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On-line

# C M P A S S

MARCH 2018 NO. 270

The Caribbean's Monthly Look at Sea & Shore

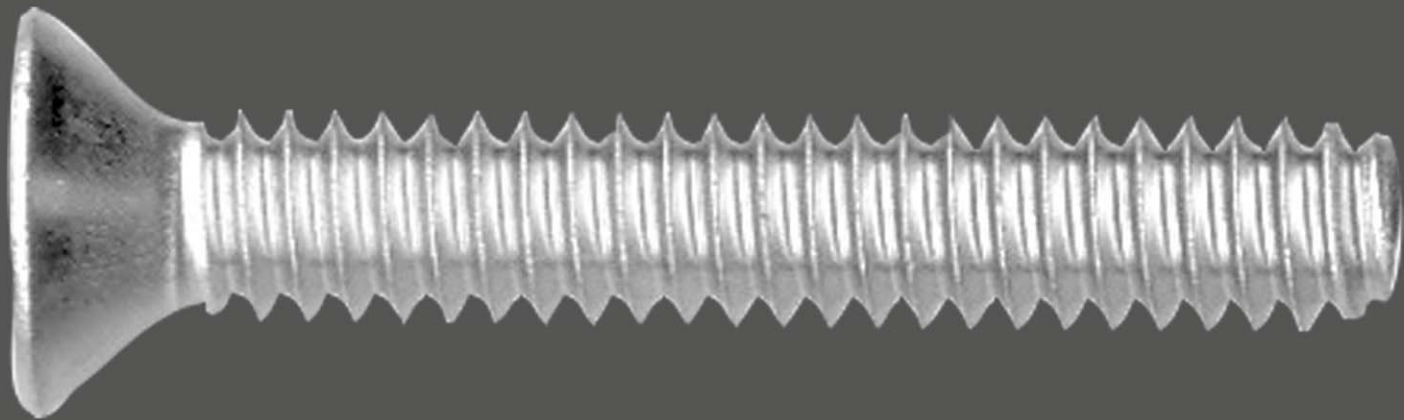
## GRENADA SAILING WEEK 2018

Story on page 18





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The Caribbean's Monthly Look at Sea & Shore  
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MARCH 2018 • NUMBER 270



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CASIMIR HOFFMANN

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On the cover: Photographer Tim Wright snaps Classic Class action as Mah Jong sneaks up on Savvy during Grenada Sailing Week. See story on page 18



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

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 — Readers' Survey 2017 respondent

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# Info & Updates

## Hazards Marked in St. Maarten Lagoon

Lorraine Talmi reports: Simpson Bay Lagoon in St. Maarten/St. Martin has just been



Hazards in Simpson Bay Lagoon were marked in a project initiated by Shrimpy's Yacht Support and involving sea rescue associations from both sides of the island, the St. Maarten Marine Trades Association, and Island Water World

made a safer place for boats after the successful completion of a joint French and Dutch initiative to identify and mark the sunken hazards to navigation.

The project was initiated by Shrimpy's Yacht Support and involved both the French and Dutch sides' sea rescue associations, the St. Maarten Marine Trades Association, and Island Water World. These organizations all came together to ensure that all known underwater hazards to navigation throughout the lagoon are identified with a bright yellow marker visible to mariners. This is an essential requirement for vessels to transit the lagoon safely without risk of collision with sunken objects.

Mariners should give clearance and avoid any yellow ball markers.

The project team would like to thank all those who participated in this private initiative, Mike Glatz from Shrimpy's for organizing it, and IWW for providing the tackle and markers.

If any additional unmarked hazards are sighted please contact Mike at Shrimpy's via VHF channel 10 or Shrimpysxm@gmail.com or via Facebook.

## Zoom-Tap, Know & Go

Kim White reports: The Caribbean Safety and Security Net's all-volunteer team has been busy. We've recently launched two new features, Regional Piracy Infographics,



and Zoom-Tap, Know & Go. Both are interactive, and visual — powered by Google Maps, and easy and intuitive to use. Just navigate and tap/click on a marker to review the detailed incident report at any location. There are new region-specific Precautions lists to accompany the Piracy maps, as the risk and nature of events in two areas (the Honduran coast and Trinidad/Grenada) are quite different.

—Continued on next page

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\* Dacron and HydraNet only



—Continued from previous page

Zoom-Tap, Know & Go maps all types of incidents reported in the region, using geocoding at the anchorage level. The response to these new, intuitive tools has been fantastic; it's even easier to assess risk and "Know Before You Go"!

Visit the CSSN device-friendly homepage [www.safetyandsecuritynet.org](http://www.safetyandsecuritynet.org) to utilize these innovative and powerful new tools or select the appropriate tab from The CSSN Facebook page. It's that easy to use the best available information.

CSSN informs; captains decide.

**IGY Distributes Hurricane Relief Funds**

The NYC Eastern Caribbean Relief Fund Inc. has announced the first round of recipients of funds that have been donated up until January 31st. The NYC Eastern



Caribbean Relief Fund was created and funded by Island Global Yachting Ltd. and its parent company, Island Capital Group LLC in September of 2017 after Hurricanes Irma and Maria devastated parts of the Caribbean. The NYC Eastern Caribbean Relief Fund Inc., which has received contributions from several of IGY's partners and investors, recently selected five local charities in the Eastern Caribbean to receive donations totaling US\$125,000.

The NYC Eastern Caribbean Relief Fund Inc. has a goal to raise US\$5 million to assist those affected by Hurricane Irma and Hurricane Maria, and is grateful to those who

have donated and encourage additional donations in support of the relief efforts in the Caribbean.

"In the aftermath of Hurricanes Irma and Maria, the humanitarian needs throughout the Eastern Caribbean are profound. The NYC Eastern Caribbean Relief Fund Inc. has recognized the substantial need throughout the Caribbean Islands and is dedicated to raising funds to continue the support as much as we can. While the islands have made huge strides toward recovery, there is still much work that remains to be done," said Tom Mukamal, Vice-Chairman of the NYC Eastern Caribbean Relief Fund Inc. and CEO of IGY Marinas. "We are optimistic that in time, the spirit and resilience of the affected islands will prevail, and we hope that these funds will help them achieve that."

The recent recipients of donations are:

- Virgin Islands Marine Rebuild Fund (St. Thomas) – The mission of the Virgin Islands Marine Rebuild Fund is to boost employment for the islanders who have been without work owing to the hurricanes. The fund will also identify employment and growth opportunities within the marine industry and work with local universities and high schools to promote job and business growth in a shorter timeframe.
- Fund for the Virgin Islands (St. Thomas) – The Community Foundation of the Virgin Islands, which has been operating in the USVI for more than 25 years, created the Fund for the Virgin Islands to help people affected by hurricanes. The fund is working closely with government and community providers to identify priorities and direct resources for immediate needs as well as long-term recovery efforts.
- Salvation Army, US Virgin Islands (St. Thomas) – The Salvation Army Corps of St. Thomas is serving the US Virgin Islands on multiple fronts. As one of the first responders to assist with the relief efforts, the Salvation Army, US Virgin Islands, assisted in providing immediate assistance in Puerto Rico, St. Thomas, St. John, and St. Croix. The organization is continuing the support of families throughout the islands and assisting in the recovery and clean-up of the communities.
- I Can Foundation (St. Maarten) – The I Can Foundation is a foster home that provides a home for children up to 13 years of age. Children who have been victims of neglect, abuse or other social issues are provided with around-the-clock care, guidance, treatment programs, and activities to prepare them for their futures.
- New Start for Children Foundation (St. Maarten) – The New Start for Children Foundation provides a home for 25 children. The home sustained severe damage during Hurricane Irma, including the loss of its roof, windows, doors, and nearly everything on the first floor. The second floor, which houses the children's bedrooms, was completely destroyed. The orphanage will focus on making repairs and replacing items lost during the storm.

Visit <https://nyceasterncaribbeanrelieffundinc.com> for more information or to make a donation to the hurricane relief fund.

—Continued on next page

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**Velas Latinoamérica to Visit Curaçao**

Lourdes Ezechiëls reports: "Our Curaçao Sail Foundation has lobbied for more than ten years to bring the Velas Latinoamérica tall ships event to our port city. And here she comes.... Willemstad will be the port of call for 11 tall ships from July 15th to 18th! The harbor will welcome national sail-training ships representing Argentina, Brazil, Chile, Ecuador, Colombia, Perú, Uruguay, Mexico, Venezuela and more. The

*The Chilean sail-training vessel Esmeralda will be among 11 tall ships visiting Caribbean ports this summer during Velas Latinoamérica*



FUNDACION MAR DE CHILE

four days will be full of activities, music, dance, shops, food stalls, etcetera — too much to tell."

Velas Latinoamérica will begin on March 25th in Rio de Janeiro, and then make port calls along the Atlantic and Pacific sides of South America before passing through the Panama Canal into the Caribbean Sea in early July. After stopping in Curaçao, the fleet will visit Cartagena, Colombia; La Guaira, Venezuela; Santo Domingo, Dominican Republic; and Cozumel, Mexico, before finishing in Veracruz, Mexico in late August.

The idea for Velas Latinoamérica was born when, on the occasion of the celebration of the bicentenary of the first acts of independence in South America, the Chilean and Argentine navies decided to organize the first South American International Encounter of Tall Ships, as a way of highlighting these patriotic events. This initiative was quickly welcomed by other Latin American nations, such as the Republics of Colombia, Mexico and Venezuela, whose independence struggles also began in 1810. The first edition, called "Velas Sudamérica 2010", in which 11 school ships visited more than 12 ports in different countries, turned out to be particularly valuable from a practical point of view.

In 2012, the XXV Inter-American Naval Conference took place in Cancún, Mexico. On the occasion, the Commanders-in-Chief of the assembled navies analyzed the cultural repercussions and the valuable experience obtained during the development of Velas Sudamérica 2010, and agreed to repeat this event every four years, changing its name to Velas Latinoamérica. The 2014 edition was organized by the Argentine Republic, and this year's event is being organized by Chile.

Visit [tallshipscuracao.org](http://tallshipscuracao.org) and [www.facebook.com/CuracaoSailFoundation](http://www.facebook.com/CuracaoSailFoundation) or contact [tallships.curacao@gmail.com](mailto:tallships.curacao@gmail.com) for more information on the Curaçao Sail Foundation.

Visit [www.velaslatinoamerica2018.cl](http://www.velaslatinoamerica2018.cl) and [www.facebook.com/VelasLatinoamericaCuraçao2018](http://www.facebook.com/VelasLatinoamericaCuraçao2018) for more information on Velas Latinoamérica.

**Ooops!**

Eagle-eyed *Compass* reader Greg Defreitas has brought to our attention that we had the wrong date listed for the summer solstice on our annual

calendar of events 2018, published in the January 2018 issue of *Compass*. We had the summer solstice listed as May 20th, and the correct date of course is June 21st. We've heard of "island time" being late, but something happening a month early is unheard of!

**Welcome Aboard!**

In this issue of *Caribbean Compass* we welcome new advertiser the Salty Dawg Sailing Association of the US, on page 12. Good to have you with us!



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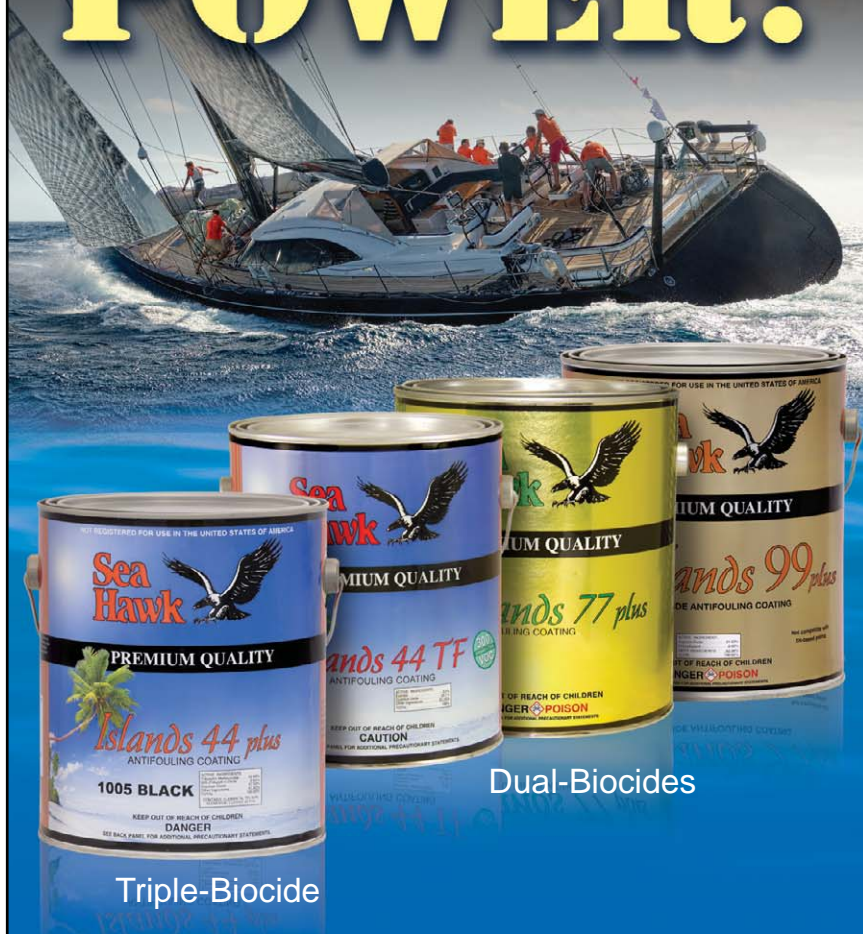
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# BUSINESS BRIEFS

## Doing Business in Soufriere, St. Lucia

Chris Doyle reports: Security for yachts visiting Soufriere in St. Lucia is now much improved. However, when reading many of the comments on social media about this area, it seems that, currently, obnoxious and pushy youths are perhaps putting more people off than the previous security problems did.

Many years ago, the situation in Dominica was very much like this. I once met one group who were so scared that they got together a flotilla of six boats to dare venture in. Look at Dominica now. What a turnaround; everyone loves PAYS (the Portsmouth Association of Yacht Services) and the whole Dominica scene.

Can we help make this happen in Soufriere? I think so.



Friendly faces in Soufriere:

Main photo, Solomon. Insets, top to bottom, Priscus Joseph (John), Malcolm, and Johnson

Michael Bobb, the manager of the Soufriere Marine Management Area (SMMA), the SMMA rangers, Ben of Ben Taxi & Tours, and others involved in yachting want anyone interacting with yachts in the Soufriere area to be registered and professional. So, the first step is to encourage visiting yachts to deal with the professional guys. Once we get this moving, the nuisance guys (mainly very young) are, hopefully, going to take note and become more professional themselves.

Most boats that visit Soufriere frequently have already figured this out. Most of the big yachts use Ben's Taxi & Tours, and Dream Yachts uses Johnson and Priscus Joseph. The good guys rarely tout for business; they listen to their phones and when a customer says they will be coming to the Soufriere area, they take care of them. I am afraid that means that if you arrive blind you take your chances on who you get, and it will probably be a pushy one who has driven way out to sea to be first, used a lot of gas and therefore thinks he should be paid a lot.

So, I advise that you do not come in cold. Call one of the professional guys before you arrive and arrange for him to meet you, tie you up if you want, and take care of anything you need. Once you have done that, if anyone else approaches you just say, "So-and-so takes care of everything I need". This seems to be respected. The others leave you alone.

Here are some businesslike operators in Soufriere that I would suggest working with:

- Solomon's Water Taxi & Tours (Justice), (758) 384-4087/725-8681/460-4516
- Livy, (758) 488-7820/717-2019
- Johnson, (758) 721-0229
- Priscus Joseph (John), (758) 722-4585
- Malcolm's Water Taxi, (758) 722-5048/286-2277

They all provide tours, and of course they would love to organize one for you. They will look after you and help you with whatever you need. If you want to go into town they will take you, which saves all the hassle of dealing with any unruly youths on the dock. From Malgré Tout or Rchette Point, a drop into Soufriere and back to your boat later would be about EC\$60 for up to four people. If you want to go out to dinner, they will also keep an eye on your boat, and then the rate would be a minimum of EC\$100 for up to four, more if you are gone long. Malcolm and Solomon both provide laundry service. Any of these guys can help you wherever you are in the area; Solomon and Livy live more in the area between the Pitons, the rest are more on the Soufriere side.

I have mentioned Ben's Taxi & Tours ((758) 459-5457/714-8217/484-0708/721-8500) in relation to large yachts, which constitute much of his business. Ben will work with any size of yacht, and he is excellent. Ben has a big office right opposite the dinghy dock, and he has a fleet of taxis and rental cars, and can organize anything a yacht may want. His tours can be very good value, as can his taxis. If you work with Ben he will send his associated water taxi out to help you.

If you are doing other business with your helper, if you also want to tip him for tying you up that will be appreciated, but they are not going to charge you for it. On the other hand, if you ask a helper to come out just to meet him and see what he has to offer, but do not use his services further, then probably EC\$20 for the tie-up is fair.

One of the joys of being in Soufriere is to get out and enjoy both nature and some of the local attractions. These attractions have variable entry fees, which can add up if you do several. The cheapest is probably about US\$3, the most expensive may be Jahrod's Sapphire Falls & Jungle Spa, which is US\$15. (He keeps it that way because he wants people to be able to appreciate it at leisure, in peace, and not be part of a mob scene.) The entry fees are often included in the price of a tour, which will be reflected in the price. But it is spectacular ashore in the Soufriere area, so do consider taking a tour.

For information on Chris Doyle's Guides see ad on page 32.

—Continued on next page



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### Sea Hawk Paints Celebrates 40th Anniversary

Sea Hawk Paints, the world's leading premium nautical coating provider, recently celebrated its 40th anniversary.

The company, founded in 1978, is family owned and operated by David Norrie, President, and Erik Norrie, CEO. Delivering on the mission of providing boatowners around the world with the highest quality, most pleasurable to use, application-specific solutions for protecting and enhancing the longevity and performance of

their vessels, Sea Hawk antifouling paints and primer systems have become the coatings of choice by discerning mariners who demand the very best.

"During the past 40 years Sea Hawk has built a tradition of excellence in providing boat owners and marine service professionals with innovative, premium quality coatings," says Erik Norrie. "Sea Hawk continues to work closely with customers, vendors and regulatory agencies to develop and bring to market coatings that meet unique and demanding performance requirements."

A trendsetter of marine bottom paints, New Nautical Coatings, Inc. and the Sea Hawk brand



is dedicated to bringing only the highest quality products and customer satisfaction to today's mariner. New Nautical Coatings provides a wide array of application-specific marine coating products that include antifouling systems, primers, solvents, and resins. Now offering innovative products globally, the Sea Hawk brand has enjoyed unprecedented growth and continues to grow as its products become more in demand worldwide.

For more information on Sea Hawk Paints see ad on page 8.

### Yacht Haven Grande and Yacht Club Isle De Sol Restored

IGY Marinas reports: The hearts of the Caribbean have pulled together to restore the places you love to visit, and we're excited to welcome you back to Yacht Haven Grande, St. Thomas, USVI, and Yacht Club Isle De Sol, St. Maarten. Fuel is pumping through the lines and on the docks electricity and water is restored. Provisioning, shops, restaurants, and hangouts are in full swing and excited to see you, your crew, and your guests smile.

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Contact  
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### Cap'n Fatty's New Cruising Boat Book

Gary "Cap'n Fatty" Goodlander's latest book, *Cruising Boat Basics: Hints, Tips and Trick for a Fabulous Life Afloat*, is now available. This book contains 58 years of seamanship and ship's husbandry distilled into more than 350 readable pages. It is chock full of technical information gathered during three circumnavigations and a lifetime of living aboard in foreign ports. It tells you the nitty-gritty technical details of the "sea gypsy" lifestyle. It isn't merely about the boat, it is also about the knowledge required to safely handle that boat and, ultimately, how to manage the cruise as well.

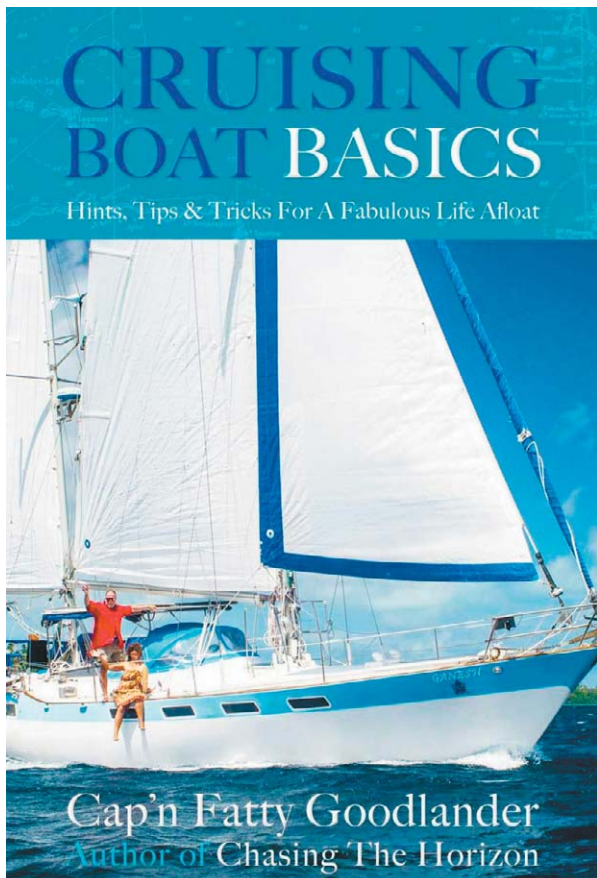
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# CARIBBEAN ECO-NEWS

## Hope for Stressed Caribbean Coastal Environment

The Smithsonian Tropical Research Institute (STRI), based in Panama, says that according to data from a 25-year monitoring programme, the Caribbean's coastal environment is stressed — but adds that there is hope.

STRI recently released 25 years' worth of data about the health of Caribbean coasts from the Caribbean Coastal Marine Productivity Programme (CARICOMP). The study provides new insights into the influence of both local and global stressors in the Caribbean Basin, and hope that the observed changes can be reversed by local environmental management.

The largest, longest programme to monitor the health of the Caribbean coastal ecosystems, CARICOMP revealed that water quality has decreased at 42 percent of the monitoring stations across the basin. However, it said significant increases in water temperature, expected in the case of global warming, were not detected across sites.

Iliana Chollett, post-doctoral fellow at the Smithsonian Marine Conservation Programme in Fort Pierce, Florida, explained, "Our data set did not reveal significant increases in water temperature. [However] satellites only measure temperature at the surface. Underwater temperatures are much more variable, and it may take decades of data to reveal a significant change. So, we're not sure if this means that we just don't have enough data to detect it yet," she added.

In 1992, researchers at institutions across the Caribbean began to set up stations to gather environmental data on mangroves, seagrass beds and coral reefs at coastal sites. The team gathered CARICOMP data from 29 sites in Barbados, Belize, Bermuda, Bonaire, Colombia, Costa Rica, Florida, Jamaica, Mexico, Panama, Puerto Rico, Saba and Venezuela, and organized it into a single data set.

STRI said despite attempts to locate monitoring sites in places not affected by human activities, the stations are picking up signals of human influence throughout the Caribbean Basin. "One positive implication of this report is people are capable of dealing with local change by regulating pollution and runoff," said Rachel Collin, director of the Bocas del Toro Research Station, one of the participating marine-monitoring stations. "If people get their act together very soon, there is still hope of reversing some of these changes."

Visit <http://journals.plos.org/plosone/article?id=10.1371/journal.pone.0188564> for more information.

## Caribbean Launches Plan for World's First 'Climate-Smart Zone'

Caribbean leaders have announced the launch of a new public-private coalition to create the world's first "climate-smart zone". The Caribbean Climate-Smart Coalition aims to find a way to break through the systemic obstacles that stop finance flowing to climate-smart investments. With the right domestic and international reforms, the world can catalyze an ambitious US\$8 billion investment plan to bring greater energy and infrastructure resilience to 3.2 million Caribbean households. This would help Caribbean islands to eliminate their costly dependence on fossil fuels so that they can meet close to 100 percent of their energy needs from renewable sources.

The announcement came on December 12th at the One Planet Summit hosted by French President Emmanuel Macron in Paris to review progress made on the Paris Agreement adopted by global governments two years ago.

Caribbean leaders have brought together a coalition of global organizations including the Inter-American Development Bank, the World Bank and the Caribbean Development Bank, as well as businesses and supporters from the Caribbean and the international community. The coalition aims to help build more resilient infrastructure and communities across the region as the likelihood of future extreme weather events increases. Coalition members will help to establish partnerships that can make investment deals happen. They will also bring their collective abilities together to break down the technological and financial barriers that represent the last obstacles to Caribbean people grasping the transformational opportunities that are in reach.

Specifically, the coalition's work will focus on catalyzing four initial critical priorities:

- Scale renewable energy as rapidly as possible to help free Caribbean countries from the high cost of imported fossil fuels and the high vulnerability of centralized distribution systems.
- Build low-carbon and resilient infrastructure including nature-based approaches, to better withstand future extreme weather events.
- Create innovative financing models such as a debt-for-resilience swap initiative in exchange for demonstrated progress on policy reforms and investments to strengthen resilience and promote climate-smart growth pathways. Build platforms to help facilitate the large public and private investments required.
- Strengthen the capacity of Caribbean countries and key regional institutions to plan for long-term resilience and climate-smart growth strategies.

Prime Minister Roosevelt Skerrit of Dominica said, "Despite the immense human suffering and economic damage caused by the recent hurricanes, the people of the Caribbean do not want to be just passive victims of climate change. Rather, they want to be active participants in designing and implementing solutions, and for their Caribbean region to serve as a beacon of hope for island nations all over the world."

## See Projected Sea Level Rise in Your Location

Ben Strauss of Climate Central reports: A new study draws on recent Antarctic ice sheet modeling to make a central projection of roughly five feet (1.5 metres) of global mean sea level rise this century — close to doubling the most recent projections from the Intergovernmental Panel on Climate Change. At the same time, the study indicates 21st century sea-level rise could be kept to less than two feet if greenhouse gas emissions are aggressively and immediately reduced.

At Climate Central we are co-releasing maps and decade-by-decade local sea-level rise and coastal flood risk projections that integrate this new research, to help you

explore its implications. For global locations, local projections are available at tide gauges shown via the maps link at <https://stakes.climatecentral.org>. Once you navigate to your area of interest, click on "See projections" at the bottom left of the map and choose a scenario incorporating the new Antarctic findings.

The new paper was led by Robert Kopp (Rutgers University), and built on top of Antarctic ice sheet models developed by Robert DeConto (University of Massachusetts-Amherst) and David Pollard (Penn State). My Climate Central colleague Scott Kulp and I were among the co-authors.

Scott developed global maps corresponding to the different projections, and calculated that for the median projection in 2100 under the unchecked pollution scenario, water could permanently inundate land now home to 153 million people (unless new protections are built). Nation-by-nation results under multiple scenarios are available for download at [http://downloads.climatecentral.org/stakesrising/data\\_request.html](http://downloads.climatecentral.org/stakesrising/data_request.html). We used available global elevation data from NASA for our assessments. As these data are known to significantly overstate ground elevations and thus underpredict coastal exposure to sea level rise, the population of affected areas could be substantially larger.

Overall, to me, the new findings say that the outlook appears worse than we thought — but also that carbon cuts can make a bigger difference. The fork in the trail ahead just got that much wider.

Visit [www.climatecentral.org/news/antarctic-modeling-pushes-up-sea-level-rise-projections-for-more-information](http://www.climatecentral.org/news/antarctic-modeling-pushes-up-sea-level-rise-projections-for-more-information).

## BVI Launches Flood-Resilient SMART Communities Project

Three flood-prone communities in the British Virgin Islands will benefit from a project that will help them build resilience to that particular climate change impact. The Establishing Flood-Resilient SMART Communities through NGO Partnerships project will target Sea Cow's Bay and East End/Long Look on Tortola, and Great Harbour on Jost Van Dyke. Work will include the installation of sirens, and the procurement and installation of emergency signs and sedimentation traps for watercourses.

The project is funded through the Community Disaster Risk Reduction Fund (CDRRF), which is managed by the Caribbean Development Bank. It is a collaborative effort among the Government of the British Virgin Islands through the Department of Disaster Management (DDM), and several non-profit organizations, including the Adventist Development Relief Agency, Rotary Family of BVI, BVI Red Cross and the Jost Van Dyke Preservation Society.

The project is intended to create a safer, healthier and greener environment that allows the residents in the targeted communities and other users to live and function in a way that enhances their overall quality of life. It is scheduled to be completed over the next two years.

## Children's Book with a Message

Bequia's "Poet Laureate", Silma Duncan, has published a new children's book called "Keep the Environment Clean". Written in the form of an engaging poem, the text is fun for young readers and also easy for non-readers to follow along. Colorful illustrations add to the message — this is our beautiful island environment, so let's all help to keep it clean. Silma Duncan can be found "under the Almond Tree" in Port Elizabeth, Bequia.

## Over 100 Participate in St. Maarten Regatta Beach Clean-Up

On the weekend of January 27th, the St. Maarten Regatta committee organized its sixth annual Beach Clean-Up, which took place at Kim Sha Beach. Over 100 children participated in the event, collecting over 450 kilos of garbage from the beach. The morning's activities ranged from cleaning the beach to beach games.

The morning began with the Clean-Up Challenge: participants were divided into teams of three and had 30 minutes to collect as much garbage as possible. Ocean provided participants with trash bags and gloves to safely pick up the debris. The team that gathered the most trash won a "Paradise Day Sail for 2" sponsored by Random Wind. As part of the Clean-Up Challenge, children looked out for special treasure chests, which contained prizes from the Scuba Shop, the Nature Foundation and Ocean Explorers.

After the end of the Clean-Up Challenge, a quiz about the environment was held. Before the Clean-Up, Tazio Bervoets from the Nature Foundation had given a short presentation about the importance of our beaches, the plastic problem and sea turtle nesting. The quiz showed which participants had paid the most attention during the speech and answered all questions correctly. The winning group received a prize sponsored by the Nature Foundation. After the quiz, LAB sports hosted sports activities and Domino's provided pizza. During the event participants enjoyed the water, drinks and other prizes sponsored by Fiji Water, Funtopia and Intertoys.

"After the hurricane it is extra important to keep our beaches clean. It was wonderful to see so many children willing to contribute in the restoration process," said Maxim van den Pol, coordinator of this year's Beach Clean-Up.

## Sea Turtle Conservation Bonaire

Last year, Sea Turtle Conservation Bonaire's Beachkeeper program monitored the safety of more than 130 sea turtle nests on that island. Scientific Advisor Dr. Frank Rivera-Milán has begun to analyze STCB's in-water transect counting, netting, and nesting data, and with the group will produce two scientific publications in 2018, as well as review STCB's methodology for netting and in-water surveys. STCB conducted a total of 77 in-water surveys and seven Fishing Line Clean-up dives; and captured and released 141 sea turtles during its netting efforts. STCB also organized presentations for more than 150 schoolchildren and discussed ways in which they can help protect Bonaire's turtles.

Visit [www.bonaireturtles.org/wp/explore/bonaire-sea-turtles-for-more-information](http://www.bonaireturtles.org/wp/explore/bonaire-sea-turtles-for-more-information).



CHRIS DOVILE



SALLY ENOIE



# REGATTA NEWS

## Gran Prix del Atlántico Fleet Reaches Martinique

All nine boats in the Gran Prix del Atlántico 2018 transatlantic yacht race, which



Lim Blus was the second of the all-Spanish 'Gran Prix' fleet to arrive in Martinique

began on January 10th in the Canary Islands, have reached Le Marin, Martinique. The last three boats arrived only a few hours apart on February 5th, having sailed almost in unison across the Atlantic from a pit stop in the Cape Verde Islands, from which they departed 15 days earlier.

Line honors went to the Hanse 461 *The Best Skipper*, which arrived on January 28th. Visit [www.granprixdelatlantico.com](http://www.granprixdelatlantico.com) for more information.

### ON THE HORIZON

#### BVI Regatta Village Moves to New Location

With the changes to Nanny Cay Marina in Tortola, the BVI Spring Regatta Village 2018 will be located on the Outer Marina. "The slips for all of the racing and mother ships will be located here, so we have brought the party closer to the sailors," said Lou Schwartz, Village Manager. "It is going to be a new year, so why not have a new village? Sailors can still enjoy the huge bar, great food and music every night with dancing on the beach alongside the beautiful blue waters."

The BVI Regatta and Sailing Festival 2018 runs from March 26th through April 1st. Visit [www.bvispringregatta.org](http://www.bvispringregatta.org) for more information.

#### Bequia Sparrow's Premium Rum Easter Regatta

Bequia Sailing Club reports: Plans are close to being finalized for what promises to be a hugely popular and successful Bequia Easter Regatta, March 29th through...

—Continued on next page



News flash! SVG Customs clearance fees will be waived for visiting boats submitting a completed Bequia Easter Regatta entry form on-line at [www.bequiaregatta.com](http://www.bequiaregatta.com) by March 23rd

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—Continued from previous page

...April 2nd, and Bequia Sailing Club (BSC) is pleased to welcome yachts and visitors, whether participating or not, to beautiful Bequia — "Island of the Clouds" — where five classes will compete under CSA Rules over four days of racing in some of the best waters in the Caribbean.

The Easter Regatta is also an opportunity for the local double-ender fishing boats to compete in their own set of non-CSA races, and we look forward to welcoming visiting boats from other islands to race with the local Bequia boats. BSC intends holding a non-CSA Optimist fun-race day on Easter Sunday for young sailors, and invites all with their own Opti to participate.

A full program of evening social events is arranged for skippers, crew and their followers to unwind after a day's racing. Prizes will be awarded for each day's racing and class, overall performance, best yacht and best-dressed crew. Additionally there is a full program of shore-based activities and organized parties to suit all the family, organized by a separate Shore-Based Committee.

Registration is open at [www.bequiaregatta.com/registration.html](http://www.bequiaregatta.com/registration.html)  
Contact [Yachts@bequiaregatta.com](mailto:Yachts@bequiaregatta.com) with any registration queries.

For more information see ad on page 12.

#### Youth to Keelboat Program for Antigua Sailing Week

The Antigua and Barbuda Sailing Association (ABSA) in conjunction with Antigua Sailing Week (ASW) is launching a new program that will allow youths aged 16 to 25 to gain keelboat experience during Antigua Sailing Week 2018.

In 50 years of ASW there have always been a small number of Antiguan youths on board, often from seafaring families or raised within yachting communities. Skip forward to 2017 and interest in sailing, not just as a sport or leisure option, but as a career has grown exponentially. The first youth program was developed by Antigua Yacht Club in the 1990s and then latterly by the National Sailing Academy. The Academy has now enabled every secondary school island-wide to offer sailing as part of the national curriculum. Both programs have produced an increasing number of youths with dinghy sailing experience but for many, that is where their sail racing ends. The Youth to Keel Boat Programme (Y2K) seeks to bridge the gap and help them make the leap to gaining keelboat experience.

Seamus Hourihan, owner and skipper of the 55-foot Gunboat *Thirst*, says, "The opportunity to have qualified Antiguan youth sailors on board for ASW is a win-win situation. It's a win for me in terms of augmenting regular crew with good sailors familiar with big winds off Antigua. And it's a win for Antiguan youth in terms of gaining valuable big boat experience."

Antigua Sailing Week will run from April 28th through May 4th.

Visit [www.sailingweek.com/youth-to-keelboat-programme-launches-for-antigua-sailing-week](http://www.sailingweek.com/youth-to-keelboat-programme-launches-for-antigua-sailing-week) for details on the Youth to Keelboat program. Skippers who are interest-

ed in taking a youth on board can tick the request box during the registration process at [yachtscoring.com](http://yachtscoring.com) or email [lorna@sailingweek.com](mailto:lorna@sailingweek.com)  
For more information on Antigua Sailing Week see ad on page 15.

#### Les Voiles de Saint Barth Adds Extra Race Day

Les Voiles de Saint Barth's ninth edition, scheduled for April 8th through 14th, is already stacking up with top players, including US maxi teams *Rambler 88* and *Proteus*.

—Continued on next page



CHRISTOPHE JOUANY

Les Voiles de St. Barth will introduce the new Offshore Multihull Association Class and also add a fifth race day in the 2018 edition, coming up next month



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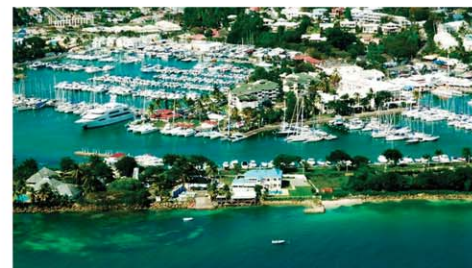
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For the first time in the regatta's history, a fifth day of racing has been added to the schedule. Racing is scheduled for the Monday, Tuesday, Wednesday, Friday and Saturday. The official "Day Off" is scheduled for the Thursday.

This year also introduces the new Offshore Multihull Association (OMA) Class. Launched to better manage the multihull races, the OMA Class will incorporate the new MultiRule rating and scoring system, which was developed to establish more fair ratings for the boats. Already four teams are signed up to race, including last year's Multihull Class winner, Greg Slyngstad's *Bleker 53, Fujin*.

Visit [www.lesvoilesdesaintbarth.com/us](http://www.lesvoilesdesaintbarth.com/us) for more information.

**Salty Dawg Antigua-to-US Rally Registration Open**

The nonprofit Salty Dawg Sailing Association (SDSA) has opened registration for its Spring Rally from Antigua to the US. The Salty Dawg fleet will set sail on May 15th. The rally will depart Falmouth Harbour, Antigua after several days of social activities,



British sailors Donna and Alan Spiers of Magic Dragon are Salty Dawg regulars

weather briefings, and boat preparations. The departure site has been changed to Antigua from Virgin Gorda in the BVI owing to damage caused to facilities by Hurricane Irma last fall.

To recognize Salty Dawgs and other cruisers who are volunteering their efforts to

help reconstruct the lives of islanders after the destruction of the last hurricane season, the SDSA Spring Rally will accommodate those cruisers who wish to join the rally and depart from an island other than Antigua as well.

"The Spring Rally is a diverse group made up of North American cruisers returning after a season in the sun, and European cruisers continuing their 'Atlantic Circle' and looking forward to a summer on the Eastern Seaboard. As always, the Spring Rally is a great way to meet other cruisers, and to sail offshore in company," says Rick Palm, SDSA Director of Rally Management.

Alan and Donna Spiers on *Magic Dragon*, an Oyster 55 from Southampton, UK (pictured) joined the Salty Dawg Spring Rally a year ago, explored New England with the Salty Dawg Rally to Maine, and returned to the Caribbean in the Salty Dawg Fall Rally. "We felt the Dawgs represented good value for our money. The rallies were very personal and we soon got to know most of the people participating. Would we use the Dawgs again? Definitely! The wealth of information we received from the American Dawgs helped us make the best use of our limited time in the US," Alan says.

The Spring Rally will feature the hallmarks of all Salty Dawg rallies:

- Weather routing services, both pre-departure briefings and daily updates during the passage by Chris Parker of Marine Weather Center.
- On-line tracking on the Salty Dawg "Follow the Fleet" web link hosted by OCENS.
- Shoreside coordination and communication by experienced Salty Dawg volunteers.
- A twice-daily SSB Net facilitating communication among the boats in the fleet.
- A cruise-in-company support system where veteran participants offer advice and counsel to others.
- The lowest possible entry fee with the greatest possible payback as a result of the support of over 40 sponsors and dozens of experienced cruisers who volunteer their time.

In addition, those leaving from the primary departure point in Antigua will benefit from daily pre-departure weather briefings with group discussions, Departure Party and Happy Hour social events, discounts on dockage and marine services, and a shuttle to major grocery stores for provisioning.

Visit [www.saltydawgsailing.org/spring-rally-2](http://www.saltydawgsailing.org/spring-rally-2) to register for the SDSA spring rally. For more information on the Salty Dawg Spring Rally see ad on page 12.

**YOUTH SAILING NEWS**

**Caribbean Sailors in 47th Youth Sailing Worlds**

The Youth Sailing World Championships is the pinnacle event on the youth racing calendar and, since the first event in 1971, a long list of sailing legends including Sir Ben Ainslie and Russell Coutts and numerous Olympic medalists have won medals at this event as they emerged onto the international stage.

Racing in the most recent event took place from December 9th though 16th, in Sanya, China. Nearly 400 competitors from 60 nations raced across nine classes, with just one spot available to each country in each class.

Thad Lettsome of the BVI, age 15, sailed in the Laser Radial Class against 50 other competitors, finishing in 33rd position, which put Lettsome as the top finisher in the class from the Caribbean islands. St. Lucia's Luc Chevrier was 34th, Malcolm Benn-Smith from Bermuda 35th, Tijn van der Gulik of the Netherlands Antilles was 38th, Mateo di Blasi of the USVI 46th and Jesse Jackson from the Cayman Islands finished 49th.

—Continued on next page

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—Continued from previous page

Di Blasi was the youngest sailor in the fleet. Lettsome was selected by World Sailing earlier this year to receive a scholarship through their Emerging Nations Programme and traveled to China for a training camp a few days before the event.

Young sailors from Antigua also competed in the event. The team of Louis Bayay and Rocco Falcone were 27th in the 29er boys' class, and Jalese Gordon ended in 37th place in the Laser Radial girls' class.

Visit [http://isafyouthworlds.com/results/2017\\_sanya\\_china.php](http://isafyouthworlds.com/results/2017_sanya_china.php) for full results.

second place on countback, and it all came down to having won the last race over third-place finisher Maramenides.

It was a proud day for the host country of these qualifiers as local girl Lou Marin,

### Antigua and DR Teens Win Olympic Kiteboard Qualifier

In January, Antigua's Tiger Tyson won the boys' division of the North American and Caribbean Youth Olympic Qualifiers (under 19) kiteboarding event at Cabarete, Dominican Republic, after a fierce battle but never moving off the top spot. Tyson was one of the youngest competitors, at age 15 in the 15-to-18-year-old category. This was the first-ever Olympic qualifier held in the discipline of kiteboarding, and Antigua & Barbuda is now one of 12 countries entered in



Lou Marin of the Dominican Republic (center, left) and Tiger Tyson of Antigua & Barbuda (center, above) won the girls' and boys' divisions, respectively, of the North American and Caribbean Youth Olympic Qualifiers (under 19) kiteboarding event



after dominating her division all week, won the North American/Caribbean girls' division and also earned a spot in the Youth Olympic Games. It seems fitting that she, who has kited in the Dominican Republic all her life, will represent this country with such a strong kiteboarding heritage in the very first Olympic Games to include the sport. Her teammate, Paula Herrmann finished second overall, and Faviola Collazo-Velez of Puerto Rico finished in third place.

All qualification places are being sent to World Sailing for confirmation with the respective National Olympic Committees.

Congratulations to the very first Youth Olympic Kiteboarders representing The Americas: Tiger Tyson of Antigua & Barbuda and Lou Marin of the Dominican Republic in the North American/Caribbean group, and Maria Valentina Alvarez Villarroel of Venezuela and Geronimo Lutteral of Argentina in the South American group.

For more information visit <http://twintipracing.com/news/item/407-antigua-brazil-dominican-republic-and-venezuela-win-first-direct-qualifier-spots-for-kiteboarding-youth-olympics-in-perfect-cabarete-conditions>

the 2018 Youth Olympics to be held in Buenos Aires, Argentina in October.

The North American/Caribbean boys' division proved intense as everything came down to the final race of the day. The top three riders went into the heat with only 1.1 points between them, and Tyson came to the first mark only in fourth. But with his fellow training partner Cameron Maramenides of the USA getting involved in a tangle (for which he was granted redress) with his teammate Jacob Olivier, he moved into second place after the Dominican Republic's Adeuri Corniel and secured the event win and qualification place for Antigua by just 0.1 points. Corniel and Maramenides ended up tied for points, with the DR's Adeuri Corniel being awarded



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## BARBADOS SAILING WEEK 2018

# Highest Number of Records Smashed in High-Wind Round-Island Thriller

The crown jewel of Barbados Sailing Week, which also includes a series of coastal races, is the Mount Gay Round Barbados Race, a 60-mile classic offering varied wind and sea conditions, and all points of sail. And on January 21st, squally winds reaching 30 knots from the northeast created record-breaking conditions.

While the big breeze and big seas proved too much for many of the 34 entries in the sprint around the island, for others it was thrilling sport. Seven records were broken — the largest-ever number of records broken in the 82-year history of the round-island event.

ALL PHOTOS: PETER MARSHALL/BARBADOS SAILING WEEK



Above: Regular contender David Spieler's Beneteau 473, Leonora, racing in the ToT Non-CSA Class

Below: Peter Lewis's J/105, Whistler, emerged victorious in the coastal racing's CSA Racing Class and also set a new record in the Round Barbados Race's 35-foot-and-under division



Trevor Hunte, on his Starboard Phantom Batwing 377 race-board windsurfer, smashed his own record set in 2016 by just over four minutes with a time of 5 hours, 30 minutes and 46 seconds. As he arrived on the beach at Barbados Cruising Club, he said, "You can't train for a sail like that. North Point was incredibly dangerous with swells of easily three metres. It was scary, with wind squalls coming in at over 25 knots, maybe more, under the clouds. It was an incredible and difficult challenge."

Arguably the most notable result of the day, with a finish time of 4 hours, 13 minutes and 37 seconds, was CQS, the 100-foot multi-winged supermaxi from Australia skippered by Ludde Ingvall and fresh from taking line honors in the latest RORC Transatlantic Race. CQS not only broke the Absolute Monohull record but also established the 100-foot-and-under

record. As she crossed the start line, it didn't take long for her and her super-tuned crew to power up, weave their way through the fleet and prepare for the extreme conditions and big seas at North Point. Commenting after the race, Ingvall said, "We are delighted because that is what we came here for. It was wild out there and we had 30-plus knots of wind on the nose going round the northwest/northeast point, but the boat performed well recording 24 to 25 knots of boat speed at times, offwind. All in all a good day and lots of good team spirit!"

Among the younger sailors taking on the challenging course was 27-year-old Jason Tindale in *College Funds*. He and his team from Barbados Yacht Club once again demonstrated their skill by sailing a tactically sound race. Having established the J/24 record in 2015 and bettered their time in 2016, they've done it again with a time of 8 hours, 18 minute and 9 seconds. Tindale said, "It was, without doubt, the worst conditions I have ever seen at North Point. We had squalls of 30-plus knots with gusts, but by then we had no option other than to carry on. I think the most wonderful part was sailing on one tack down the east coast. It was, to repeat a much-used phrase, 'Champagne sailing'. I think we also had a bit of luck because, on the approach to the finish line, the eyelets pulled out of the spinnaker pole. Had that happened further up the coast we would have lost the record for sure because we would have been under jib only."

The 50-foot-and-under record went to the two-year-old British custom-built Marc Lombard 46 IRC cruiser racer *Pata Negra*, owned and skippered by Giles Redpath, with a time of 6 hours, 19 minutes and 53 seconds. Having sailed from St. Vincent only the day before the race, Redpath and his team of mainly local sailors, some of whom had never sailed before, did exceptionally well given the extreme conditions. Commenting on his success, Redpath said, "It was a fantastic race but quite challenging at the North Point in particular, because it was lumpy and quite shifty and we ended up having to beat into the big seas, which was fairly uncomfortable. However, I think the highlight of the day was coming down the east coast, it was a real sleigh ride and we did 20 nautical miles in about an hour and a quarter, and hit 20 knots of boat speed at times, which really was thoroughly enjoyable."

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Sailing such a challenging race with crew is tough enough, but to race it alone is a huge feat. However, Andreas Berg from Germany sailed an impressive race and managed to break his singlehanded record from last year in his Dufour 44, *Luna*. This highly focused sailor improved his overall record time by just over 10 minutes with a time of 7 hours, 57 minutes and 19 seconds.

*Conviction*, the local Botin Carkeek-designed TP52 with David Staples at the helm, broke the 60-foot-and-under record by just over three minutes. Also noteworthy was the consistently fast local team on the J/105 *Whistler*. Fresh from her CSA Racing Coastal Series overall win, *Whistler*, with Peter Lewis on the helm, took the CSA Record with a time of 6 hours, 11 minutes and 40 seconds.

The extreme conditions were far from ideal for the four foiling kitesurfers who started out. However, Kevin Talma persevered and was the only one who completed the course, to establish the Foiling Kitesurfer record with a time of 5 hours, 42 minutes and 33 seconds.

The Classic fleet, including *The Blue Peter*, Mat Barker's Alfred Mylne 65; *Ruth*, the locally built schooner; and two working brigantines, *Tres Hombres* and *Fryderyk Chopin*,

glided gracefully up the west coast but none managed to complete the course.

Formerly known as the Mount Gay Round Barbados Race Series Barbados Sailing Week, Barbados Sailing Week 2018, incorporating the Coastal Racing Series and the Mount Gay Rum Round Barbados Race, was organized by the Barbados Cruising Club in association with Barbados Tourism Marketing Inc. and Mount Gay Rum, and hosted by the Barbados Cruising Club.

The Week attracted a mix of local and international competitors and a wide range of boats from an International Moth to *Fryderyk Chopin*, the largest operating brigantine in the world. Representatives from the UK, Russia, Poland, Australia, Germany, Grenada, British Virgin Islands, the Netherlands and the USA were included in the overseas entries.

Organizers of the event also welcomed popular charter boats including OnDeck's Farr 65 *Spirit of Juno*, and Mat Barker's beautiful Alfred Mylne 65 classic, *The Blue Peter*. One of the most eye-catching entries this year was the globally recognized Australian 100-foot super-maxi *CQS*.

Another interesting entry, from Russia, was Pjotr Lezhnin in his Mini Transat 6.50, who finished fourth overall in the CSA Racing Series and third in 35-foot-and-under class in the Round Barbados Race. Lezhnin says he hopes that more Mini Transat sailors take the opportunity to compete at the event in the future. "With the 2019 Mini Transat finishing in Martinique, I think this event would be the ideal for competitors whose boats remain in the Caribbean after the event. I will be back for sure next year."

Mention must also be made of Franchero Ellis and his youth project team on the 19-foot, 41-year-old Pen Duick 600 *Oiseau Noir*, who



Top to bottom: Pata Negra set a new round-the-island record in the 50-foot-and-under division; CQS broke the Absolute Monohull record in the Around Barbados Race 2018; CQS crewmember Philip Barnard with the trophy



received the Spirit of Barbados award for perseverance in both the Coastal Series and for completing the Round Barbados Race.

On January 20th the J/24 fleet crowned its winner in the closely contested final showdown in the J/24 Coastal Racing Series. J/24 racing in Barbados never fails to attract a quality fleet so it was no surprise that competition at the two-day J/24 series reached new levels. Overnight leader Robbie Yearwood from Grenada and his team on *Die Hard* continued their form with wins in the two opening races. However, a shredded jib halyard and spinnaker halyard in Race Three, while leading, almost cost them the series but they still managed fourth place in that race. Thankfully they had done enough to secure the series with a race to spare, leaving Cyril Lecrenay and *Bunga Bunga* in second place just two points adrift.

Barbados Sailing Week concluded on January 23rd at a sumptuous rum-themed prizegiving dinner and party at the Beach House at Holetown. With each of the seven record-breaking teams winning their skipper's weight in Mount Gay Rum, the Beach House temporarily turned into what looked like the packing department of a distillery with boxes of rum stacked to the rafters.

The 265-mile Ocean Race from Barbados to Antigua at the end of Barbados Sailing Week is designed to tie in with the start of the Superyacht Challenge in Antigua. Line honours went to *CQS*, with a time of 17 hours, 35 minutes and 22 seconds. CSA results also put *CQS* first, with Barbados's own *Ruth* first in Schooner Class.

Thanks to Sue Pelling for information in this report. Visit [www.barbadossailingweek.com](http://www.barbadossailingweek.com) for more information.

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# BIGGEST-EVER FLEET ENJOYS A TASTE OF SPICE

by Ruth Lund

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Above: 'Bouncy' seas on the Spice Island's south coast. The modified Hobie 33 Category 5 charged through on the way to third place overall in Racing Class

Island Water World Grenada Sailing Week boasted a record number of entries in its sixth annual event, held January 29th through February 3rd. Despite some drop-outs, the fleet reached the 40 mark for the first time, with approximately two-fifths of the boats hailing from countries beyond the Caribbean and a similar percentage being boats new to this regatta.

Various factors helped boost numbers. The CSA Racing and Racer Cruiser Classes I and II included newcomers from the Atlantic-crossing fleets (such as Mark Dubos's Class 40 Z4, from France, and Pjotr Lezhnin's short and beamy Mini Transat 650, Pjotr Lezhnin Racing, from Russia) that elected to stay a little longer in the southern Caribbean. Other influences were possibly the hurricanes experienced farther north, and great support and encouragement from local boatyards and marine services.

Competition in the 11-strong Racing Class was close, with ties and boats finishing within seconds of each other. Mark Chapman's Kerr 11.3, *Dingo*, with a polished Trinidadian crew, did not have it all their way, but ultimately took first place, collecting the overall class prize to the thumping beat of the Trini "Warrior" song. Just one point behind, to take second place, was Jason Fletcher's *Nickatime* from Grenada — the Caribbean 33 literally seemed to fly on some legs around the courses. Snapping at *Nickatime*'s heels was Richard Szyjan's Modified Hobie 33, *Category 5*, also from Grenada, and always a serious contender.

Racer Cruiser Class I was smaller than usual — long-time supporters *Piccolo* from the UK and *Rapajam* from Barbados were sadly missed. Peter Morris's Frers 43, *Jaguar*, from Trinidad, romped home with five bullets out of the nine races sailed, with Peter Hopps's Beneteau 40.7, *Ortac*, from the UK, placing second and Curtis Farley's Beneteau 456, *Bluefin*, from the USA, third.

In Racer Cruiser Class II Champy Evans's Elan 37, *Julie Rule*, from Grenada, with six bullets and three second places, took not only first place, but was also awarded

Below: The 1889-vintage Galatea won Classic Class for the second year in a row



Best Yacht of the Regatta. In second place was Jean-Francois Terrien's 7.65-metre Surprise, *La Morigane*, showing the much bigger boats in the fleet a thing or two, and giving the French-speaking crewmembers on the Finish Boat a chance to shout "Vive la France!" and "Bravo!" with great glee. Just getting this little boat to and from Grenada for the regatta was a mission: their return trip to Martinique took close to 38 hours in rainy, squally conditions, giving one an idea of the effort required. Third place in Racer Cruiser Class II was taken by Austrian Dieter Huppenkothen's Swan 43, *Rasmus*, returning to this regatta after a break of a couple of years, to demonstrate that both boat and skipper still have what it takes.

An improved turnout in the Classic Class included two Carriacou sloops — *Savvy* (actually built on neighboring Petite Martinique) and *Free in St. Barths* — and boats in a range of sizes from 37 to 70 feet. Judd Tinius's Classic 70-foot yawl, *Galatea*, built in 1889, won the class for the second year in a row. The well-known 65-foot Alfred Mylne-designed *The Blue Peter* from the UK, launched in 1930, was second. Her hull had been damaged while racing in Barbados just prior to Grenada Sailing Week, but with the help of friends at Driftwood, and a hasty haulout for repair the day before the regatta, she managed to get to the start line just in time, placing two points behind *Galatea*. Ending with the same number of points as *The Blue Peter* was third-placed *Free Spirit*, the Luders 40 from Carriacou, captained by Jerry Stewart, whom many know from his years of racing his Hughes 38, *Bloody Mary*.

There was renewed interest in the J/24 One Design Class, which had its own courses and start/finish boat, making it possible to complete one long and 17 "short, sharp, up, down" races, closely fought by crews from Grenada, St. Lucia, Barbados and Trinidad. A core of J/24s has now been established in Grenada thanks to the efforts of the J/24 group and support from Grenada Marine and Clarke's Court Boatyard. The top three positions changed a few times during the regatta, with Robbie Yearwood's *Die Hard* from Grenada finally taking first place, Frederick Sweeney's *Attitude* from St. Lucia taking second, and Nick Forsburg's *Jabal*, also from St. Lucia, taking third.

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Overall Racing Class winner Dingo, with Liquid and Nickatime at the start



Puerto Rico's José Berrios and Y Sailing, Part II:

# NOW

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

José "Yoyo" Berrios was 19 years old in 1998 when Hurricane Georges devastated the sail-training facility in Fajardo, Puerto Rico. Sail instruction then shifted to the San Juan Bay Marina. Not long after, a member of nearby Club Náutico de San Juan (CNSJ) ventured across the bay and asked Yoyo to head up the club's sailing program.



*Above: Not just a sailor, Yoyo (at right) has helped in airborne rescues, including evacuation of liveaboard sailor Nicole (center) after Hurricane Irma. The plane's pilot is at left*

*Right: Yoyo teaches young sailors about reading charts before a race*

Yoyo did this part time while assisting the setting up of an Optimist sail-training program in Ponce. By the end of the year, he took the position at CNSJ full time.

During Yoyo's 16 years of supervision of CNSJ sailing program, he got the idea for CNSJ to start an international dinghy regatta. Starting in November, 2001, CNSJ's International Regatta featured youth dinghy racing. Attendance eventually swelled to 100 participants and in later years included IC-24s and big boats. Youths traveled in from as far away as Belize and Europe for this valuable developmental opportunity. There were 13 regattas under Yoyo's supervision.

Graduates of his programs include Raul Rios, who won the 2008 Optimist World Championships, and Juan "Juanky" Perdomo, who earned a Gold Medal in Boys' Laser Radial at the 2013 ISAF Youth Worlds.

Yet his to-do list is far from finished.

In 2014, CNSJ decided to eliminate the Sailing Program. Yoyo's passion for sailing and desire to continue teaching kids and adults the joy of sailing drove him to open his own sailing school, Y Sailing, at San Juan Marina. (One year later CNSJ decided to reopen its sailing program, competing directly with Y Sailing.) Serving the northern Puerto Rico region for four years, Y Sailing offered lessons to both youths and adults.

"My goal when I started coaching was to develop the sport of sailing for younger kids, ages six and seven, and do for them what I wasn't able to do before in other programs," Yoyo explains. "Plus, I always wanted to develop a year-round program, not one that just operated on the weekends or in the summer."

More than a decade later Yoyo has accomplished both goals.

Yoyo, who holds a degree in electrical engineering from Polytechnic University of Puerto Rico, has discovered that he still has time to enjoy racing and cruising. He's

crewed aboard Jaime Torre's Beneteau First 40 and later on Torre's Melges 32, both called *Smile and Wave*, in events such as Puerto Rico's Heineken Regatta and St. Thomas' International Rolex Regatta. More recently, Yoyo chartered a Beneteau 50 with a group of friends and sailed the BVI over the Thanksgiving holiday.

"My vision is to use my skills to grow the sport of sailing even further in Puerto Rico," Yoyo says.

With his electrical engineering qualification, he initially worked in construction. When construction slowed, he obtained commercial aviation certifications. While still running sailing programs and regattas, Yoyo eventually secured a new professional career in corporate aviation.

In recent years, as a volunteer with the US Coast Guard Auxiliary, Yoyo has helped save 21 lives. One of the more memorable rescues came in February, 2015. A Puerto Rican couple paddleboarded too far off a popular beach in Aguadilla on a Sunday. When they could not be accounted for on the following day, a search attempt began in earnest on Tuesday morning. Piloting a fixed-wing plane as part of a larger water and aircraft search and rescue team, Yoyo spotted two paddleboards and a man waving from a ridge on remote Desecheo Island in the Mona Passage. The survivor's wife had endured two days drifting in the sea but reportedly died after striking her head the second time she fell from her board while approaching the island through treacherous reef.

Another stressful rescue came on the heels of Hurricane Irma in September. Yoyo didn't realize the severity of Irma's impact on the BVI until returning to Puerto Rico after a piloting job in the US. A Canadian friend called him in a panic indicating that his daughter Nicole, living on a sailboat off western Tortola, was unaccounted for. As Yoyo looked into the situation, the lack of gas, food and cell phone service, and the closed airport, made the severity of the hurricane's strike apparent. "A relief helicopter landing on the east side of Tortola reported that the roads were blocked and without fuel. Vehicles were not getting through from western Tortola. There were real safety issues for those stranded on the west side of the island, Yoyo explained.

Yoyo swung into action. Impossible to get permission to land a private aircraft in Beef Island Airport, he made commercial arrangements to fly relief supplies into Tortola. After off-loading supplies, Yoyo rushed and found Nicole. Success!

Whisked aboard the relief plane, they were in the air above St. Thomas en route to Puerto Rico when Yoyo received a text from Nicole's father: "We've lost her." The father had been told by a relief source that Nicole was nowhere to be found.

Yoyo was able to text back: "No. She is with me."

The deeper I get into researching Yoyo's life of business and volunteerism, the adage comes to mind: If you need to get something done, ask a busy person.

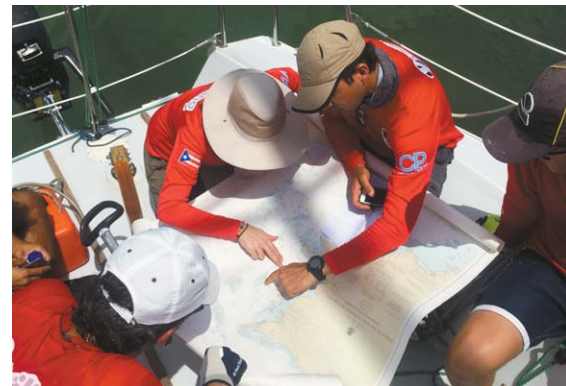
Yoyo is proud of the groundbreaking work he laid with the San Juan orphanage three years ago. Since the beginning of Y Sailing, he sponsored two students from the orphanage for sailing clinics. With Y Sailing closing, Yoyo has arranged for CNSJ to carry on this important community service.

Hurricane Maria destroyed one of the classroom/office trailers belonging to Y Sailing. Facing the hard but necessary decision whether to rebuild Y Sailing or continue on his career track as a corporate pilot, Yoyo chose to curtail Y Sailing and donate the boats and equipment to non-profit Borinquen Islands Sailing Association (BRISA) in Santa Isabel on Puerto Rico's south coast.

At 39 years old, his time has come to avail himself of full time corporate piloting. Yoyo will continue as a J-boat dealer and teaching periodic adult sailing lessons on the side.

With his youth sailing expertise, he was able to start his career at only 15 years of age, coaching a handful of teenagers leading to summer after summer of sailing instruction work. Yoyo approximates that 500 youths came through the summer clinics each year. The legacy of his 23 years of coaching leaves thousands of Puerto Ricans, many now adults, touched by his sailing instruction.

Like Jose "Yoyo" Berrios, what if more people left in their wake transformational experiences for youth?



*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.*



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# GLIMPSES OF CIENFUEGOS, CUBA

by Ralph Trout

*Editor's note: The anchorage at Cienfuegos was closed earlier this year, reportedly so that the authorities could address the problem of multiple dinghy thefts.*

*Frequent Cuba cruiser and administrator of the Facebook cruisers' group "Cuba, Land and Sea", Addison Chan, says that now, "The anchorage at Cienfuegos is officially reopened. The anchorage in Cienfuegos is an important resupply point for boaters wishing to visit the south coast of Cuba and once the Ministry of Tourism was made aware, adjustments to local policy were made.*

*"Kudos to Commodore José Escrich of the Hemingway International Yacht Club, the senior management of Marlin Group and the officials in the Ministry of Tourism who helped to negotiate the reopening.*

*"A security alert is still in place and visiting boaters must exercise caution and ensure dinghies are secure and out of the water after sunset. Otherwise enjoy Cienfuegos. It is open for business."*

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The Puerto Sol Marina at Cienfuegos is small, but there are usually slips available

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Cuba is a novel area to cruise or vacation. Novel, being that it is unique and so very friendly; it could be a romance novel. Every aspect of the island is a travel back in time, when the Caribbean was fresh to cruisers and travelers. Put politics aside; there is so much to see. If you have a US-flagged boat, your trip to Cuba must be compressed into just two weeks if you want to stay legal.

Cienfuegos is a huge keyhole bay on the south side of Cuba. A cruise from Key West would take a couple of days. If you have already visited Hemingway Marina servicing the Havana area, and the Varadero Peninsula with the massive new Melia Marina, or are coming from the Dominican Republic, Jamaica or the Cayman Islands, you should visit Cienfuegos.

This is a true keyhole — a wide, deep-water passage with a slight dog leg leading into a huge bay of almost 35 square miles. The passage is well marked with huge buoys for the freighters that haul sugar and coffee. Castillo de Jagua is a fortress on the north side of the passage as it bends slightly to the east. At a small point, Playita La Milpa, the passage opens into the bay. Directly north lies the city of Cienfuegos. To the west is the industrial shipping center. The smokestacks from the electrical production won't permit you to miss that.

The Customs dock is a bit crowded and might have a few cruise ships — Cienfuegos, like Havana, has recently become a prime new destination for these floating, all-inclusive hotels. There is a long peninsula, Punta Gorda, pointing almost directly south; follow it carefully, keeping far enough off shore and it will lead to the yachting area and Customs dock. This bay is big and the peninsula is long. When you pass the small marina on the east shore, Customs is still a kilometre away. If there are no cruise ships, with binoculars you should see several tugs and a few sailboats at the dock. It is usually crowded. Across the street is a big building for Customs and Immigration (*Aduana y Inmigración*) on Avenida 36.

The Immigration agents will advise on where you should anchor. Cienfuegos' Puerto Sol Marina, which you have already passed, is full service with fuel and water available, but fewer than 60 berths. Most of the slips are occupied by charter catamarans, but there are usually some available. This marina, like every other Cuban marina, is very secure. As with all the other marinas, it is operated by Marlin Marina and the rates are comparable and reasonable. Expect about 75 cents a foot.

A hundred and sixty miles southeast of Havana, Cienfuegos may remind you of New Orleans with its French-influenced architecture. Translating into "a hundred fires", the city was named after an early Cuban general. One of Fidel Castro's revolutionary generals was also named Cienfuegos (Camilo), but there is no connection. Guidebooks call it "The Pearl of Cuba's South", and it is probably the city with the least amount of reconstruction required. What little reconstruction we saw, was coordinated and orderly. Cienfuegos sparkles.

Yet another Cuban park dedicated to José Martí is the central hub. Unlike Havana's Parque Central, every surrounding building is restored and glistening. The entrance has two marble lions; there is a big gazebo with music in the evening, and the impressive Arc of Triumph. The Cathedral bells chime as few do in Cuba. The Tomás Terry Theater has presentations almost every evening; Enrico Caruso performed there in the early 20th century. You'll probably spend an entire day seeing the buildings, including one of the many museums (one is converted from an early Spanish casino and dancehall), and the Palace of Government. A climb to the top of the spiral staircase at the Palace of Ferrer permits a great view of the city and countless red-tile roofs. Every building costs a few dollars to tour and their brilliant

upkeep genuinely reflects the small fee. All fees are paid in CUC.

The park is one of the places to connect to the Net. It is the heartbeat of Cienfuegos and the beat at night is to great music. At a bar directly beside the Ferrer mansion, we found terrific, free music, as we also did at a small garden next to the theater. There is a supper club just off the park, Club El Benny, where for three CUC you can see a cabaret show nightly.



Entrance to Parque José Martí, the heartbeat of Cienfuegos and one place to check into the internet

With 160,000 inhabitants, Cienfuegos can be bustling. As with almost every aspect of Cuban life, expect to wait in disorderly lines if you need to use the bank, get telecommunication cards, or buy groceries. We did, and were glad to be carrying paperbacks. The bank line took two hours, one and a half waiting outside on the street, with another half waiting for the correct teller to convert our Canadian dollars to CUC. The two ATMs had no money remaining by noon. At ETESCA, the wait to get the cards necessary for Internet took half an hour. Hawkers outside sell the cards on the street for double price.

From Marti Park, the city is laid out in a near-perfect grid dissected by the main street, Paseo El Prado. Near-perfect, because none of the streets are labeled; Cuba is a bit short on signage. If you are enjoying the walk from the marina, the best place to secure your dink, just look for where the streets are sealed from cars and you've found the business district leading to the park.

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## BOCAS DEL TORO, PANAMA

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Everything runs off El Prado, including many excellent restaurants and coffee shops. If you're not in the mood to walk, horse-drawn buggies, less expensive coaches, and the usual multitude of taxis (with far fewer classic cars than Havana) are waiting. Punta Gorda, which extends south, also has some great architecture, the majority of new restaurants, and quite a few *casas particulares* — bed and breakfasts that hawkers on bicycles are constantly pushing.



Cienfuegos has some history. Columbus supposedly sailed into the bay on his second voyage, in 1494. As soon as settlement began in 1738, the buccaneers attacked. The fort protecting the passage to the Caribbean, Castillo de Jagua, was built in 1742 to curtail the pillaging by pirates. This fort is well preserved and a big tourist attraction. There are two ferries to it, a large one (one CUC and close to an hour's ride) and a smaller, faster one (half a CUC and 20 minutes). We rented a car at Cubacar for a reasonable CUC\$57 (not payable by a US credit card, but they did take cash) and saw the countryside. The fort lies down a long road where the farmers were drying rice on one lane. We were sadly disappointed in the trip to the Botanical Gardens. There was little there to see for the three CUC entrance fee, except bush. We also learned that "self-serve" gas means exactly that. A local helped us, quickly

Left: The 18th century Castillo de Jagua, declared a National Monument in 1978 and opened as a museum in 1998, provides a cannon's-eye view of the entrance to the bay

Below: A street in Cienfuegos's city center is blocked to traffic to create a pedestrian mall



erased the total and served himself to an extra ten dollars' worth. All else aside, an afternoon spent lounging and sipping mojitos at Playa Rancho was worth the ride.

Immigration wants to know where you are, so keep them informed of your vessel's movements. Do not take anything for granted. We were informed that anchoring at some islands on the south coast is not permitted. Best to take your chart with you to the office when you choose to move, and get any "no go" areas pointed out. Get the proper paperwork.

Cruising Cuba is novel fun.

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Sailors leaving a message that one “was there” is a long tradition. Well before cruisers crossing the Atlantic painted on the seawall in the Azores, and “Kilroy was here” was popular with servicemen in the Pacific Theater of the Second World War, sailors were leaving their marks in various places. To this day, some of them can still be viewed.

One such place is in Antigua, down in English Harbour. If you are taking the main road towards Nelson’s Dockyard, take the right turn, just by Grace’s place, which gives the alternate route towards Pigeon Beach and the Middle Ground trails. As you take the short road from the main road to the very sudden T-junction, there is an old water catchment there, surrounded by a low wall. This is your destination.

Climb up into the catchment area, and walk to one of the walls that has lost some of the stone tiling, and you will find names and years etched into the soft parging (a thin coat of mortar) that remains underneath. These are the names of sailors, most likely young officers, who had visited this area on His Majesty’s Ships back in English Harbour’s heyday. The dates range from approximately the middle of the 1700s to the beginning of the 1800s.

We had the opportunity to speak with Dr. Reginald Murphy, Antigua’s foremost historian, about some of the history of the area. While on a trip to England, he took the time to research a name, and found the corresponding paperwork to back up the etched-in graffiti.

However, those who left their names here were the lucky ones. One of the other little known “features” of the area is that Galleon Beach is the burial spot of hundreds of colonial-era sailors and soldiers that succumbed to disease. During epidemics dozens would die each week, and would be dumped into large graves. To this day, bones will sometimes be unearthed by the elements or by people. Of course officers with more money would have a better burial, often in the hills of Shirley Heights, overlooking the Caribbean.

Take a history walk around the old water catchment and Galleon Beach. If you do find artifacts of possible interest, please contact the staff of the Antigua National Parks so that they can be properly taken care of.



Not far from the main road to Nelson’s Dockyard there is an old water catchment, surrounded by a low wall. This is your destination

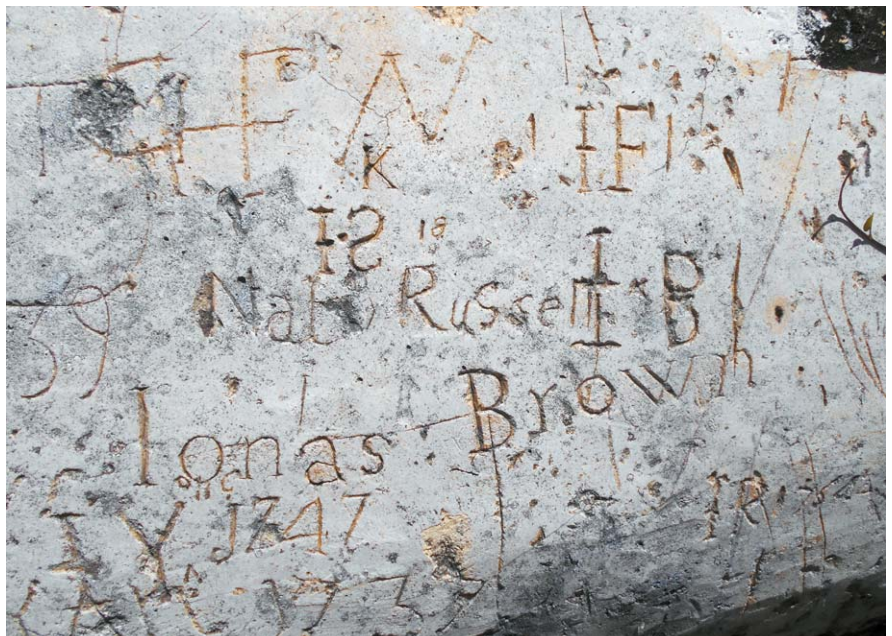
## MESSAGES FROM THE PAST by Ken Goodings



# Antigua’s Historic Sailors’ Graffiti

*Below:*  
In the early 18th century, the British Royal Navy recognized the strategic importance of English Harbour in protecting ships from hurricanes and in its position at the south of the island for monitoring French naval activity

*Below:*  
In the catchment area you will find names and years etched into the soft parging





# Managing Hurricane-Season Risk for Boats Stored in the Caribbean

by Don Street

Whether or not climate change has increased the frequency or strength of hurricanes, it's irrefutable that the number of yachts in the Eastern Caribbean has skyrocketed over the past 60 years, and thus more boats are damaged by storms. Insurance losses to hurricanes have also skyrocketed. What can we do to ameliorate the situation?

## More yachts have meant more losses

Grenada provides a good example of the expansion of yachting and the related increase of loss exposure to underwriters through the years. In 1892 Grenada was hit by a hurricane, and then by five tropical storms, but no yachts or underwriters suffered a loss. The next hurricane to hit Grenada was 62 years later, in 1954 when Janet struck. Yachting-related losses included the Grenada Yacht Club, then a wooden building set on the steamer pier, being swept away; a couple of small local sloops that had been converted to yachts being damaged; and a dozen locally built Mosquito dinghies being demolished. The losses to marine underwriters, if any, were small.



Puerto Rico's Puerto del Rey marina was designed from the start to maximize protection; losses there as a result of two hurricane hits last year were minimal

But half a century later, in 2004, Hurricane Ivan cost the marine underwriters a bundle. Yachting in Grenada had expanded to the point that there were about 175 boats stored ashore for hurricane season. There were probably another hundred or so in commission in the water. In one yard, a hundred boats blew over. Of the boats in the water, about 20 got underway before the storm arrived, bound for Trinidad, Margarita or other locations, and escaped being damaged. Others were secured in various so-called "hurricane holes", and a high percentage of these suffered major damage or total loss.

## But catastrophic loss is not inevitable

Since then, lessons have been learned. Boats can survive with an acceptable percentage of loss in marinas or laid up ashore if the marina is properly designed and boats are properly stored on the hard.

This was proven at Puerto del Rey in Puerto Rico, where the losses as a result of two hurricane hits last September were minimal.

Of the yachts afloat in Puerto del Rey marina during the hurricanes, I'm told that only four percent were total losses and two percent were deemed to have major damage. In the late 1980s, Dan Shelley had Puerto del Rey marina designed so that boats in the marina would have a good chance of surviving a hurricane. The north-south breakwater is 525 yards long, topped by a wall 12 feet above high water. The finger piers are high enough to cope with a three-foot tidal surge. (When I visited the marina shortly after it was built, I pointed out that if he did not build a dog leg of about a hundred yards running northwest from the main north-south breakwater, there was going to be a problem with a "bobble" in the marina whenever the wind went into the northeast, and a disaster if the wind went northeast during a hurricane. In the mid-1990s such a dog leg was built.)

Of the boats on the hard at Puerto del Rey, I'm informed that there was major damage to only three percent, and no total losses — as the first hurricane approached, they double-checked the boats and tied them down to deadmen with nylon straps.

In December 2017 I checked with every yacht-storage facility in Antigua, St. Lucia and Grenada, asking them to describe their storage facilities and procedures for laying boats up during hurricane season. There were some variations between the yards, but all strap the boats down to deadmen buried in the ground, or to sand screws, or to one-ton concrete blocks.

At marinas, boatowners and marina staff will have to anticipate the effects of storm surges, as well as hurricane-force winds. Are fixed docks high enough to be above water with a three-foot tidal surge? If floating piers, will they stay in place?

## The importance of reducing windage

When laying up a boat to withstand a hurricane, whether in a marina or a boatyard, everything possible should be done to minimize windage.

Few sailors, yard and marina owners, or insurance underwriters realize the amount of pressure per square foot generated by high winds. The pressure per square foot goes up with the square of the wind velocity. At 60 mph the pressure is nine pounds per square foot; at 120 mph it is 37 pounds per square foot; at 180 mph it is 83 pounds per square foot!

So, then comes the question: should the mast be unstepped for hurricane storage? The load in pounds on a 60-foot mast as exerted 30 feet above the deck: at 100 mph, the load is 1,700 pounds; at 120 mph, 2,245 pounds; at 140 mph, 3,350 pounds; at 160 mph, 4,425 pounds; and at 180 mph, 5,450 pounds. These loads *might* be bearable when the wind is in line with the axis of the boat. But with the wind on the beam, with these loads centered at 30 feet above the deck, will a boat on the hard stay upright?

Even if you decide to leave the mast standing, dodgers, biminis, spray curtains, and *all* sails should come off. Wrapping a roller-furling jib in its sheets *might* keep it from unfurling, but this gift-wrapped bundle presents a lot of windage aloft. All halyards except the main halyard should be run up to the top of the mast. The boom can be detached and lashed down along the toerail.

The load on dock lines in a marina also goes up with the square of the wind velocity. Thus the load on your dock lines at 40 knots is *four* times that at 20 knots. Three-quarter-inch three-strand nylon has a breaking strain of 12,600 pounds — but I have recently learned that this figure is for dry line. Wet nylon loses 20 percent of its strength. A splice costs another ten percent and a knot 15 percent.

## More hurricane layup thoughts

All boats stored on the hard during hurricane season should be chocked with one jackstand for every eight feet of waterline length. Jackstands must be tied together port and starboard with rebar welded to the stands. Plywood pads must be placed under each jackstand so that it does not sink into soft, rain-soaked ground. The handles must be wired so the jacks cannot unwind. For boats with especially deep keels, the keel should be in a pit dug into the ground to reduce the vessel's windage aloft.

When laying up a boat to withstand a hurricane on the hard, pull a through-hull so rainwater that is driven below will drain out rather than flood the boat.




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On the outside of the drain hole, secure two small rods forming an X, or wide wire mesh, to make sure a rat does not enter the boat. I know of a couple of boats that have had this happen with disastrous results. Also make sure there are no termite tracks from nearby buildings or dead trees. I have heard of cases where owners returned to find that termites had destroyed the interior.

When choosing a marina or boatyard for the summer, ask the manager what was the percentage of major damage and the percentage of total loss due to the last hurricane that hit the marina or yard. Then make your decision after you have verified with your insurance company or underwriter that you will be covered for hurricane damage there. It is also important to obtain from the yard manager a signed agreement that the boats on either side of your boat will also be properly laid up to withstand a hurricane. Finally, if you are leaving the island before your boat is hauled and chocked, it is essential that you hire a surveyor to supervise the hurricane-proof layup and send his report to you certifying the operation was properly done.

**If staying in commission, have an escape plan**

Boats remaining in the water, if in commission and having capable crew, are best advised to avoid "hurricane holes" and forget about riding out a hurricane on anchors or a hurricane mooring. Be ready to take evasive action.

Today, hurricanes are generally well tracked, although the speed with which some intensify has taken many by surprise. (Hurricane Maria developed from a Category 1 to a Category 5 hurricane in less than 18 hours).

*'Few sailors, yard and marina owners, or insurance underwriters realize the amount of pressure per square foot generated by high winds'*

Since 1851 only four hurricanes have formed in the Caribbean Sea and then headed eastward: Alice in 1954, Klaus in '84, Lenny in '99 and Lili in 2001. There were also two northbound oddballs. In 1872 a hurricane hit Guadeloupe and then headed north, hitting Antigua, Barbuda, St. Barts, St. Martin and Anguilla before heading out to sea. In 1888 a tropical storm developed in the Grenadines and then continued north and hit every island in the chain including Barbuda before heading off into the Atlantic.

All other hurricanes and named tropical storms affecting the islands of the Eastern Caribbean have formed in the Atlantic headed west, seldom altering course more than five degrees in 24 hours. The alteration of course is almost always to the north; any alterations to the south are usually for only 24 hours and never more than 72 hours. Thus, if you plot the position of the center of the hurricane or tropical storm every day, and a ten-degree cone plotted, you have a very good idea of the area where a hurricane may hit — which is where you don't want to be.

If a hurricane threatens, get underway in plenty of time to reach a safe destination well south of the storm track. Have an escape plan made well in advance, and make sure your maintenance schedule won't keep you from being able to go to sea on short notice. If the advertisements are to be believed, as long as sheets are eased, multihulls can do 240 miles per day. Thus, 36 hours after leaving the Virgins a multihull can be safely anchored in Grenada or Trinidad. In all of history, Trinidad has only been hit by four hurricanes.

**Insurance**

The below is written in light of my 55 years in the insurance business in the Caribbean, with 50 of those years placing insurance with Lloyd's underwriters through London Brokers.

Those seeking insurance for yachts that spend the hurricane season in the Eastern Caribbean, should investigate the broker and underwriter/insurance company carefully. Here's an example why. A broker showed up on a certain island selling insurance for a well-known British insurance company, issuing cover notes, and then policies. He was most helpful to all his insureds, even advising them of hurricane tracks and weather. Some small claims were made, which he paid promptly. It was a wonderful operation — until a hurricane approached. The broker was on a plane out before the hurricane hit. It turned out that the whole operation was a complete

fraud; the broker had no connection at all with the British insurance company, which denied liability. The "broker" was finally found, arrested for fraud and thrown in jail, but boatowners never collected a cent.

Many smaller, local insurance companies do not rely on their local reserves to pay large claims. They take out "excess of loss" reinsurance to cover major losses. This works out fine if the local insurance company makes sure they have enough reinsurance to cover a direct hit by a hurricane on their island. But once, on another island, a local, old-time, highly respected insurance company that provided insurance of all types failed to keep raising their excess of loss reinsurance contract as they increased the value of the risks they were insuring. When a massive hurricane struck, the amount of money available to pay claims through their reinsurance contracts was not sufficient to cover their losses, and the company went belly up.

I recommend you get insurance through a broker who will place your insurance with either a reputable US or UK insurance company or Lloyd's syndicate. Check both the brokers' reputation on successful settlement of claims and the insurance company's or Lloyd's syndicate's reputation on payment of claims. Note: Unlike most of its competitors, Lloyd's is not an insurance company. Rather, it operates as a partially mutualized marketplace within which multiple financial backers, grouped in syndicates, come together to pool and spread risk. These underwriters are a collection of both corporations and private individuals. Different underwriters have different records on payment of claims.



A hurricane-cradled boat, photo courtesy Dick McClary's Sailboat Cruising blog. See more hurricane layup tips at [www.sailboat-cruising.com/Hurricane-Season-Boat-Storage.html](http://www.sailboat-cruising.com/Hurricane-Season-Boat-Storage.html)

If your policy doesn't provide coverage against damage caused by a named storm or hurricane in "the hurricane box", you can still cruise — you are covered for everything except damage caused by a hurricane or named storm. Check your policy for the southern limit of the hurricane box. If it's 12°30'N you can head for a harbour on the south coast of Grenada if you are sure a hurricane will enter the Caribbean so far north that it is no danger to Grenada. If your boundary is 12°N, head to Trinidad.

**A final word**

I witnessed my first hurricane in 1938 — still the most disastrous to hit the east coast of the US, with 486 lives lost, 4.6 billion in modern dollars damage, and 400 boats in Manhasset Bay, where I grew up and learned to sail, either sunk or stacked up on shore. At age 14 I filed my first hurricane-related marine insurance claim regarding damage to my Snipe as a result of the 1944 hurricane. I have survived seven hurricanes on boats. I am presently in the process of settling a claim in Ireland about damage of our property in Hurricane Ophelia. Hopefully, sailors, yard and marina owners, and insurance underwriters will consider the above information before hurricane season 2018.

Don Street's cruising guides to the Eastern Caribbean, which include his expanded advice about hurricanes, "Reflections on Hugo", are available at Amazon.com

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LARGE STOCK



Among the wonderful islands dotting the Caribbean chain, The Commonwealth of Dominica stands alone for its beauty, simplicity and natural attributes. With a reported 365 rivers, 23 waterfalls and great diving spots, all in only 289 square miles (29 by 15 miles) with a population under 70,000, Dominica is a country unlike any other. I have owned property and lived off and on for over five years in the northwest corner of the island, in a town called Picard.

The following suggested Day Trips emanate from Portsmouth or Roseau. Many of my suggestions are not well known and I have tried not to feature the more popular tourist sites such as the Indian River, Emerald Pool or the Kalinago ("Carib") Territory, since they can be found in any travel guide.

Prices given are as of my last visit to the places mentioned, and subject to change. Prices are given in US dollars; US\$1.00 equals EC\$2.67.

Although most of these trips can be achieved with a rental car and without a guide, it is highly recommended that you hire one (try Cobra Tours or other PAYS guides in Portsmouth) whenever possible to make sure you learn as much as you can about the area and do not get lost.

Although called "day trips", excursions number 4 and 5 will be a lot more relaxed and fun if you stay overnight at the destination.

Since last summer's hurricane, conditions in Dominica are still constantly changing. Check with local sources on the current status of roads, trails, restaurants and other points of interest.

## Different Day Trips in Dominica

by Mark Denebeim

### Day Trip 1: Chaudiere Falls and Red Rock

Drive out of Portsmouth heading eastward from Burroughs Square, the town center, past the Chinese and Moroccan seedling and plant nurseries, until you reach Bense, where the Chaudiere Falls awaits. There's no entry fee, but it's not easy to find and the access road is bumpy. A ten-minute walk down well-defined steps takes you to the river where you can bathe in the large pool at the bottom of a 15-foot waterfall. You can jump into the nine-foot-deep pool from either side at heights of about 20 to 30 feet. Photos are magnificent here, and the secondary rivers flowing into the basin make this scene appear out of *The Lord of the Rings*.

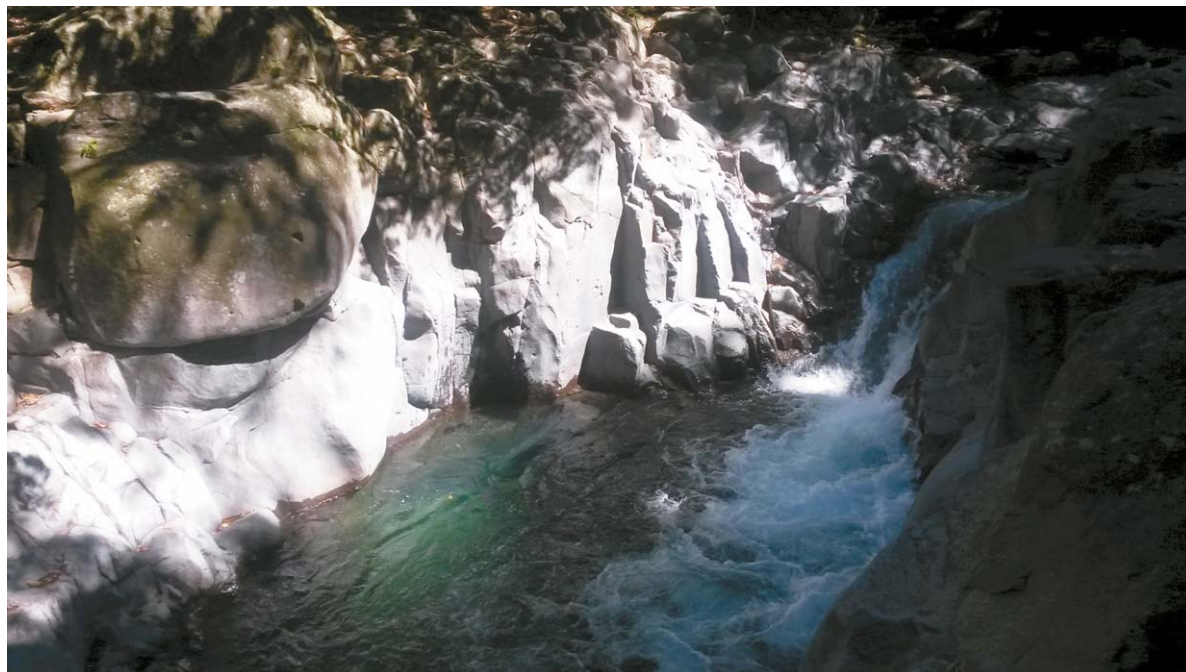
Next, drive northeastward to Calibishie for lunch at the Rainbow Café, featuring whole fish on banana leaves (about US\$20) and seating over the water with nice views out to sea and along the rocky coast. Or you can find some local take-away and sit on the beach wall enjoying the local beer, Kabuli.

A little farther east, turn up the hill at Pointe Baptiste and continue about half a mile until you

the US\$2 entry fee and ask him to show you some herbal-healing plant specimens. If you don't see him, he may be sleeping in the shade somewhere.

On the way back to the main road, visit Primus Bar and enjoy some great stories and the company of Primus and the locals who frequent this atypical Dominican watering hole.

Drive back to Portsmouth, about half an hour, and turn up the coast to Lago, where several fun seaside restaurants and bars, many now rebuilt or recovering from last September's Hurricane Maria, await you for the sunset hour. Some of our favorites include Wop Wop, where you can enjoy some "under the counter" bush rum and carryout fried fish that Wop Wop catches himself. The Purple Turtle, undergoing repairs, is another place for bush rum specialties — rum seasoned with local herbs and spices including Rosemary, Chock Chock, Nany, and Bois Bande (known as an aphrodisiac) — and a popular hangout for locals and sailors from the many sailboats moored just offshore. Dinner at Madiba's or Monty's at the north end of the bay are other options.



Above: Chaudiere Pool: moving water, shadows and light make a scene out of *The Lord of the Rings*

Left: Bush run — it might cure anything!

reach Red Rock Dunes, one of the most unusual seaside red clay and rock formations anywhere. Walk around the undulating rhythmic sensual sea-carved ravines and dunes and take photos. Sexy is an understatement — unique and overwhelming for sure! Any age can enjoy this location. Make sure you pay Danny

### Day Trip 2: Cabrits and Toucari Bay

From Portsmouth, head north along the bay again, this time turning left at Monty's to visit Cabrits National Park and Fort Shirley, among the best-preserved British colonial batteries and forts I have ever seen. You can actually stay overnight in the officer's barracks (US\$120/night). This is where the music and other festivals are held, such as the annual Jazz 'N Creole in June.

—Continued on next page

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—Continued from previous page

Hike up to the top and see the prison and enjoy the views of Guadeloupe and both Prince Rupert and Douglas Bays. A site pass (US\$5) is required; there is a restaurant at the base.

Then head north along Douglas Bay, where you can snorkel and enjoy the black sand beach. Keep going

is down the coast from Picard about six miles, go up the hill for two and a half miles and turn right a half mile to Camp DominEco at Syndicate Falls (follow the signs), where you can hike up the river, about ten minutes, to Milton/Syndicate Falls, 100 feet tall. (There is a US\$5 facilities fee.) Known for birdwatching and plant life, the Syndicate Region also features a

— at US\$30 — who never stopped talking, claimed his father owned all of the land, and kept us moving. He whistled when we strayed off the trail and encouraged us to not give up when difficult rock formations had to be conquered. You can get spectacular photos here, and swim at the base of the falls after climbing through a short “chimney” of rocks. When you finish, enjoy a fresh jelly coconut at the local bar.

Back on the road, head south into Delices, continuing “all the way down” until you see the signs for Zion Valley, home of Moses and Inga Marie, and his brothers and children. Moses is a herbalist and a local hero who was shot in the thigh in the Rastafarian uprising back in the 1980s. Moses and Inga Marie offer simple accommodations (US\$60/night) and wonderful healthy meals at the “Rastaurant” or riverside at their home (about \$US15/meal.)

The next morning, hike about 35 to 50 minutes to the 140-foot Victoria Falls, straight up the White River, so-called because it originates at the Boiling Lake, reportedly the second largest sulfur hot springs in the world. It is a bit of a climb, mostly up rocks, but not too difficult. You can do the hike on your own, or hire Moses’ son Israel or one of the brothers to take you.

You can do this trip in reverse — Victoria Falls first, then Sari Sari on the way back — and/or stop in Glassier, a group of three seaside pools where the water rushes in and provides a bubble bath in a pre-historic-feeling setting. Use abundant caution, however, as several people have been swept out to sea while bathing there during big waves. More than one local cautioned us from visiting because of the bad vibes left from the deaths and sadness. Don’t go when the waves are big!

#### Day Trip 5: the Roseau Valley

Starting from the center of Roseau near the Botanical Gardens (about an hour’s drive from Portsmouth), head up to the Roseau Valley towards Laudat, where two features exist side by side: the start of the three-hour each way hike to the Boiling Lake (a day trip in itself requiring a tour guide) and Titou Gorge. Titou Gorge holds a cold, deep river that cascades from within an enclosed cavern sporting two brisk waterfalls. The one inside drops 12 feet, and the other at four feet empties into a narrow, deep river with 30-foot-high rock walls only five to 12 feet apart. The semi-dark gorge holds a slow-moving current for about 50 yards that you swim through. It is simply magnificent. You can also jump from about 15 feet into the river at the entrance. Life jackets are available for those who are swimming challenged.

Traveling up the Roseau Valley is best understood by considering the three parallel roads dividing it. The most northerly leads to Laudat and Titou Gorge. The middle road leads to the twin Trafalgar Falls. You don’t have to hike to these gorgeous everlasting falls; there are well-defined steps and a viewing platform five minutes from the parking area. If you are capable, you can hike the remaining 200 yards up big sharp rocks and swim in the “Mother” falls to your left.

The most southerly road, accessed at the top of the Trafalgar road, features an area called Wotten Waven, known for various hot springs. Establishments such as Screws, Ti Kwen Glo Cho, and Wotten Waven Hot Springs invite you to bathe in their sulphuric pools and private bathtubs. We stayed at Ti Kwen Glo Cho, popular with couples who want to experience the warmth and sensuality available in clay pools, enjoying the hospitality of Henry and June, with their amazing hamburgers and simple rooms (US\$50/night). The 40 or so steps down to the pools have tall 15-inch risers, but once there, the mustard-colored 101-degree natural water made all our worries disappear! Bring your own towels, however, as they didn’t have any for us, even though we were overnight guests.



*Keepin' It Real at the village of Toucari Bay, north of Portsmouth*

north along the winding coast road until you reach Toucari Bay, a quaint small village. Here you can just relax, or swim out to the reef and snorkel a beautiful area full of various underwater life, though it is about 200 yards offshore. When you are done, enjoy some bush rum and good local food at Keepin’ It Real, where Derrick has really made a name for himself. Other options, when open, are Toucari Bay Bar & Grill — which has prepared many a meal for my sail charter guests right on the beach — and the Reef Bar for a quick drink or two.

Then head back to town, stopping in Savanne Peile at Audrey’s View Bar, perched just above the elementary school, sporting one of the best views anywhere, overlooking Douglas Bay, Cabrits and Prince Rupert Bay to the south. Buy a bottle of bush rum for US\$8 and share it with the locals who sit in the shade of the avocado tree just opposite. Just back down the main road is Poonkies, a riverside bar that is clever and cute when open, in case Audrey’s is not.

Pass back through Portsmouth and treat yourself to one of the finest meals in town at the Iguana Café, in Glanvillia right on the water, with Jennifer and Cartouche. Several guests have remarked that the lobster meal (US\$28) is the best they have ever had. Or try the seafood pasta (US\$18) featuring a pumpkin marinara sauce that is out of this world. If you want to get your own fish or lobster, stop in Portsmouth at the fisheries dock (or in Glanvillia just north of the Iguana) on a Saturday morning and buy snapper, tuna or mahi mahi (US\$3/lb) or lobster (US\$8/lb) and cook it yourself.

#### Day Trip 3: Syndicate, Dublanc and Mero

Probably the most fertile region in Dominica is Syndicate, located up Morne Diablotins, the island’s highest mountain at 4,747 feet. From Dublanc, which

one-hour walk known as the Syndicate Nature Trail, about two miles farther up the main road, starting at the park facilities. Take a guide for this walk.

After all of that walking, head back down the winding, picturesque road and stop in Dublanc and take a ride through this narrow riverside and beachfront town. Stop for a snack at Mother Rose’s bar for her fantastic chicken wings, cold beer and good company.

Keep heading south along the west coast road until you reach Mero — be careful not to miss the signs where to turn — and enjoy the long gray beach and chat with some of the quirky characters there. When you are hungry, the Romance Café awaits with good French-style local food prepared by Frederica in a well-protected updated restaurant. It’s a nice spot to watch the sunset. Sometimes Reggae on the Beach festivals happen here, so keep an eye out for dates.

#### Day Trip 4: Sari Sari and Victoria Falls

Although this can possibly be done as a day trip from Roseau, it might be best to stay overnight at Zion Valley, especially if the south road is closed. You can drive from Canefield (where the secondary airport is located on the west coast) through Ponde Casse, stopping at the roundabout snackette for some more “under the counter” bush rum and a local snack, then down the east coast road until you reach Sari Sari Falls, a somewhat challenging 40-minute hike to a 150-foot waterfall. We hired a guide named Kinky Joel



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—Continued from page 18 ...Grenada Sailing Week 2018

Conditions ranged from rough and rainy with strong gusts on Day One of racing, to sunny skies and a reasonable breeze on Day Two, dying wind on Day Three, and very light wind on the last day, resulting in shortened racing. However, there was enough wind during this sailing week to make for quite a few exciting moments — spinnakers in the water and buoys being dragged in innovative ways. Bernie Evan-Wong's RP37 from Antigua, *Taz*, got thoroughly entwined with the finish pin after



Action in the J/24 Class, as demonstrated by Shakin', Frigate and Attitude, was typically hot and spicy!

its spinnaker landed in the water, and fellow Antiguan, *Cricket*, a Beneteau First 35, latched onto the windward mark, after which skipper Sandy Mair's laconic comment was, "Do you have a prize for the boat dragging a mark the farthest?"

The split between racing on Grenada's bouncy southern coast and on the flatter water of the western coast provided an interesting variety of sea conditions, and having two host venues gave a refreshing change of scene for after-race entertainment. The welcome venue was Secret Harbour in Mount Hartman Bay, with its refurbished bar and restaurant on the water, and stunning top of the hill location for a rip-roaring pirate party on the full-moon night. The final venue was Camper & Nicholson's Port Louis Marina, whose team made a big effort to fit all the boats onto the dock, despite this being a very busy season for them. With its popular Victory Bar & Restaurant and top-class facilities, this host marina provided a fitting grand finale and prize-giving party.

Special mention must be made of owners of catamarans *Aysha Nour*, *Kandor*, and *Grateful*, who provided the three start, finish and J/24 committee boats respectively. Also North Sardinia Sail Group, a charter company new to Grenada, which provided the two accommodation catamarans for officials and volunteers. The leading Mark Boat, the Safety Boat and the VIP Boat were supplied by Grenada Marine, Island Water World and Horizon Yachts respectively. A group of close to 40 officials and

volunteers gave their time and expertise to make this sailing week a success, and are sincerely appreciated.

The GSW Board welcomed five new major sponsors\* this year, who joined forces with the local and international companies who have been long-term supporters. Title sponsor: Island Water World; Associate Sponsor: Grenada Tourism Authority, Race Day Sponsors: Mount Gay, Sea Hawk Premier Coatings and Secret Harbour; Gold Sponsors: Spice Isle Marine Services, Nagico\* and Blue Seas Caribbean\*; Charter Sponsor: NSS Charter Company\*; Silver Sponsors: Mount Pure Water\*, Renwick, Thompson & Co\*, Palm Tree Marine, Grenada Marine, Turbulence, Swiftpac and Horizon



Yachts, plus a further 14 Bronze Sponsors and Service Providers.

The general consensus was very positive, despite the challenges of a bigger fleet and the weather. The organizing committee welcomes constructive feedback from participants, and invites all to note the dates of the Grenada Sailing Week, carded to take place from January 28th to February 2nd, 2019, when once again racing sailors from near and far will be invited to "Spice it up in Grenada!"



Julie Rule won Racer Cruiser Class II and Best Yacht of the Regatta; skipper Champy Evans and his Julie Rule crew celebrate at prizegiving

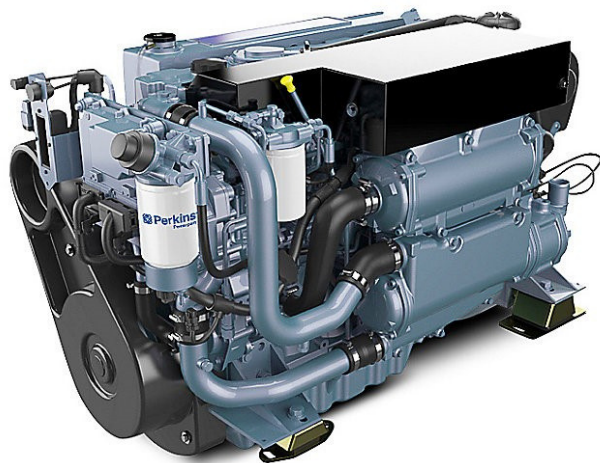
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# DANCING IT OUT ON DOGSMILE

by David Kilmer

On the final day of regatta, I woke uneasy, escaping a dream in which I was about to go toe-to-toe with some bruiser of a Harley rider I'd offended. My last thought in the dream was a Robert Jordan quote: "Whatever comes, face it on your feet". I got my bearings, pulled on a shirt with the team colors — Grenada green, red and gold — and caught a roller-coaster dollar bus ride to Port Louis Marina. I saw the skipper, Jon Totten, wearing his own multicolored shirt, taking giant strides toward the docks, holding a scavenged batten.

We converged on our race boat, *Dogsmile*, a 15-year-old J/105 with red trim. The crew sawed and filed away at the batten in last-minute heroics. In my role as navi-guesser, I put a gauge on the rod rig and took a couple turns off the uppers and one off the mids, anticipating a rare light-wind day.

As we motored out the channel, we considered our dubious prospects. *Dogsmile*, in her first-ever regatta in our hands, was lying a distant tenth out of 11 in the racing division. On Day One, our first act had been to lose the kite in a hammering squall at the top mark, with photographer Tim Wright a boat length away to document the anguish as we drifted sideways in the rain, trying to haul in our net full of shrimp and shame.

Our second was a crash jibe while hitting the bottom mark, then doing our penalty turn, owing to my blown layline.

We'd had some better moments since then, but it wasn't enough. Our vintage Dacron cracked while the others' lithe carbon blades lifted quickly away, trailing rotten air. Our new lines kept slipping through old clutches. We were not battle tested.

But our skipper never raised his voice. A Wisconsin farm boy, Jon knows how to put the work in without complaint. He named his boat after a teeth-baring neighbor dog, Pepper, that used to frighten him as a boy, until Jon's dad told him, "He's just so happy he can't stand it." Jon's life has been all about sharing that same sense of utter joy, as a river guide, backcountry leader, college teacher and now skipper and sailing instructor.

After the first day, when some owners might be excoriating the litany of our sins, Jon beckoned us to the cockpit, and with tears in his eyes, said how much it meant to have us all here, to bring his own boat to this epic regatta. "Your Mom is so proud of you," someone said, and Jon smiled through the mist and touched the tattoo that said LUANNE next to his heart. She'd known early on he was a different kind of kid, and always encouraged him to chase the broader horizons.

Not long after he lost Luanne, Jon bought his J boat and sailed to Grenada with a purpose. He wanted others to find that same ridiculous elation he felt at the helm of a sailboat. *Dogsmile* joined LTD Sailing (short for Living the Dream), a Secret Harbour-based company offering sailing schools, charters and boat sales.

As we sailed on through the squalls and calms, thrills and spills, we weren't always doing the right thing on the race course. (How hard should it be to call a simple layline?!) But we were always doing right by each other, and that's what counted to Jon. *Dogsmile* is, above all, a kind boat, thanks to the steady example of her skipper.

Once someone back in "Fantasyland" tried to holler into the wind to the bow crew in "Adventureland." Jon said quietly, "Nope, we're not going to do that."

Jon had read this tiresome article about all the right things the skipper should say between races. He said we weren't going to do that, either. Good, bad or awful, we were going to dance it out, just like the doctors on Grey's Anatomy. As soon as the finish horn sounded in each race, the speakers came out, and our brightly colored squad wiggled, fist-pumped and boogied to "Hey-Ya", "Boom-Shack-a-Lack", "Cotton-Eye Joe", "Lose Yourself", and "Girls Just Want to Have Fun". From the rest of the boats, who couldn't hear the music, we just looked daft.

The wind was topsy-turvy that last day. We sailed upwind legs toward the west, an impossibility in the tradewinds. There were times when we were going backwards. For our crew, who cut our teeth racing on Pacific Northwest lakes and bays, it felt like home. The *Dogsmile* crew, despite sitting at the bottom of the leaderboard, sailed our hearts out. We called and caught every hint of breeze, and tweaked that little boat relentlessly. At several surreal times, we whispered past the big pro boats on crazy angles of sail — say, wing-on-wing holding out the boom with everyone else close-hauled and parked.



'So happy they can't stand it!' Left to right, RJ, Jenni, James, Jon, Chris, Chrystal and the author

When we got back to the dock, other skippers started walking up and congratulating Jon. Turns out, *Dogsmile* had won a first and a third on the day, and moved up two places in the fleet overall. The stoke was off the charts. We were all dogsmilin'.

So cheers to the captain and crew who kept the fun meter high, heads in the game, voices low and sails full through thick and thin of our very first Grenada Sailing Week... and all with the best dance moves in the fleet.

Cheers to a kind boat, and with a little luck and work, a fast boat too.

Keep on smiling, *Dogsmile*!

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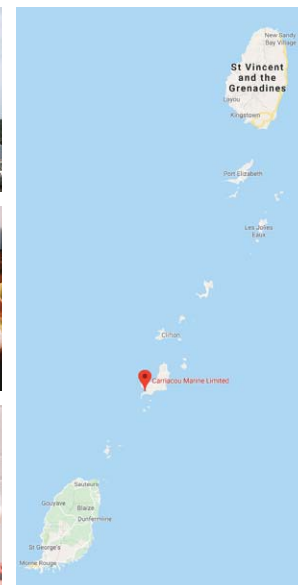
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The Grenada Sailing Festival Westerhall White Jack Workboat Regatta was held on February 3rd and 4th off Grand Anse Beach and Camerhogue Park. The title of Champion of Champions came back to the seaside town of Gouyave for the second year running when skipper Ted Richards and his talented crew once again stormed through the finish line well ahead of the rest of the fleet in the Match Race Final. The winners took away a cheque for US\$1,000, sponsored by Republic Bank, plus a Yamaha outboard engine for boatowner Barry Alexis, presented by McIntyre Brothers. This completed a "hat trick" of wins in the major Match Race Finals, with Gouyave crews taking first place in both the Budget Marine Junior National Team Sailing Final and the Senior Team Sailing Final, sponsored by Carib.



## Gouyave Dominates in Workboat Weekend

The Sailing Festival's fleet of 23 workboats came from the Grenada communities of Gouyave, Grand Mal, Sauteurs and Woburn, and the Grenadine island of Mayreau. The organizers were delighted to report a first for the event — the entry of an all-woman crew, with skipper Kera Messiah, sailing *Blast*. Once again for 2018, more new boats had been built for Woburn, making up a record entry of 12 boats in that community's two racing classes: Woburn Traditional and Woburn Sport.

The racing was as close and competitive as ever in the Community Classes, with every skipper and crew sailing hard to take first place and the chance to go through to race in the Westerhall White Jack Champion of Champions Match Race Final. At the end of the first day positions were close, leaving everything to race for on the Sunday.

After another two races in the Community Class Series on the Sunday morning, the scene was set for the boats and teams to be picked for the Budget Marine and Carib National Team Sailing Match Races using the fleet of GSF16s — the 16-foot matched design workboats owned by the Grenada Sailing Festival. One crew is nominated by each racing community to represent them in the National Team Sailing Finals.

In the Budget Marine Junior Final, Team Gouyave, sailing in *Mr X*, came through at the finish line to take first in front of Woburn in *Pink Gin*. The crowds were treated to more high-octane racing in the Senior National Team Sailing Final sponsored by Carib, with Team Gouyave and *Mr X* once again crossing the finish line first in front of Woburn in *Pink Gin* with Sauteurs sailing *Gybe Talk* in third place. In another first for 2018, the winning crews in both races took away a sail donated by Horizon Yacht Charters.

The afternoon ended when the winning skippers and crews from the Community Class Race Series battled it out in the Champion of Champions Final. As the sun went down, crowds lined the water's edge to watch the five crews race for the big prize. The crew from *Classic*, the winner of the Gouyave Sloop Community Class, sailing the GSF16 *Tomorrow's Worries*, came home in style to take the title, trophy, US\$1,000 and the Yamaha outboard engine.

Thanks to Sarah Baker for information in this report.

## Grenada Workboat Regatta 2018 Winners

### Community Class Racing

#### GOUYAVE SLOOP

- 1) *Classic*, Skipper Ted Richards
- 2) *Reborn*, Skipper Lennon Marshall
- 3) *VOOP*, Skipper Israel Dharangit

#### SAUTEURS

- 1) *Swift*, Skipper Rondel Ferguson (visiting boat from Grand Mal)
- 2) *No Retreat No Surrender*, Skipper Marvin Jeremiah
- 3) *Cool Runnings*, Skipper Louis McIntosh

#### WOBURN TRADITIONAL

- 1) *Unity*, Skipper Pabon Bernadine
- 2) *El Tigre*, Raymond Myland
- 3) *Progress*, Chard Webster

#### WOBURN SPORT

- 1) *Loose Cannon*, Skipper Adian Bethel
- 2) *Savvy Baby*, Skipper Shaim Crawford
- 3) *Trouble*, Skipper Allan Noel

### Match Race Finals

#### NATIONAL TEAM SAILING, JUNIOR

- 1) Team Gouyave, sailing in *Mr X*
- 2) Team Woburn, sailing in *Pink Gin*

NB: This year the Sauteurs racing community did not have enough sailors 18 years or under to enter a junior team)

#### NATIONAL TEAM SAILING, SENIOR

- 1) Team Gouyave, sailing in *Mr X*
- 2) Team Woburn, sailing in *Pink Gin*
- 3) Team Sauteurs, sailing in *Gybe Talk*

### Champion of Champions

- 1) Gouyave, Skipper Ted Richards with a crew from *Classic*
- 2) Woburn, Skipper Adian Bethel with a crew from *Loose Cannon*
- 3) Sauteurs, Skipper Rondel Ferguson with a crew from *Swift*

Left: Racing in Grenada Sailing Festival's 25th anniversary workboat event

Below: The winning team from Gouyave, celebrating with sponsors and supporters





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# Ice Cream and Five-Minute Epoxy? It's an Acquired Taste!



Epoxy and gluing jobs, whether big or small, are a frequent task on *Silverheels III*, say Lynn Kaak and Ken Goodings.

Some say, "If it moves but it shouldn't, use duct tape." We prefer glue!

And while we do have a package of disposable bamboo skewers to spread epoxy on those smaller glue repairs, sometimes something bigger and a bit flatter is nice to use, too.

Often, when in the supermarket, especially in the French islands of the Eastern Caribbean, we treat ourselves to an economical three-pack of ice cream treats on a stick. Since there are only two of us, we find someone on the dinghy dock with whom to share the third frozen treat. After having won over a new friend with cold ice cream and warm conversation, we collect all three of those lovely wooden sticks in a paper towel and take them home to the boat.

Washed and dried, those strong flat wooden sticks make great epoxy spreading spatulas; are reusable, and the price is right!

Here are a few more of our favorite cruiserly tips:

Carpentry clamps of various sizes are useful for securely clipping drying laundry onto rails or lifelines on a windy day. They are also handy for closing bags of chips and cereal, and for quick hang-ups of almost anything you can think of. Multipurpose, and easy to replace.

Are your cushions looking a little rough, but it isn't in the budget to recover them? Or do you just want to protect your cushions with something interesting, but easy on the skin? Pareos — the big, cotton, all-purpose beach wraps — are an inexpensive and decorative way to cover up those cushions, and they are completely washable. They can also be effectively used to camouflage keel-stepped masts.

Putting a bit of Vaseline on battery terminals, terminal strips, and even on the ends of regular batteries helps to prevent corrosion, and doesn't affect conductivity. Put a dab on the ends of batteries before storing them.

*Cruisers' Tips is YOUR column! Send us your top cruising tips — a little about yourself and your boat — to share. Send your tips to [sally@caribbeancompass.com](mailto:sally@caribbeancompass.com).*

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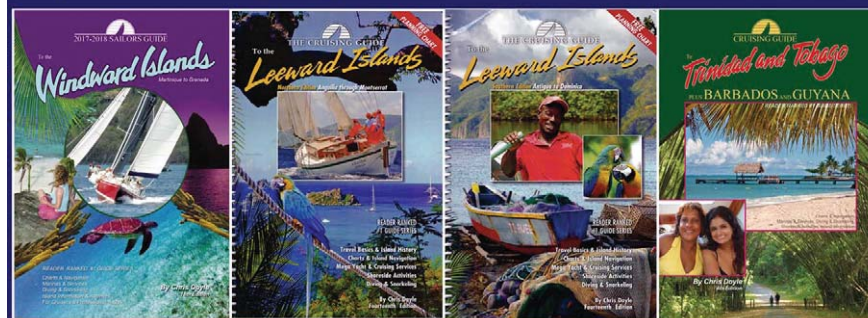


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 "Happy to see you, my friend!"  
 "Welcome back"  
 These ambassadors are full of knowledge  
 Their hearts filled with respect  
 For land, sea, and bush  
 They are strong and physical  
 Ready to guide and show good will  
 Only here, in Dominica  
 Do we see the soul of the people  
 Through PAYS of Portsmouth  
 God bless their island and their people!

— Jo Reed



Island Poets

## Winds Light To Moderate...

A breaker sneaks around behind, it hits the stern!  
 The bow slews round and faces east — we never learn,  
 We pull the wheel with all our might, she turns at last  
 And for a fleeting moment, we go forward fast,  
 Let out the jib, man! Hold her steady! Ease the main!  
 A monster hits. Hold tight! Hold tight! She rings again.

*(Winds light to moderate,  
 Waves three to five feet in open water...)*

I see a pretty girl, the one who reads the weather,  
 (I'm wet, I'm cold, the wind and sea slam me together.)  
 That girl who told us that the winds are mild and light,  
 I want to beat her! Shake her! Cuff with all my might!  
 For her the seas it are never more than five feet tall,  
 (That 15 feet of water there is like a bloody wall!)

But she knows nothing of that. How can she suspect  
 The wild seas we are facing? What can we expect?  
 She does not see the ocean when it's wild and crazy.  
 She passed the big exams; no one could call her lazy.  
 One trip on a sailboat, she will change her attitude,  
 And stop her nightly spouting of some weather platitude.

No more "light to moderate wind and three-foot seas",  
 Tell it like it is, girl, accurately please!  
 Airplane pilots cross the sea while on their way  
 Ask them if it's kicking, then we'll sail another day....

*(Winds light to moderate,  
 Waves three to five feet in open water...)*

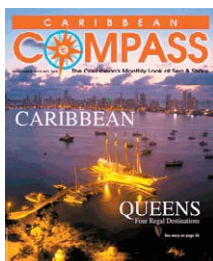
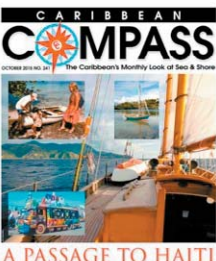
Look, man! There's the Boca! We are almost there,  
 And suddenly the sea is calm, the weather fair!

Roll up the jib and drop the main, the sunset glows,  
 Hot food, a drink, a shower, a rest and so it goes,  
 Thanks be to God that we survived the seas we fought,  
 And God, make weather prophets sail just once upon a yacht!

— Nan Hatch

## HEY, READERS!

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## BOOK REVIEW

### 'Dolphin', the Arctic Seal, Returns to Antigua & Barbuda in an Inspiring Children's Book

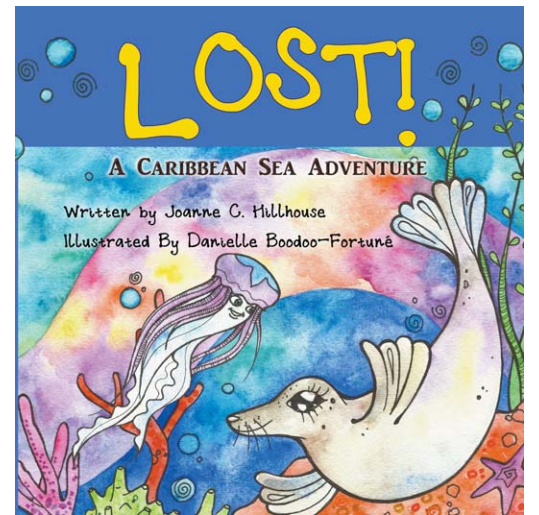
Antigua author Joanne C. Hillhouse has released her latest children's book, *Lost! A Caribbean Sea Adventure*. Beautifully illustrated by Trinidadian artist Danielle Boodoo-Fortuné, *Lost!* is inspired by the true story of an Arctic seal that found itself in the Caribbean Sea a few years ago. The book pulls children into a fun adventure about kindness and friendship that will leave them with a greater appreciation of our marine environment. *Lost!* includes a fun maze that gives children a chance to help the lost seal find his way home.

In the book, Dolphin, much like his real-life counterpart, the young male Hooded Seal Wadadli, finds himself stranded in the Caribbean Sea, and far from his home in the North Atlantic. Wadadli was rescued by the Coast Guard of Antigua & Barbuda, while the fictional seal, named Dolphin, has a little help from a new underwater friend.

Kirkus Reviewers dubbed the book "appealing ... all the more so for being based on real life" and praised it for giving children "... a chance to learn more about the work of environmentalists and Caribbean sea life."

Award-winning author Joanne C. Hillhouse is also the author of *The Boy from Willow Bend*, *Dancing Nude in the Moonlight*, *Fish Outta Water*, *Oh Gad!*, *Musical Youth*, and *With Grace*. Her fiction, non-fiction and poetry have been published in various Caribbean and international journals and anthologies. Joanne lives in Antigua and freelances as a writer, editor, workshop/course facilitator, and writing coach; and runs the Wadadli Youth Pen Prize writing programme to nurture and showcase the literary arts.

*Lost! A Caribbean Sea Adventure* is published by CaribbeanReads Publishing. Books are available at bookstores across the Caribbean and at online booksellers.



## MERIDIAN PASSAGE OF THE MOON

MARCH - APRIL 2018

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!

March 2018					
DATE	TIME				
1	0000 (Full Moon)	21	1527	10	0745
		22	1621	11	0838
2	0015	23	1717	12	0918
3	0107	24	1815	13	1004
4	0157	25	1913	14	1051
5	0245	26	2012	15	1134
6	0333	27	2108	16	1228
7	0420	28	2203	17	1320
8	0507	29	2255	18	1414
9	0554	30	2345	19	1511
10	0642			20	1610
11	0730	<b>April 2018</b>		21	1709
12	0818	DATE	TIME	22	1804
13	0905	1	0034	23	1904
14	0953	2	0122	24	1957
15	1036	3	0210	25	2056
16	1126	4	0258	26	2139
17	1212	5	0346	27	2227
18	1259	6	0434	28	2315
19	1346	7	0522	29	0000 (Full Moon)
20	1436	8	0610	30	0002
		9	0658		

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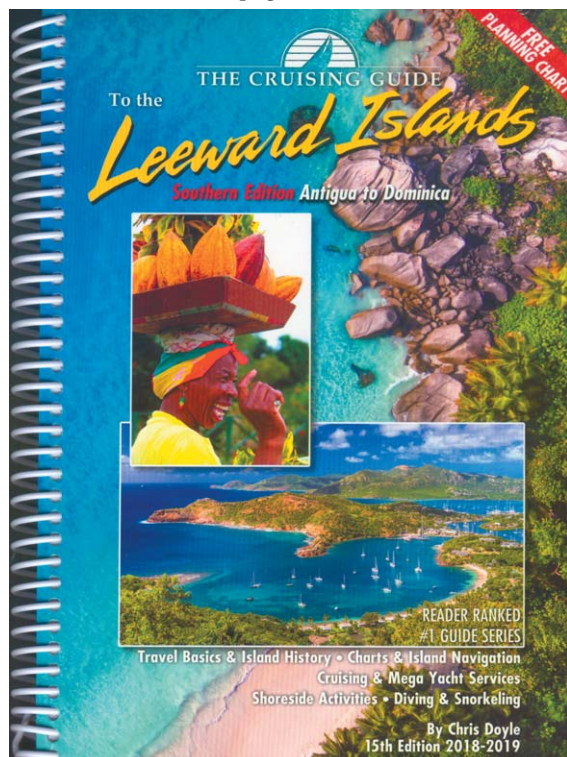
Compiled by Sally Erdle and Rona Beame



BOOK REVIEW

# DOYLE'S LATEST LEEWARDS

**The Cruising Guide to the Leeward Islands, 2018-2019, by Chris Doyle.** Cruising Guide Publications ©2017. Spiral bound, 6 by 9 inches, full color photos and sketch charts throughout. Northern Edition, 288 pages, ISBN 978-0-9978540-3-9, US\$31.95. Southern Edition, 324 pages, ISBN 978-0-9978540-4-6, US\$31.95



The latest edition of Chris Doyle's *The Cruising Guide to the Leeward Islands* — split into two guides, *The Cruising Guide to the Northern Leeward Islands* and *The Cruising Guide to the Southern Leeward Islands* — is now available. It is the 15th edition of this iconic cruising guide.

Chris first split his guide to the Leewards into two volumes in the 2017-2018 edition. At that time, he told *Compass*, "I wrote and drew the charts for my first *Cruising Guide to the Leeward Islands* 26 years ago. Since then, the number of marine services and shoreside businesses has increased annually, and I now cover more anchorages, too. As a result, the guide went from overweight to obese, so heavy that I stopped carrying it around when I updated quite a few years ago. I felt I could no longer add anything unless I took something out.

"So, to make more room and slim down the books, I, along with Cruising Guide Publications, the publishers of this book, divided the 14th edition of the *Cruising Guide to the Leeward Islands* into two books. I am very happy with the result — and I can carry it around again!"

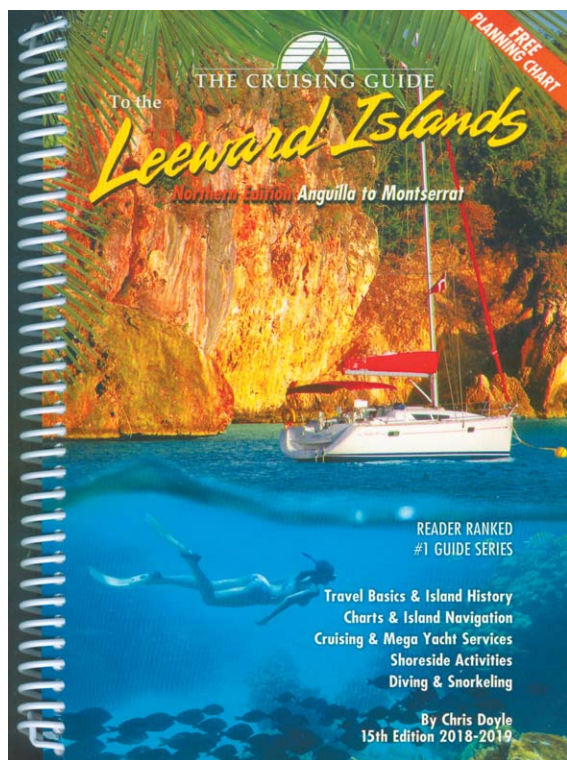
Chris's *The Cruising Guide to the Northern Leeward Islands* picks up where Cruising Guide Publications' *The Cruising Guide to the Virgin Islands* ends, covering the islands of Anguilla, St. Martin/St. Maarten, St. Barts, Saba, Statia, St. Kitts, Nevis, Redonda, and Montserrat. *The Cruising Guide to the Southern Leeward Islands* picks up where *The Cruising Guide to the Northern Leeward Islands* ends, and covers the islands of Antigua, Barbuda, Guadeloupe, Marie Galante, the Saintes, and Dominica. If you are sailing south, there is a section covering passages into the Windward Islands (Martinique, St. Lucia, St. Vincent & the Grenadines, and Grenada), which are covered in *The Sailors Guide to the Windward Islands*.

These guides are essential tools for cruisers sailing this region. Chris spends months sailing these islands to update each edition. Included are over one hundred up-to-date color sketch charts, full-color aerial photos of most anchorages, island photos, and detailed shoreside information covering services, restaurants, provisioning, travel basics, and island history. A free 17-by-27-inch waterproof planning chart of the northern and southern Leeward Islands, from Anguilla to Dominica, is now included in each edition.

Chris says, "I am happy to say most people like my guides, both users and advertisers, and the reason seems to be I am only too happy to listen to other people's suggestions, for example, 'You need waypoints in your guide', so I put them in, and was one of the first to do so. So it went on with color sketch charts, color aerial photos, star charts, and other features of the guide."

Information is linked to Chris's website, [www.doyleguides.com](http://www.doyleguides.com), where you can download the GPS waypoints given in the sketch charts, learn of essential updates, print town maps, and obtain links to local weather, news, and businesses.

These books are available at chandleries and bookstores or from [www.cruisingguides.com](http://www.cruisingguides.com)



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# The Sky from Mid-March to Mid-April

by Jim Ulik

*For my part I know nothing with any certainty, but the sight of the stars makes me dream.*  
—Vincent van Gogh



FIGURE 1

What was it Vincent van Gogh was reflecting upon as he gazed out of his window? "This morning I saw the countryside from my window a long time before sunrise, with nothing but the morning star, which looked very big." Van Gogh's fascination with twilight and night scenes led him to paint "The Starry Night" (1889). Vincent's morning star, the white star left of center, is thought to be Venus. Creating other works like "Starry Night on the Rhone" (1888) or "Country Road in Provence" (1990) expressed van Gogh's passion for night scenes with color, contrast and the cosmos. "Painters understand nature and love it, and teach us to see." (1874)

## March 16th

Looking above the western horizon just after sunset, you'll see Venus shining brightly. Just to the right or north of Earth's neighboring planet is Mercury. Both planets will appear close over the next few days. The Sun will set after 1800 hours.

## March 17th

The Sun and Moon are rising together this morning. The actual time of the New Moon occurs at 0911. That is the time when both objects are at their closest point of alignment. As always, watch out for the increase in tidal ranges. Don't let your dinghy get caught under the dock.

## March 18th

As mentioned above, both Venus and Mercury are positioned very closely. This evening they will appear at their closest proximity. Added to the mix is a sliver Moon that is making its slow progression towards the east, away from the Sun. Over the next few days Earthshine will illuminate the unlit portion of the Moon's surface.

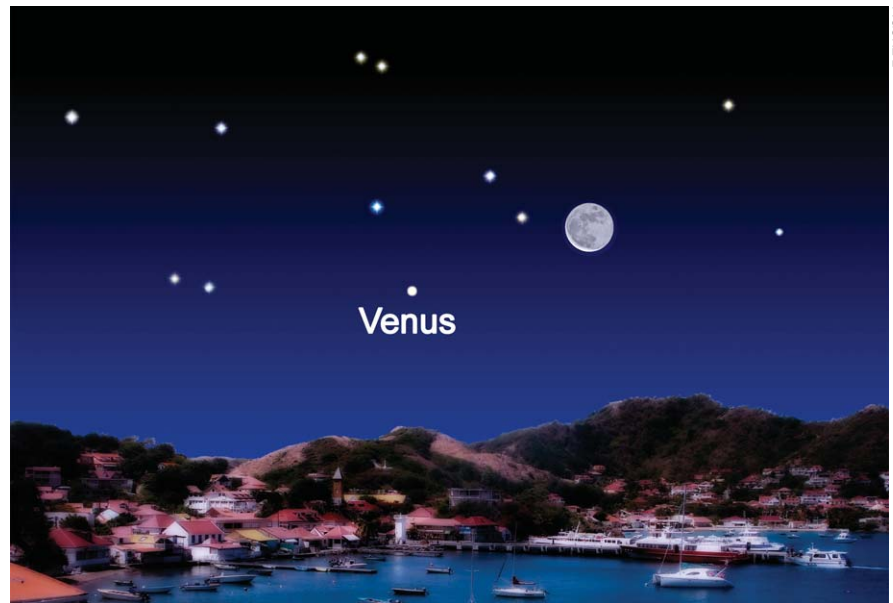


FIGURE 2

Above: In the mind's eye of Vincent van Gogh? The morning sky as it would have appeared over France on April 8th, 1888 or May 24th, 1889

Left: The Starry Night by Vincent van Gogh, circa 1889

## March 20th

If you don't angle your solar panels towards the south in winter or from east to west in 15-minute intervals throughout the day, the tide is turning. Call it the March, spring or vernal equinox, the Sun has crossed the equator today, making its way above the northern hemisphere. Over the next few months solar panels will continue to have a better angle of attack on the Sun.

As the season turns to spring, the constellation Virgo is beginning to rise in the eastern sky. After the Moon sets, you may notice a shooting star or two radiating from Virgo, "the Maiden". This evening it is the peak of the Virginids meteor shower. This minor shower runs from March 10th through April 21st.

## March 22nd

The Moon has shifted into Taurus the Bull this evening and hit it right between the eyes. Looking west, the Moon is situated right of Aldebaran and left of Ain (Oculus Boreus). Both are double stars that make up the eyes of Taurus. Tonight the Moon is 31-percent illuminated. In two days (March 24th) it will reach First Quarter phase. At around 1900 hours, Venus can still be seen right above the western horizon.

—Continued on next page

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—Continued from previous page

**March 26th**

Nathaniel Bowditch remains a principal influence in ocean navigation. He was a self-educated American mathematician and astronomer. At 13 years old he wrote a booklet on marine navigation. (Hmm, I was watching westerns or maybe an episode or two of Sea Hunt on TV.) By 17 he built instruments for astronomical surveys. He was also learning Latin in order to read Isaac Newton's three volume *Principia Mathematica* describing Newton's laws of motion, forming the foundation of classical mechanics; Newton's law of universal gravitation; and a derivation of Kepler's laws of planetary motion. After investigating the accuracy and making corrections of *The Practical Navigator*, a work by the Englishman JH Moore, he produced a completely revised edition titled *The New American Practical Navigator* in 1799. Bowditch was born this day in 1773.



Above: Chart of the Atlantic Ocean from The New American Practical Navigator, first edition, 1802

Right: Artist's rendition of a spacecraft's entry into Earth's atmosphere

**April 6th**

On this day in 1968, Stanley Kubrick's science-fiction classic "2001: A Space Odyssey" made its debut in movie theaters. For a fortunate few, the film had its world premiere at the Uptown Theatre in Washington, DC, originally titled "A Journey Beyond the Stars". "2001" won the Oscar for Best Visual Effects.

**April 7th**

As April 6th fades and midnight passes there are three celestial objects beginning to rise in the east. First the Moon breaks the horizon, followed by Saturn and Mars. Directly above is Jupiter. Just before sunrise the Moon and two planets are now directly overhead. Just so you know, the Moon reaches first quarter tomorrow.

**April 12th**

- Here are some historic events that all occurred on April 12th:
- 1633 - Galileo is convicted of heresy by the Roman Catholic Inquisition for holding the belief that the Earth revolves around the Sun.
- 1954 - Bill Haley and the Comets record "Rock Around The Clock"
- 1961 - Soviet cosmonaut Yuri Gagarin was the first man in space. Cosmonautics Day in Russia.
- 1981 - First launching of the space shuttle.
- 2011 - United Nations International Day of Human Space Flight.
- 2018 - Annual Yuri's Night: The World's Space Party.
- 2018 - Another peak night for the Virginid meteor shower



**April 15th**

Shining high above this morning's planets are Jupiter, Mars and Saturn. Mercury can be found low in the eastern sky. Just before 0600, the New Moon will rise along with the Sun.

**In the News**

Look up in the sky. Is it a bird or a plane? No, it might be a nine-ton Chinese space lab falling to Earth. China's unmanned spacecraft *Tiangong-1* is forecast to plunge uncontrolled into Earth's atmosphere in mid-March, plus or minus two weeks. At the time of this writing it is not known where the spacecraft will enter the atmosphere. There should be little risk for humans but some debris will most likely impact the planet. Any wreckage impacting Earth will be between 43 degrees north and 43 degrees south latitude. How is that for a wide margin of error! In any case the spacecraft may leave behind a fiery trail.

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.

**March 27th**

In Washington DC this year Space Science Week will last three days, March 27th through March 29th. The National Academies of Sciences, Engineering, and Medicine are organized to support scientific progress and "assist the US federal government in planning programs in these fields by providing advice on the implementation of decadal survey recommendations". Seminars will include issues and advances in Physics, Astronomy, and Aeronautics and Space Engineering. Post-presentations are available for download.

**March 30th**

From art to science and back to art. Born in 1853, today is Vincent van Gogh's birthday. He may have died at 37 but his art has survived 165 years.

**March 31st**

The Moon appears quite full this morning because it actually reached its full phase right after it set. In 10 hours' time it will return for any potential Full Moon party.

**April 2nd**

Over the last few days Mars has appeared to get closer to Saturn. Rising just after midnight on April 1st, Mars has now reached its closest point to Saturn. Both planets are positioned in Sagittarius. Right next to Mars is the Great Sagittarius Cluster (M22). Want to know the direction to the center of the Milky Way galaxy? The center is located a couple of degrees south and west of the conjunction between Saturn and Mars.

**April 3rd**

This morning the Moon and Jupiter will share the constellation Libra. Below the celestial pair is Spica beginning to fade into the western sky.

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LOOK OUT FOR...

# Sweetsop, Sugar Apple or Custard Apple? Whatever, It's Good!

by Lynn Kaak

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



Sweetsop, sugar apple or custard apple? Or you can ask for *pomme cannelle* in the French islands, but not the type that is sold in the *boulangerie*. *Annona squamosa* might be known by a number of names, but it is well known around the tropical world for its custard-like flesh and smooth sweetness. While strange to look at from the exterior, it has a heart of white gold.

Both the common name sugar apple (it is a sweet fruit) and the Latin *Annona squamosa* (it is annually fruiting and scaly) are attempts to describe this odd-looking but tasty tropical treat

This delectable treat is a native of the Americas and the Caribbean. As is often the case, it was introduced to the rest of the tropical world by the Europeans, making it a regular part of the sights in markets around the warmer parts of the world. It has a plethora of names, depending on where you are.

This small tree is often found in yards around the Caribbean as a decorative, and tasty, addition to the landscaping; growing to a height of about six metres (20 feet), so it doesn't get to an intrusive size. It handles drought conditions quite well, even if it means losing its leaves and creating a tougher skin for the fruit. It tolerates a modest amount of rain, but it doesn't do well in mud and having wet roots. It can do well with almost any kind of soil.

It is a deciduous tree, with a tendency to lose some leaves during the dry season. The leaves are basically oblong, and alternate along the branch. When they are young, they are a little hairy. They are a paler green on the underside. Crushing them brings out their aromatic nature.

The flowers grow at the end of branches, with one to five flowers in one area. They are two and a half to four centimetres (one to one and a half inches) long, and a pale green, with a dark red spot at the base. They are trumpet-ish, in that they don't fully open.

The fruit can be roundish, to oblong, or even conical. They tend to be a grey-blue-green, and the knobby exterior is quite recognizable. (The *pomme cannelle* baked treat in Martinique mimics the knobby exterior of the fruit, but there is no cinnamon or apple in this "cinnamon apple" brioche.) The fruit is about seven to ten centimetres

(three to four inches) in diameter. It is ready to eat when it's somewhat soft. Break it open, and eat the fruit out of hand, but avoid the seeds, as they are considered poisonous. The flesh of the fruit is also excellent in ice cream, or mixed in a smoothie.

The crushed seeds are used in some places as a fish poison, or to deal with lice. In Mexico, spreading the leaves of the tree in chicken pens is not uncommon to keep the lice population down. Oil from the seeds that has been heat treated has been shown to be effective against agricultural pests; it loses its toxicity in two days, making it a much safer alternative than many of the chemical options available.

If offered this sweet treat in the market, be sure to give it a try. If the fruit is still hard when you buy it, wait a day or two for it to soften. Then pull it open and enjoy!



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A common sight soaring above the Caribbean Sea, this formidable creature of the skies is the embodiment of the tropics and predictable, tradewind weather. Mostly seen snatching food with its long, hooked bill from the sea surface, pirating from other seabirds, or gracefully piloting air currents at high altitude — the man-of-war, the pirate bird, the hurricane bird — these are just some of the names the Magnificent Frigatebird (*fregata magnificens*) has been so aptly given. Spanish sailors of yore sighted it for the first time off the Cape Verde islands and called it *rabiforcado* or “forked tail”; later, awed French sailors called it *La Frégate* as it reminded them of the fastest and most maneuverable ships of the time, the 17th century frigate. Now, in the 21st century, these aerial birds are still as fascinating to watch as ever.

Uniquely adapted to forage and feed on the wing, with a lightweight, streamlined body supported by an exceptionally pneumatic skeleton, highly developed pectoral muscles, a long swallow-like tail for maneu-



With its long forked tail and distinctive wing shape, a flying frigatebird is easy to identify. The hooked beak is good for catching fish — or stealing food from other birds

verability and more than two metres of wingspan — this creature of the clouds boasts the highest ratio of wing surface compared to body mass of any living bird. Unusually for a seabird, it lacks waterproof feathers and its legs are far too small to be able to land on the sea — it deals with these limitations by remaining airborne for many weeks at a time and relying entirely on soaring performance. Significantly, its airborne nature is possibly the reason why the frigatebird takes two years to raise its young, the longest parental-care period of all seabirds, suggesting the importance of this stage in preparing the youngster for the challenges of life on the wing. The female is solely responsible for guiding and feeding the chick from the time it reaches 11 weeks of age, when the male leaves them to begin molting in readiness to attract another possible mate. This is an interesting compromise; it enables males to breed annually, while females breed only every other year.

While preparing for this article I spent some time watching a group of immature Magnificent Frigatebirds foraging off St George's, the picturesque capital of Grenada; six individuals with coal-black plumage and white heads and chests. Amazingly these youths will take up to nine years to reach adult plumage and start nesting. While I watched them, one individual swooped down to pluck a fish from the cobalt-blue surface up to its atmospheric domain with a series of acrobatic displays — the fish writhed to extricate itself from the grey, hooked bill, managing for a cruel, hope-soaring moment to free itself, but alas, only to be caught again in mid-fall and eventually swallowed.

Taking a walk to the fish market, I sighted two females with black plumage and white chests — they soared impossibly high, and during the 20 minutes I watched them, not once did they flap those long, V-shaped wings. Males are easily identifiable as being slightly smaller, with all-black plumage, and during breeding season males have a red, inflatable gular

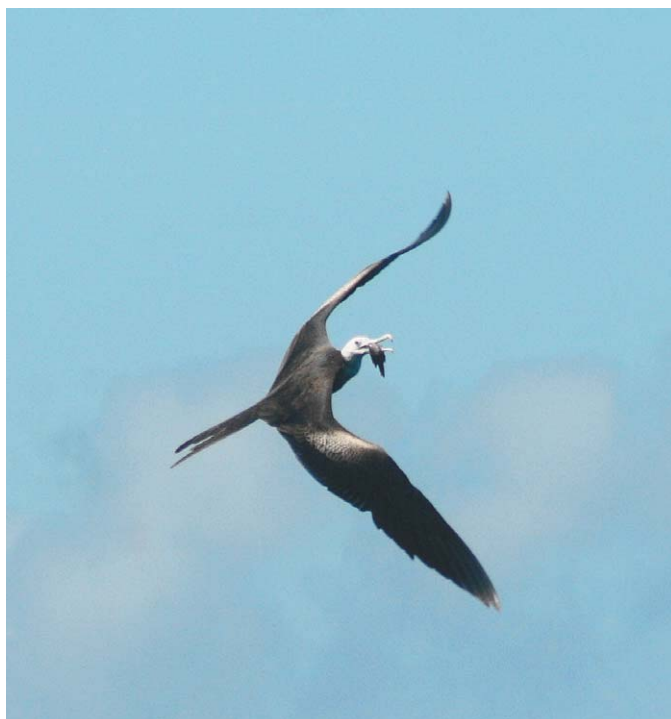
pouch, which they flaunt in what is considered the most elaborate courtship of all seabirds.

Contrary to Christopher Columbus's observation that Magnificent Frigatebirds “do not depart from land twenty leagues”, they in fact travel long, open-ocean distances to reach other colonies in order to interbreed. Recent scientific research explains how frigatebirds take advantage of thermal air columns associated with cumulus clouds in the tradewind and doldrum belts to soar in a circling pattern, up to altitudes of 4,000 metres, at which point they glide down in the downdraft to forage near the sea surface until it's time to rise again with the next updraft, covering thousands of miles in this fashion. Interestingly, researchers found that its

ideal flying conditions are between 50 to 6,000 metres altitude, at which point energy consumption is so low that heart rate can be as slow as when sitting on the nest; therefore, in such conditions it can remain airborne indefinitely. So, how do they sleep? Recent scientific evidence confirms an old popular belief that frigatebirds sleep during flight; however, they nap in ten-second bursts, throughout the night, mounting up to a meager average of 45 minutes' total sleep each day. Besides, during those powernaps, only one half of the brain sleeps, thus the other half remains semi-alert to prevent mid-air collisions.

Feeding over the deep ocean is dependent on the activity of tuna and dolphins, as these marine predators drive fish shoals to the surface, allowing the bird to feed using its swooping and plucking-from-the-surface technique. Although its range encompasses the tropical Atlantic, Central America's Pacific coast and the Galapagos Islands, it is in the warm Caribbean Sea that this species is most abundant — it nests on remote offshore islands, isolated beaches and mangroves. The largest colony in the region, until recently, was in Barbuda, where at least 2,500 pairs nested and roosted at Codrington Lagoon National Park. Sadly, after hurricane Irma's direct hit in 2017, there are fewer than 500 pairs left — but as frigatebirds are known for their ability to ride out hurricanes, I hope that at least some individuals, by taking to the sky, managed to escape doom.

In the Caribbean, the population of this beautiful bird is in decline, mostly due to introduced predators, overfishing of their food resource and habitat destruction for human housing, marinas and resorts. Take note in the island chain — we can see numerous examples of seabird displacement owing to ongoing



coastal development, yet, although some of these island nations have seabird-conservation laws in place, sadly, they are not enforced. Recently, I have learnt that seabirds act as environmental indicators by which we can measure the health of our oceans, they are deeply affected by chemical and climatic changes and imbalances in the lower levels of their food chain — hence, the importance of the oceans to all of us equals the urgent need to halt the decline of numbers of these graceful creatures.

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Cuba's New North  
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Hiking Martinique's  
Morne Larcher

... and much, much more!





## READERS' FORUM

### GREAT LETTER ON ANCHOR BUOYS

#### Dear Compass,

Kudos to Steve White of S/V *Blue Zulu*, for his letter in last month's *Compass* regarding the use of anchor buoys. I agree that their use, other than for anchor retrieval, increases risks rather than decreasing them. I feel he is correct also, that in today's crowded bays, a boat swinging over your anchor should be much more accepted, unless their chain has the potential to disturb your anchor, which is seldom likely.

Even if I leave the anchorage before they do, I can always get close enough to decrease the scope to less than 2:1, and the anchor usually pulls out easily, and can be dragged back. That is the lesson on scope. (Always calculate scope from the bow roller.)

Much more important to me than having a boat over my anchor are the answers to:

How much scope do they have out?

Did they pull back on it?

Did they swim on it?

If we cannot discern this by observation, I feel I have the right to ask questions.

Thanks for a great letter on anchor buoys.

**Laurie Corbett**  
S/V *Cat Tales*

### WE WANT TO HEAR FROM YOU!

#### Dear Compass Readers,

We want to hear from YOU!

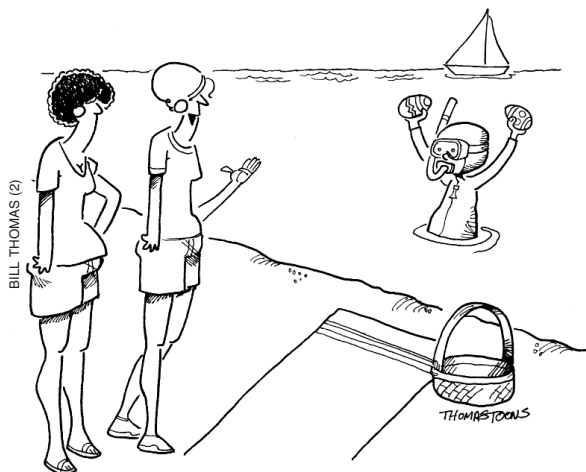
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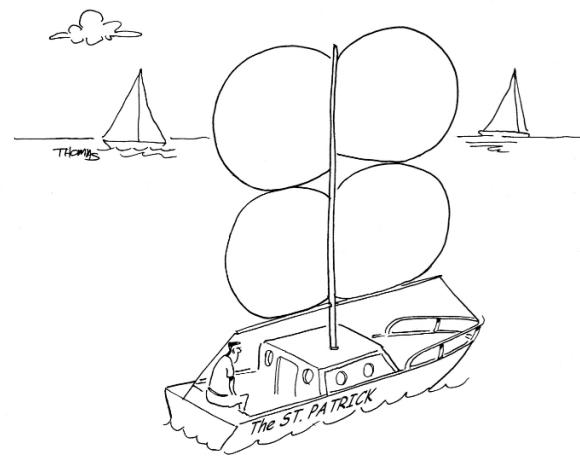
Send your letters to [sally@caribbeancompass.com](mailto:sally@caribbeancompass.com).



## COMPASS CARTOONS



"He loves the beach so much, we do the Easter egg hunts here."



## BOOKING TIME

Spring/Summer

### FLORIDA – MEDITERRANEAN

Ft. Lauderdale	Mar. 2018	▶	Palma de Mallorca	Mar. 2018
Ft. Lauderdale	Mar. 2018	▶	Genoa	Apr. 2018
Ft. Lauderdale	Apr. 2018	▶	Genoa	May 2018
Ft. Lauderdale	May 2018	▶	Palma de Mallorca	May 2018
Ft. Lauderdale	May 2018	▶	Taranto	June 2018
Ft. Lauderdale	May 2018	▶	Palma de Mallorca	June 2018

### CARIBBEAN – MEDITERRANEAN

Martinique	Mar. 2018	▶	Genoa	Apr. 2018
St. Thomas	Mar. 2018	▶	Genoa	Apr. 2018
St. Thomas	May 2018	▶	Palma de Mallorca	May 2018
St. Thomas	May 2018	▶	Taranto	June 2018

### CARIBBEAN – FLORIDA

Martinique	Mar. 2018	▶	Ft. Lauderdale	May 2018
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### CARIBBEAN – US EAST COAST

Martinique	Mar. 2018	▶	Port Everglades Fl.	Mar. 2018
St. Thomas	Mar. 2018	▶	Port Everglades Fl.	Mar. 2018
St. Thomas	May 2018	▶	Port Everglades Fl.	May 2018

### MEDITERRANEAN – FLORIDA

Palma de Mallorca	Mar. 2018	▶	Ft. Lauderdale	Apr. 2018
Genoa	Apr. 2018	▶	Ft. Lauderdale	May 2018
Genoa	May 2018	▶	Ft. Lauderdale	May 2018
Palma de Mallorca	May 2018	▶	Ft. Lauderdale	June 2018
Taranto	June 2018	▶	Ft. Lauderdale	June 2018
Genoa	June 2018	▶	Ft. Lauderdale	June 2018

### MEDITERRANEAN – CARIBBEAN

Genoa	Apr. 2018	▶	St. Thomas	May 2018
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## WHAT'S ON MY MIND

# ALWAYS WAVE TO OTHER BOATS

by David Kilmer

As a sailboat captain, I must trust the quantifiable measures of my trade: atmospheric pressure, fluid dynamics, magnetic pull and the rest.

I believe a good knot will hold, the right course will lead safely home, a marine head under back pressure will explode, and the natural laws can otherwise make or break you anytime.

But I have felt forces reaching past science into magic, like the wind with all its ridiculous tomfoolery. I can't blame seafarers for their superstitious ways.

Out here, I find something beyond belief — a primitive but direct comprehension, a respect and dare I say love for the great mechanisms of the thing, the push and pull, creations and destructions, the fragilities and brutalities at play.

At times I feel it in pure junkie sensation, my body itself as an antenna, on high alert colliding and colluding with it all, feeling the pulses, pains and intensities... Wow-wee!

Along the way, in perpetual motion through many miles and adventures big and small, I have developed a devout belief in waving to every boat I see.

The true boat wave should be an open hand raised high above the head. I like to throw it up there with some gusto — it feels good — and leave it up a long moment to show I mean business.

I have exchanged the goodwill gesture with all manner of other craft, sharing that shiver of pleasure in its return. I have waved madly to billionaire yachts and Mayan dugout canoes. I've seen that a dark low craft speeding toward me off a foreign shore makes a far different impression once its occupants break out in friendly waves.

Far out to sea, I've chanced upon another small vessel going the opposite direction, our two tiny dots of matter trading compass points. That hand held up from the

*That hand held up from  
the other boat as it rose and fell  
on the wide spaces  
held a startling force*

other boat as it rose and fell on the wide spaces held a startling force.

I've seen my wife wave back at me across a tropical anchorage, returning back to our own little boat that is home, and felt that particular wave go straight to my heart.

I believe I am obligated to wave, no matter my own state of affairs, and no matter what I think of the size of the other's wake, noise of their engine, cut of their jib or color of their flag.

A waterborne conveyance passes, and now my arm goes up — a reflex of the best kind.

I even believe in waving to the guy who has just landed a massive river-run salmon, with much hooting and hollering, right out of the very place where I've been fishing my heart out all day with no luck at all. Yes, that wave hurt, but I did it anyway.

Not every boat waves back. Some people stare, then look away, without even a wiggle of the fingers or a lift of the chin. This used to make me feel angry and even abandoned. Not anymore!

These days, I believe I know why. I've decided that their waving arms are broken, or maybe only severely sprained, and they just need time to heal.

So in some harbor someday, if you see a sailor waving like a fool, it might be me. Why not? We are all in fragile craft transiting a brilliant, perilous, one-of-a-kind voyage together, no matter our current heading.

So I'll keep waving, and I hope, my friend, my fellow wayfarer, that you will see my hand across the water — and you will wave back at me.

*David Kilmer is a professional sailboat captain in the Pacific Northwest who has also sailed his own small craft from Vancouver Island to the Caribbean by way of the Panama Canal, and who says that water magnifies everything.*

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# PRODUCT POSTINGS

## GFCI Receptacle Protects Against Shock

Electricity and water shouldn't mix, which is why ground fault circuit interrupter receptacles are essential in areas such as galleys, heads or machinery spaces. The GFCI duplex receptacle from Hubbell Marine provides continuous protection against electrical shock. It can be installed in any standard 63.5mm electrical box and will accept locking fork terminals. If a ground fault occurs and the leakage level exceeds 4 to 6 milliamperes, the GFCI unit interrupts the power supply and limits the duration of any current flow.

A feed-through feature allows the device to protect additional receptacles installed downstream of it on the same electrical circuit. An integral power indicator provides immediate visual confirmation of the unit's status.

It is provided with a nylon wall plate. A PVC weatherproof lift cover, in gray or white, is also available for more exposed installations.

## Compact Circuit Tester

While conventional three-wire grounding is essential to electrical safety on a boat, minute faults can still occur that don't activate protective devices such as fuses or breakers. Hubbell Marine's HBL5200 outlet circuit tester identifies a wide range of wiring problems to help prevent dangerous electrical situations.

The HBL5200 tester simply plugs into a standard residential-style single phase, 125V, 2-pole 3-wire outlet. A series of neon light combinations indicate specific circuit conditions. It can identify correct wiring, reversed polarity, hot terminal unwired, hot and ground reversed and hot wire on neutral terminal, as well as an open ground, neutral or hot wire. A guide to understanding the neon light codes is permanently attached to the tester on a durable polyester label. It also contains full operating instructions, making the device a handy, portable safety tool.

The HBL5200 is UL-approved and has a capacity of up to 2,000 amperes. It also works with a variety of adapters to test other 2-pole 3-wire single-phase 125V outlet configurations.



## LED Indicator Enhances Shore Power Convenience

The ability to quickly verify whether shore power connections carry live current is a basic safety benefit. Hubbell Marine offers 30A cable sets with a high-intensity LED indicator that glows bright green when power is on.

Hubbell 30A cable sets also include arrows on the cable terminals to indicate locked/unlocked positions and provide easy alignment of the grounded prong. The fully molded cable design is encased in solid PVC material for superior waterproofing and a long product life. Hubbell cords lay flat and coil neatly thanks to lightweight, flexible jute filler surrounding the internal wiring.

Integral strain relief bullrings alleviate conductor stress caused by waves, boat wakes or tides. Copper crimp barrel terminations provide protection against internal overheating and burnout. Hubbell Marine 30A cable sets with LED indicators are available in 7.6m, 10.7m and 15.2m lengths. They are marine UL and cUL listed.

## Intelligent Y-Adapter

Have you pulled into a new marina, to find it only offers 30A power when the boat runs on 50A? The YQ230 Intelligent Y-Adapter allows you to safely connect any 50A, 125/250V AC marine cord set to two 30A, 125V AC dockside receptacles. The YQ230's intelligent onboard circuitry automatically checks polarity of the dockside



receptacles, and that both 30A plugs are fully engaged and opposite-phased. Its integrated power indicator light confirms safe operation.

Built-in safety features automatically shut power transmission off if an improper wiring condition is detected. Further, should one plug not be fully engaged, or come loose while the other is connected, the unit cuts off power. This prevents the disengaged plug from becoming live. Fully sealed against humidity, fog and rain, the YQ230 is housed in a tough, UV-resistant, high impact casing. Sealing grommets keep moisture out, while integral cord clamps protect all cables from strain.

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## CALENDAR

### MARCH

- 1 Gill Commodore's Cup, St. Maarten, [www.heinekenregatta.com](http://www.heinekenregatta.com)  
 2 Public holiday in Guyana and Suriname (Holi observed)  
 2 FULL MOON  
 2 - 4 St. Maarten Heineken Regatta, [www.heinekenregatta.com](http://www.heinekenregatta.com)  
 5 Public holiday in BVI (HL Stoutt's birthday observed)  
 8 International Women's Day; public holiday in St. Barts (Mi-Careme)  
 9 - 11 St. Croix International Regatta. SCYC, [www.stcroixyc.com/event](http://www.stcroixyc.com/event)  
 9 - 12 Caribbean Superyacht Regatta, Virgin Gorda.  
[www.boatinternational.com/luxury-yacht-events](http://www.boatinternational.com/luxury-yacht-events)  
 12 Public holiday in Belize (National Heroes' Day)  
 and in BVI (Commonwealth Day)  
 14 Public holiday in St. Vincent & the Grenadines (National Heroes' Day)  
 15 - 18 St Barths Bucket Regatta. [www.BucketRegatta.com](http://www.BucketRegatta.com)  
 17 Public holiday in Montserrat (St. Patrick's Day);  
 St. Patrick's Day Festival, Grenada  
 18 Public holiday in Aruba (Flag Day)  
 20 Vernal Equinox  
 22 Public holiday in Puerto Rico (Emancipation Day)  
 22 STIR Round St. John Race, USVI.  
<https://stthomasinternationalregatta.com>  
 23 - 25 St. Thomas International Regatta, USVI.  
<https://stthomasinternationalregatta.com>  
 24 - 25 Antigua Laser & Optimist Open. AYC, [www.antiguayachtclub.com](http://www.antiguayachtclub.com)  
 26 - 1 April BVI Spring Regatta & Sailing Festival. [www.bvispringregatta.org](http://www.bvispringregatta.org)  
 29 - 2 April Bequia Easter Regatta.  
 BSC, [www.bequiaregatta.com](http://www.bequiaregatta.com). SEE AD ON PAGE 12  
 30 Public holiday in many places (Good Friday);  
 and in Trinidad & Tobago (Spiritual Baptist "Shouter" Liberation Day)  
 30 Vuelta al Cayo Youth Regatta, Samaná, DR.  
[www.puertobahiasamana.com](http://www.puertobahiasamana.com)  
 31 FULL MOON  
 TBA Puerto Rico Heineken Jazz Fest. [www.prheinekenjazz.com](http://www.prheinekenjazz.com)  
 TBA Annual Dark & Stormy Regatta, Anegada. WEYC, [www.facebook.com/groups/weycbvi](http://www.facebook.com/groups/weycbvi)

### APRIL

- 1 Easter Sunday  
 2 Public holiday in many places (Easter Monday)  
 3 - 7 Maxi Yacht Rolex Cup, Virgin Gorda. YCCS, [www.yccs.it/en](http://www.yccs.it/en)  
 6 - 7 Petite Martinique Maroon & Heritage Weekend  
 8 - 14 Les Voiles de St. Barth. [www.lesvoilesdesaintbarth.com](http://www.lesvoilesdesaintbarth.com)  
 10 - 15 Rincón International Film Festival, Puerto Rico, [www.rinconfilm.com](http://www.rinconfilm.com)  
 13 - 15 Pure Grenada Music Festival. [www.grenadamusicfestival.com](http://www.grenadamusicfestival.com)  
 14 Nevis Blues Rally. SKYC, [www.skyachtclub.com](http://www.skyachtclub.com)  
 16 Public holiday in Puerto Rico (Birthday of José de Diego)  
 18 - 24 Antigua Classic Yacht Regatta. [www.antiguaclassics.com](http://www.antiguaclassics.com)  
 19 Public holiday in Venezuela (Declaration of Independence)  
 21 - 22 Barbados J/24 Open Championships. [sailbarbados.com](http://sailbarbados.com)  
 22 International Earth Day  
 26 - 28 St. Thomas Carnival, USVI. [www.vicarnivalschedule.com/stthomas](http://www.vicarnivalschedule.com/stthomas)  
 26-29 Mayreau Regatta, [www.facebook.com/mayreau.regatta](http://www.facebook.com/mayreau.regatta)  
 27 Guadeloupe to Antigua Race. [www.sailingweek.com](http://www.sailingweek.com)  
 27 Public holiday in Dutch islands (King's Birthday)  
 27 - 29 Carriacou Maroon & String Band Music Festival.  
[www.carriacoumaroon.com](http://www.carriacoumaroon.com)  
 28 Round Antigua Race. AYC, [www.antiguayachtclub.com](http://www.antiguayachtclub.com)  
 28 Public holiday in Barbados (National Heroes' Day)  
 28 - 1 May West Indies Regatta, St. Barth. [westindiesregatta.com](http://westindiesregatta.com)  
 28 - 4 May Antigua Sailing Week. [www.sailingweek.com](http://www.sailingweek.com). SEE AD ON PAGE 15  
 29 Uncorked Beer & Wine Festival, Grenada. [info@wgpromotions.gd](mailto:info@wgpromotions.gd)  
 30 Public holiday in Bonaire (Rincon Day),  
 and in St. Maarten (Carnival Day)  
 30 FULL MOON  
 TBA Tobago Jazz Experience, <https://tobagojazzexperience.com>  
 TBA St. Barth Film Festival, [www.stbarthff.org](http://www.stbarthff.org)

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

## CARIBBEAN WOODS



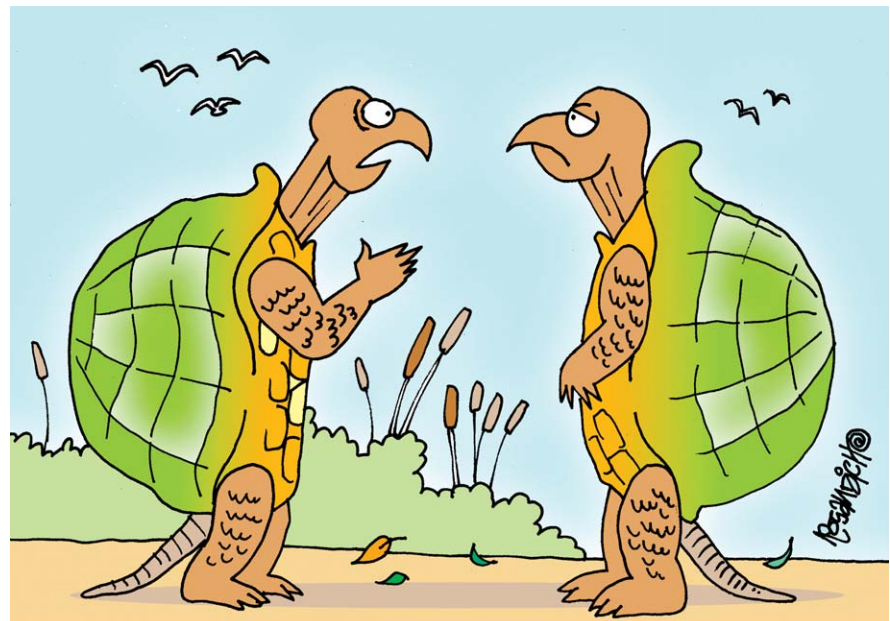
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**43' YOUNG SUN Taiwan.**  
Center Cockpit. Beautiful teak! W/Mooring, Lying Tyrell Bay, Carriacou. US \$40,000. Info/photos, Tel: (607) 216-5692 E-mail: pfaithbee@gmail.com

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**38' FREEDOM SLOOP 1990**  
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**28' BOWEN 2x200 Yamaha.**  
Tel: (868) 299-5012.



**50' BENETEAU 1994** Excellent condition throughout. Lying Bequia, St. Vincent & the Grenadines, US\$105,000 ONO. Contact Charlie. E-mail: kenyon\_charlie@hotmail.com

### PROPERTY FOR SALE



**BEQUIA - PORT ELIZABETH**  
Rambler's Rest Guesthouse. Top ranked guesthouse in Bequia on Trip Advisor. Income generating property; ground floor, 2 bedroom self contained apartment. First floor: 3 additional en-suite bedrooms, w/ kitchen, dining & large living area. 7 min. walk from ferry dock, w/ view of port, Admiralty Bay & Caribbean. Turn key, selling fully furnished. House 2,600 sqft, land 4,000 sqft. For further details, E-mail: realestate.bequia@gmail.com

**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

**ST. KITTS & NEVIS - NEVIS**  
"Ciboney's Retreat". Wonder where to go after cruising? We did & found it. (See Caribbean Compass September 2017 Page 41, "Swallowing the

Anchor in Nevis") Built 2007, 3 beds, 3 1/2 bath, 3 verandas w/pool. Elevation 600'. Views of St. Kitts, Statia & Saba. For more info E-mail: ciboney121@hotmail.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\$72,000. Tel: (784) 458-3656

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**SEA GLASS JEWELRY** - Take a piece of the islands with you wherever you go! Genuine Caribbean jewelry from: www.etsy.com/shop/TradeWindsSeaGlass

### JOB OPPORTUNITY

**GRENADA- SAILMAKER**  
Turbulence Ltd. is looking for an experienced sail maker to work full time. Please send CV to richard@turbulenceltd.com or pay us a visit at our True Blue office.

**GRENADA- MARINETECHNICIAN**  
Palm Tree Marine is looking for a technician to join their growing team. A background in marine diesel engines & good electrical & mechanical diagnostic skills are required. Interested individuals please E-mail sim@palmtreemarine.com with CV for further information.



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MP = Market Place pages 42 - 43  
C/W = Caribbean-wide



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