmark and launched in 1932. She weighs 790 gross tons, with a 17-foot draft, a 32-foot beam, and a complement of 26 sails. The *Danmark* has been in nearly continuous use since its launch to train officers of the Danish merchant marine, except for a four-year period during World War II when Denmark lent the vessel to the US Coast Guard Academy to train its cadets. A bronze plaque affixed to the *Danmark's* mainmast commemorates her service to the US as *USCGC Danmark* (WIX-283). The *Danmark* is currently sailing with 80 cadets and 19 crew.

New USVI Ferry Service

There is now a regularly scheduled ferry service between St. Croix and St. Thomas in the US Virgin Islands. The *QE4*, a 103-foot "tandem catamaran" built by St. Croix's Gold Coast Yachts, began the route last month. The ferry, which seats approximately 54 passengers inside and also has some outside standing room, will make the round trip twice a day.

The *QE4* will leave St. Croix at 7:00AM and arrive in St. Thomas at 9:00AM, then leave St. Thomas at 9:30AM and arrive in St Croix at 11:30AM. Its second trip from St. Croix will leave at 1:00PM and arrive in St. Thomas at 3:00PM, with the final trip of the day leaving St. Thomas at 3:30PM and arriving in St. Croix at 5:30PM. Tickets cost US$50 one way.

Visit www.qe4ferry.com for more information.

Spanish Skipper Sentenced in Solo Sailor's Death

Spanish yacht skipper Javier Bermejo Martin has been sentenced to 36 years in prison for the murder of fellow sailor Don North, in 2011 in the San Blas Islands of Panama.

A US citizen, 56-year-old single-handed sailor North had spent 20 years living aboard his 38-foot Morgan sloop, *Windancer*, mainly cruising in Panamanian waters during 2010. In early January 2011, North told friends he was going to leave Chichime in the San Blas Islands, bound for Sapzurro, Colombia. He communicated frequently with his family, but was never heard from again after departing Chichime.

In early February 2011, according to Don Winner of Panama-Guide.com, Panamanian authorities seized an apparently abandoned boat bearing the hastily applied name *Green Twilight*, which was subsequently identified by North's fellow cruisers as *Windancer*.

—Continued on next page



Javier Martin, convicted of two other skippers' murders



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DOYLE CARIBBEAN

—Continued from previous page

In April of that year, Panamanian law enforcement authorities arrested charter skipper Javier Bermejo Martin, whom they believed murdered North. Javier Martin had been making his living aboard the Beneteau Oceanis 44, *Twyla*, transporting backpackers between Panama and Colombia — until December 8th, 2010, when he wrecked the boat on a reef at Chichime. The murder motive seemed to be the need for a replacement boat. When arrested, Martin had North's credit card in his possession. Martin's trial in Panama City for the murder of Don North began in April 2014.

Martin has also been convicted of the murder of French charterboat owner Jean-Pierre Bouhard. Like Martin, Bouhard had also carried backpacking passengers between Panama and Colombia. On the weekend of February 5th, 2011, scuba divers found Bouhard's body floating off Portobelo, Panama, tied up and weighted with an anchor. Panama-Guide.com reported that after Bouhard went missing, Martin took Bouhard's 50-foot aluminum catamaran, *Levante*, from Puerto Lindo to Green Turtle Cay Marina, had a different name painted on it, and presented forged paperwork.

Javier Martin has not yet been sentenced for the murder of Jean-Pierre Bouhard. The sentences will run concurrently.

Cuban Yacht Club Celebrating 25th Anniversary



SALLY ERDLE

Hemingway International Yacht Club of Cuba welcomes sailors from near and far at the organization's 25th anniversary celebrations this month

Hemingway International Yacht Club (Club Náutico Internacional Hemingway) of Havana, Cuba will be celebrating its 25th Anniversary this month with a gala array of nautical events — and the international sailing community is invited!

May 19th will be Sailing Day, featuring the 25th Anniversary of HIYC Regatta. Up to 100 boats are expected to compete in Spinnaker, Non-Spinnaker and Multihull classes. Competitions will also be held for Optimist, Laser, Hobie Cat 15 and 16, Snipe and Cadet class dinghies; RS:X and Bic Techno windsurfers; and kite surfers. All races will be held along the three nautical mile stretch of the Havana Malecon, offering a nautical show like none ever seen before in Havana.

The day's events will wrap up with Happy Hour at the Hemingway International Yacht Club, with soft drinks and juices for the kids and the famous Cuban cocktails for the adults.

On May 20th there will be a Nautical Parade, led by several schooners that, upon entering Havana Bay, will greet the fortress of Morro Castle of Havana with cannon salutes that will be answered from the ground. Speedboats will perform demonstrations of speed in front of the Havana Malecon, and the public will also be able to watch exhibitions of jet skis and water skis. After the nautical events, a Happy Hour, again hosted by the Hemingway International Yacht Club of Cuba, will welcome all participants.

The gala party celebrating the 25th Anniversary of the founding of HIYC will take place on May 21st at 8:00PM at the clubhouse. Festivities will include the presentation of awards to the winners in the Sailing Day events and delivery of recognitions to the participants in the Nautical Parade. Many representatives of the nautical institutions attending the celebrations will be honoring HIYC with a special memento in recognition of the work done by the club during its first quarter century.

Altogether, nearly 1,000 people are expected to participate, representing the international nautical community and the Cuban maritime and nautical community, plus executives of Cuban governmental institutions and of the Diplomatic Corps accredited in Cuba, and members of Hemingway International Yacht Club, the latter coming from 73 different countries.

Commodore José Miguel Díaz Escrich of HIYC says, "In spite of the difficulties encountered in its development to reach its first quarter of a century, the Hemingway International Yacht Club of Cuba has become a bastion in the defense of Cuba's nautical traditions and a sanctuary for the friendship between the members of the international nautical community and Cuba's lovers of the sea and recreational boating.

"I take this opportunity to express to you that we will be very happy and honored to share with you the celebrations on the occasion of the 25th Anniversary of the Hemingway International Yacht Club of Cuba."

Visit https://cuba-boating.com/hemingway-yacht-club for more information on Hemingway International Yacht Club.

Dominica's Jazz 'n Creole Festival

The Discover Dominica Authority reports: On June 4th, Fort Shirley in Dominica's Cabrits National Park will come alive for the main stage of Dominica's Jazz 'n Creole Festival 2017.

The festival, now in its eighth year, is a fusion of jazz music with Creole music, food and culture. Touted as a family friendly event, patrons can expect to delight in rich rhythmical melodies from across the world.

—Continued on next page



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Discover Dominica Authority continues its vision to grow the Jazz 'n Creole Festival to the name recognition of Dominica's other festival tourism products.

This year's line-up features, on the Main Stage, the Dominica-based band Ti Orkest, meaning Little Orchestra; Breve, an exceptionally talented ensemble of local musicians; and Dominica's princess of song, Michele Henderson.



DISCOVER DOMINICA AUTHORITY

Dominica becomes a music-lovers' delight during the weeklong Jazz 'n Creole Festival, starting with the Jazz Fringe on May 28th

Dominica's Jazz 'n Creole Festival has grown to a full week of activities, which include a dynamic private-sector aspect preceding the Main Stage. The Jazz Fringe, which faithful patrons have grown accustomed to, will run from May 28th through June 3rd. It features Lazy Sunday Jazz at The Evergreen Hotel on May 28th, French Quarter Street Jazz Festival at the Urban Garden Café on May 31st, Word, Sound and Power – Jazz at the Anchorage Hotel on June 1st, Jazzy Cocktails at The Champs on June 2nd, Jazz and Sass at the Fort Young Hotel on June 2nd, Soca and Jazz on the Rooftop at Atlantique View Resort on June 3rd, and Riverside Jazz 'n Creole at Riverstone Bar and Grill on June 3rd.

Tickets for the Main Stage event are EC$75 at the gate for adults, EC$25 for teens 12 to 18, and children under 12 years will enter free. Ticket specials on advance purchases of adult tickets will take place during the Jazz Fringe.

Dominica's Jazz 'n Creole, first presented in 2010, has attracted the interest of local and regional audiences growing in attendance each year. Dominica's Jazz 'n Creole 2017 is proudly presented by the Government of the Commonwealth of Dominica, with headline partner Discover Dominica Authority.



For more information visit www.DiscoverDominica.com and see ad on page 7.

We Know We Promised You…

But this issue filled up fast! Please stand by — the highly anticipated articles about St. Thomas Cruising Life and being Bumped by a Shark in St. John will appear in next month's issue of *Compass*!

Compass Now Available in Newport

Heading north this summer? *Caribbean Compass* is now available in Newport, Rhode Island, through Newport Shipyard (www.newportshipyard.com).

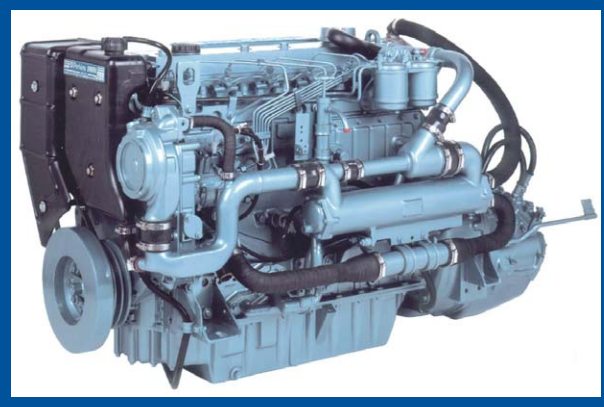
Pick up a hard copy in Newport and enjoy!

Welcome Aboard!

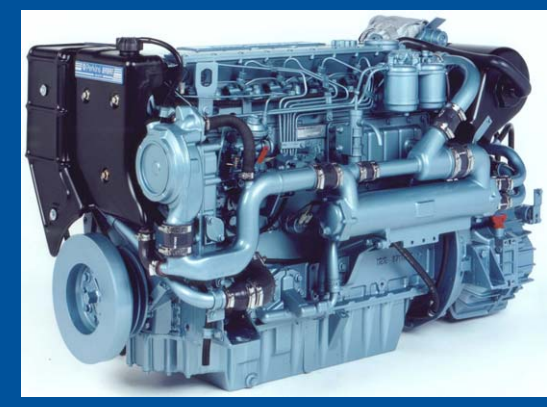
In this issue of *Caribbean Compass* we welcome new advertisers Bocas Yacht Club of Panama, on page 11; and One Caribbean Airlines of St. Vincent & the Grenadines, on page 11. Good to have you with us!

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DOMINICA'S Jazz 'n Creole

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Fringe Events:
May 28 - June 03, 2017

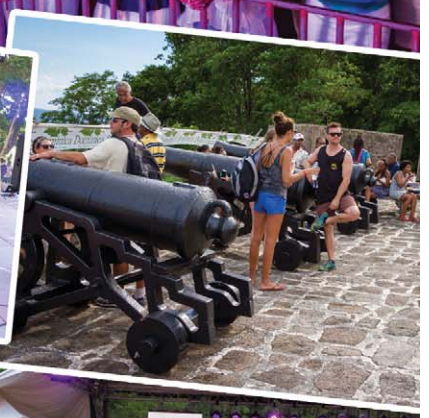
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June 04, 2017

FRINGE EVENTS

May 28 Evergren Hotel
May 31 Urban Garden Cafe
June 01 Anchorage Hotel
June 02 The Champs
June 02 Fort Young Hotel
June 03 Atlantique View Resort
June 03 Riverstone Bar and Grill









www.Dominicafestivals.com

Dominica
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BUSINESS BRIEFS

Carib Marine Dinghy Won in Kidz at Sea Raffle



Kidz At Sea Foundation teamed up with Budget Marine to raise funds for their program when they sold raffle tickets during the Heineken Regatta with the chance to win many prizes, including a Carib Marine Inflatable donated by Budget Marine.

Juliette Veen, local resident of St. Maarten won the first prize. "I bought ten tickets to support the cause, not expecting to actually win. The dinghy is very useful for me! I took it for a quick spin to get comfortable in it. Everything runs smooth; even with a 9.8 engine it has a lot of power. I've wanted a small boat for almost a year now. I'm not a big fan of driving cars, so I always thought a boat would be the best option for me. I'll be taking it for beach stops, to run errands when there's too much traffic, to pick up friends, and just all in all to have a good time."

The Carib Marine dinghy is targeted to the cost-conscious boater who still wants great performance and a dry, comfortable ride. It is a lightweight construction with a V-section fiberglass hull that cuts through chop and the tubes are made from Hypalon, which is a good choice for Caribbean tough conditions. The line of Carib Marine inflatable dinghies will be available at Budget Marine in July.

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

Mercury's New Caribbean Sales & Distribution Centers

Mercury Marine, the world's leading manufacturer of recreational marine engines, announces several new sales points throughout the Caribbean. These new store openings, located in key markets throughout the region, will be exclusive Mercury Marine and Land 'N' Sea stores.

"Offering these types of facilities and services to our customers is a testament to the strong partnership we have developed with our dealer network in the region," said Joaquin Soto, Mercury Marine director of sales and service, Caribbean, Mexico and Central America. "Our goal is to become more diversified to serve key markets in this region and these stores will allow Mercury to grow its presence in the Caribbean, Mexico and Central America."

Some of the new stores have already opened for business while others will open later in 2017. The new network allows Mercury to expand in Mexico, Martinique, the Dominican Republic, and Puerto Rico.

The new stores in the Caribbean include Auto Marina in Boca Chica, Dominican Republic; Blue in Cancun, Mexico; Maximarine SAS in Martinique; and Powerboat Marine LLC in San Juan, Puerto Rico.

For more information on Mercury Marine see ad on page 47.

Budget Marine Antigua Sponsors Sailability

Budget Marine Antigua in conjunction with Caribbean Alliance Insurance is proud to be sponsoring Sailability Antigua. Sailability was founded in the UK and the concept was initiated in Antigua in 2014 when two Challenger trimarans were shipped from the UK by Bob Bailey, Director of Sailability at the National Sailing Academy. Antigua Sailability offers the people of Antigua & Barbuda with disabilities the opportunity for social interaction and outdoor activity by helping them discover what sailing could do for them. The program has grown, with approximately 80 persons registered, and four sailing solo.



Budget Marine's Louisa Norris, Sailability's Bob Bailey and National Alliance's Joy Goodwin Henry

Louisa Norris, General Manager of Budget Marine Antigua, commented, "Budget Marine plays a significant role in the local fishing and yachting industry and applauds the efforts of Sailability Antigua and the Ministry of Social Transformation and Human Development to include citizens who are differently abled to have an active part in our community through sailing. Besides that, we have also seen the direct results of the program when Jerry Warner, staff member of Budget Marine Antigua, got introduced to the Sailability program when it just started. Jerry, who is physically challenged owing to an accident as a youngster, attended the program's weekly lessons free of charge. Within 12 weeks of starting he accomplished both his Entry level and Bronze level and was continuing for his Silver level. It's a program that works and Budget Marine is very happy and pleased to be a part of this activity and to partner with Caribbean Alliance to make donations that will go towards further development for the participants."

Sailability held their annual Charity Walk on March 19th to bring awareness to the foundation as well as collect donations for the cause. The day started with a walk and continued with fun-filled activities for the kids such as karate demo, tug-of-war, face painting, clowns, bouncy castle, pan band and more.

Visit www.antiguasailability.org for more information on Sailability.

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

Sea Bags is Antigua Sailing Week Sustainability Sponsor

Sea Bags, a brand giving a second life to used sails, has signed on as a sponsor for Antigua Sailing Week. The partnership supports an ongoing commitment to promote environmentally responsible behavior by incorporating green initiatives into the 50th annual Antigua Sailing Week.

Sea Bags is a Maine-based company that makes and designs products, including totes and home accessories from recycled sailcloth. The company, which was established in 1999, has saved more than 500 tons of sails from landfills since it started.

The Green Team, which is tasked with collecting waste materials generated throughout the ASW regatta each year, will include used sails that might otherwise end up in a landfill.

—Continued on next page

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Sea Bags will be helping to collect those sails, and through its Sail Trade Program, may provide a product in trade for every used sail, depending on the size and condition of that sail. There will also be a chance to win a Sea Bag through an online drawing to be announced.

The Antigua Sailing Week and Sea Bags partnership supports a commitment from regatta organizers to implement, for the seventh year, the Sailors for the Seas Clean Regattas program. The program educates the boating community about sustainability practices and ways of protecting and conserving the marine environment.

Sailors for the Sea is an ocean conservation non-profit that independently certifies and verifies that a regatta, yacht club or sailing program operates in an environmentally responsible manner.

Visit www.sailingweek.com/our-green-initiatives to learn more about ASW's Clean Regattas Program.

Visit sailorsforthesea for more information on Sailors for the Sea's Clean Regattas.

Visit https://seabags.com/info/sea-bags-sail-trade-program.html for more information on the Sea Bags Sail Trade Program,

Visit www.sailingweek.com for full details on Antigua Sailing Week.

The Hulk and Mrs. Jones 'Got a Thing'!



Arlene Telesford reports: It was a happy afternoon for the "The Hulk" boat lift at Clarkes Court Boatyard & Marina Grenada as he lifted out a Hylas 54 named *Mrs. Jones* on April 6th. The owners of *Mrs. Jones* were excited as the song "Me and Mrs. Jones" by Billy Paul was played while The Hulk danced her onto the hard. The owners were also treated to a special gift basket by CCBM Grenada's very own Mrs. Jones, who works in our Accounts and Marketing department. How fitting is that!

We are getting things started towards celebrations for our second-year anniversary carded for June 8th — and persons hauling out during May and June can expect that they might be next to receive a surprise. Follow our videos and photos on our Instagram, Facebook and Twitter pages.

At CCBM Grenada we are thrilled to be approaching this anniversary with over 600 boats hauled since June 8th, 2015 and we are looking forward to a very productive 2017 season. Clients have taken us up on our offers to get to know us and to see why we keep saying it's all about you because "You are the reason we haul boats!"

For more information on Clarkes Court Boatyard & Marina see ad on page 16.

'Barefoot Navigator' Course In St. Vincent

Philip Barnard reports: Tell your friends about our new Barefoot Navigator course starting in June. The course is run with no technology, not even a compass. Students learn how to read the signs on the water and in the sky to fix their position using the same techniques the ancient Polynesian wayfinders used in the Pacific. We also include some techniques from the Vikings, Chinese and Arab navigators. Fun for all sailors, and a lifesaver to some.

For more information on Barefoot Yacht Charters & Marine Centre see ad on page 20.

Budget Marine Curaçao Chosen "Best Chandlery" by Public

Budget Marine is proud to be chosen again by the public as the Number One Chandlery of Curaçao. Local newspaper *The Amigoe Express* started the "Best of" categories in 2014, allowing readers to select the businesses they prefer in different categories. Budget Marine Curacao was also chosen as Best Chandlery in 2014, coming in second in 2015.

"We are happy to be back on top!" said a happy Roeland van Bijnen, General Manager of Budget Marine Curacao. "It feels good to be chosen the number one chandlery by the public. We have great products and our staff does its utmost to deliver on good customer service. The Budget Marine Curaçao Team has connected strongly and positively with their customers and this is the gratifying result."

All "Best of" winners were invited to a gathering with drinks and snacks in the historical Landhuis (country house) Brakkeput Mei Mei. It also allowed businesspeople to get better acquainted with each other as well as the opportunity to do some networking. "The event was very nice and really well organized. From our side, we had special discounts, next to our regular discounts, to thank the people who voted for us."

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

Come to Grenada Marine's Open House!

Laura Fletcher reports: Grenada Marine is proud to introduce our first annual Open House on Friday May 19th from 2:00PM onwards.

We invite you to come and meet the teams in their relevant departments, learn something, ask an expert or just chew on an idea you may have for your yacht. We hope you will be lucky with one of the random giveaways Grenada Marine, Island Water World and Turbulence Ltd will be offering. Meanwhile there will be several fun activities in our "have a go" area.

Registered attendees will be driven to Grenada Marine in St. David's or, of course, folks are welcome to sail in for the event!

For more information on the Open House contact Laura Fletcher on Lauras@grenadamarine.com

For more information on Grenada Marine see ad on page 14.

Grenada Now a Suzuki Marine Territory

North Yacht Shop Inc. has become the newest and the exclusive dealer for Suzuki Marine outboards in Grenada. The store, located in Clarkes Court Boatyard & Marina, carries the latest models of two-stroke outboards and Suzuki's "Ultimate 4 Stroke Outboards" that feature fuel-efficient and high-performing engines in sleek designs.

"This new store represents our commitment of becoming the engine of choice for boaters throughout the Caribbean, offering the Suzuki Way of Life," says Erving Rosario, sales and marketing manager of Suzuki Del Caribe. "From the lightweight portable models to the robust big power V6 engines, Grenadians will find a variety of Suzuki Marine outboards and products," he added.

Suzuki's Marine products are known for their award-winning technological innovations, great efficiency and power. These have earned the company eight awards for innovation, making it the most award-winning outboard manufacturer globally. Also, these engines feature innovative technology like the Suzuki Lean Burn Control System, which provides the highest efficiency while cutting down on fuel consumption.

For more information visit www.suzukipr.com or visit North Yacht Shop at Clarke's Court. You can also contact the store at info@northyachtshop.com or call (473)-423-1201.

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Caribbean ECO-News

West Indian Manatees No Longer Endangered

After decades of effort to restore the population of manatees in the Caribbean and Florida, US officials have reported success, declaring that the "sea cows" are no longer an endangered species.

According to a statement from the US Fish and Wildlife Service, the population of West Indian manatees in Florida is now around 6,620, "a dramatic turnaround from the 1970s, when just a few hundred individuals remained."

PSYBERARTIST



The manatees are now classified as "threatened," which means that they are protected under the Endangered Species Act but are no longer thought to be in imminent danger of extinction. The decision applies to the Antillean manatee, found in the Greater and Lesser Antilles, Puerto Rico, Mexico, Central America, and northern South America. It also applies to West Indian manatees, which includes the Florida manatee subspecies, found in the southeastern United States.

Last year, when the proposed change in status for manatees was announced, some experts warned that the long-protected sea cows were still vulnerable to a variety of threats including climate change, pollution, and loss of habitat. The Fish and Wildlife Service statement nevertheless emphasized that the decision "will not diminish any existing federal protections that will continue to play a vital role in the recovery of the species. "The manatee will also continue to be protected under the Marine Mammal Protection Act," it added.

Manatees were among the first creatures listed on the Endangered Species Protection Act of 1966, along with American alligators, red wolves, grizzly bears and whooping cranes.

Visit www.fws.gov/northflorida/manatee/manatees.htm for more information.

Tobago to Phase Out Polystyrene Products

The Tobago House of Assembly recently passed a motion to phase out polystyrene foam products on the island. According to a March 26th report in the *Trinidad Guardian* newspaper, the motion, which was moved by Infrastructure Secretary, Kwesi Des Vignes, aims at preserving Tobago's environmental integrity through the phasing out of the importation, production and use of polystyrene foam (a.k.a. "styrofoam") products and the promotion of alternative products.

Des Vignes said that there was need to rethink how the environment is treated and the habits that inform local consumption and disposal. "Tobago must lead the way on this policy direction... in over 100 countries, they have already banned polystyrene products," he noted.

HUFFINGTONPOST.COM



The motion comes from concerns over the findings of a recently conducted local Situation Analysis and a Waste Characterization Study. Therefore, deliberations were geared at sensitizing Tobagonians to the negative impacts that polystyrene foam products and their improper disposal have on the environment, human health and the island's economy. Styrofoam, the secretary said, because of its non-biodegradable and non-renewable characteristic, contributes primarily to urban litter that threatens marine and other wildlife and ultimately the health of humans.

Caterers and suppliers to the Tobago House of Assembly and at Assembly events are to use alternative packaging, many types of which are already on the market. "This motion would give us the opportunity to explore new areas in manufacturing and exporting... there is big business in alternative products for Tobagonians," the Secretary said.

Further, the secretary indicated that the Division is partnering with the Ministry of Planning to implement legislation to phase out styrofoam products in Tobago and to forge supporting policy which complement the successful implementation of ecologically friendly and economically sustainable plans.

Grenada Also Looks at Styrofoam Phase-Out

As reported by Linda Straker at http://nowgrenada.com on February 27th, as part of a proper waste-management strategy, the Government of Grenada has disclosed its intention to approve legislation that will ban the use of expanded polystyrene and plastic.

"I intend to bring to parliament a styrofoam bill which will ban the importation of styrofoam as a first start. From that we will be moving to plastic," said Grenada's Health Minister Nickolas Steele, as he explained that there will also be new legislations with regards to the burning of waste and the recycling of products.

"We're way, way behind time for that, there can be no argument about that. [Polystyrene and plastics] are not biodegradable so they stay in the earth," said Tourism Minister Clarice Modeste, who noted that the Grenada Hotel & Tourism Association has already adopted a policy of not using styrofoam. "Hoteliers have been pushing for this," said the Tourism Minister. "This has become an environmental problem, especially when we look at our landfill, which has so many problems. We just cannot afford to continue to compound it," she said.

Steele said that the first piece of legislation will be dealing with the styrofoam issue and it would be taken to parliament during the next sitting of the Grenada House of Representatives.

Youth Club Cleans on St. Lucia's Independence Day

Judith Verity reports: Members of the Caribbean SEA's Marigot Youth Club, Nature Force, showed their national pride for St. Lucia's Independence Day, February 22nd, by cleaning up their local beach.

—Continued on next page

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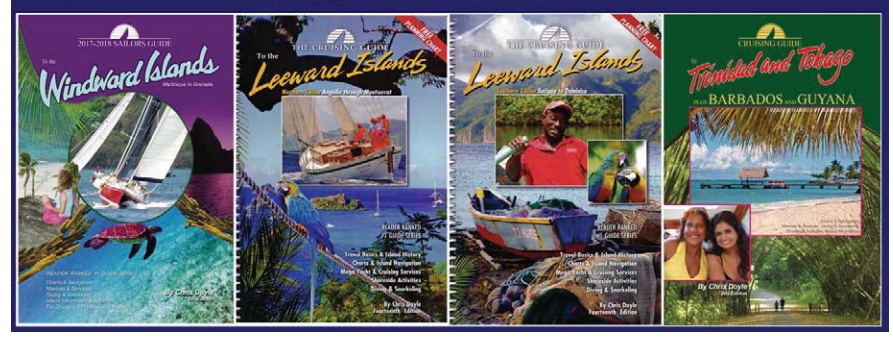
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—*Continued from previous page*

After filling many bags of trash, the young people, joined by visiting Caribbean SEA Executive Director, Mary Beth Sutton, looked with dismay at the large pile of bent and broken beach chairs and other discarded items that they were unable to move. Ameia asked the big question: "If Marigot is one of the most famous places in St Lucia, like the Pitons, why does nobody help us keep it clean? We can't move this big stuff — we need help!"



A mess in the mangroves: broken beach chairs and other discarded items

This is the question that Marigot residents have been asking for many years now. Many adults have given up hope, but not the children! The children of Marigot have been working with the Caribbean Students Environmental Alliance for 12 years now. They have their own song and even a video: https://youtu.be/_C2Z2YwPKjg

The older ones, like Keiwa Simpson, now grown up and teaching the young ones how to protect and respect their precious environmental heritage, have never given up. But the call is going out for government agencies to show love and support to this bay and all the enthusiastic children who are trying to maintain a clean and eco-friendly environment, not just for tourists but for themselves and their children to play in and enjoy without worrying about trash or other water issues. This plea goes out from them all to the DCA and all environmental agencies to give help and support.

For more info contact St. Lucia Programme Director Nadia Cazaubon at ncazaubon@caribbean-sea.org, (758) 519-2425 or Executive Director MaryBeth Sutton at marybeth@caribbean-sea.org, (423) 413-0471.

Reaction to Orca Catch in St. Vincent

The hunting and catching of two orcas off the village of Barrouallie, St. Vincent on March 30th stirred up international controversy and a cruise ship line, Thomson Cruises, cancelled future whale-watching tours after some passengers from the *TUI Discovery* were reportedly deeply upset by witnessing the hunt while on such a tour.

Although less well known than the humpback fishery on the nearby island of Bequia, the village of Barrouallie also has a tradition of whaling, usually hunting the short-finned pilot whales (*Globicephala macrorhynchus*) locally known as "blackfish", which are consumed locally. The orca, or "killer whale" (*Orcinus orca*) is less frequently caught. Orcas, the largest members of the dolphin family, are found throughout the world's seas, although not often in St. Vincent's waters.

Neither the short-finned pilot whale nor the orca are listed by CITES (the Convention on International Trade in Endangered Species) or the IUCN (International Union for Conservation of Nature and Natural Resources) as endangered, and the catches by local whalers are therefore not restricted by the IWC (International Whaling Commission). However, St. Vincent & the Grenadines is signatory to an international agreement — the Protocol concerning Specially Protected Areas & Wildlife (SPAW Protocol) of the Convention for the Protection and Development of the Marine Environment (Cartagena Convention) — that prohibits the killing of dolphins. In line with this international obligation, St. Vincent & the Grenadines' Prime Minister has promised to ban the killing of orcas and the bottlenose dolphin. The new law will not affect the traditional pilot whale hunt in Barrouallie or the IWC-sanctioned humpback hunt in Bequia.

Amuseum Naturalis Celebrates 5,000 Visitors with Free Ebook

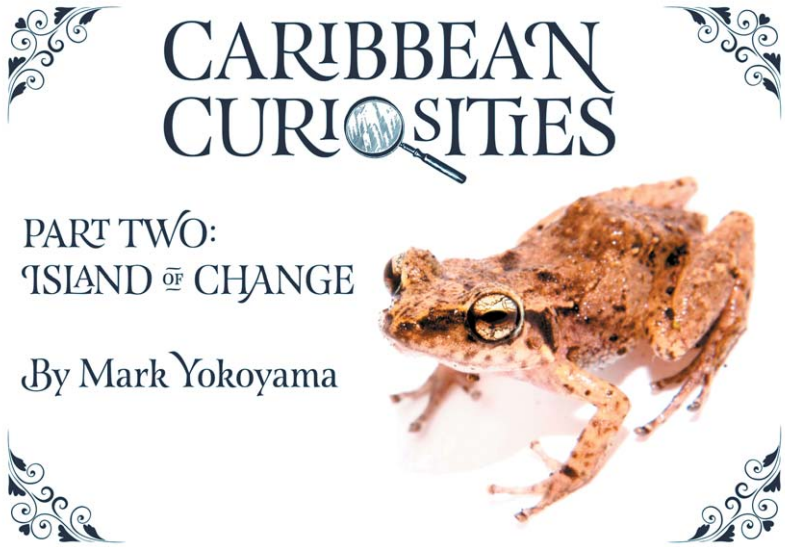
Only two months after St. Martin's Amuseum Naturalis officially launched its 2017 season in January, the free natural history museum had over 5,000 visitors. To celebrate, Amuseum Naturalis creators, Les Fruits de Mer, are sharing a free ebook, *Caribbean Curiosities: Island of Change*.

This ebook is the second volume in a series highlighting the plants and animals featured in the museum. Both volumes are available for free from the resources section of the association's website: www.lesfruitsdemer.com. This volume highlights some of the many species that were introduced to the island by humans, and how they are changing St. Martin's local ecology.

Amuseum Naturalis is a free, public pop-up museum of the natural history of St. Martin and the Caribbean, created by Les Fruits de Mer and made possible by the sponsorship of Delta Petroleum and the support of the Friends of the Amuseum.

Amuseum Naturalis, located at 96 Boulevard de Grand Case in Grand Case, is open on Tuesdays and Thursdays from 4:00 to 8:00PM and admission is free.

Below: The cover of the free ebook now available at www.lesfruitsdemer.com



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REGATTA NEWS

Nilaya Wins Second Caribbean Superyacht Regatta

Nilaya won the Boat International Media Trophy for overall victory at the Loro Piana Caribbean Superyacht Regatta & Rendezvous held March 10th through 13th in Virgin Gorda, BVI. It is the second consecutive year and third time in the past four years that the 111-foot Reichel/Pugh design has won the trophy. *Nilaya* won all three races in Class A by an average of more than six minutes.

"It comes down to good management and, of course, a great owner," said tactician Bouwe Bekking. "Without a great owner you can't put a good team together, and he puts a lot of emphasis on good team work. It's a combination of a couple of pros, a lot of friends, and a lot of history; we've been sailing together for nearly seven years now.

"The boat likes the medium to medium-heavy conditions we had this week," Bekking added.



BORLENGHI / YCCS

The crew of Nilaya, *overall winners at the Caribbean Superyacht Regatta in Virgin Gorda*

Nilaya also won the Loro Piana Cup for winning Class A, as did the 38-metre *P2* in Class B, the Swan 90 *Freya* in Class C and the 60-metre *Perseus^3* in Class D.

With a brisk wind of 13 to 20 knots propelling the 17 yachts around the 23-nautical-mile course set about the Sir Francis Drake Channel, *P2* won its final race showdown with *Ganesha* to capture Class B. The two were tied on points heading into the finale.

Don MacPherson's *Freya* also captured its second consecutive class victory and third in the last four years, winning all three races in Class C by an average of more than five minutes. For MacPherson and crew it was their fifth consecutive victory in the past year. They started winning at last year's Loro Piana Caribbean Superyacht Regatta, continued at the St. Barth's Bucket last year, then won the Rolex Swan Cup last September in Sardinia and finally the Rolex Swan Cup in Virgin Gorda.

In Class D, *Perseus^3* completed its first class victory with a come-from-behind win. *Perseus^3* suffered a problem with its roller furling system that prevented the crew from using the large headsail for half of the race's upwind work. The crew was able to get the issue sorted out in time to score a 45-second win over *Action*, the new 123-footer from Dykstra Naval Architects built by Royal Huisman.

Visit www.yccs.it/en/regate-2017/info/loro_piana_caribbean_superyacht_regatta_and_rendezvous-233.html for more information.

It's All About Time at St. Thomas International Regatta

Carol Bareuther reports: Several classes were too close to call going into the final day of racing at the 44th St. Thomas International Regatta (STIR), held March 24th to 26th out of St. Thomas, USVI. The reason? A mix of STIR-signature round-the-island courses combined with conditions that ranged from nearly breathless calm to blustery gusts over three days of racing that kept competitors trading places on the scoreboard right down to the last finish.

"We went into today knowing there would be two races," says St. Thomas's Peter Corr, who helmed his King 40, *Blitz*, to victory in Spinnaker Racing 1. "We wanted to win both races, so our goal was to be careful, to not make any errors or get protested. We did just that, and the win was thanks to a great combined effort and team work."

The BVI's Henry Leonnig, racing his Melges 24, *Firewater*, topped the Spinnaker Racing 2 class after tying on points with Canada's Rob Butler's J/88 *Touch2Play*.

"I got up early this morning and said to myself we have everything to lose," says Leonnig. "By the time we headed out to the race course, the thought was to just relax, go sailing and have fun. Then at the start of the last race I began trying to overthink it. I stopped myself and went back to doing what we'd done throughout the regatta: get windward and get off the line fast. It worked. It was so incredible to be out in front of the class on that last race."

In the Non-Spinnaker Racing class, *Varuna*, a VAr 37, bested St. Thomas's Kevin Gregory's Beneteau First 44.7, *Odyssey*. "We both had seven points going into today," says *Varuna's* Martin van Breems. "*Odyssey* is a local boat and it's sailed well. In the last race, we were slated to finish second.

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In STIR, a healthy homegrown IC24 class attracted 13 entries to compete in 12 races

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Then, *Odyssey* ended up not sailing the course properly and retired. It was a thrill for us to win. I've been sailing here for 16 years and this is the first time we've won our class."



Round the Rocks, an independent event held a day prior, saw four C&C 30s tussling in the 12-boat Spinnaker Class as a warm-up to STIR

The one-design C&C 30 and IC24 classes reveled in the razor-sharp competition. In the C&C30s, Utah's Sandra Askew's *Flying Jenny* bested Californian Julian Mann, aboard his *Don't Panic*, by four points.

Puerto Rico's Fraito Lugo won the IC24 Class for nearly the dozenth time aboard his *Orion*. After 12 races over three days, there was only a five-point difference between *Orion* and second place finisher, *Sembrador*, sailed by Puerto Rico's Ramon Gonzalez. "We came into the last day as the defender," says Lugo, whose crew included his 14-year-old son, Alejandro. "*Sembrador* really came on aggressively and were on the offense. They won two of the five races today. But in the last race we finished second, ahead of them, and were able to put points between us."

It came down to a tiebreaker to decide the winner in the Large Offshore Multihull Class. In the end the HH/MM *Nala* bested the St. Croix-built Bieker 53, *Fujin*, owned by Greg Slyngstad from Washington State.

Meanwhile, in the Beach Cat class, St. Thomas's Teri McKenna placed first with nearly all first-place finishes aboard her Nacra 17, *Flight Risk*.

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The fleet racing in the 44th STIR was joined by the Royal Danish Navy training ships *Thyra* and *Svanen*. The participation of these two 60-foot Bermuda-rigged yachts, plus their officers, cadets and crew, was one way members of the St. Thomas Yacht Club joined in the territory's commemoration of its Transfer Centennial, which marks a century since the US purchased the islands from Denmark in 1917.

The 45th edition of STIR is set for March 23rd to 25th, 2018.

Visit stthomasinternationalregatta.com for more information.

BVISR / WWW.INGRIDABERY.COM



Close competition distinguished the BVI Spring Regatta. The IC24s saw Team Island Water World winning in a tiebreaker

Final Race of BVI Spring Regatta Determines Winners

Competitors in the 46th edition of the BVI Spring Regatta, held March 27th through April 2nd, were happy to call it quits after the final race when extremely light air made for very shifty and challenging conditions. Little breeze translated to a very hot day, so a swim and a cold beer was the perfect race substitute for most of the 86-strong fleet.

Final results in several classes came down to the wire in the last race: in CSA Racing 2, the BVI's Chris Haycraft, racing on his Sirena 38, *Pipedream*, took first in class by just half a point, beating Tony Mack of Great Britain, racing with Team McFly on the J/122 *El Ocaso*, who has won the division for the past four years. In the IC24 class, Frits Bus and Chuck Pessler, racing on *Island Water World Racing*, prevailed in a tiebreaker with *Aeropost.com*, skippered by Colin Rathbun.

Haycraft, Commodore of the Royal BVI Yacht Club, said, "The beauty of this regatta is that you are racing against boats you don't know, so you don't know how they are going to perform, which makes it all the more interesting."

Peter Corr took first in CSA Racing 1 on his new boat, *Blitz*, a King 40. Corr has previously sailed the event and for the past few years chartered a King 40 to race before deciding to purchase one.

It was a thrill to have the relatively new and very exciting C&C 30 class racing in a small but competitive fleet. *Don't Panic*, owned and skippered by Julian Mann from San Francisco racing just his fourth regatta, took first in class.

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"After last weekend in St Thomas, I feel like we came into Spring Regatta as the underdog," Mann said. "We knew we were in controlling and potentially winning positions in St Thomas in virtually every race, but it seemed like we were racing ourselves. This week we've really put a lot of time and effort into fixing that and there are certainly more things to work on, but our improvement shows in the results which we're really happy with."

Avanti, the Hanse 43 skippered by the USA's Jeremi Jablonksi that took first in Jib and Main class, has raced BVI Spring Regatta at least four times.

Racing their second BVI Spring Regatta, In Bareboat 1, *Subversive-JogFund*, skippered by Warwick Dunnett (USA) took first.

Bob Beltrano has done BVI Spring Regatta eight times and still considers it his favourite regatta. He previously raced the event on his former Swan 53, *Naia*, and this year for the first time chartered a boat, winning CSA Bareboat 2 on the Sunsail 44i *Pinel*. Beltrano said, "We traded positions with Presley King on *Bageal* all week, which made for exciting racing. I also enjoyed racing on a charter boat with insurance, as my team likes to get into tight places, so this year they didn't have to worry about the paint!"

In CSA Bareboat 3, *Team Horizon* racing their first Spring Regatta on *Jitterbug*, a Bavaria 37, took first in class.

In the IC24 class, Frits Bus and Chuck Pessler from *Island Water World Racing* noted the competition was incredibly close, especially between his team and *Aeropost.com*.

Piglet, the Teegall 2300 owned and skippered by Joe St Martin from St Croix, took first in CSA Multihull division. The Offshore Trimaran division was won by local BVI team on *Triple Jack*, the Kelsall 47 skippered by Richard Wooldridge. In the Offshore Multihull Division, the Gunboat 62 owned by Jason Carroll of the USA took first.

The 2018 BVI Spring Regatta, March 26th to April 1st, includes the new Full Moon Race on March 27th.

Visit www.bvispringregatta.org for more information.

Kiwi Tops Martinique Surf Pro Event

New Zealander Ricardo Christie, 28, took top honors in the third edition of the Martinique Surf Pro international surfing competition over Brazilian Bino Lopes, 29, in three- to four-foot waves at the iconic right-hand point break of Basse-Pointe, Martinique. The event was held April 1st through 8th.

The final quickly picked up the crowd's interest as set waves rolled in right from the opening minutes and offered both competitors a chance to put a big number on their scoreboard. Lopes was first to capitalize, with an excellent 8.50 backed up with a high 6, but Christie, though a little slower to act, posted an incredible 8.83 and 7.83 to claim the heat lead. The remainder of the final saw the Brazilian multiply his efforts to overtake Christie but eventually fell short of producing the surfing needed by the judges.

Christie, a former Championship Tour surfer who failed to re-qualify at the end of his first season among the world's best, made a statement in Martinique claiming he wants back in and has the surfing to back up his ambition. "When the waves are like that you can forget everything and just go out there and surf," Christie stated. "I feel like I've improved a lot. I've just been working really hard and I learned a lot when I was on tour. It doesn't feel like it's over, it's just the beginning of the year so I just have to keep doing my thing."

In the second semifinal, Australian Soli Bailey, 21, had done the job with a solid 16.17 heat total — up until Christie selected a great set wave and committed to two highly risky maneuvers for the winning 8.73 ride. Bailey leaves Martinique with an added 1680 qualifying points to his season tally and a few spots up the rankings. "It's always tough when you go through the whole week working hard and you have a



loss like that," Bailey admitted. "But it's a really cool place with an amazing high-performance wave so I'm stoked. I have one more chance next week in Barbados, my surfing's on point, and hopefully this time I can really capitalize on my form."

Visit www.martiniquesurfpro.com and worldsurfleague.com for more information.

ON THE HORIZON

Antigua Dragon Yacht Club Challenge

Louay Habib reports: Harmony Hall Yacht Club, with the support of the Antigua Yacht Club Marina, The Inn at English Harbour and Antigua Pro Racing, will host the fourth Antigua Dragon Yacht Club Challenge, with nine races scheduled to take place over two days, May 8th and 9th, on identical Petticrow Dragons.

The event will include up to 14 teams, each representing a different yacht club from around the world. The schedule will consist of both inshore and offshore short course racing on the south coast of Antigua. The winning yacht club will earn the paid entry and accommodation at the Antigua Yacht Club Marina Resort to defend its title the following year.

For more information contact anjulie@aycmresort.com

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Antigua to Bermuda Race this Month

Louay Habib reports: The Antigua to Bermuda Race starting on May 12th is proving highly popular with competitors eager to take on the challenge of a true ocean race to Bermuda, the home of the 35th America's Cup. The array of yachts, as rich in history as the America's Cup, has been boosted by the addition of the magnificent 162-foot schooner *Eleonora*, a replica of the 1910 Herreshoff-designed *Westward*.



WWW.SUPERYACHTWORLD.COM

The 162-foot schooner Eleonora *will stretch her legs in the Antigua to Bermuda Race*

Eleonora's owner is looking forward to competing in the race to Bermuda: "This is a unique and challenging offshore race ending in the venue for the most prestigious sailing event in the world. For a sailor, this is simply the best way to get from Antigua to Bermuda to join the America's Cup events. It is also a great way to deliver the yacht from Antigua, where she has spent the winter season cruising and racing."

"*Eleonora's* journey from the Caribbean to the US East Coast is similar to the trek made by hundreds of yacht owners every year," explained Pat Phillip-Fairn, chief product and experiences development officer at Bermuda Tourism Authority. "We hope among the legacy benefits of the Antigua to Bermuda Race and the America's Cup is that more yachts and superyachts stop off in Bermuda for adventures here during their journey. We're looking forward to welcoming all the Antigua to Bermuda participants in May."

The yachts will enjoy a windward start along Antigua's spectacular south coast, before cracking sheets and hoisting spinnakers for a downwind blast into the Atlantic Ocean. Ocean currents and local weather effects will keep the tacticians on their toes for the 900-mile race.

The Antigua Bermuda Race is open to monohulls and multihulls with a minimum length of 40 feet (12 metres) holding a valid IRC, CSA, PCS MultiRule or Superyacht ORCsy rating. Dual scoring will be provided and a provision of a Motor Sailing Handicap will be overlaid for CSA Racers.

Visit www.antiguabermuda.com for more information.

YOUTH SAILING NEWS

Kidz at Sea Has Successful Regatta and Fundraiser

The Kidz at Sea Foundation looks back at a very successful St Maarten Heineken Regatta and its fundraiser, which took place during the weekend of March 15th. At



LAURENS MOREL

the regatta, two crews of local youngsters, sailing aboard *MoonDance* and *Purple Heart*, were awarded the trophy for Best Youth Sailing Team. The fundraiser that took place at the Kidz at Sea Foundation booth raised over US$8,000, for which the Foundation would like to thank the local community, sailors and visitors.

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The Kidz at Sea Foundation spent months preparing and practicing for the 37th St. Maarten Heineken Regatta, with 12 St. Maarten youngsters who enjoyed another fun sailing event. Although the sailing conditions and classes were challenging and results weren't as hoped for, the Kidz still were awarded a special trophy for Best Youth Sailing Team, which was a great ending of the Regatta.

Garth Steyn, founder of Kidz at Sea, says, "The kids were thrilled to sail in the event; that for them was already a huge accomplishment. The daily results were disappointing — we competed against some very strong boats — but this never got their spirit down.

To be awarded Best Youth Sailing Team was truly unexpected but such a compliment and the youngsters did see this as their greatest achievement yet."



The popular dinghy raffle raised funds and awareness for youth sailing

The St. Maarten Heineken Regatta Foundation made a booth available to the Kidz at Sea Foundation for them to organize a fundraiser. With the support of many local businesses, including Budget Marine, Oyster Bay Beach Resort, ILTT and Office World, a raffle was held, for which hundreds of people bought tickets.

Garth adds, "The dinghy donated by Budget Marine made a lot of people buy raffle tickets, but we noticed that most people just wanted to make a contribution to our cause as they recognize the importance of introducing youths to sailing. The Kidz at Sea Foundation does this not only through its sailing program, but also through the 'Build your Future' project, where St. Maarten students build a sail boat as part of their curriculum — *Purple Heart* being the first keelboat completed by our students.

"The ultimate goal is for us to provide St. Maarten youngsters with skills that could get them hired in the marine industry, develop themselves personally through teamwork, discipline and persistence, and to show them the full scope of the marine industry. Many of the people who made a donation mentioned what an impact sailing had on them as a kid. The Foundation is terribly grateful for the support received and the funds that were raised and is looking forward to be able to get more youth involved in our projects."

Kidz at Sea's international sponsor, Essilor USA, donated high-end sunglasses as prizes and assisted in selling the raffle tickets, but more importantly, spent several days with conducting eye exams and providing free prescription glasses to those in need at Milton Peters College, and the White and Yellow Cross. Both of Kidz at Sea's social partners Ujima and the ICAN foundations were also fully included in the free eye exams.

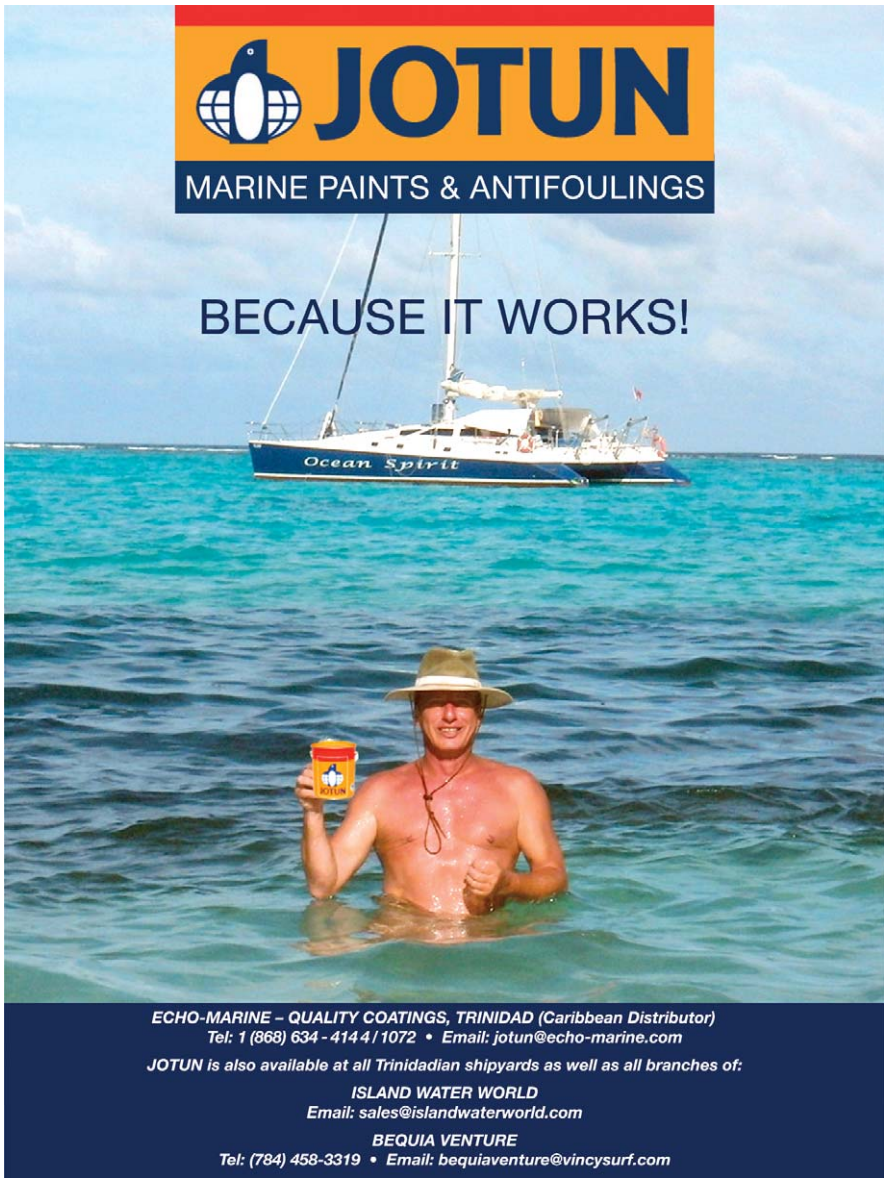
The Kidz at Sea Foundation is proud to announce Gill USA as a new international sponsor. Impressed with the Foundation's fundraising efforts and dedication, they agreed to match every dollar donated, helping to raise over US$8,000 as a result.

The Kidz At Sea Foundation was started in 2012 with the goal of introducing St. Maarten youth to all aspects of the marine industry by means of boat building and sailing. Furthermore the two programs will teach the students specific industry related skills and encourage personal development, giving them an advantage for their future.

For more information visit www.kidzatsea.com or contact sxmsailing@gmail.com

COMPASS TOONS







A Peek into the Bucket:

PERSPECTIVES

by Mark Denebeim

Where can you find 38 superyachts, including the 289-foot *Maltese Falcon*, vying for line honors during the day and hosting royal parties at night? Why, only in St. Barths, of course! There was no exception this year as the 30th edition of the St. Barths Bucket Regatta took place from March 16th through 19th with solid winds, light seas and closely contested racing.

Six J Class yachts — the most in one regatta in years — and tight racing that had many classes undecided going into the last day of racing, saw the coveted Bucket Trophy handed to *SPIIP*, the Royal Huisman sloop that sailed to victory in Les Elegantes des Mers class. Team *SPIIP* was deemed to have turned in the best overall performance among all classes with five or more entries, thus its acquisition of top Bucket honors and the Hermès take-home that features their names on a "plaque" hand-stitched on to the award's hand-stitched leather case.

Other awards included the All Star Crew Award, presented by Rybovich as determined by peer vote in recognition of combining professionalism with fun, which went to *Perseus^3* in Les Grandes Dames des Mers class. The Wolter Huisman Memorial Award for the yacht that has competed in the true spirit of the event went to *Dannesgold* in Les Elegantes de Mers, while the Vitter's Shipyard Seamanship Trophy, given to the team that demonstrates superior seamanship, safety and/or sportsmanship on the race course, went to *Elfje*, also in Elegantes. The Perini Navi Cup, awarded to the best-performing Perini Navi yacht here, was won by *Rosehearty* in Les Grandes Dames des Mers.

While not everything centered on material excess — some yachts in attendance cost over US$50 million to build, including the *Maltese Falcon* estimated at between $150 and 300 million — the Bucket Regatta designated a portion of its entry fee to benefit the non-profit Youth Sailing Program at St. Barths Yacht Club, serving over 400 children each year.

Superyachts, with features such as the purportedly largest spinnaker in the world aboard *Perseus^3* at 27,900 square feet, *Maltese Falcon's* fully automated sail handling and navigation systems, and hot tubs and 24-karat-gold bathroom fixtures, are in a class by themselves. Despite close-quarters racing, there were no collisions — except for *Rosehearty* nicking her stern backing into the quay!

One incident worth mentioning, however, occurred on the 184-foot ketch *Zenji*, when some charter guests missed their departure time from the quay and took a RIB out to join the yacht ten minutes before the start. The owner, against the captain's advice, ordered the side "garage door" opened so the RIB could drive right up and park on the ledge in stiff winds and choppy seas. What could go wrong? Well, the force of the dinghy and waves landing on the door cracked off one of the hinges and *Zenji* was forced to withdraw due to "yacht garage-door malfunction" — what one observer noted as "the kind of problem only the one-percenters face!"

A tradition like no other, the St. Barths Bucket attracts people from all spectra of the sailing world, all welcomed by the owners and super-gracious Bucket Committee, chaired again by Peter Craig. This was the author's seventh consecutive Bucket — see last year's article in *Compass*, "Breathtaking Sights and Bragging Rights", at http://www.caribbeancompass.com/online/may16compass_online.pdf on page 16, for more details about racing formats, handicapping, party hosts, local characters and how to enjoy St. Barths on a cruising budget.

This year, let's focus on this unusual event from the perspective of the various attendees, starting with a little history, part of what makes Caribbean racing an interesting and internationally connected extravaganza and always so damn much fun.

Bucket History

The concept for the Bucket Regattas began in 1986 when the captains of three large yachts challenged each other to a race around the Nantucket Light, off Martha's Vineyard, Massachusetts. Each captain was required to chug a cocktail at the yacht club bar, then was carried fireman-style downstairs to a waiting dock cart that their crew wheeled to their dinghy, which took them to their anchored vessel prior to setting sail. This format was copied from the Piña Colada Regatta in St. Thomas that launched the charter season every November in the late 1970's (I crewed on the 125-foot gaff-rigged topsail schooner *Antares* in 1979s edition; we won the Most Naked People and the Lewd Crewed and Nude Awards.)

ROSEMOND GREAUX / WWW.BUCKETREGATTA.COM



Not your average stripped-out racer, the 289-foot Maltese Falcon *features fully automated sail handling systems, hot tubs and 24-karat-gold bathroom fixtures*

In 2002, the venue for the growing "Nantucket Bucket" regatta shifted to Newport, Rhode Island. With an edition occurring every summer, the Bucket is organized and managed by three dedicated long-time captains, two of whom I first met in 1979 when Tim Laughridge was first mate aboard the 94-foot Fife *Belle Aventure*, and Hank Halstead was captain aboard the Swan 43 *Magen Jane* (while I was first mate aboard the 1950 Hinckley 65 *Nirvana*).

—Continued on next page



—*Continued from previous page*

The St. Barths Bucket evolved as a winter version of this event. The first St. Barths Bucket was sailed in 1995 with a fleet of four: *Sariyah*, the 131-foot S&S ketch; Tom Taylor's 108-foot Ron Holland ketch, *Gleam*; Nelson Doubleday's 130-foot Palmer Johnson ketch, *Mandalay*; and *Parlay*, the Alden designed 127-foot ketch. (For more details visit www.bucketregattas.com/about.html.)



WWW.CLAIREMATCHES.COM

Despite close-quarters competition, there were no collisions

Owners

With such an opportunity to enjoy their mammoth play toys, the owners have always stressed fun during the St. Barts Bucket, as last year's theme was "Win the Party". This year the "Yacht Hop" featured costumes for the crews and gourmet munchies and cocktails for those lucky enough to receive the coveted wristband. Aboard *Perseus^3* , for example, about 200 revelers enjoyed miniature truffle burgers, mini crab ice cream cone pastries, and top shelf rums and aperitifs, all served by the full time crew of 11 wearing pirate outfits. For those without a wristband, the quay party was a rocking event as well, with delicious appetizers, and expert drone and still videos and snapshots being displayed on a big screen (which can be found at www.bucketregatta.com).

Most owners kept to themselves — and the press is instructed to not mention any by name — but one owner's mother told me during the Yacht Hop that she just "loved meeting so many wonderful people on my son's 'little' boat!"

Crew

Professional "rock stars" are flown in the day before, and fly out the last day or day after, and all have told me this is one of their favorite events — by far. Some yachts carry a contingent of over 25 active crewmembers during racing. Peter Grimm of Doyle Sails, Ft. Lauderdale, top crew aboard *Perseus^3* , said, "The highest-quality materials and most technically advanced engineering goes into these mammoth sails, and seeing them in all their glory in such a beautiful place with the nicest people is the best fringe benefit a sailmaker could ask for — especially when I'm usually buried in Ft. Lauderdale!"

D. Randy West, he of more than 20 Heineken Regattas, Antigua Sailing Weeks and St. Barts Buckets (and author of St. Barth's own *Sunny Place for Shady Characters*, a book about the characters of Le Select, available on Amazon/Kindle or in paperback all over St. Martin), who was navigating aboard *Zenji*, put it this way; "Youz getz whatz youz payz for."

But let's talk about the full-time liveaboard crew who spent most of their time doing two things: preparing the yachts for racing and entertaining, and cleaning. Overheard at the bar one night were two crew from two different superyachts, arguing heatedly over cleaning products: "But to truly remove the residue, you must use this," said one. "But not if you do this first and use this," said the other, pounding the bar.

One stewardess mentioned how wonderful it was to be able to come out from below during the racing to serve guests, and "I actually got to push an electric winch button for the first time! They are so cool!"

Marty, from one of the J Class yachts, said, "We love the boats, the parties and of course the girls — I just know they are here somewhere among all of these dudes!"

Tourists

Sometimes tourists stumble upon the Bucket, such as when, last year, an all-gay cruise ship dumped an inordinate number of men onto the docks. Some marvel at the sheer size and cleanliness of the beasts stern to at the quay. One was overheard asking "Yeah, they pretty but I don't see no fishin' poles!" Another wanted to know why anyone would build such big boats and not want to live on them.

Cruisers

Sailing cruisers often avoid St. Barths because of the high cost of living and port fees, not realizing that in Columbiere and Shell Beach the cost is only 0.80 Euro per person per day. Besides, the anchorage in Gustavia is deep, bumpy and so busy with criss-crossing tenders it will drive you crazy. After May 1st, however, the bow/stern moorings in the inner harbor drop to half price, and being there is an experience not to be missed.

Locals

Many local restaurant and pub owners love the St. Barts Bucket for the amount of high-end clientele it attracts. But Bucket regulars often attend only the quay parties for a short time and then wander back to Le Select or over to the Baz Bar for some close-quarters dancing. On the Sunday this year, David, the Bohemian winter resident of 37 years, had a party on his 32-foot schooner in Baie St. Jean for local friends while hundreds of affluent locals and Bucket attendees sprayed champagne over each other at nearby Nikki Beach.

One local, who picked us up hitchhiking over the hill, didn't even know the Bucket was going on, another told us the drink prices seem to go up during the Bucket, and another said "The Bucket brings notoriety and class to our humble island where all walks of life are welcome" — that would be from the President of the Collective, Bruno Magras, who was reelected on Bucket Sunday when all establishments must stop selling alcohol during an election, wreaking havoc on the lifeblood of those bars not willing to pay the fine for violating this rule.

Race Committee

Truly overworked and not paid at all, these volunteers always had a smile and helpful information when approached. Many also help with Les Voiles de St. Barth and truly love their eight-square-mile island. They enjoyed seeing old friends, yet most are still waiting for an invitation to ride aboard one of the yachts one year. But this is not their goal. They run a superb regatta that flows effortlessly and with everyone wishing they could extend the festivities another day, another year.

Visit www.bucketregatta.com for full results.

Read more true Caribbean stories and unique philosophies in Mark's book Captain Mark's Way, *on Amazon/Kindle or Smashwords.com. For a true Caribbean regatta or festival experience, charter a cabin or the whole catamaran* Sanctuary *with Captain Mark at www.oceanbreezetours.com/sanctuary*



Y2A BY ELLEN BIRRELL

Regionalizing for Youth Sailing Strength

Part Two: The Leeward and Virgin Islands

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

In Part Two of "Y2A: Regionalizing for Youth Sailing Strength" we hear specifics from youth sailing advocates in the Leeward and Virgin Island area.

BVI

Tamsin Rand of the Royal BVI Yacht Club brings up regional benefits and challenges: "Great topic with two sides to it: Competition and Development. To help our racing sailors progress, the more they can compete in different places and in bigger fleets, the better! Some of our youth find it a major mind shift to go from the familiarity of home to racing in larger events.

"We are lucky here in the BVI because we are close to the USVI and can travel there easily. That said, it is still expensive and we wouldn't be able to do it in an affordable way if it wasn't for our partners at The Moorings who give us a substantial discount on a mother ship. This means we take our own boats, have accommodation and make our own meals. The kids get a unique opportunity to experience longer distance journeys on a yacht and start understanding the sport/industry from a different perspective (even if they don't realize they are doing so!).

"We regularly support our Puerto Rican friends by bringing extra Optis to the USVI events, which they rent for a nominal fee. In this way, St. Thomas and St. Croix can offer their limited rental inventory to other visiting sailors. As well, the PR team takes good care of us when we travel to their turf.

"Part of sailing development is the equipment issue, especially when neighboring islands are in different development phases and have different long-term goals. It's a bit of a minefield but if there is a way to build consistency of classes that would help. Our Laser team travelled to an overseas regatta recently and they were the only entries! It's a shame to spend the money to travel and then compete against one's self, but at the same time, just being part of our travel team is an important learning experience.

"Solutions to regional regatta challenges could include hosts organizing homestays or developing a relationship with a local charter company who, especially in the slow season, would allow free charter of one of their vessels to drive down accommodation costs. The expense of flying to regional events is inescapable. Any airlines out there willing to step up and offer discounts?

"Not everyone is interested in competition, so wouldn't it be great if educational visits could be worked out so we share history and knowledge? I think most islands run holiday camp programmes — perhaps there's an exchange model that could work to share boat building, classes and other projects?"

Tamsin finishes, "Bottom line: the more we share resources, the better."

St. Barths

Simon Favaud of the St. Barth Yacht Club says, "I think it's (regionalization) what we all should try to do. There are two main problems:

"Dinghies: The cost of boat charters for regattas is the major expense when we go sailing abroad. St. Barths acquired more Optis and Lasers to be able to host foreign sailors, making the exchanges easier. This way they just have to bring their own sails and rigs. Unfortunately, that's still not possible for all sailing clubs. Several clubs cannot afford to own their own dinghy hulls, sails and spars.

"Transportation: Flying between islands is expensive, especially with sailing gear. For nearby regattas, we charter a catamaran, which provides us with both accommodation and transportation. I talked to Sint Maarten YC about the idea of sharing the expense of buying a boat or catamaran to facilitate attending regional events.

"So, in a perfect world, what would be best is to have a big sailing vessel travelling the Caribbean with dinghies onboard, dedicated to Caribbean youth regattas. This way it could provide charter Optimists and Lasers, accommodation and even transportation.

The other option would be a general Caribbean sailing association which could provide money to organize several events to reduce the regatta costs."

Antigua

Elizabeth Jordan, founder and director of Antigua's National Sailing Academy (NSA), shared her thoughts: "While we all love the idea of regional regattas, clinics, etcetera, the transport costs between islands are usually the prohibiting factor. NSA serves underprivileged kids from government schools; the families cannot afford it and the Academy struggles to provide free sailing lessons in the first place.

"We may have an answer, at least in part. The Academy has just acquired its first yacht — a 35-year-old Contessa 28. While it's a small boat (28 feet), it does have five berths and is a good seagoing vessel. We plan to use it as a training vessel for our students who have already become certified by the RYA as Dinghy Sailing Instructors and now wish to go on to learn navigation, passage planning, life aboard, etcetera, in preparation to become Day Skippers and Yachtmasters. The Contessa 28 may also afford the opportunity to sail youth competitors to islands that we can reach in reasonable sailing time."

Regionalization can build Caribbean youth sailing through heightened communication of inventories and long-term one design acquisition strategies as well as working together to overcome boat, equipment and travel costs.

There is strength in numbers. Together we succeed.

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

If you know of a Caribbean youth sailor or adult to put forward as a Y2A feature candidate, please contact ellenbirrell@gmail.com.

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COME SUMMER IN CURAÇAO!

by Candy Colley

Above: Curaçao's colorful capital, Willemstad, has history, shopping, pubs and entertainment

Below: Well protected Spanish Water, where most cruisers hang

COLLEY



This season brings an extra security concern beyond the personal all-year-round one, which is "ourselves and the boat". The natural one, which is hurricanes. Where can we address both concerns? Curaçao.

Spanish Water, the main enclosed anchorage with easy access to the bus route, is safe for both. Personal-security-wise it has the odd pilfering but no boardings, robberies and assaults as reported in parts of the Eastern Caribbean. Hurricane-wise it has good holding and would be a natural hurricane hole should one come. But they don't; it's out of "the belt". (Spit over your shoulder.) There can be wind reversals, yes, but as long as there are not too many boats anchored near you, they are not a problem. To be truthful, Spanish Water is getting a tad busy with motorboats, jet skis, tourist boats and other fast, noisy traffic but that's mostly on the weekends. Mostly.

Regarding visas, these are the Immigration rules from Roeland van Bijnen at Budget Marine, Curaçao, who keeps up with these things:

Citizens of European Schengen countries and USA citizens get 180 days entry per calendar year. All other tourists get 90 days entry within 180 days. Then you can apply for a permit for about $280 for the second three months. Be sure to apply a month before, not three days. Some countries need a visa prior to entering; see list at https://en.wikipedia.org/wiki/ Visa policy of the Kingdom of the Netherlands in the Caribbean.

That out of the way, what's to do in Curaçao for four or five months?

Curacao is not only well placed to avoid hurricanes, it's well placed for work and play.

Work Mode

If you're in work mode to prepare for a voyage westward to Panama and beyond, Spanish Water is perfectly situated on the way from the Eastern Caribbean. Here you can, for example, service the life raft, redo the steering cables, have a chainplate welded, or re-rig the boat (Gijs Sijbranda, Curaçao Rigging. Phone 512-0016). There's also a fridge guy — a pretty busy fridge guy, but it doesn't hurt to try (Jouko Bijlsma, 512-1765). The telephone code here is 5999.

There are yards to haul out and antifoul, etcetera, and if you're staying for the season there's plenty of time to ship stuff in; it usually takes about a month. (E Zone is good for smaller stuff, 736-5186.) Curaçao Marine is the biggest and busiest facility, offering a complete package of marine services.

—Continued on next page



—*Continued from previous page*
They're professional and in a protected spot so if you want to do Plan C and store the boat for the summer, you can do that with them too. It's just changed hands and they're "all systems go" with exciting new things in the pipeline. Follow up on Facebook. Seru Boca, the marina at the east side of Spanish Water, will let you stay for the summer but in the water. They take big boats, up to 100 feet. Plus, roll up all golfers! There's a course right next door, connected to the Santa Barbara Resort (www.santabarbaraplantation.com).


CURAÇAO MARINE

Left: Aerial view of Willemstad, with the floating bridge drawn aside to let boats enter and exit the harbor

Below: If you're in work mode, Curaçao is a good place to get things done

Day-to-Day Mode

On the day-to-day side, an easy dinghy ride from the anchorage gets you to the Spanish Water dock and after that it's a quick walk to the bus stop to take you to Willemstad. From here you can take mini buses all over the island. There's also a courtesy bus that comes to the dock every day at 8:30AM except Sundays to take you to Vreugdenhil, the closest supermarket, on Caracasbaaiweg. Budget Marine is just across the street. Also on Caracasbaaiweg, there are doctors and a dentist within walking distance, plus pharmacies. Just down from Napa is a really good vet (I speak from experience), the Claus Clinic at 7, Anasaweg (phone 465-1515, e-mail info@clausclinic.com). Not only is Pieter a really good vet, but also he won't rush. He really cares.

If you're going to stay some months, it could be an advantage to pay the deposit for propane at the service station and just swap the local bottle back and forth — hassle free. (There has been a problem with the fitting for the US bottles for over a year now. Part expected "any time"; don't hold your breath.) You can also have your propane bottle filled at the refinery, but you need to return to collect it the next day. You'll need a car either way.

Around the rest of the island there are marine stores, hardware stores, clothing stores, medical clinics, machine shops and more.

Car hire is easy for shopping, fetching and carrying. (Call Terence or Sergio at Curaçao Rent for Less Car rental 521-5159. There's a Budget car rental, too, and probably others.) I won't say the traffic isn't heavy at times but there's no road rage; the people here are courteous and it's always fun playing "my turn, your turn" at the intersections. There's also a very good local bus service. Big buses and minivans crisscross the island, and once you figure out who goes where you can get a lot done in a day. Many is the time all the sweet old ladies in the minibuses have got involved as to where I should get off. And of course, there are taxis. They're not cheap, but when you need one they come quickly. (Like the one that came for us when our car died on the way to the airport a few months ago. Even the tow truck was fast. We called one on that fateful Friday night at 7:00PM and he came within 15 minutes, much to the taxi driver's amazement.)

Internet-wise, most people know Digicel, but there's also Scarlet, which works well but you'd have to be here for a while to justify the modem fee of $136. With that, you pay about $60 a month but it's unlimited. So if you're into Netflix, Skype and downloading, it could be cheaper than Digicel. They're on SchottegatWeg, near Kooymans and Building Depot, two big hardware stores.

Play Mode

If you're just going to hang here on anchor in Spanish Water and are into watersports, the kayaking and windsurfing are great, right on your doorstep. If the locals get you inspired (they're very good) and you don't have your own stuff, you can hire. And of course, the snorkeling and diving are well known. Dive shops abound. There's one at the west end of the bay opposite the bus stop. Also on the way to the bus stop is the promenade, which is good for dog owners. Joggers, the healthy elderly and kids add to the fun.

Punda, in Willemstad, the capital, is a lovely little town. There's lots of history, even a synagogue, I think the oldest in use in the Western Hemisphere. There are movie houses, the fruit market, pubs, gambling establishments, more clothing shops, the Post Office. Otrobanda, another area of the city, is just over the Queen Emma Bridge. It has a fort, more clothes shops, a Digicel office and even the St. Elizabeth hospital — old, but still working. My husband just did a stint there and lived to tell the tale.

The tourist board site (http://www.curacao.com/en) has a monthly calendar of what's on, so check that out.

Getaway Mode

If you haven't come to work on your boat and don't fancy spending the entire summer in one place, a day's run to Bonaire or overnight to Aruba will get you to these delightful places for a change of scenery. Bonaire is to the east by 40-odd miles and Aruba to the west by 80 or so. Both are interesting to visit, and also safe. If you don't want to take the boat, Colombia is just a short flight across the water. (Calling all Girls in Need. Pop over and tie in that eyelid and neck tuck you've been wanting. No one will ever know. Did I say the revamp had to be for the boat only?)

The island of Curaçao is very doable for a summer. It's a great combination of being big enough to get everything done but island-y enough to feel you haven't settled down yet. I should know. I live here.


COLLEY





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Portobelo, Panama: CARNIVALS, FESTIVALS, DEVILS AND DRUMS



Above: JoAnne dancing with devils;

Below: Getting sprayed with water is part of the Carnival fun

by Bill and JoAnne Harris

THE Caribbean is an amazing place full of vibrant people and brilliant culture, and the dazzling beauty of the sea that envelops this blessed part of the world! While cruising full time aboard our trimaran, *Ultra*, for almost ten years, we have had wonderful adventures in the Caribbean. In our opinion, Caribbean celebrations are some of the best we have experienced during our travels around the globe.

Portobelo, and We Are Not Talking Mushrooms

The first time we explored Portobelo. Panama was on a day trip in August, 2014. Leaving *Ultra* anchored in Linton Bay, we took the local "chicken bus". In Panama, they call this type of bus *diablo rojo* — red devil. They are 50-year-old USA school buses with spectacular airbrushed paint jobs and are adorned with TVs, DVD players, feathers, leather accessories, and lights, and never forget the ear-piercing bus horns and the gargantuan speakers with the volume turned up to maximum, playing the local beat. Oh yes, chickens and other small livestock are passengers on a regular basis; we have even had the pleasure of sharing seats with them. The driver zips and zaps through busy streets and exits the city to continue the exhilarating ride over giant hills and around curves while changing the music or TV track, checking for phone messages or texting. A ride on a red devil is an experience not for the faint of heart!

A year and a half later, after we had sailed to the Bocas del Toro archipelago and back to the Panama mainland, we visited Portobelo once again, this time aboard *Ultra*. While anchored in the harbor, we enjoyed a longer stay to see more of the sights. The bay was discovered by Christopher Colombus in 1502 and he named the village Puerto Bello, which translates to Beautiful Port.

We spent countless hours hiking around the historic village and the ruins of the 16th century fort, which are now a UNESCO World Heritage Site. This Spanish fort was considered in its day to be the very best in Central America. All of the gold from Peru and the treasures from the Orient that arrived in Panama City were carried overland by mule to the Portobelo fortresses. Legend has it, there was so much gold that the enormous Customs House was filled to the gills with it, and therefore the silver was stored on the streets outside.

It is also said that the Spaniards' nemesis, Sir Francis Drake, was sent to a watery grave inside a lead coffin near Drake's Island just outside the harbor entrance, after he died of yellow fever. The National Geographic Society researched here and we snorkeled here, but neither of us found any signs of Drake's coffin.

The people are very friendly with a population of Emberá Indians and Congo descendants. We took the opportunity to do our morning yoga sessions in the fort. Also, there are several nearby rivers to explore where one can see various types of birds, sloths and monkeys.

Festival de Diablos y Congos

A few weeks before Carnival begins, the participants raise money to be spent on food, drinks, and yes, more drinks, often rum and whiskey, during the Carnival time. They dress up in Red Devil costumes and do a little dance performance for spectators in exchange for a few coins. We saw them backing up traffic for miles by stopping chicken buses and cars to collect coins from the passengers. Nearly everyone gives, since they want this fantastic and festive cultural tradition to continue for many years to come.

Around the second week of March, the ruins of Portobelo serve as a backdrop for one of Colon's most colorful cultural expressions. This past year we were blessed to see the tenth annual "Festival de Diablos y Congos", an event that is held every two years. It was a smaller version of Carnival, but for us it was truly magical! From noon until night, Panamanians from as far away as Bocas del Toro gathered together along with spectators from around the world to take part in this unique Caribbean celebration.

Loudly blaring call-and-response choruses echoed among the ruins, accompanied by the beautifully infectious Congo drumbeat, Panama's oldest genre of music. The Congo groups, whose traditions are traced to Africa, featured bright and colorful outfits, in which the men wear flamboyantly decorated tattered clothes, hats that resemble crowns and wooden swords. The women wear *Congo pollera*, beautiful patchwork dresses.

Of course, the *diablos* (devils) always take center stage. Groups of competing males, from the very young to adult, paraded through Portobelo's streets wearing spectacular red-and-black costumes with masks adorned with bright feathers, glistening beads, shiny sequins, and more. The costumes are a clear source of pride, and keep growing more spectacular every year.

The signature of the Diablos y Congos Festival is a bit of street theater based on Spanish colonial times when slaves escaped into the jungle. The enactment consists of taking an onlooker as a "prisoner" and then asking for a "ransom", such as a few coins. Our experience was a photo in exchange for some coins.

We have attended and participated in countless Mardi Gras, Carnivals, Jouverts and Junkanoos around the globe. Some that top the list are Mardi Gras in New Orleans and Carnivals in Baranquilla, Colombia and St. George's, Grenada. In



Key West, Florida we crossed off another adventure on our bucket list — "Key West Fantasy Fest". It is a Halloween Week event that caters more to adults than children; imagine the best Mardi Gras, Carnival and Halloween party you have ever been to and multiply that by one million. Even so, the Diablos y Congos Festival will forever remain imprinted on our memories.

The Black Christ Festival

Portobelo's large white church adorned with vibrant purple paint is the Iglesia de San Felipe, and is located in the same place as the former Iglesia Mayor of 1814. The church houses a life-sized effigy of Jesus of Nazareth, a.k.a. the Black Christ of Portobelo. The statue is worshipped because of the miracles attributed to it. It normally sits on a church altar. However, every October 21st, when the festival of the Black Christ of Portobelo is celebrated, the statue wears a purple robe and is placed on an enormous platform adorned with hundreds of burning candles, incense and fresh flowers, and then carried through the streets.



Nobody knows exactly how the Black Christ arrived in Portobelo, but since the 17th century, the Black Christ statue has been housed in the Iglesia de San Felipe. Everyone agrees that the statue was carved in Spain, arrived via ship and was washed ashore. During the early times that the *Cristo Negro* was in Portobelo, a plague ravaged the country, but Portobelo was spared. Many believed that that was thanks to the protection of the Black Christ. For over 300 years, the pilgrimages to visit the statue have continued.

Pilgrims come from all over the world to worship the Cristo Negro. Some worshippers crawl on their knees from Costa Rica, others walk over 100 miles from the interior of Panama, still others walk 50 miles from Panama City; thousands walk over 20 miles from Sabanitas, and many crawl the last mile or more on their hands and knees — some while having scalding hot wax poured on their bare backs, too — to show their devotion to the Black Christ. The Cristo Negro is also believed to be the patron saint of criminals, therefore, thousands of muggers, thieves, drug dealers and murderers come to seek forgiveness for their sins. We heard that more than 60,000 people descend every year on this tiny village.

As many of you know already, we love to hang out with the natives. (We would call them locals, but here they prefer to be called natives.) In Portobelo, the indigenous tribe is Chokoy, part of the Emberá tribe that originated in the Darien. They, along with countless other villagers, welcomed us to their event and asked us if we were enjoying ourselves. Many told us that we were the only blue-eyed people they had seen at the event; usually only Latin Americans were there, they explained. They all wanted to know where we were from, and when we said "Texas" it was a true home run, as everyone knew about Texas some way or somehow.

We were crowded elbow-to-elbow in the stifling hot church. It was so hot in fact, that Bill quickly told JoAnne he was going out to get some fresh air. Just before he departed, a drone armed with a camera from a local TV station buzzed its way in through the mammoth church doors and across the top of the crowd and the statue of the Black Christ and then on to view the priest delivering his mass, which had begun promptly at 6:00PM.

Just before the procession, men lined up to get their long hair shaved to the scalp. It was part of their ceremony to become a bearer for the statue and platform. A total of 32 men with purple robes and bare feet would be rotated to carry this enormous heavy platform through the streets.

Since Bill had gone outside of the church, he was able to stake out an excellent spot to view the event. He was directly behind the *bomberos* (firemen) lined up at the front door of the church to prevent the crowd from getting in the way of the procession. We are not Catholic, but we were very moved by this most impressive display of faith. The parade lasted four hours and the men were required to do somewhat of a dance that consisted of three steps forward, then two back, which is similar to Spanish processions. At exactly midnight, the Black Christ was paraded back into the church and a carnival atmosphere erupted in the streets and went on until dawn.

During the weeklong Cristo Negro festival, there is music from sun-up to sundown. There was salsa, dance, hip hop, and even marching bands from the local Ritmo Music School where JoAnne took guitar lessons, that made the village seem like a never-ending half time at a high school football game. The drums and horns are echoed through the village and carried onto the wind into the harbor. We have been to Portobelo several times since then. Every time we are there, the constant and exotic Congo drumbeat fills the air.

More Celebrations

During one of our stays in Puerto Lindo, Panama, they were celebrating Carnival in the tiny village. During a trip to purchase diesel from the pink house, we were met by a dozen children ranging in age from three to ten years politely asking to assist us with carrying the jerry jugs. We discussed how we would reward them for their bravery in helping to carry such heavy jugs. We decided that since it was a hot day, we'd buy a big bottle of cold Coke and some paper cups. Perfect! However, there was one glitch. JoAnne began walking down the street to the store and was soon met by a young man armed with a water hose and several costumed people all around who were enjoying being squirted with the water. JoAnne was informed that in order to pass on the street, she must participate in the game and be squirted, too. Being a good sport, she agreed, but negotiated just to be sprayed with the cold water from the waist down. He agreed, everyone cheered, and then JoAnne proceeded to the store and bought the Coke and cups. When JoAnne arrived back at the fuel house, Bill questioned why the heck she was all wet. Well, it was the Carnival code to pass to the store, she said!

We were excited to add these amazing Panamanian cultural experiences of a lifetime to our list, and we had a blast! It is wonderful to see so many of the places we visit still maintaining their heritage and carrying on their centuries of traditions. The Caribbean comes even more alive during Carnival! We hope you all get the opportunity to engage in your very own amazing cultural experiences, too. Just like the famous book says, Don't Stop the Carnival!

You can check out our Yacht Ultra *videos on our YouTube channel YACHTULTRA1. There you will see almost 100 videos that we have posted of our adventures. Our blog is www.jandbyachtultraadventure.blogspot.com*

Above left: Ready to board the diablo rojo *bus*

Below: The authors meet a young woman in Congo pollera *costume*





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Hurricane Season – Plan BDT

by Ray Jason



The Bocas waterfront. Not gentrified, but Charming with a capital C — and fun!

WITH hurricane season approaching, it makes sense to consider various options for protecting your boat. One that you might not have thought of is sailing to Bocas del Toro.

It is a large, pristine archipelago in Panama. The cove where I am writing this could easily accommodate 20 boats, and yet there are only four of us anchored here. The name of this lovely spot is Dolphin Bay because there is a resident pod of them here all year round; you often see a mom swimming with her youngster.

In the jungle onshore there are large troops of howler monkeys to entertain you and wild parrots to wake you up in the morning. Other exotic creatures, including sloths and toucans, hang about in the trees. (Actually, the sloths hang and the toucans perch.)

So, how does this zoology intel relate to hurricanes? Well, Panama has rarely experienced one. Therefore, you won't have to spend every morning nervously listening to Chris Parker on the radio. Instead, you can scan the shoreline with your binoculars looking for verrry slowww sloth activity.

Getting here from the Eastern Caribbean can be a rip-roaring non-stop downwind run, or there are lots of places to stop if you'd rather do it seagoing-sloth style. Two of my favorites along the way are Cartagena, Colombia and the San Blas Islands in Panama. If you stop at San Blas, you can buy some of the world-renowned *molas* from the Kuna women. These tiny women are such ferocious negotiators that they would win the admiration of the most gung-ho Amway "sales associates". Plus, they do so in their traditional clothing that is as colorful as the inside of a kaleidoscope.

Once you arrive in Bocas del Toro, there are dozens of empty or almost-empty anchorages to accommodate you. Two of these are near town and the others are in gorgeous remote spots with no traces of human habitation.



Above: Bocas Marina, one of several good options if you need a place to tie up

Below: A fruit vendor. In Bocas Town you can find all of the essentials and quite a few luxuries, too



If you prefer the convenience and camaraderie of marinas, there are three nice options. Red Frog Marina boasts a sensational nearby beach and lots of mega-yacht viewing. Marina Carenero is the least expensive, and has a great view across to Bocas Town. My personal favorite is Bocas Marina, with its beautiful garden setting and friendly bilingual staff. All three of the marinas have sparkling clean shower rooms, reliable electricity and pretty solid WiFi.

Another nice feature of Bocas Marina is their on-premises bar and restaurant. It is one of the last great cruisers' havens left on the planet. Besides good food and drink, there is live music. In fact, Jimmy Buffet dazzled the gang here several years ago when he sat at the bar for a couple of hours "strummin' his six string" to the delight of everyone. If Jimmy chooses to chill in BDT, that's a pretty righteous recommendation.

A few words about the main town of Bocas del Toro. If you are looking for a prissied-up, sanitized spot that appeals to the cruise-ship crowd, this is not your place. On the gentrification scale of 1 to 10, it is a 3 — without higher aspirations. But it is Charming with a capital C. It may not be postcard perfect, but it is genuine — and, boy, is it ever fun!

The local mix is Spanish and Indio and Afro-Caribbean. The visitor potpourri includes surfers, backpackers, adventure travelers, sailors and miscellaneous ex-pats. This last category of irregulars always amuses me; every time I drink a beer with this colorful crowd, I am reminded that the Witness Relocation Program is alive and well.

For supplies, you can find all of the essentials and quite a few luxuries. There are many grocery and hardware stores and the restaurant scene is astonishing. You keep saying to yourself, "How can this many great restaurants stay in business in this tiny town?"

However, I don't spend much time in town because it is so magical out in the archipelago. There are nine big islands and over 100 small mangrove islands. The anchorages are never crowded and there are no "pay-by-the-night" mooring fields. There are a couple of large islands that act like Neptune's breakwater, thus converting the area into an inland sea, so you never have to double reef and strap in when moving from isla to isla.

There is excellent surfing here (even Kelly Slater flies in when the waves are up) for both mid-life longboarders and early-life surfers who use boards that look to me to be about the size of oven mitts.

Another great addition to this area is the new, full-service boatyard. They have excellent laborers, welders, painters and mechanics. They also encourage "do-it-yourselfers". You can also order in all sorts of boating supplies through the local Marine Warehouse outlet. They arrive by ship, so even heavy items like paint and chain and dinghies can be shipped in.

So, as the folks at the Weather Channel start to get sideways crazy about hurricane season projections, just switch 'em off. Instead, you can create your very own one-boat Travel Channel. Head west to Bocas del Toro — we'll leave the anchorages uncrowded for you!



Cruising the Azores
Part Two:
SÃO JORGE, TERCEIRA, SÃO MIGUEL AND SANTA MARIA

by Linda Lane Thornton

As the Caribbean hurricane season approaches, many cruisers' thoughts turn to "Where next?" We're currently taking a brief detour outside our usual Caribbean geographic focus. Every year many choose to cross the Atlantic eastwards, whether returning to home waters or exploring new destinations, making a stop in the Azores. See "Cruising the Azores, Part One" in last month's Compass *for an overview of the archipelago and details on the islands of Flores, Faial and Pico.*

São Jorge

São Jorge is named after Saint George because it is shaped liked a dragon, and good old Saint George vanquished the dragon and rescued the maiden, according to legend. The Dutch artist Pieter Adriaans, who lives in São Jorge and who has a gallery in Norte Pequeno, has painted an intriguing picture of the western end of the island as the head of a dragon. In the main square, adjacent to the church dedicated to São Jorge, the dragon peeps over the rim of a fountain, while Saint George defeating him is depicted in typical dark grey and cream stone mosaics. The island is long and narrow with some of the most stunning scenery in the archipelago.

As the island is steep-to, the only places to anchor are outside the marina in the main town of Velas or off the small fishing port of Calheta. The marina manager, José Avíla, will greet you with open arms and a cheery "Welcome to Paradise!" He goes way beyond the call of duty to make one feel welcome, and is able to give help with a wide variety of activities. The showers are probably the best of all of the marinas in the Azores.

Clockwise from top: Baia do São Lourenção, Santa Maria; Velas Anchorage, São Jorge; Velas Marina from the Miradouro



São Jorge is famed for its cheese, and a visit to the Finesterra cheese factory at the eastern end of the island is highly recommended, especially as the size of the tasting portions almost constitutes lunch. The cheeses vary from mild and creamy to sharp and tangy, and one can lunch very well indeed with a piece of cheese and a loaf of bread.

For textile enthusiasts, a visit to the Casa de Artesanato at Fajã dos Vimes is a must. Here the *colchas de ponto alto* are woven on ancient looms by Maria Alzira Ávila Nunes and her sister Maria Carminda Ávila Nunes. In a technique known in English as "weft-loop", the woven coverlets have a cotton warp and woollen weft. They are famed throughout the islands, and many of the products wend their way across the Atlantic to expatriate Azoreans living in the United States and Canada.



PROVISIONING: There are several small grocery stores in Velas itself, and a larger one on the road out of the town towards Rosais.

EATING OUT: The Club Naval offers a tasty selection of dishes, as does the Restaurant Açor in the main square. For something special, O Forno lies some distance from Velas in the town of Santo Amaro.

INTERNET: Ask at the marina office for a ticket. Otherwise most cafés and restaurants have free WiFi.

WALK TO DO: On a fine day one can walk the central ridge of the island to its high point at Pico do Esperança, from where it is possible to see all of the islands of the central group, then down to the village of Norte Pequeno or even to Fajã d'Ouvidor on the north coast. The most famous walk, though, is from Serra do Topo to Fajã dos Cubres via Fajã de Santo Cristo. A taxi is needed from Velas to the start of the walk, but it is then possible to get a bus back from Norte Pequeno. The start of this walk gives some stunning views over the island, and the glimpses of the fajã on the way down, often through tree heather woodland with hedges of hydrangeas, are delightful.

Graciosa

As I have not visited Graciosa (yet!) I cannot comment personally on what is available, but it is possible to anchor outside the main town of Vila do Praia.

Terceira

Terceira, which means "third", was the third island to be discovered. It is also the third largest island and has a vibrant culture that uses any excuse for a party. Terceira is also home to the *touradas a corda* — events in which bulls, restrained some times by a rope around either the neck or the ankle, are let loose in the streets.

—Continued on next page

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After one of these touradas, it is not unusual to see men with bandages round their heads, arms in slings and the like; the bulls do not take prisoners! These bulls are their owners' pride and joy, and are well looked after. If a bull does not seem to be enjoying his chasing, he will be pulled out and another one takes his place.

An earthquake on January 1st, 1980 did a great deal of damage to the town of Angra ho Heroísmo and to their credit, the people decided to rebuild it in the old style, so the town retains much of its charm. Its streets are lined with small shops, fashionable boutiques lying adjacent to hardware stores and seed merchants. The marina area is dominated by the lilac-painted church of the Igreza da Misericordia — Church of Mercy — whose bells toll out the hours between 0800 (time to get up!) and 2000 (not quite time to go to sleep!). At the height of the summer, NOTHING starts to get going until about 2300, often with concerts, discos or bands coming on at around midnight. And the parties go on all night long: go with the flow!



Terceira has a publicly owned marina in Angra do Heroísmo and a private marina, which accepts transients as well, in Praia da Vitória. There are haulout facilities at both Angra and Praia, with 50-ton travel hoists. Both sites can cater for lifting catamarans. The boatyards are operated by Parreira Azores (tel +351 295 401 280, e-mail geral@parreiraazor.com), but the travel hoist in Angra is operated by the marina. Ask at the marina office if you need a haulout.

PROVISIONING: Both the Guarita and Continente supermarket chains have outlets in both Angra do Heroísmo and Praia da Vitoria; Guarita tends to be slightly more economical. There are also a number of smaller grocery stores. The food and vegetable markets in both towns are very good, and an excellent farmers' market is held on the road from Angra to Biscoitos on a Sunday morning — great if you need a new chicken, cow or goat.

EATING OUT: There are many very good restaurants in both Angra do Heroísmo and Praia da Vitória. My favourites are O Chico, A Minha Casa and *A* Canadinha in Angra. The Restaurant Caneta in Altares on the north coast offers probably the best steak on the island; they have their own herd of Aberdeen Angus cattle. It is quite feasible to catch a bus to Altares, have lunch at Caneta and then take the bus back to Angra.

INTERNET: Ask at the marina office for a ticket to access WiFi from your boat. There are also two computers in the shower building. Most restaurants offer free WiFi, although it tends to be rather slow at times.

WALK TO DO: The most accessible walk from the marina in Angra is up Monte Brasil past the old Spanish fort of São João, built when the Spanish had taken control of the island in the 17th century. There are several tracks around the hill, taking in a small aviary and deer enclosure, to sites where the whale-watchers had their lookouts. For a longer walk, take the bus to Serretta and follow the trail through the forest of cryptomeria and blackwood up to the small crater lake of Lagoinha, looking out for obsidian on the tracks on the way. This is the only site in the Azores where volcanic glass is found, and I find myself saying, "I do not need any more obsidian!" every time I do this walk. (It doesn't stop me, though.)

São Miguel

The largest island and centre of the islands' administration, São Miguel also boasts the largest marina in the Azores. It is also one of the most uncomfortable in any sort of swell from the east or south, as the wall which protects the marina is not solid; for whatever reason, it has arches through which the swell rolls happily, setting boats rocking and mooring lines snatching. It is the island with which I am least familiar, as we left for Santa Maria after three sleepless nights. At the beginning of 2017 a bulk carrier decided to off-load its cargo of clinker when the wind was blowing some 25 knots from the south. The result was that all of the boats in the marina got covered with dust, which then got wet and set like concrete. At the time of writing, responsibility for this catastrophe was still under discussion.

PROVISIONING: There is a large supermarket on the road opposite the marina, and the town boasts many smaller grocery stores and specialist shops. A short walk from the marina is a duty-free retail outlet for cosmetics, so if you've run out of your favourite duty-free moisturiser or lip balm, you will probably find it here.

EATING OUT: There are restaurants galore in Ponta Delgada, so it's a good place to go grazing. My favourite is the Taberna Açor on the Rua dos Mercadores, one road back from the seafront.

INTERNET: Free WiFi in many places.

Santa Maria

Lying some 50 nautical miles southeast of São Miguel and visible from Ponta Delgada on clear days, Santa Maria was the first of the Azorean islands to be discovered. It is an island of two distinct halves: the western part is flat and brown in the summertime and is the site of the airport; the eastern part is hilly and green. Being farther south than the other islands, it lies out of the storm belt for most of the time and is known as the Ilha do Sol — the Sunny Island. The main settlement is Vila do Porto, which has an excellent and well-sheltered marina, although the showers are in need of refurbishment.

For all its small size, Santa Maria has some remarkably diverse scenery. The Barreiro da Faneca is an expanse of barren earth, reddish in colour and the result of weathering of basalt. The town of São Lourenção on the east coast is backed by an ancient caldera wall, divided up into tiny, walled fields, off which is a very pleasant anchorage. It is also the site of Portugal's worst air disaster, when a plane hit the ridge of Pico Alto in poor visibility, the accident being the result of poor communications between the plane crew and the airport, in combination with pilot error. A memorial lists the names of those who died, while there is a shrine made of parts of the plane.

The marina is quite small, but there is a 50-ton travel hoist and some hardstanding, should you need a haulout. The offices are adjacent to the marina, but the toilet/shower block and laundry are at the head of the bay area. Vila do Porto is not a port of entry — this is dealt with at São Miguel — but there does not seem to be any issue with a brief stopover here.

PROVISIONING: Vila do Porto has two well-stocked grocery stores, on opposite sides of the main road in the town. It is worth noting that everything in Santa Maria involves a walk uphill, so feasting on rich food is not a problem.

Left: Vila do Porto Marina, Santa Maria

Below: Marina d'Angra, Terceira

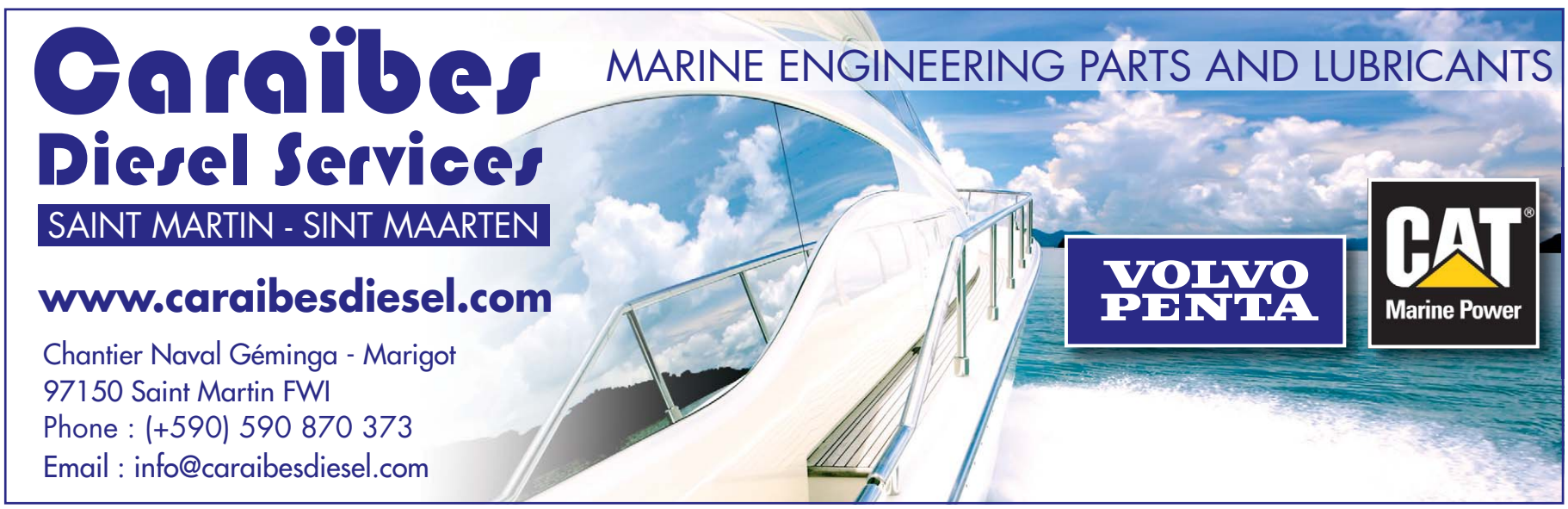


EATING OUT: The yacht club adjacent to the marina serves standard café food, but for something a little more elegant, try Garrouchada, next to the supermarkets on the main street in the town.

INTERNET: WiFi is available in the marina; ask for a ticket from the marina office.

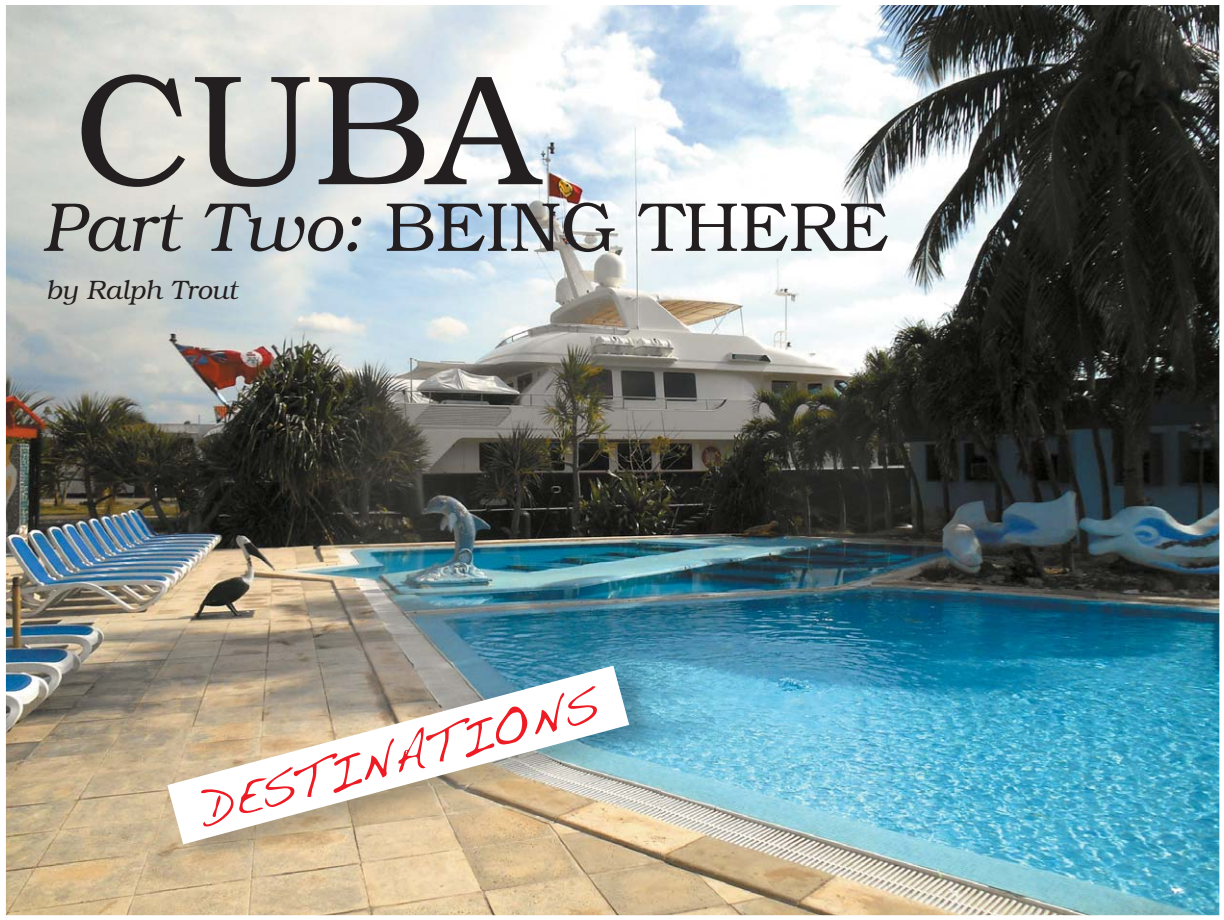
WALK TO DO: From the marina, take the walk along the geological trail to Praia Formosa, which will give you chance to see examples of marine fossils from the Late Miocene-Early Pliocene era, some 120 million years ago, the only sedimentary location in the Azores. The walk takes you past a former quarry which now has interpretive panels, past caves where limestone was extracted, a lime kiln, then down to the beach village of Praia, where there are one or two cafés and restaurants where you can have lunch before taking the walk back to the marina.

And after the Azores? Successive seasons found us going from the Azores to the Canaries, on to the Caribbean, up to Chesapeake Bay, back to the Caribbean, and back to the Azores and the Canaries, but in May 2016 we returned to the Azores with the intention of spending the summer in the islands and then over-wintering here. We have spent time in Flores, Faial, São Jorge, Terceira and Santa Maria and finally decided to spend the winter in Terceira, which has been simply splendid.



CUBA
Part Two: BEING THERE

by Ralph Trout



Above: View across the hotel pool at Marina Hemingway; megayachts like to tie up nearby

Below right: A moat surrounds the Spanish colonial fortifications in Old Havana

Last month, in "Cuba, Part One", Ralph Trout described his preparation for sailing from Key West to Havana, including obtaining a permit from the US Coast Guard, and the arrival and check-in experience at Marina Hemingway.

Marina Hemingway Orientation

Dockage at Marina Hemingway includes all the facilities of the Hotel Acuario. Don't be confused by which hotel. At the east end of the seaward canal is The Old Man and the Sea Hotel, which is closed while being renovated. To the south of Canal Two is the hotel that is currently operating, although a segment is obviously being renovated. As you will discover, almost every building in Cuba is under renovation.

Also at the end of the seaward canal is a cluster of stores. One sells souvenirs and sundries such as soap and toothpaste. Another has a limited selection of food, mostly pasta and rum. (Food supplies are limited everywhere in Cuba, so stock your boat well prior to arriving). This store has a good selection of beer, including Corona, Presidente, and even Miller Lite. There is a fresh meat shop and a nice cigar coffee bar named Tres Reyes — a great place to have a Cuban coffee and watch Andrea roll cigars by hand. It has a very good rum selection. Across the street is the first bowling alley with a bar that I've ever encountered in a marina.

Farther down the same tongue between Canals One and Two are tennis courts and showers (very hot water and clean, but carry your own toilet paper), and a laundry with a bar — bars are everywhere. Laundry is drop-off at 6 CUC (see note on money below) a load, dried and hand folded. Check out the intricate carved cowhorn sculptures. Next along is the thatched-roof restaurant and bar. At the edge of this is a saltwater pool (part of the entrance canal, roped off) with slides. To the left are the stairs to the Chinese restaurant. Nearby is a small chandlery that has rum, ice, and some cheese.

All paths lead to the dockmaster's office adorned with the Hemingway Cup — for fishing, not daiquiri or mojito consumption. The marina usually docks 1,200 boats a year. That should increase with added tournaments and regattas. Make reservations by phone at (537) 204-6848. The latest e-mail address I got from the office manager is commercial@prto.mh.tur.cu (slightly different from what Google gave me). Marina Hemingway is reputed to have the Caribbean's oldest fishing tournament, beginning in 1950. Fishing tournaments made it famous. We were told by the initial welcoming group that sport fishing was available for $240 a day, but no boats were available. We inquired with two dockmasters, and no fishing. The small local boats are not permitted to take out foreigners.

South of the second canal is the operating hotel. At the beginning of the entry road is a security station. Then you will discover the Cova Bar with reasonably priced, good dinners and pizza. Towards the hotel are the bus stop and then the lobby, where you can make phone calls and buy prepaid internet cards. (More on this later.)

At the east end of the first canal is Club Náutico Internacional Hemingway — and another bar, a disco, another bar. Staunch security is at the main gate.

Much of your experience will depend on how well you *habla español*.

Money

There are two Cuban currencies, CUC and CUP. And yes, that takes a bit to wrap your head around. Cuba protects its resident population with the CUP and values its tourism with the CUC.

Nothing can be done by visitors without CUCs ("kooks") — Cuban tourist money. Neither the marina hotel nor anywhere else inside the marina will change money or accept US or Canadian dollars. That means you can't get the hotel to make a phone call or buy Internet cards until you change money into CUCs.

The most useful info I can give you is where to find the closest place you can legally and easily change money.

Walk out the main security gate and take a left across the bridge. Traffic in Cuba is busy and they do not stop for pedestrians; keep your wits about you and always walk facing traffic. (On the left you will see fishing boats. When you have your money you can purchase fresh fish here and fresh bread on the other side of the main street.) You are entering the village of Jiamanitas ("Hi-man–*ee*-tas"). At the second street, take a left. You will see a Y; take the street on the right. Continue straight one block past the obvious stop sign. There will be a set-back, brown building with a security guard. That is the *cambio* — the currency exchange. This is a safe area. There is usually a line; just wait your turn. If you get lost, everyone knows where the cambio is located.

Get the smallest denominations possible, a lot of ones and coins. No one has change for big bills, so you might not get all the change you're due.

In February 2017, the legal exchange rate was .87 US to one CUC. Canadian was at .73 Canadian to one CUC. Rates change daily. The marina hotel always has the rates posted at the main desk. Start doing the math. A CUC in February was approximately US$1.15, which made a 7 CUC dinner US$8.05.

Changing money anywhere except in a cambio is dangerous. The ad hoc moneychangers are tricksters. A friend visiting came through the airport and bragged she had gotten such a good rate — until she found she had been shorted $38.

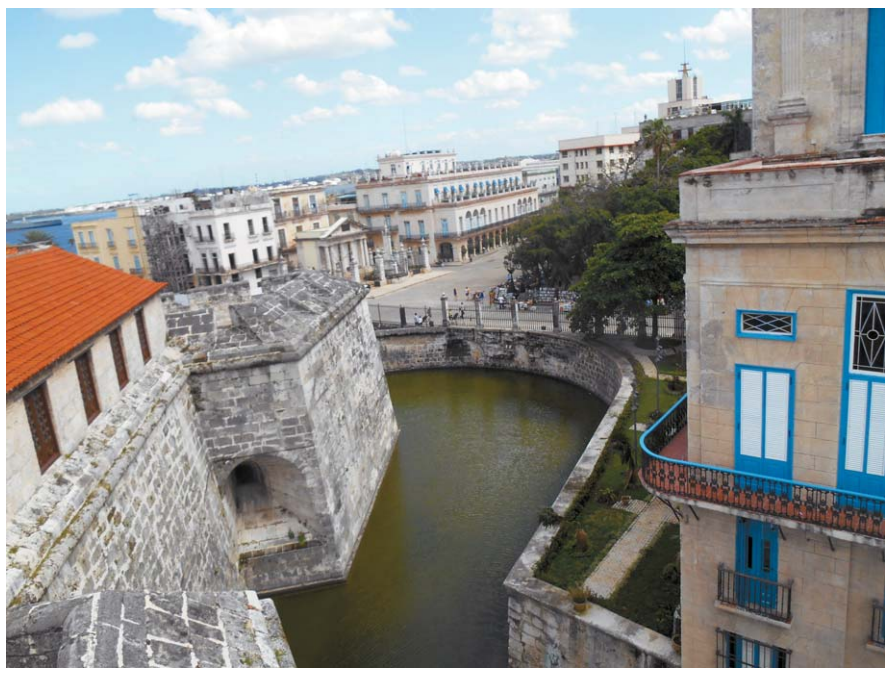
No matter what anyone has told you, US credit and debit cards will not work. At the worst they will be eaten by the ATM or shut off by your provider. They are best left safely on board your boat. If you have a Euro or Canadian-dollar card it will get you cash.

The local incomes are intimidating. Most workers make the equivalent of about US$20 a month, but seem content. (We were happy to tip with cash or gifts.) The main source of employment is working for the State, but tourism is apparently the "get-rich-quick" track. There is a lot of slip and slide with money in that busy area. A packed tourist establishment seldom rings the cash register on all sales. Most taxi drivers keep a low profile, flying under the radar. Yellow Taxi drivers don't always turn on their "state" meters. Restaurants and bars are another source of State-free (we would say tax-free) money. However, if people are caught skimming, imprisonment is quite possible. It is rumored (everything is rumored because there is no transparency) that high-profit establishments not forthcoming with their fair share have been bulldozed. The rules aren't written and continually change per situation.

The Internet

I met a French yachtsman who said he would never return to Cuba because of the poor internet and the lack of cheese. Oh, well, the internet can be difficult, and cheese nearly impossible.

First, buy a few "Nauta" cards. The marina hotel sells them at the main desk for 1.50 CUC. Bring your laptop or tablet to the lobby. There is a sign saying "cybercafé", but no computers. Look for any location with a square plastic box on the wall, which



is a WiFi booster. Ask the bars and restaurants. Chances are slim you will get enough signal to connect on your boat.

"Pay first" is the only way the internet operates in Cuba. Log in with the Nauta number, then scratch off the password, say a prayer and cross your fingers — and on some days you will get connected. The weather really affects the internet in Cuba. Don't expect any help.

To notify friends and family that we'd safely made the crossing, I resorted to giving a card to a local guy at the hotel pool and he used his phone to get on Facebook.

I successfully used Messenger. Google Chrome refused the unsecured service, Mozilla lasted for a few days, but Internet Explorer consistently worked well. Depending on your phone carrier, roaming might work.

Let me recommend downloading Maps.me and Triposo before you go. Their maps can be used offline.

Transport

Once money is in your pocket and you've told the world by Facebook you are in Cuba, your next concern is transport. Everyone is in a hurry to see Havana, and Hemingway Marina is only 20 kilometres away. The first impulse is to walk out the gate to the main road, but taxis can be found anywhere inside the marina.

—Continued on next page

—*Continued from previous page*

Classic American car taxis are available inside the marina and it was my luck to make an excellent connection on my first ride to Havana. My driver became a friend and gave me the "ten-cent" (really 25 CUC) quickie tour that provided the lay of the land. (And he offered a more extensive tour, which we took later.) A ride in an exquisite classic car really invigorates one after the crossing, and splitting the cost with other sailors adds to the camaraderie.



Traffic is controlled because police are visible at all main intersections and have radar guns. A points system exists where drivers can lose their licenses. Stoplights count down the seconds till the lights change, and no one runs a light. In two weeks we saw only one fender-bender.

There are other transport options from the marina. Older US cars that are not pristine, like a dinged 53 Studebaker Commander, cost 10 CUC just for you and your crew. If you ride in a shared taxi with locals it will cost you one CUC; you will be dropped off at the end of the driver's route. Local buses are also one CUC; they are crowded and slow, but a valuable insight-building experience.

If you have a bike on board — go for it. Biking appears safe. Traffic is heavy, but not crazy. It is heavier later in the day. Before you leave the marina always use the bathroom.

The amenities of the marina hotel include bus transport to Havana. Pick it up at the stop just before the hotel's lobby. You will see people waiting on benches under an arch. It leaves at 10:00AM, noon, 3:00PM and 5:00PM. This also costs one CUC and will take you to an area called Cecilia. You may disembark anywhere along its route, for example to visit Club Havana, to shop at Palco, or to view Fuster's mosaic art. You'll know the Cecilia stop by circus tents just to the west in a defunct amusement park.

From Cecilia, the best deal for Cuba newbies is to take the T-1 Habana Bus Tour. The bus is a double-decker sunroof model that costs 10 CUC to ride all day. You can hop on and off, but the ride into old Havana will give you a good, inexpensive excursion. The best drop-off spot is Parque Central in Old Havana.

The return is a bit difficult because Havana, especially Old Havana, is addictive. Suddenly you have regressed to a world that existed when these classic cars were new. To catch the last bus from Cecilia back to the marina, you've got to leave Parque Central by 4:00PM and you will not want to, believe me. There's so much to see and do. Friendly people, fantastic architecture, music, and art are everywhere, not to mention Cuba libres, mojitos, and daiquiris. Get the return bus on the southwest corner of Parque Central.

Leaving Cuba

Returning from Cuba to Key West is easier than getting there. Notify the dockmaster's office of your departure, either the day before or that morning. Have CUCs ready — again, no international cash will pay your bill. The water and electricity usage will be calculated; you will get a smaller pink slip stapled to your larger, detailed invoice of marina expenses.

If asked, Cesar will assist your boat off the dock.

Anything you have onboard that is useful yet no longer needed, such as sandals, books or eyeglasses, leave on the concrete bases of the trash receptacles.

Head back to the Immigration and Customs dock. They'll take another picture, stamp your passport (if you want), and take your visa paper. Another inspection below decks is required and chocolate is a great gift to these courteous officers.

It took us 19 hours to get to Marina Hemingway, 14 hours to sail back. I will return to Cuba — by plane, so I can stay more than 14 days.

Arriving in Key West

Back in Key West we called Customs (now part of Homeland Security) to notify them of our arrival. Call 1 (800) 432-1216 once in US waters and well before docking. Every incoming vessel must have an arrival number.

We had to visit Customs at the Federal Court House at Simmons and Caroline Street. They were not coming to the docks. Don't bring cameras or phones. This was the only time our Cuban 3300 permit was viewed, along with our boat papers and passports. No inspection, no hassle for us. Might be different for you.

No one inspected our garbage, but others on the same dock had to take theirs. There was no problem with vegetables. The only problem was that lovely Cuba was now 90 miles south.

Left: Ride in a classic car? It's a quintessential part of the Cuban tourist experience

Below: The author with cigar sellers in Old Havana. 'You won't want to leave'





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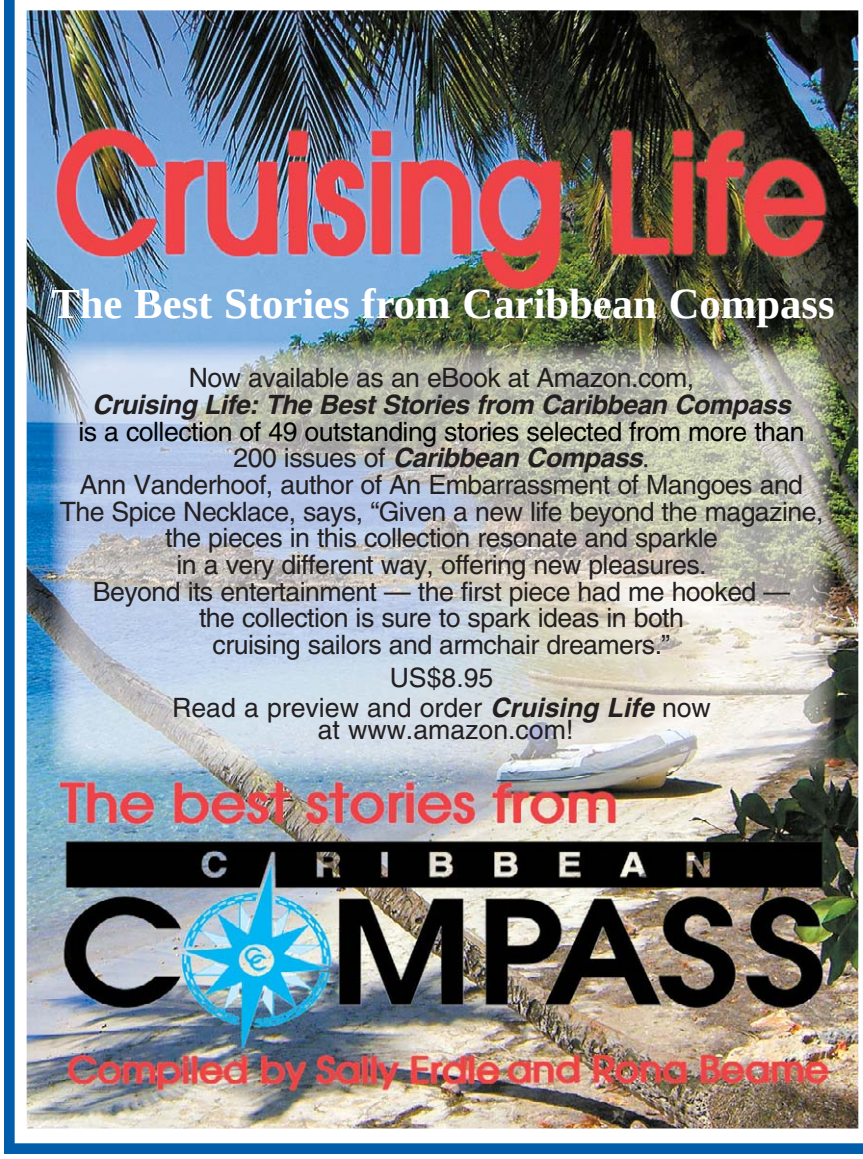
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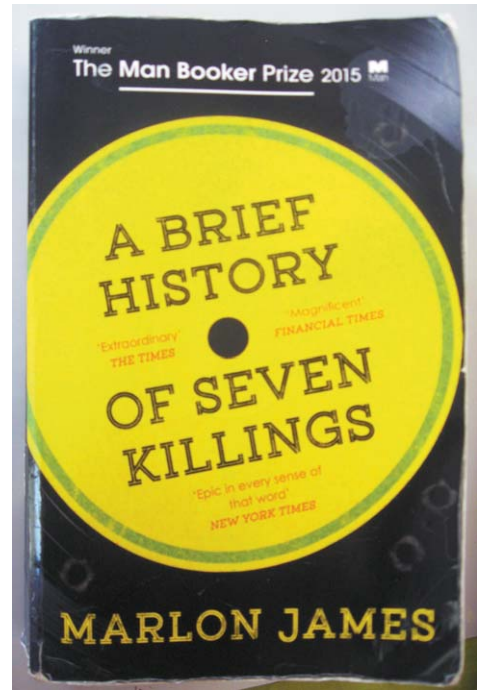
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BOOK REVIEW BY BOB BERLINGHOF

Mayhem for Marley



***A Brief History of Seven Killings**, by Marlon James, a Oneworld Book, ©2014, fiction, winner of the Man Booker Prize 2015, 688 pages. ISBN 978-I-78074-633-7.*

The near unanimous critical raves for this Jamaican novel, based on the politically inspired gang warfare that resulted in an assassination attempt on Bob Marley in 1976, are truly impressive. Marlon James' epic is "like a Tarantino remake of 'The Harder They Come'," "thrilling," "a masterpiece," and the author has been compared to Faulkner and Joyce. Other critics have noted that this sprawling, messy story is neither brief, nor does it limit itself to seven, or even 70 murders. It's a blood-drenched, grisly tale told in over a dozen first person voices and taking place over three decades, with little to do about "the Singer," as Marley is referred to, after he died of cancer in 1981 midway through the novel.

To challenge the reader's memory there is a Foreword with scores of characters' names. Each has a brief explanation of who they are, in order of appearance, consisting of rival gang members, politicians, CIA operatives, an expat writer, and a woman with three names. In the following Introduction, alarm bells rang in my head when Sir Arthur George Jennings proclaimed himself the duppy (ghost) of a murdered politician whose head was like a smashed pumpkin after he was pushed off a balcony. I almost thought he was supposed to provide comic relief, and this was a "Betelgeuse" inspired satire. *Even now as I talk I can hear how I sounded back then, can you dig it, dingledoodies? Meaning that the afterlife is just not a happening scene, not a groovy shindig, Daddy-O.* Unfortunately, Jennings reappears throughout the book, deadly serious about wanting to see his murderer killed. *...but he won't die, he only gets older and older and trades out wives for younger and younger and breeding a whole brood of slow-witted boys and running the country down into the ground.*

The opening chapter features the voices of various gang members from Kingston's slums on the day before they broke into Marley's compound and shot him, his wife, and his manager. There are 14-year-old coke-addicts, seasoned assassins, and their leader, who has trained them to use automatic weapons obtained from the CIA. During the cold war, Michael Manley's "communist" PNP struggled to maintain power over Edward Seaga's right–wing Jamaica Labour Party (JLP). The theory was that whole neighborhoods would vote for their protectors, and that the party that controlled Kingston would win the election. To me it seems backward reasoning that a team of thugs spraying bullets indiscriminately in poverty-stricken war zones or killing an international reggae star would actually cause anyone to vote for their party, but I suppose terrified people might do so in real life. The cause of the attempt on Marley's life, ironically, was allegedly inspired by a gambling debt that was conceived in his hostel-like home, which had nothing to do with Marley himself, although he was viewed as a Manley sympathizer by the CIA. (It was after Marley had written "Burning and Looting" but before "One Love".)

Two voices that stand out are those of the white journalist, Alex, and the terrorized Nina Burgess. They both accidentally discover who was behind the failed assassination. Alex loses his job at *Rolling Stone* magazine and spends the next two decades trying to put together a cogent explanation of that fateful evening, while Burgess runs and lives under assumed names for fear of retaliation. Their stories are unfortunately buried beneath a landslide of murder, mayhem, and madness.

Marley somehow survived the attack to play at the "Smile Jamaica" peace concert two days later, ripping open his shirt at one point to show his wounds, and then he fled the country for nearly two years until the second Peace Concert brought him briefly home. It was at this final Peace Concert that Manley and Seaga famously joined Marley onstage and clasped hands in a show of symbolic unity, proof of the ultimate transforming power of Marley's music. This would have been the perfect end for most novels; instead, the gangs are transported to New York after their leaders are gunned down by police.

The final redemptive act by Burgess two decades later is too little, too late to salvage this somewhat confusing mess of 600 pages of pathological murderers doing disgusting, pointless, and — worst of all — boring acts of violence. The action shifts from Trenchtown to New York City's crack dens in the '80's and '90's, when Jamaican gangs slaughtered their way to prominence. The CIA's involvement in regime change and the crack trade has been oft alleged and was therefore not revelatory, though reprehensible.

The author's use of dialect was not a problem for me, though the overuse of certain curse words ("bombocloth" and "pussyhole") wore thin; it was the basic story's unrelenting gore and cheap sensationalism, including many explicit homosexual acts and excessive random killing. Yes, his male characters sometimes said funny things, as in a Tarantino movie, but the level of absurdity and tension was lacking, which ultimately caused this vast, ambitious, and noteworthy novel to fall 16 stories like Sir Arthur George Jennings. Anyone reading this novel hoping to glean nuggets of insight about "the Singer," Robert Nesta Marley, will be sorely disappointed, although similarities to a Jesus-like character are suggested. But Marley's life is used as a backdrop for this story of ceaseless gang slaying, which left this reader feeling duped.

LOOK OUT FOR...

The African Sausage Tree:
Not for Bangers and Mash!

by Lynn Kaak

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

This tree is definitely an import to the Caribbean. Initially found in the tropical regions of Africa, it found its way over as an ornamental, and can be found on some islands as part of a Botanical Garden (Dominica) or as part of the landscaping (Antigua).

Kigelia africana is a bit of an odd duck. It is the only species in the genus of *Kigelia*. The genus name is derived from the Bantu name for the tree, while the more common names in English allude to the fruit.

The fruit are far and away the most strongly recognizable part of this plant. They look like large... well, sausages. *Very large* sausages. They can be anywhere from 30 to 100 centimetres (one to three feet) in length, and can typically weigh between five and ten kilograms (11 to 22 pounds). This is a tree one may reconsider parking or sitting under, as the woody, dense fruit can pack a wallop when they fall. The long peduncles, or vine-like structures upon which the fruit hangs, are quite strong, and can easily bear 45 kilos (100 pounds) or more. The inside of the fruit, which is considered a berry, is fibrous, with seeds. In Africa, it is a food source for various mammals and some birds.



The tree can grow to about 20 metres (65 feet) tall. The grey bark is initially smooth, but as the tree ages, it will start to peel. The wood is used for oars, boats and other purposes where strong lumber that is not prone to cracking is useful. In the Caribbean, since the tree is primarily ornamental, it hasn't developed a real use.

This tree does have flowers, and they are quite striking. They are similar to the blossoms of the African Tulip tree (see the March, 2017 *Compass*) with their bell-like shape, but are darker in colour, and waxier. The blooms may be orange, red, or a purplish green. The flowers grow at the bottom of the peduncles, where, once pollinated, they will eventually turn into the fruit. The rather unpleasant-smelling flowers are primarily pollinated by bats, birds and bees.

For human consumption, the "sausages" can be processed to make a beer-like beverage. Before experimenting with home brewing, it must be known that there is some work required to make it useful, or the medicinal property of "cleaning you out" might be a problem.

Besides making an alcoholic beverage, the tree has long been used by African people for skin problems, stomach ailments, and inflammatory diseases. It has antimicrobial properties as well. With recent outbreaks of measles and chicken pox in some Eastern Caribbean islands, it might be useful to know that it is used as a bath for these ailments, too.

It is an odd-looking tree, with its large brown fruit hanging down, but it is certainly easily recognizable and memorable; just don't bother looking for mustard to go with it!

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The Sky from Mid-May to Mid-June

by Jim Ulik

Spock: Fascinating. This atmosphere is remarkably similar to your twentieth century. Moderately industrialized pollution, containing substantial amounts of carbon monoxide, and partially consumed hydrocarbons.
Dr. McCoy: The word was smog.
— From Bread and Circuses (1968)

Light is energy and we can see it radiating from the Sun in various ways. The Sun's rays can be viewed when they pass through dust, smoke, moisture droplets and unfortunately, air pollution. If there are clouds present, the sky will have a combination of light and shadow enhancing the Sun's rays. Beams of light appearing as streaks across the sky, as shown in Figure 1, are called crepuscular rays. They occur during the hours of dawn and sunset. Or, maybe through the beauty of a rainbow formed when sunlight is separated into colors as it passes through raindrops. Then there are sunrises, sunsets, green flashes and more.

The Earth's magnetic field deflects one half of the radiation that is sent towards Earth. Some of the remaining radiation is either absorbed or scattered by the atmosphere. The radiation from an erupting solar flare can reach all the way to Earth. Advance warning of any solar outbursts can help minimize the potential damage to satellites, GPS signals, and radio or phone communications. More severe eruptions can short circuit electrical systems, knock out power grids that supply electricity and shut down computers. Passengers or pilots on commercial or private planes are always subject to increased radiation. Just think about the increased radiation they are subject to during a solar storm. Estimates put the annual cost of space weather hazards at 10 billion US dollars.

Wednesday, May 17th

Mercury is at its greatest elongation west. It will reach its highest orbital point in the eastern sky and its greatest separation from the Sun. The messenger of the gods is visible for a few minutes this morning before the Sun lights the Caribbean morning. Mercury is the bright object in the east below Venus.

Thursday, May 18th

Venus is rising as dawn approaches. Venus, Mercury and a dim Uranus will all be grouped in the eastern sky this morning. The Moon will be nearly overhead. Today will find the Sun and Moon a little more than 90 degrees apart. In a few hours, after setting, the Moon will reach its third quarter phase. During this phase the bulge of the ocean caused by the sun partially cancels out the bulge of the ocean caused by the moon.

Saturday, May 20th

There are a number of lunar conjunctions over the next few days. As usual Neptune will be positioned in Aquarius. The large blue planet will be just off the dark side of the Moon.

Monday, May 22nd

The Moon continues its daily apparent movement eastward. This morning the Moon is located near Venus. The Moon is approaching the New Moon phase, so it will appear as a fine sliver just to the south of Venus.

Tuesday and Wednesday, May 23rd and 24th

There are two more lunar conjunctions. The first is on May 23rd. As seen in the morning sky, the Moon will be south and east of Uranus. In the pre-dawn sky, May 24th, Mercury can be found directly above the Moon.

Thursday, May 25th

The Moon and Sun are almost in line. They are not close enough this time around to cause a solar eclipse. The next eclipse is going to occur on August 21st. Today's New Moon happens to coincide with the Moon reaching its closest orbital point to Earth. The Sun and Moon's tidal effect are combined.

JAMES ULIK



FIGURE 1

Crepuscular rays over Frenchtown, St. Thomas, USVI

Friday and Saturday, May 26th and 27th

The Moon appears near Mars in the western sky on May 26th. However, it will be slightly more illuminated on May 27th and still relatively close to Mars. The bright planet rising overhead is Jupiter.

Monday, May 29th

So far it has been all about the Moon. Tonight is no different as it pairs up with a famous deep space object. The Beehive Cluster is situated right (north) and above (east) of the Moon. The cluster is visually more than twice the diameter of the Moon. The cluster also known as M 44 or Praesepe holds approximately 1,000 stars (suns). Thirty percent of those stars are comparable in size to our Sun.

Wednesday, May 31st

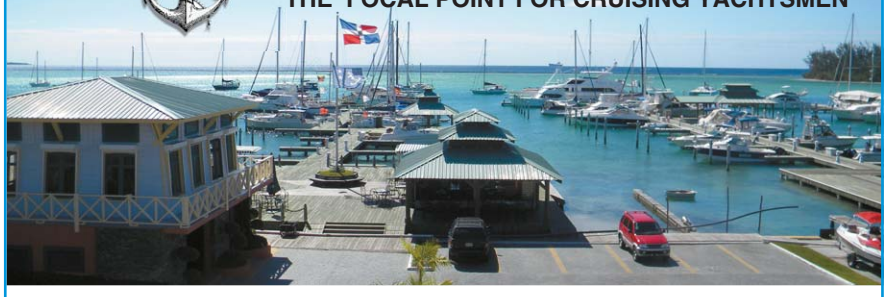
The Moon is still the subject tonight. There will be a conjunction between the Moon and Regulus. About an hour after sunset the heavenly bodies can be found in the western sky in the constellation Leo.

Thursday, June 1st

Using a pair of binoculars, look into the northeast sky after 2000. Figure 3 illustrates the stars in that part of the night sky. Constellation Hercules contains a star cluster named M 13 or the Great Hercules Globular Cluster. This collection of suns is located near the edge of the Milky Way galaxy. The cluster contains approximately one third of a million stars. In 1974, an interstellar radio message was broadcast to M 13 carrying basic information about humanity and Earth, in the hope that extraterrestrial intelligence might receive and decipher it. The message, written by Frank Drake and Carl Sagan, was broadcast from the Arecibo radio telescope in Puerto Rico.

—Continued on next page

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—*Continued from previous page*

Below or east of Hercules are the constellation Lyra and its brightest star, Vega. In the novel *Contact* by Carl Sagan, aliens from a star system based on Vega returned the television broadcast of Hitler's speech opening the 1936 Olympic Games. The Vega star system (Figure 4) is 25 light years away and 20 times the size of our solar system. Vega is three times larger and 58 times brighter than the Sun.

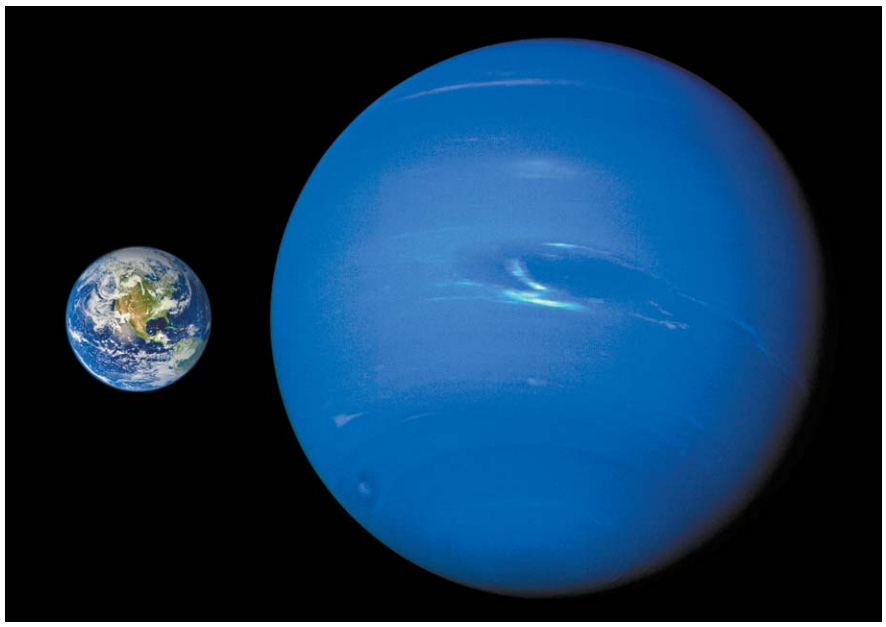


FIGURE 2

Above: The diameter of Neptune is almost four times the diameter of Earth

Below: The eastern sky at 2000 hours, showing the positions of two meteor showers, Vega and M 13

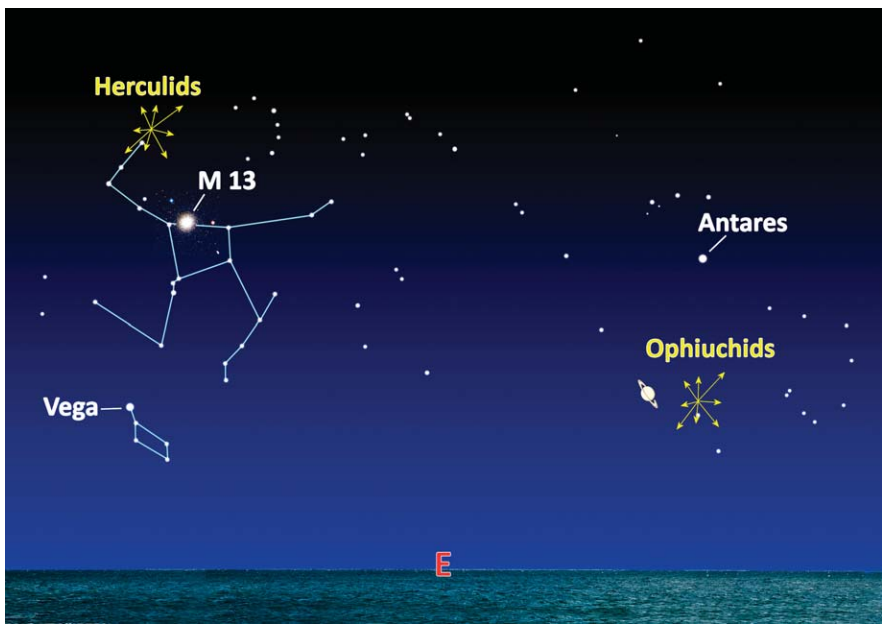


FIGURE 3

Saturday, June 3rd

Venus is at its greatest elongation west. Elongation is the angle between planet and sun as seen from Earth. Venus will only be half illuminated but still extremely bright in the morning sky. Mercury can be found east or below Venus.

This evening the Moon will be positioned near Jupiter and located in Virgo.

Monday through Friday, June 5th through 9th

The University of the Virgin Islands in St, Thomas, USVI, is bringing science to the Caribbean this week. A workshop titled "Generation-GW — Diving into Gravitational Waves" will cover the technologies used, the implications of this discovery and what has been learned so far. There are meetings and workshops for undergraduate students, PhDs and professionals.

Friday, June 9th

It is time for another Full Moon. Last night the Moon may have appeared full, but it actually reached that phase this morning at 0909. As the Moon gets higher in the sky you might be able to see Saturn shining brightly about three degrees south.

Today also marks the peak of the Ophiuchids and Herculids meteor showers. Ophiuchid shooting stars will radiate from a location near Saturn. Look straight up in the sky before the Moon gets too high. Maybe you will spot a streak or two travelling overhead. Tonight may be the peak but continue to look for meteors over the next few nights as the Moon rises later and later. The shower will continue through June 16th. The number of Herculid meteors varies. There can be as many as 70 per hour.



Artist's rendition of the rocky ring of debris around Vega

Thursday, June 15th

Saturn has been very bright over the last few nights. This evening, Saturn will be just opposite the Sun and fully illuminated. In a dark location you will see the ringed planet with the Milky Way as a backdrop.

In the News

A study predicted that an extreme space weather storm could affect 20 to 40 million people and cause up to 2.6 trillion US dollars in damage. Recovery from an extreme storm could take up to two years. Launched in 2015, NASA's DISCOVR satellite is currently monitoring the solar wind but will be taken out of service because it is also an Earth sciences mission. Solar Probe Plus is a new mission put forth by NASA and built by the Johns Hopkins University Applied Physics Laboratory. The spacecraft will pass within four million miles of the Sun's surface, facing heat and radiation like no spacecraft before it. Launching in 2018, Solar Probe Plus will provide new data on solar activity and make critical contributions to our ability to forecast major space-weather events that impact life on Earth.

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

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





DOLPHIN ENCOUNTERS AT ST. LUCIA'S PIGEON ISLAND?

The Honorable Allen Chastanet, prime minister of St. Lucia, plans to bring a Dolphin Discovery "dolphin experience" facility to Pigeon Island. Public-relations-wise, this may be the worst project since a group of St. Vincent fishermen decided to kill a mother orca and her baby as horrified cruise ship passengers looked on. The difference is that the orcas will soon be forgotten, whereas the consequences of installing a captive dolphin facility would be permanent and devastating to St. Lucia's premier historical monument — Pigeon Island National Landmark. The plan is to chop out a huge hunk of the unspoiled hillside on Pigeon Island and construct a large building with a walkway out to concrete dolphin pens that would extend several acres into the yacht anchorage. A road would need to be built to reach it.

Pigeon Island has long been used by seafarers, starting with the indigenous Kalinago. It was later a base for pirates, including the infamous Jambe de Bois, after whom the restaurant there is named. The British Admiral Rodney established a naval base on Pigeon Island in 1779. It was ideally situated to see what the French were up to across the channel, and it is from here that Admiral Rodney sailed to capture Statia, and later to chase the French fleet until he caught them for the decisive Battle of the Saintes. It was during this time that the fort, officers' mess, barracks, and other buildings were constructed.

When the causeway to the main island was built, in 1972, there were plans to cover Pigeon Island in condos and the like. The late John Compton, who was then prime minister, decided that instead, this historic treasure should be kept for St. Lucians. In 1979 it was made a national park and in 1992 it became a national landmark, administered by the St. Lucia National Trust. Part of their mission is to protect the integrity of Pigeon Island, promoting national pride while providing a tranquil setting for recreation, education, research and a heritage experience.

The National Trust has achieved these aims. Pigeon Island is a delightful park, very much appreciated by the public, with about 100,000 visitors last year. You can climb up to the old fort, then past the musket redoubt and ridge battery, way up to the signal hill at the peak of the island. Lower down are lovely coastal walks and beautiful historic ruins. It is well wooded and has a great feeling of peace.

When cruise ships visit, tourists come to the beach, don some equipment, and go snorkeling, diving or snuba-ing along the coastline. At night I often see the glow of night divers' lights heading out underwater, and during the day dive boats use it for beginners' dives. In the morning, local fishermen seine net most days.

If built, the dolphin exhibit will to put a stop to much of that activity and change the nature of the island forever.

The introduction of a captive dolphin business is not an idea born of long discussions between park users and the government. It was summarily announced, and then representatives of Dolphin Discovery came to a National Trust meeting to outline their plan. Over 300 people showed up. "It was," as one participant told me, "unbelievably patronizing. They spoke to us like we were a bunch of idiots, telling us that they would 'put St. Lucia on the map', and that they would be feeding the dolphins 'hotel-grade food'." Dolphins in the wild live on live fish; in pens they get a diet of dead fish; they are not concerned with what is served in hotels.

St. Lucia National Trust members voted overwhelmingly to oppose this dolphin facility, and they will do their best, but they are not well funded, and governments can always make new laws.

The claim about putting St. Lucia on the map is absurd. There have been captive dolphin operations in several other Eastern Caribbean islands, and they have had a checkered history. Do you know which islands? Probably not; that is how little effect they have had on tourism. Anguilla has had one for some years, and apart from vaguely knowing it is there, it seems to have less impact than one dive shop. One was built in St. Kitts a couple of years ago and I am told it is still there, at Bird Rock Beach Hotel. I only know about that one because I was updating my hotel information when they were building it. None of the locals or tourist offices in these islands that I've talked to have even mentioned it. Antigua had one near Dickenson Bay. After Dolphin Discovery bought it, they were asked to leave, owing to, among other things, environmental violations. An attempt was made to build one in Prince Rupert Bay in Dominica but it did not last long. One thing I will say for all these projects: The damage they have done to the environment has not been nearly as catastrophic as will be the proposed one on Pigeon Island.



WWW.FACEBOOK.COM/NODOLPHINPARK

To get the project as per the proposed plans,
A hole approximately 25m / 80+ feet deep would have to be excavated from the hillside. Even if terraced, the hole would be at approx 20m deep. Approximately 56,887 cubic metres / 2,008,945 cubic feet of soil and rock would have to be removed, possibly dumped into the sea on the reef to fill for the dolphin pens. Dozens of mature trees would have to be felled, and an access road carved into the park. **www.facebook.com/nodolphinpark**

According to the current plans, they will dig back into Pigeon Island till the back of the cutout is some 80 feet deep. This will result in the removal of about two million cubic feet of the 44-acre island. When the buildings are finished they will completely change the nature of Pigeon Island, as well as the popular yacht anchorage, which will have several acres of pens cutting into it. Both the construction of the walkway over the reef and the alteration of water flow are sure to have a serious negative impact on the reef that goes around the island.

—Continued on next page

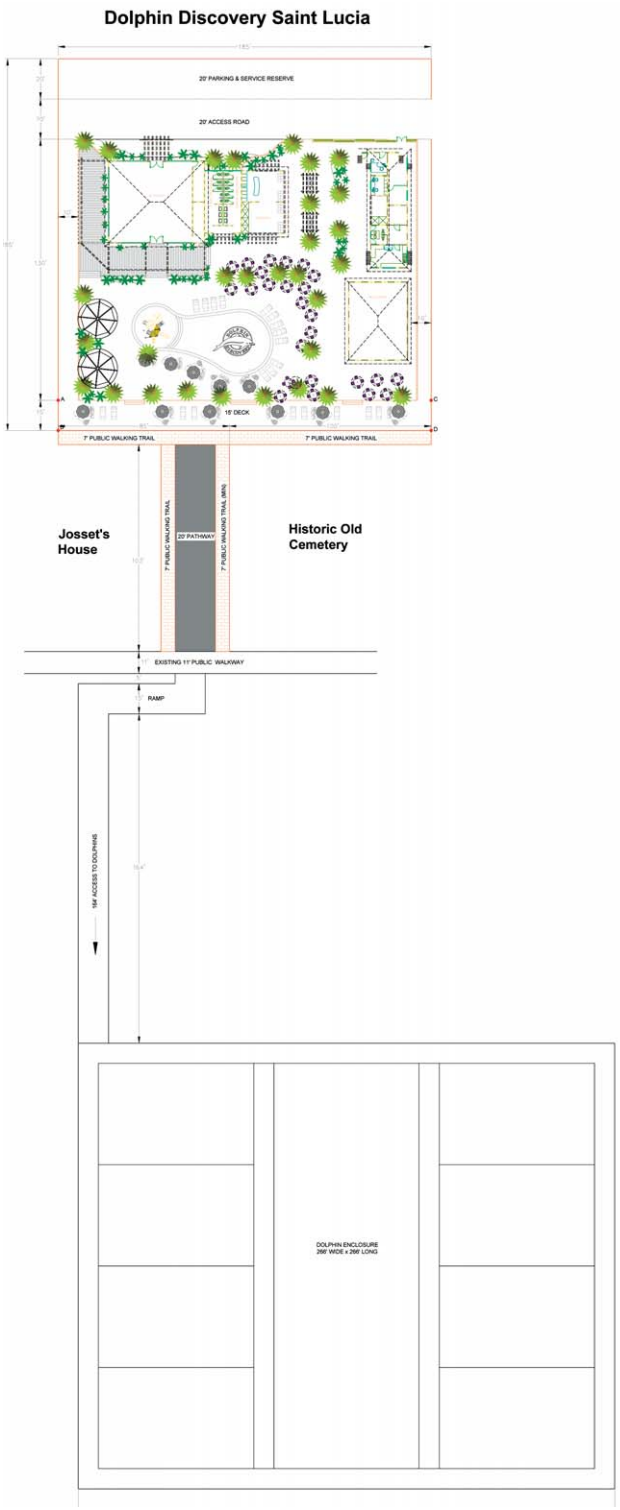


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—*Continued from previous page*

Allen Chastanet says this dolphin park was a "dream" his father had. That is appropriate, because about 30 or 40 years ago we, as a species, had a big dolphin fetish, culminating in a researcher called John C. Lilly having a woman named Margaret Howe live in a half-flooded apartment with a male dolphin.



Above: Pigeon Island National Landmark as it is today — an unspoiled park

Left: The plan of the proposed facility includes a boutique, washrooms, showers, lockers, a restaurant and a parking lot on the island, plus a 266-foot-wide 'dolphin enclosure' jutting some 450 feet into the anchorage

(If they were hoping for a mermaid it did not happen.) Back then, everyone was talking about dolphins, saying how intelligent they were, and wondering how they communicated with each other. I became hooked and decided to find out what I could. I spent a lot of time in marine parks in the USA talking to trainers, a lot of time on the phone to researchers, and a lot of time in libraries reading journals. Dolphins, living in the water, and being perfectly adapted to their environment, have never, like us, developed a complex symbolic language, but they are extremely intelligent, aware and social, form strong relationships, like to play, and when confined can turn their mouths to using tools. Each has an identifying voice, and more complex vocalizations depending on what they are up to. How bright are they? Researchers taught two dolphins to do an extraordinary trick, which, as far as I know, has never been replicated on any other species. On command they had to perform "something they had never done before". They understood the concept, were very inventive, and created all kinds of crazy routines. They also became difficult to manage, because after this training, they could no longer be confined by nets, but would jump right over them.

Luckily, since then, most people have come to realize that these intelligent and social marine mammals are far better off in their natural environment, and that keeping them in pens and training them to do tricks and interact with people for profit is akin to slavery — a really poor deal for the dolphin. Nearly all animal welfare and environmental societies are against it. Virgin Holidays and Trip Advisor will not book trips to these dolphin "experiences". India, Hungary, Chile and Costa Rica have outlawed keeping dolphins in captivity and this list is growing rapidly. The idea of interacting with imprisoned dolphins as a tourist attraction has passed its expiry date; the new buzz is dolphin and whale watching in the wild.

The publicity St. Lucia is getting from this project so far has been almost entirely negative. Surely this is an indication that this is not a good idea. The prospect of about 30 jobs and a tainted image is hardly worth the destruction of St. Lucia's number one historic landmark and national park.

If this comes to pass, St. Lucia may indeed be "put on the map" — with a big black X over the entire island.

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WHAT'S ON MY MIND

WOMEN OF WATER

by Chelsea Pyne

My parents raised me with the attitude and ambition of a honey badger. It doesn't seem like the greatest animal to be compared to, but honestly, they are one of the most fearless and creative go-getters out there. Youtube it.

I suppose my parents' unrelenting support was because I was incredibly small with too much energy for my own good. Growing up I watched the red line on my doctor's charts dip inches below the average growth curve. Underweight and under-height, I was a mere percentage of where I needed to be, but it was never an excuse to come in second place.

My father was given three girls, but that didn't mean he'd go soft on us. We weren't princesses. I was enrolled as the only girl in an otherwise all-boy Little League baseball team. In high school, I trained with the men's varsity soccer team, and I competed with the best cross-country runners in the state — male and female. It didn't matter that I had chicken legs and a mere 82 pounds to my name. Like my sisters, I was conditioned from Day One to be tenacious towards my goals. I may have lacked muscle mass, but that didn't matter if no one could catch me on the track and field. Yin and yang. I had an energy and purpose that would carry me through.

I suppose that's why now, as a newbie sailor, it saddens me to see men constantly dominating the regattas — and the sailing world. The past St. Maarten Heineken Regatta was a boy's week. There were a few women on the boats, sure, but many just sported bikinis and sipped martinis (I might be exaggerating). Still, I doubt they were paying close attention to trimming the sails or the apparent wind. Life is meant to be enjoyed; I get that. Not everyone is competitive as I am (that's a good thing). But I still want more from women.



'As a newbie sailor, it saddens me to see men constantly dominating the regattas — and the sailing world'

Recently, I saw a beautiful catamaran pull up next to my boat with a woman at the helm commanding her crew of ten. Inwardly, I beamed, and I said aloud, "female captain" as I pointed her out to my guests. Still, I wish it were a more frequent encounter. I shouldn't feel obligated to point these things out as if they are some special treat only seen rarely. Women are phenomenal leaders and having a higher pain tolerance than men, they can better handle what life throws at them (hey, that's science).

Perhaps some women lack confidence, the energy, or might not even see sailing as a suitable activity for ladies. If this is the case, I want to change it. Before setting sail, I like to channel my inner pirate, Anne Bonny. Like my great grandparents, she was born in Cork, Ireland. Anne's father moved her family to the Carolinas, just as my father did. Lastly, Anne sailed down to make her life in the Caribbean, and I was 300 years later sailing in her wake. Interestingly, her father dressed her as a boy (though not for Little League) and called her "Andy". Which is also the name of my boyfriend. Weird, right?

I have yet to commandeer any boats or fire cannonballs at my enemies, but I can't help identifying with her spirit. In the end, I hope I do not have too much in common with any sort of pirate (compassion, people!). However, I admire her ability to lead her own life and do what she wanted with no regard for anyone — governments included. Still, one thing sticks out to me: Anne Bonny never commanded a ship of her own. And I wonder... why, Anne? She was so capable. I like to think that after her capture by the Jamaican authorities she went undercover, boarded a small vessel, and spent her days island-hopping the Leeward Islands (much like myself). Since there is no record of her release or execution, and because we have so much in common already, it makes perfect sense.

I came across some really interesting points while researching statistics on women in the sailing community. Generally, when couples take sailing courses, the women tend to stay back and let their husbands lead. One instructor advised women to take the basic course separately from their male partner. He found that it led to more confidence and competence in his female students. Women performed better with strangers as their support crew. So continuing my theory, after Anne's husband was captured and hanged, she was finally free to skipper her own boat (whether the boat technically belonged to her or not).

Assuming my far-fetched theory is true, maybe this world needs a little more Anne Bonny types (without her fiery aggression). Perhaps I should make it my goal for the next regatta season: have the men in small bikinis making my drinks as I shout orders to those around me. I have led men and women both in sports teams and professionally in the workplace. Minus the bikinis and rum, what's the difference? Why couldn't I? Maybe now the time has come to bring my level to a true skipper.

So what I should say is: encouraging women to take over the helm really starts with myself. When I become an example to others and taste my own medicine; they will know they too can accomplish their goals, no matter how ambitious. Whether women want to learn to sail, skipper their own boat, or just to gain the confidence of a honey badger — I'm more than happy to have you on my team! Women Who Sail clubs exist all over the world. Certain Facebook groups and yacht clubs are dedicated to introducing women to the sailing community. Even regattas are popping up specifically for women competitors. So there are some opportunities to get involved and really channel our ruthless Anne Bonny identities. Because the way I see it, you either make like Bonny, or you end up like her husband, whom she left with these final words: "Had you fought like a man, you need not have been hang'd like a dog." (I believe in the heat of the moment she left off the "wo" from man, for brevity's sake.)

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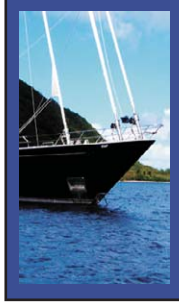
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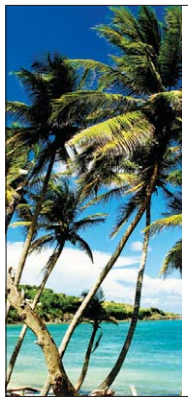


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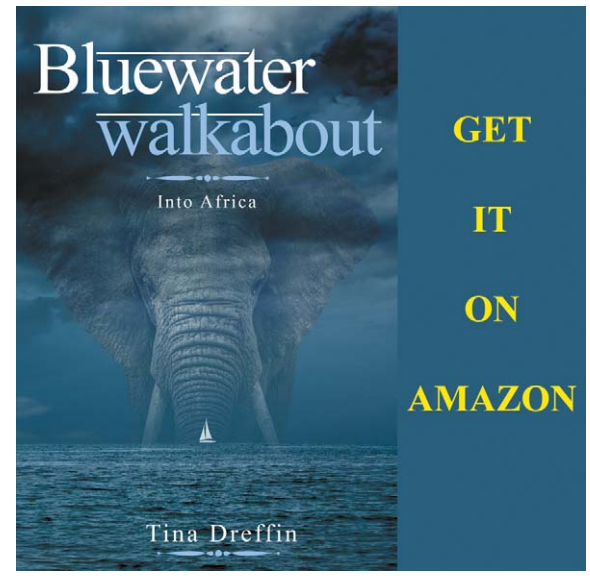
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2008 FP Eleuthera 60
$665,000



2011 Lagoon 560
$999,000



2012 Nautitech 542
$995,000



2003 Catana 522
$660,000



2007 Lagoon 500
$580,000



2011 Lagoon 500
$580,000



2010 Knysna 480
$545,000



2007 FP Salina 48
$398,000



2004 St. Francis 44
$295,000



2008 Lagoon 420
$380,000

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FOR SALE



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.
$110,000



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 $360,000**

Andrea King, Island Yachts Charters, Red Hook, St. Thomas, USVI
E-mail: sailing@iyc.vi Ph: 800-524-2019 • 340-344-2143

MERIDIAN PASSAGE OF THE MOON

MAY - JUNE 2017

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 2017					
DATE	TIME	21	0803	10	0022
1	1700	22	0854	11	0110
2	1756	23	0947	12	0158
3	1840	24	1042	13	0247
4	1939	25	1141	14	0335
5	2025	26	1243	15	0422
6	2110	27	1345	16	0509
7	2154	28	1447	17	0557
8	2248	29	1546	18	0645
9	2322	30	1642	19	0735
10	0000 (full moon)	31	1734	20	0828
11	0006	**June 2017**		21	0924
12	0052	1	1823	22	1022
13	0138	2	1904	23	1124
14	0225	3	1953	24	1227
15	0313	4	2052	25	1324
16	0403	5	2120	26	1428
17	0446	6	2204	27	1524
18	0537	7	2249	28	1616
19	0625	8	2335	29	1704
20	0714	9	0000 (full moon)	30	1758

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CALENDAR

MAY

1	Public holiday in many places (Labour Day)
1 – 3	St. Maarten Carnival
3	Start of Salty Dawg Rally to US from BVI, saltydawgrally.org
5	Public holiday in Guyana (Indian Arrival Day)
5 – 7	Pure Grenada Music Festival, www.grenadamusicfestival.com
6	Dockyard Day, Antigua. www.sailingweek.com
6	Start of ARC USA rally from Tortola to Virginia or Florida, www.worldcruising.com
6	Start of ARC Europe rally from Tortola to Portugal via Bermuda, www.worldcruising.com
6	Cayman Islands Carnival parade
6 – 8	Martinique Cup Regatta, info@clubnautiqueleneptune.com
10	FULL MOON
12	Start of Antigua to Bermuda Race
12 – 14	Anguilla Regatta, www.anguillaregatta.com
12 – 21	Grenada Chocolate Festival. grenadachocolatefest.com
15	Public holiday in the Cayman Islands (Discovery Day)
18	Public holiday in Haiti (Flag Day)
18 – 27	St Barth Theatre Festival. www.saintbarth-tourisme.com
19 – 21	BVI Dinghy Championships. www.royalbviyc.org
19 – 24	Grenada Global Film Festival. www.grenadaglobalfilmfestival.com
21	Juni Regatta, Puerto Rico. www.brisaweb.net
22	Public holiday in Belize (Sovereign's Day)
24 – 31	OK Dinghy World Championships, Barbados. sailbarbados.com
25	Public holiday in Aruba, Bonaire and Curaçao (Ascension Day)
25 – 27	Combat de Coques regatta, Martinique. www.clubnautiquedumarin.com
26	Public holiday in Guyana (Independence Day)
26 - 27	Foxy's Wooden Boat Regatta, Jost Van Dyke. www.foxysbar.com/woodenboatregatta
27 – 29	Spanish Virgin Islands rally, www.brisaweb.net
28 – 4 June	Jazz & Creole Festival, Dominica. www.DiscoverDominica.com
29	Public holiday in Puerto Rico (Memorial Day)
30	Public holiday in Trinidad & Tobago (Indian Arrival Day) and Anguilla (Anguilla Day)
TBA	Canouan Regatta

JUNE

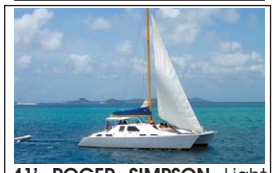
2	Public holiday in the Bahamas (Labour Day)
2 – 4	St Lucia Open Dinghy Championships, (758) 384-2517
2 – 5	Petite Martinique Whitsuntide Regatta
2 – 9	Finn Masters World Championships, Barbados. sailbarbados.com
5	World Environment Day
5	Public holiday in some places (Whit Monday)
9	FULL MOON
9	Mott Memorial Hobie Challenge, Grenada. www.pcycgrenada.com
12 – 18	International Optimist Regatta, St. Thomas, www.styc.net
15	Public holiday in some places (Corpus Christi)
17	Public holiday in BVI and Anguilla (Queen's Birthday)
17 – 18	Heineken Light Laser Championships, St. Maarten. www.smyc.com
17 – 19	Heineken Regatta Curaçao, facebook.com/regattacuracao
19	Public holiday in Trinidad & Tobago (Labour Day)
20	Summer Solstice
21	Fête de la Musique, St. Barts. www.saintbarth-tourisme.com
22 – 24	St. Kitts Music Festival, www.facebook.com/stkittsmusicfestival
24	International Summer Sailstice. www.summersailstice.com
24	Public holiday in Venezuela (Battle of Carabobo)
26	Public holiday in Trinidad & Tobago (Eid ul-Fitr, end of Ramadan)
29	Fisherman's Birthday; local boat racing in many communities
30	Public holiday in BVI (Territory Day observed)

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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48' BARENS SEA TRADER KETCH (Project Vessel), lying Antigua. UK registered. US$30,000 ONO. E-mail: sale@kouloura.com



55' TRIMARAN HELLEMAN 1993 5 cabins, 110 hp diesel 12" plotter, 6.5KW genset, dive compressor, water maker, new anchor chain, solar panels. Lying Trinidad. Tel: (868) 268-6865 E-mail: roman12345@mail.com



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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

BEQUIA - MT. PLEASANT 9,700 Sq ft, wide views of Admiralty Bay. Optional architect designed approved plans available for a 2 bdrm house. US$79,000. Tel: (784) 458-3656.

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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

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BEQUIA- LOWER BAY Private cabin, simple, peaceful retreat, beautiful views, easy walk to Lower Bay-Princess Margaret beaches. Info & photos E-mail: tmzoffoli@gmail.com.

WANTED

DEEP-SEA FISHING BOAT Fiberglass, 40'-55', beam built to match length, used or new. Preferably located within the Caribbean. Exchange of land for value of boat. Tel: (784) 456-0867 or (784) 528-2483

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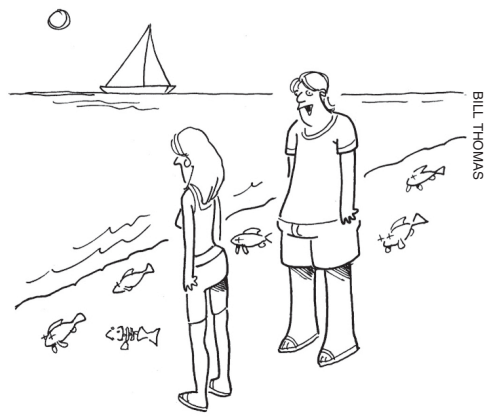
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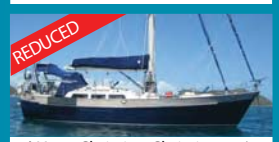

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MP = Market Place pages 41 to 43
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