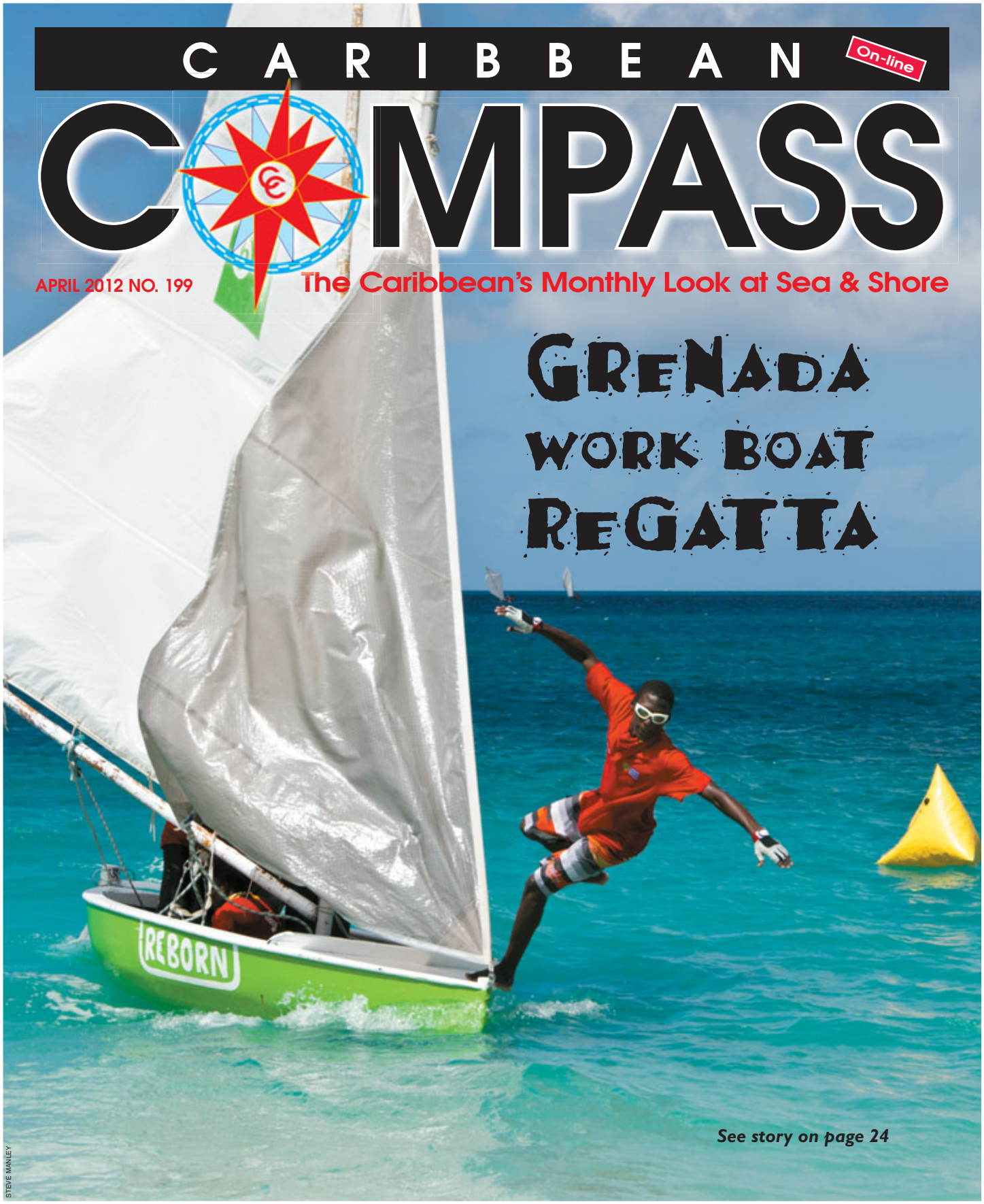
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The Caribbean's Monthly Look at Sea & Shore



GRENADA WORK BOAT REGATTA

See story on page 24

STEVE MANLEY



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ISSN 1605 - 1998

Cover photo: Steve Manley grabs the action at Grenada's Work Boat Regatta 2012



***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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S/V Moonrise

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Info & Updates

New Port of Entry in the British Virgin Islands

Effective March 1st, Gun Creek, Virgin Gorda is a port of entry into the BVI. North Sound, of which Gun Creek is a part, is hailed as one of the best anchorages in the Caribbean. BVI Premier and Minister of Tourism Dr. D. Orlando Smith says, "Declaring



BVI ONLINE TRAVEL GUIDE

Gun Creek as a port of entry is a catalyst for the development of a very important segment of our tourism industry."

Noonsite advises: "The North Sound is an excellent protected harbour and is also the closest point in the BVI for clearing-in when coming from points east. This is very useful for yachts coming from St. Maarten, as it gives immediate access to the very sheltered and large bays of Gorda Sound. It also avoids going to check in at crowded Spanish Town further south.

"Gun Creek is located at the south of Gorda Sound; anchor on the southeast of the creek to allow room for the frequent small ferries which ply the Sound. There is a dinghy dock just behind the small ferry dock right outside the blue Customs building. The office is open from 0830 to 1600 hours Monday to Friday, and from 0900 to 1400 hours Saturdays, Sundays and holidays.

"Using ESeaClear makes the checking in and out process even speedier. Make sure when you check in that you allow enough time to cruise the BVI, as whatever you say will be dated in your passport. Extensions cost more money!"

St. Vincent & the Grenadines Has Immigration Overtime Fee

Without fanfare, an Immigration overtime fee was introduced in St. Vincent & the Grenadines late last year, surprising many yachting visitors this season who cleared in or out of SVG waters outside of normal working hours, unaware of the new fee.

The new Immigration overtime charges are EC$35 for clearance outside of normal working hours from Monday through Saturday, and EC$50 on Sundays or holidays. The entry fee ("cruise tax", EC$35 per person) and Customs overtime charges (EC$45.80 Monday through Saturday, EC$63 for Sunday) stay the same.

Normal working hours at Bequia Customs are Monday through Friday, 8:30AM to 12:00 noon and 1:00PM to 4:00PM (overtime 4:00PM to 6:00PM), and Saturdays 8:30 to 12:00 noon (overtime 3:00PM to 6:00PM). The Bequia office is open on Sundays and holidays from 9:00AM to 12:00 noon and 3:00PM to 6:00PM, all overtime hours.

So, if a couple clears into SVG waters on a Sunday or holiday, for example, they'll pay:

Entry fee x 2	EC$70
Customs overtime	EC$63
Immigration overtime	EC$50
TOTAL	EC$183 (approximately US$68).

Note: If you clear in and out in one transaction during overtime hours, you pay the Customs overtime fee twice.

Bermuda Streamlines Yacht Visa Process

As reported by Renate Johns at www.sail-world.com: While some countries are putting up barriers to visiting yachts by charging berthing taxes and other fees, Bermuda is making it easier for visiting yachts by streamlining their visa process, allowing it to happen while the yacht is still en route. This comes after last year's lengthening of the maximum period of time that yachts can visit Bermuda. The streamlined process will encourage more yachts to visit the archipelago of 150 islands, already a frequent stopping place for yachts on their way to or from the Caribbean.

National Security Minister Wayne Perinchief told the Bermuda House of Assembly that as a result of meeting with private sector partners, the Department of Border Control will now be able to process visa waiver applications while vessels are en route to Bermuda.

The move is intended to address an issue in which some arriving visitors have been unable to secure the Bermuda entry visa. "Those individuals are often unable to disembark and the rigid application of the policy defeats the economic aims of Bermuda as a premium yachting port," Mr. Perinchief said.

—*Continued on next page*

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Jet Stream, Leopard 45

Antigua Barbados British Virgin Islands Curacao Dominica Grenada Martinique Panama Puerto Rico St.Croix St.Lucia St.Vincent Trinidad and Tobago

—*Continued from previous page*

"We have created a specific e-mail address, supplied to agents, and could receive visa waiver requests while the ship passes the Statue of Liberty."

The minister said this initiative, along with last year's extension of the maximum period of time visiting yachts and crews can stay in Bermuda (from 21 days to 90 and extensions possible), will allow the US$10 million that visiting yachts put into the local economy in 2010 to increase in the years to come.

Avoid FADS Off St. Vincent and Bequia

From March, Fish Aggregating Devices (FADs) will be placed off the west coast of St. Vincent at 13°14.50'N, 61°19.55'W and off the west coast of Bequia at 13°00.00'N, 61°20.50'W. A berth of at least 500 yards is requested by the SVG Department of Maritime Administration.

Also, we have received word from a yachting visitor that a navigational buoy (red, lit) has recently been placed off Cumberland Bay on St. Vincent's leeward coast.

Reward for Missing Dinghy

A grey nine-foot Flexiboat RIB with a five-horsepower Nissan outboard engine and external fuel tank went missing from the Frangipani Hotel dock in Admiralty Bay, Bequia, on Thursday, March 8th between 7:00 and 9:00PM. The dinghy has one repaired air valve and one patch. The name "Shangaan" is painted on both pontoons.

A reward is being offered for any information leading to recovery of this dinghy. Contact Vincent O'Farrell at vincent-o-farrell@hotmail.com, text 353872484683, or Margaret at (473) 405-9531.

Crew Overboard, Boat Drifts Grenada to Testigos

According to informed sources, the privately owned yacht *Pampero* was knocked



PAMPERO

down by a large wave off Requin Point on the southeast coast of Grenada at around 10:00AM on February 27th. All four crew were reportedly washed off the boat and swam ashore in the La Sagesse area. They were briefly hospitalized and released.

A search for the yacht was conducted on the same day and general alerts put out that it could be drifting southwest. The Venezuelan Coast Guard discovered *Pampero* adrift with no one aboard and the engine running off Los Testigos on March 1st. The boat was towed to Margarita and arrangements were made to return it to Grenada.

Cruising Yacht Wrecked in Las Aves

The New Zealand media have reported that the 37-foot Tayana *Chinook Wind* was wrecked on a reef at Las Aves de Barlovento, Venezuela on February 28th between 10:00 and 11:00PM local time, while en route from Prickly Bay, Grenada to Cartagena, Colombia. Unable to launch their dinghy or liferaft because of the coral, Dick and Ann Oliver, who have spent the last two years sailing around the world, reportedly swam off to be rescued by a Venezuelan Coast Guard vessel the following morning. *Chinook Wind* was not salvageable because of high seas, and cruising blogs report that the boat has since been stripped of everything of value.



The uninhabited Venezuelan island group of Islas Las Aves has a long history of recorded shipwrecks beginning with the 17th century loss of a French war fleet that changed the course of Caribbean history.

Hands Across the Sea

Thanks to the generous support of cruisers and other donors, in November of 2011 Hands Across the Sea, the brainchild of cruisers Tom and Harriet Linskey, delivered 51,470 new and near-new books and 95 boxes of teaching resources to 100 schools, libraries, reading programs, and youth centers on seven Eastern Caribbean nations, reaching over 17,000 children.

Everyone at Hands is hands-on. Adean Bridges, for example, the chair of the Board of Directors, visited Hands-assisted schools in Antigua and Dominica in February via the 50-foot catamaran she sails with her husband, Jim. Ted Herlihy, another board member, recently visited schools in St. Vincent & the Grenadines with his wife, Judy, while on a bareboat sailing charter.

For more information visit www.handsacrossthesea.net.

—*Continued on next page*



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—*Continued from previous page*

Learning About the Yachting Industry in Grenada

On February 17th students from First Choice Junior School were escorted on a field trip to one of the marine centres in Grenada as part of their Entrepreneurial Course.

They learned about what it takes to run a yacht-related business, what jobs are available in the industry and how boats get in and out of the boatyard from Junior Evans of Spice Island Marine boatyard. Mr. Evans went on to share who his clients were and where in the world they came from.

Turbulence Sails was their next stop. Richard Szyjan explained that his company makes the sails and the rigging apparatus for many of the boats in the boatyard. In the Budget Marine chandlery, which is also on the Spice Island Marine compound, the students discovered some of the many things boats need.

The tour continued to the Grenada Coast Guard base where the students learned about the different jobs, responsibilities and equipment the officers use in the course of their duties.

"The children are learning that to go into business you basically are taking a chance on an idea and going for it with all your might," said Mrs. Forsyth, the principal of the school. "I am proud to have introduced this new course as part of the curriculum this year and it is hoped that the students continue to learn about the different opportunities around them." Mrs. Forsyth and teachers would like to thank the business people involved for their time and the knowledge they imparted.

Virgin Islands Search and Rescue Fundraiser

Katie Claxton reports: The Virgin Islands Search and Rescue's annual fundraiser raised US$20,361 at the Governor's Gourmet Gathering held on February 24th at Government House, Tortola. Items auctioned included a private daysail on catamaran *Dreaming On*, four one-way flights anywhere in the Caribbean with Fly BVI, and a weekend for two at Cooper Island Beach Club including scuba diving with Sail Caribbean Divers.

Tickets for the event sold out ten days after they went on sale. This year we opened the venue up to make room for 300 people and made our way into the Old Government House Museum, a lovely setting for the event.

All proceeds went to VISAR. Each year our operating costs are US$150,000, which includes medical and boat-handling training for the crew, coordinator training for the on-call coordinators, boat maintenance, and medical supplies.

For more information visit www.visar.org.

New Base for Carriacou Children's Education Fund

The Carriacou Children's Education Fund has announced its new home in the After Ours (a.k.a. Arawak Divers) building at the head of Tyrrel Bay in Carriacou — look for the big dive flag. This facility is owned by Frankie Matheson (of Matheson Enterprises in Hillsborough) and is managed by his sister Phyllis Matheson and her son George.

Auction donations may be left with Georg Schmitt or Conny at Arawak Divers in the same building, or, if Georg and Conny are diving, with Phyllis in the grocery store. CCEF greatly appreciates the generosity of Frankie and Phyllis in providing this facility and thanks the people at Arawak Divers for helping with the collection of goods.

There continues to be free wireless in Tyrrel Bay, and CCEF hopes that those yachts that use this service will make a donation to CCEF; those donations can be made at The Slipway Restaurant on the south side of the bay.

Hiking Trails Enhanced in Montserrat

The Montserrat Tourist Board recently enhanced six hiking trails — Dry Waterfall, Blackwood Allen, The Cot, Underwood, Duberry/Cassava and Oriole Walkway — thereby making them more attractive and safe to enjoy. Work on the trails included clearing of footpaths, improved handrails and earthen steps, soil and water conservation works to control erosion in some areas, among other things.

Hiking is one of the island's most popular recreational activities as the trails host a range of wildlife including unique flora and fauna such as the Montserrat oriole and myriad other bird species. While some trails have running streams and differing vegetation, all trails provide breathtaking views of land and seascapes. Each trail is unique and is suited to hikers with varying abilities, with the option to choose from light, to moderate, to difficult, to extreme.

Most trails are clearly marked, but it is always advisable to hire a trail guide, especially if you are unfamiliar with the area. Information on trail guiding services is available through the Montserrat National Trust on (664) 491-3086 or the Montserrat Tourist Board on (664) 491-2230, website: www.visitmontserrat.com. Trail maps are also available for sale at these locations for EC$10 or US$4 each.

The Carriacou Maroon & String Band Music Festival

The Carriacou Maroon & String Band Music Festival is a cultural education and entertainment event unique to the Grenadine island of Carriacou.

Maroon culture is about thanksgiving and prayers to the source of all life, production and prosperity. Its African origins are authentically depicted through the drumming, singing, eating of "smoke food" and other rituals practiced by the local people. This aspect of the festival is a celebration of the rich cultural traditions, and the important values of sharing, unity and community self-help.

String band music is very popular on Carriacou and has historically been a main source of entertainment at social functions and at the Parang Festival at Christmas. There are various genres of this music and patrons will experience the scintillating power of this musical tradition. String bands from other Caribbean islands will also be performing. You must dance!

Don't miss the presentations of Big Drum Nation Dance and other cultural art forms by both local and visiting groups from Grenada, Trinidad and Guadeloupe.

Festival events will be held at different venues around the island including Belmont village, Belair Park and Paradise Beach.

For more information see ad on page 7.

What's the Big Idea?

In last month's *Compass*, a photo caption was missing on page 16's report on the Round Barbados Race. The boat in the photo was the 78-foot Reichel Pugh *Idea*, winner of the Absolute Monohull prize.

Welcome Aboard!

In this issue of *Compass* we welcome new advertisers Coral Cove Marina of Trinidad, on page 11; and Caribbean Yacht Services of St. Lucia, in the Market Place section pages 42 through 45. Good to have you with us!



BUSINESS BRIEFS

Budget Marine's Customer Party — A Rocking Success!

On February 11th Budget Marine in St. Maarten treated their customers to a Rock Star Party for their Annual Customer Appreciation night, in collaboration with the main sponsors Yacht Chandlers (their partner in the Mega Yacht Program), Sea Hawk Premium Yacht Finishes, Fun Miles Reward Program and sub-sponsors Fortress Anchors, the Marinco Electrical Group, Poly Planer Marine Stereo, Audio Equipment and Rocna Anchors by CMP Global.



The theme for the party was "Budget Marine Rocks!" Guests were encouraged to turn up dressed like rock stars and many spared no effort to do just that, the crew of the mega-yacht *Paraffin* winning the prize for the Best Dressed Rock Group.

The Budget Marine Staff created a fun ambiance when they transformed their commercial waterfront property into an atmosphere worthy of a big concert with special lighting and decor, great food and drinks served on the house, and the fantastic local rock band Rock Star Social who rocked the house until midnight. Upon arrival guests were given a cool pair of Elvis-style sunglasses to put them in the mood and a T-shirt to have as a memento of the event.

With over 500 guests attending the party, Budget Marine's general manager, Christopher Marshall, announced that they also seized the opportunity to launch their participation in the growing Fun Miles Program. St. Maarten Fun Miles account manager Agnetha Huijting, and general manager Harmen Donker presented Chris with the first Budget Marine Branded Fun Miles card and spoke about how pleased they were to have Budget Marine on board as all their loyal Fun Miles customers can instantly start earning and redeeming rewards across all the Budget Marine stores within the Dutch Caribbean. In addition Budget Marine continued their support of the St. Maarten Yacht Club's Youth Sailing Program by using the donations made by the sub-sponsors. Over US$1,000 was raised for their cause.

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

Insurance for Charter and Watersports Operators

Offshore Risk Management announces that insurance for charter and watersports operators is now offered at CharterBiz.com. The CharterBiz.com website caters to watersports operators including bareboat and captain/crewed charterers, sailing schools, and just about anything else you can do on the water including special events. CharterBiz.com can offer fleet rates plus health insurance and personal accident coverage for those who qualify. The CharterBiz insurance program is managed by Offshore Risk Management marine and specialty insurance services worldwide.

For more information on Offshore Risk Management see ad on page 15.

'Printed in Antigua' Art Show

A show and sale of original engravings, reproductions of historical maps, and Fine Art images from local artists and photographers will be hosted by the Frame Shop at Abracadabra restaurant, English Harbour, Antigua through April 11th.

For more information on the show contact Nick on (268) 728-1222 or just come along.

For more information on the Frame Shop see ad in the Market Place section, pages 42 through 45.

Get It Here, Get It There

Need help getting things from here to there? CIRExpress offers you the best services in shipping, business or household storage, inland freight, and courier services. They offer shipping service from Caribbean locations including Puerto Rico, the Dominican Republic and St. Maarten to world-wide destinations, and bring imports from the USA, Asia, India and Europe to the Caribbean. Ask about their transshipment service.

For more information see ad in the Market Place section, pages 42 through 45.

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Trinidad's Tank & Fuel Services possesses the experience and qualifications to proactively deliver total fuel management solutions, on budget and on time. All services and product representations are led by environmental innovation. Services include diesel fuel polishing services, tank cleaning, bilge cleaning, oil spill products and services, leasing of fuel transfer pumps, sand blasting and high-pressure water blasting. Clients range from Peake Yacht Services and Power Boats Mutual Facility to the Trinidad & Tobago Pilot's Association and the Trinidad & Tobago Coast Guard. Why not you?

For more information see ad in the Market Place section, pages 42 through 45.

Tenth Edition of Van Sant's *Passages South*

For more than 20 years Bruce Van Sant repeatedly surveyed nearly 200 anchorages between Florida and South America. He racked up well over 80,000 sea miles doing it, mostly single-handed.

Sailing up and down the chain of islands so much and so often, he got to looking for shorter and easier ways to navigate between each link in the chain, and he kept refining detailed nav plans for every leg.

He has systematically taken the thorns out of the route they used to call the Thorny Path. For example, he exploits the calming effects on wind and sea that result from land cooling on each side of an inter-island passage. Applying his many methods, both sail and power can make safe, comfortable and pleasant progress even against normally impenetrable tradewinds and seas.

—Continued on next page





—Continued from previous page

Passages South offers an illustrated manual of instruction for specific passages and harbors down island, as well as a cruising guide for the Greater Antilles islands of Hispaniola and Puerto Rico. It has sailed aboard tens of thousands of boats passaging between the Americas. The new tenth edition should sail with you, too.

Available at www.ThornlessPath.com and nautical outlets.

Sustainably Produced, Sustainably Transported

The Grenada Chocolate Company produces award-winning organic dark chocolate from bean to bar, all within the rainforest of Grenada. The co-operative's products are produced using solar power and as all profits go back to the members, the products can be called truly "fairly traded".

To enhance their green credentials, they will be bringing their products this year to the USA and the UK, their biggest export markets, on the tradewind-powered sailing vessel *Tres Hombres.*

As this issue of *Compass* was going to press, the 32-metre engineless brigantine was loading chocolate in Grenada and preparing to begin a more than 60-day voyage to New York and then Portsmouth via the Azores. She will be carrying over five tonnes of chocolate in a special solar-powered temperature-controlled compartment.

Mott Green, the founder of the Grenada Chocolate Company, will be making the journey aboard *Tres Hombres*, keeping watch over his precious cargo. Green, a former New Yorker who moved to Grenada in 1988 and founded the Grenada Chocolate Company in 1999, has built his own insulated cool room, powered solely by wind and sun, for the ship's cargo hold.

For more information about the Grenada Chocolate Company visit www.grenadachocolate.com. For more about FairTransport and the brigantine Tres Hombres *visit svtreshombres.homestead.com.*

Antigua Sailing Week Names HIHO as Apparel Supplier

Antigua Sailing Week announces a new partnership with HIHO, the BVI-based brand of Caribbean clothing, as the exclusive apparel supplier to Antigua Sailing Week. HIHO will design a range of casual and technical clothing for the event. The collection will feature the brand's well-known quality materials and details, plus dedicated hangtags and main labels. HIHO will partner with the Galley Boutique based in English Harbour, Antigua to offer year-round sales.

For more information visit www.go-hiho.com.

Sea Hawk Paints Sponsor Fishing and More

This is the third year that Sea Hawk Paints participated as a sponsor for the Budget Marine Spice Island Billfish Tournament in Grenada. The 2012 tourney, held in January, included 50 boats and 256 anglers from as near as Trinidad & Tobago, Barbados and St. Lucia, and as far as Curaçao, the USA, Scotland and Australia. The Clearwater, Florida paint manufacturer awarded four gallons of antifouling paint to Gordon Dalgliesh of *Abracadabra*, the winning boat from Trinidad & Tobago.



Sea Hawk awarded four gallons of antifouling paint to the crew of Abracadabra, the winning boat from Trinidad & Tobago

As one of the southernmost islands of the Windward Island chain, "Grenada is positively a hot spot for the worldwide yachting community," says Denis Laesker, International Representative of Sea Hawk Paints. "Sea Hawk's antifouling paint is not only a leading brand among the sailors here, but also among the Caribbean powerboat community." Sea Hawk Antifouling Paints are backed by a one-year warranty that makes Sea Hawk a top choice among the yachting community worldwide.

Look for Sea Hawk as an "Official Sponsor" throughout the Caribbean participating in fishing tournaments, sailing regattas, and other special events.

For more information on Sea Hawk Paints see ad on page 13.

New for Yachties Visiting Antigua

Antigua Clays have launched a world-class clay pigeon shooting school 15 minutes away from English and Falmouth Harbours. Set on the banks of Potworks Dam in 30 acres, 32 automatic traps serve 12 shooting stations using four shooting towers, and a bespoke clubhouse and bar provide a great place to relax after shooting.

Geremy Thomas, founder and shooting enthusiast, says, "Clay pigeon shooting is a blast; we have something for every level of ability. Yachties are naturally competitive and coordinated, and many crews have been back to improve their previous scores."

Alex, a crack shot and captain of *Windrose,* says, "I think it is great to have this facility to enjoy. I have been three times and have yet to win the bottle of rum for ten out of ten! Next time…." Discounts are offered for yacht crews.

For more information call Geremy on (268) 726-1234 or visit www.antiguaclays.com.

***Compass* Welcomes New Agent in T&T**

The *Caribbean Compass* welcomes our new agent in Trinidad & Tobago, David Bovell of Boaters' Enterprise Limited. David will be building upon the work of our previous agents, Boaters' Enterprise founder Jack Dausend, and Christopher Bissondath.

David says that Boaters' Enterprise envisions itself as being one of the vehicles that promote the cruising industry in Trinidad & Tobago and the Caribbean as a whole to a worldwide audience. In addition to promoting boating- and shipping-related services within the Caribbean community, *The Boaters' Directory* and *The Boca Magazine* cater for local and foreign leisure cruisers as well as business organizations within the marine industry.

Boaters' Enterprise has successfully collaborated with institutions such as the Yachting Services Association of Trinidad & Tobago (YSATT), the Tourism Development Company of Trinidad & Tobago, the Chaguaramas Development Authority and other related enterprises. Boaters' Enterprise is proud to announce its most recent partnership with *Caribbean Compass.*

Advertising and distribution of *Caribbean Compass, The Boaters' Directory* and *The Boca* can now be made through direct contact with David Bovell or Tiffany Lucas at sales@boatersenterprise.com or (868) 620 0978.

For more information on Boaters Enterprise visit www.boatersenterprise.com.

Caribbean ECO-News

'Chum Cams' in Belize Show Reef Sharks Thrive in Reserves

According to a report at ScienceDaily.com, a team of scientists led by the Institute for Ocean Conservation Science at Stony Brook (New York) University used video cameras to count Caribbean reef sharks *(Carcharhinus perezi)* inside and outside marine reserves on the Mesoamerican Barrier Reef in Belize. Using survey data collected from 200 baited remote underwater video cameras, nicknamed "chum cams", the scientists compared the relative abundance of these reef sharks in two marine reserves with those in two areas where fishing is allowed, and demonstrated that the sharks were more abundant in the reserves.

The research findings appear in the paper "Reef sharks exhibit site-fidelity and higher relative abundance in marine reserves on the Mesoamerican Barrier Reef" published online March 8th in the journal *PLoS ONE*.

"Although we know that relatively sedentary reef fish and lobsters benefit from marine reserves, this study now presents visual proof that large, active sharks are also dramatically more abundant inside these protected areas too," said Mark Bond, lead author and doctoral student at Stony Brook University.

Owing to intense fishing, Caribbean reef sharks are listed as Near Threatened by the International Union for the Conservation of Nature (IUCN) but it is possible they will be upgraded to Vulnerable by IUCN as more data are collected. They live in the western Atlantic Ocean, ranging from Bermuda to southern Brazil, and are the only Atlantic requiem shark species that undergoes its entire life cycle within coral reef ecosystems.

Planning for the Future of Marine Resources in the Grenadines

On February 16th and 17th stakeholders from across the Grenadines gathered in Hillsborough, Carriacou, at a workshop to discuss the use and planning of the Grenadines marine environment and its resources. Workshop participants included government officials from St. Vincent & the Grenadines and Grenada, academics, community-based organizations and marine resource users.

It was part of a project that aims to develop a Marine Zoning Plan for the Grenadines. The objective of the plan is to identify areas within the marine environment that would be best suited for a specific use, whether it is fishing, conservation, or tourism among other uses.



Stakeholders from across the Grenadines discuss the use and planning of the Grenadines marine environment and its resources

The Marine Zoning Project is being implemented by Sustainable Grenadines Inc. (SusGren). The project already has 18 months of work behind it, which this workshop built on.

One of the major outcomes from this workshop was a refined draft zoning design that better reflects the needs and interests of the Grenadines people. It includes zones for conservation, offshore fishing, nearshore fishing, general use, mariculture and transportation. Participants also provided input on the types of activities they would like to see permitted or restricted in each of these zones.

SusGren has received funding to support this project from National Oceanic and Atmospheric Administration (NOAA), the Global Environment Facility Small Grants Programme (GEF SGP) and The Nature Conservancy (TNC).

For more information please contact SusGren at susgrenpm@vincysurf.com or (784) 485-8779.

Boating Birders Are Citizen Scientists

From the frigid waters of Maine and Antarctica to the warm tropical Caribbean seas, boaters focused their binoculars and cameras on seabirds to participate in the 2011-12 inaugural SeaBC SeaBird Count.

The SeaBC is a citizen science project organized by eight long-distance birdwatching voyagers from around the world: Diana Doyle on *Semi-Local*, Jeanne Socrates on *Nereida*, Beth Leonard on *Hawk*, Katharine Lowrie on *Lista Light*, Brenda Free on *Willow*, Wendy Clarke on *Osprey*, Devi Sharp on *Arctic Tern*, and Yvonne Katchor on *Australia 31*.

This year's inaugural SeaBC was also promoted by three long-distance cruising rallies: the ARC (Atlantic Rally for Cruisers) from the Canary Islands to St. Lucia, the Baja Ha-Ha from San Diego, California to Cabo San Lucas, Mexico, and the Caribbean 1500 from Hampton, Virginia to Tortola, BVI.

Research projects on topics such as migration and nesting, climate change, and beach erosion are improved and accelerated by including a larger observation and data-gathering pool. SeaBC seabird count data goes to Cornell University's eBird database, where boaters' sightings become a resource for scientists worldwide.

The Exuma Cays Land and Sea Park hopes to use the SeaBC to involve the wintering yachting community in Bahamian seabird surveys.

Until next year's event, Doyle reminds boaters they can contribute coastal and offshore bird sightings throughout the year to eBird (www.eBird.org). She encourages boaters to post digital photos of any seabirds, noting the latitude and longitude.

Boating birders can share sightings, receive identification help, and review a list of recommended paper and digital field guides at the community page: www.facebook.com/Birding.Aboard.



More Fascinating than the Fastnet!

by Don Street


LUKA RONE

The author, 81, still racing after all these years

The RORC Caribbean 600 is a 600-mile non-stop offshore yacht race run under the auspices of the Royal Ocean Racing Club (UK) and hosted by the Antigua Yacht Club. Starting off English Harbour, the course zigzags through 11 of the Leeward Islands, going north as far as St. Maarten and as far south as Guadeloupe. Since its inception in 2009, the RORC Caribbean 600 has become *the* offshore race in the region.

By virtue of racing 600 miles, everyone who sails the race qualifies to join the Royal Ocean Racing Club — a boon for Caribbean-based sailors, or sailors who race in the Caribbean in the winter and in the Med in the summer, but do not have time to go to England to race in the RORC races in northern Europe.

Starting on February 20th, the fourth RORC Caribbean 600 was sailed in perfect conditions by a fleet of more than 30 boats ranging in size from *Hetairos*, a 214-foot ketch, to the 125-foot classically beautiful schooner *Adela*, to racing machines like the Reichel Pugh 90 *Rambler* and the JV72 *Rán*, to some Swans and Oysters, and down in size to the Class 40 *Vaquita* and Antiguan sailor Bernie Evans Wong's Mumm 36, *High Tension*.

The RORC 600 is a truly international event: the boats represented 11 nations, the crews 39 nations. I raced aboard the Farr 115 *Sojana*, and our crew comprised seven different nationalities. It was most pleasing to me to see Jamie Torres, in his First 40, *Smile and Wave*, representing Puerto Rico. I can well remember racing against his father 50 years ago.

So far the RORC 600 has done well on the weather: 2009 saw good solid 20-knot trades, 2010 had unusually light airs for the entire month of February, and 2011 saw again the full 20-knot trades. This year it started out light at eight to ten knots for the first 18 hours, building up to a standard 15 to 18 knots for the rest of the race with intermittent squalls of 25 knots that occasionally briefly climbed to the upper 20s.

The course provides sailing in all points of sail and in weather conditions ranging from the standard trades to light and varied conditions under the lees of the islands where, if you are unlucky, you get firmly stuck in one place for hours in a flat calm.

The race has 150 miles of windward work, broken up into five separate windward legs varying from ten to 43 miles. Each windward leg is followed by a glorious hull-speed, off-the-wind leg.

The course works out to basically 17 different legs, giving both the foredeck crew and the trimmers plenty of work. This is especially true of the leg to leeward of Nevis, St. Kitts, Statia and Saba. As each island is approached some sail trimming is needed as the boat sails into the wind shadow. Probably sail changes will be needed and plenty of sail trimming until the boat sails out of the wind shadow when headsails will again have to be changed for the fast tradewind run to the next island, where the whole process will have to be reversed.

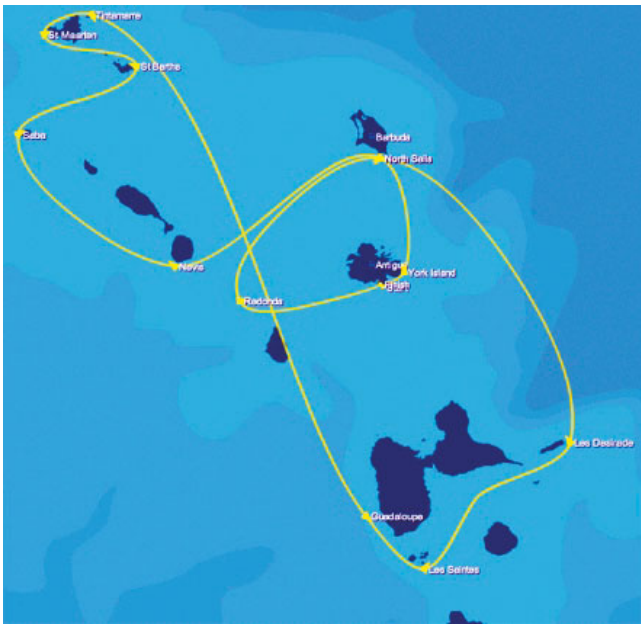
From Saba there follows a 33-mile beat to St. Barths, then a fast eight-mile reach to St. Maarten, where there is a piloting problem as the charted depths on the south coast from Cole Bay to the Low Lands on the western end of St. Maarten, and on the north coast from the Low Lands to Creole Rock are unreliable. The depths are from lead-line soundings taken in the last half on the 19th century and have never been updated or corrected.

The depths off the Low Lands are particularly worrying as through the 55 years I have been sailing in the Caribbean the shoal water seems to be extending westwards. If you are in the area when the northwest groundswell is running you can see the swell hump up on shoal water well to the west of the Low Lands. During the St. Maarten Heineken Regatta they place a temporary buoy in water deep enough to provide safe navigation for the deepest-draft entrant. In the RORC 600 there was no buoy, so deep-draft boats like *Hetairos* (that draws 30 feet with her drop keel fully extended) needed to pre-plan their course accordingly. After the planning it is a case of eyeball navigating and watching the fathometer. Eyeball navigating is possible on boats drawing up to nine feet and sailing at eight or nine knots tops, but when doing 12 or 14 knots and drawing 15 or more feet, extreme caution is needed as at these speeds and depths eyeball navigation is useless.

In the light of all this, tacking up through the Anguilla Channel is exciting and nerve-racking, but once Tintamarre is cleared it's a splendid tight reach back to St. Barths, and then a 134-mile hull-speed broad reach to Guadeloupe, where the race can easily be lost or won. After 50 years of sailing the engineless *Iolaire* and *Li'l Iolaire* in the lee of the high islands, which most of the "experts" say is impossible, I can state that it takes skill, patience, a lot of sail changes and trimming but is possible. Still, the speed of the passage under a high island is often decided by the roll of the dice.

Until I wrote my own first guide, *A Cruising Guide to the Lesser Antilles*, in 1964, my guide was an 1867 Norie and Wilson *Sailing Directions to the West Indies*. The sailing directions stated, "When passing to leeward of the high islands of the eastern Caribbean, pass within two pistol shots distance (50 yards) or seven leagues (21 miles) of shore."

—Continued on next page





—*Continued from previous page*

My greatest successes in sailing by the lee side of the high islands have been using the "two pistol shots" distance, but that's slightly exaggerated — you're better 100 to 150 yards off.

But no matter how good a sailor you are, and even when backed up by a top-notch crew, you can get stuck in a hole. In 2010, *Tonnerre de Breskens*, which had won the RORC points championship the previous year and had a good crew, was stuck in a hole for seven hours.

This year, if you look at the tracks of all yachts passing Guadeloupe (see http://caribbean600.rorc.org/2012-fleet-tracking.html) you will note that most boats passed about four miles off Basse Terre. Many complained about falling into a hole while boats a few hundred yards away were making progress. Some tacticians studied their AIS receivers, noted where boats were getting stuck and then altered course to follow boats that held their wind. A few boats that had internet capability could follow the tracks of all the boats real time and alter their course accordingly.

Meanwhile, *Adela*, by passing some 12 miles to westward of Basse Terre, dropped the 155-foot classic schooner *Windrose of Amsterdam*, with whom they had been match racing, and sailed by the fleet that was stuck closer to shore. *Adela* and *Windrose* had crossed tacks and changed places a number of times in the Anguilla Channel. By staying well offshore when passing Guadeloupe, *Adela* picked up on so many boats that despite two more windward legs (and schooners do not like windward legs), she finished sixth overall, an amazing performance considering the boats she was racing against.

Various ideas have been put forward to eliminate the crap game. One suggestion is to put a waypoint about four miles off Basse Terre that all boats must leave to starboard, thus putting all boats in the same area. Another is to put the waypoint about 14 miles west of Basse Terre; the waypoint should be left to port, thus keeping boats out of the worst of the wind shadow. However, it has been pointed out that the classic schooners don't want to be sent inshore where they might fall into a hole, and the lightweight racers don't want to be sent 14 miles offshore if they thought they could cut the corner — especially in daylight when you can see the wind. As race co-founder Stan Pearson says, "The Guadeloupe obstacle is exactly that: an obstacle that needs to be managed given the tools (boat) you have. The Guadeloupe obstacle will probably go down over the years as being akin to the Portland Bill leg in the Fastnet, managing the Gulf Stream in the Newport-Bermuda, and the Derwent in the Sydney-Hobart. All of those obstacles could be regulated by marks, gates or shortening the course but that would take the fun out of the race from a navigator/tactician aspect."

Aboard *Sojana* we started out well. Our crew included race co-founder John Burnie, who was on board the ORMA 60 *Region Guadeloupe* when it set the multihull course record in 2009. Marc Fitzgerald, our skipper, and Poul Richard Høj Jensen, a Danish three-time Olympic Gold medalist, organized a perfect start, crossing the inner end of the line at the gun with a full head of steam on port tack and clearing the fleet. *Sojana* hooked up with *P2*, a 125-foot sloop, on the leg between the Saints and Desirade. *P2* beat *Sojana* around the eastern end of Desirade by a few hundred yards where a 96-mile drag race commenced. *Sojana* set her big blast reacher and started to close the gap, but the blast reacher only lasted for an hour before it split. Without it *Sojana* could not pass *P2* but stuck to *P2* as if magnetized.





Street describes one tussle between Sojana, *above, and* P2, *at left, as 'a 96-mile drag race'*

However, at the Barbuda mark it was a jibe set and *Sojana's* crew did this perfectly while *P2* rolled up her headsail and had problems hoisting the spinnaker, then had problems with the snuffer. *Sojana* got ahead and stayed there for the 46 miles to Redonda. As both boats worked through Redonda's wind shadow, *Sojana* maintained her lead until halfway up the 32-mile beat to the finish when a hard squall came through and there was a god-awful bang. The bolts holding the mainsail outhaul track had sheared and 18 inches of very expensive custom-made titanium track disappeared into space.

The loose-footed main was flapping in the breeze like a giant flag. The dead end of the clew reefing line was attached to the outhaul car, so it was unattached to the boom, making it very difficult to muzzle the main. The crew did rapid damage control, dropping the main, jury-rigging the dead end of the clew reefing line to the boom, pulling in a reef and re-hoisting the main.

Just as that job was completed, there was another bang. The shackle holding the clew of the mizzen to the outhaul car had exploded, but this time the reefing line was dead-ended on the boom so it was a case of slackening the halyard and pulling in a reef. Needless to say this slowed *Sojana* down and *P2* squeezed by, beating us across the line by 14 minutes. But on corrected time *Sojana* won. Our result in fleet placing was not too good but we had a super battle against *P2*, so the crew was pleased.

We finished at 0232 hours on Thursday morning, February 23rd. Once sails were doused, it was easy to enter Falmouth Harbour. In the past the leading lights were two red lights mounted low and impossible to pick out from all the background lights. These have been replaced by two fixed green lights high enough to be easily spotted. Also the channel buoys are now lit and lead you up to the eastern end of Falmouth Harbour. Once we got alongside the dock and our sails were stowed, RORC and AYC personnel appeared with bottles of champagne, crates of cold Carib beer and some vodka.

It was a great end to a great race that in years to come will be considered worldwide the Caribbean equivalent of the Fastnet, Bermuda and Sydney-Hobart races. I have sailed in one Bermuda race and six Fastnet races. I feel the Caribbean 600 is a much more interesting race for the crew than either of the above races — and being warm and wet is much more fun than being cold and wet!

For full results visit http://caribbean600.rorc.org.

Postscript: After this article was written I discussed the race with the skipper of Adela, *Greg Perkins.* Adela's *performance in the light spot off the southwest corner of Guadeloupe was not owing to luck or a last-minute decision. Before the race, the skipper, navigator, tactician and a couple of the very senior members of the crew discussed tactics and strategy. They made the decision to pass at least ten miles west of the southwest corner of Guadeloupe, figuring (correctly, as it turned out) that as soon as the wind filled in they would come hard on the wind and just lay the southwest corner of the Saints. It was a good plan that they stuck to with minor variations. DMS*

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Lighting a Match and Much More



STEVE BRETT

Mano a Mano on Friday

The fourth edition of the South Grenada Regatta, held February 23rd through 26th, had a new attraction — an additional day that featured match racing. This type of race in identical keelboats was a first for the South Grenada Regatta and also a first for Grenada.

The Moorings and Sunsail charter companies donated two Beneteau 41.3s from their fleets, one marked with a blue flag and the other with a yellow flag. The 12 teams' names were drawn out of a hat at the Skippers' Briefing the night before the Friday's match races to determine who would be competing against whom.

The teams, with a maximum of six crew each, were Damaged on a Budget, Turb X Trem, Team Horizon, Team Palm Tree Marine, Rasmus, Super Butterflies, Clarkes Court Bay Marina Salty Dogs, Team Savvy, Team ACT, Bloody Mary, Green Dragon and Die Hard. Island Water World, giving the crew some useful goodies, donated Skipper's Packs for each team.

The original dozen teams were soon narrowed down to six as the winners of the first round of six races — Team Horizon, Team Palm Tree Marine, Green Dragon, Team Savvy, Super Butterflies and Rasmus — advanced to the next round. Spirits were high and the atmosphere was electric. It was obvious to the watching crowd that the blue-flagged boat seemed faster than the other, so when the Green Dragon team won their second round on the yellow-flagged boat the spectators went crazy.

The final race was between Green Dragon and Team Horizon. A draw took place to see which team was going to use which boat. Team Horizon drew the blue boat. The crowd wondered if the Green Dragon team could manage another win aboard the yellow. The Green Dragon team put up a good fight but Team Horizon crossed the finish line first — and that's that in match racing.

The prizegiving saw the winning team members winning a waterproof cell phone each from LIME. The evening was full of stories of the racing and the crews partied on into the night. Looks like match racing is a must for next year's South Grenada Regatta.

Champagne and Optimism on Saturday

The Saturday saw 16 yachts racing in three handicap classes — Cruising 1, Cruising 2 and Fun Class — for the North South Wines' Veuve Clicquot Cup. The winds were high but having all the races start from Clarkes Court Bay made the starts much easier. Richard Szyjan's Hobie 33, *Category 5*, topped Cruising 1, Dieter Burkhalter on the Swan 53 *Blanquilla* was victorious in Cruising 2, and Jim Chesson aboard the Hylas *My Deere* captured the Fun Class. The overall winner of the Veuve Clicquot Trophy was *Category 5*.

The Westerhall Cup Race followed the first race, in the same three classes. Respective class winners were: Robbie Yearwood aboard the J/24 *Die Hard*, Jason Fletcher on his Albin Stratus 36, *Apero*, and Frank Pearce's modern 50-foot schooner, *Samadhi*. Overall winner of the Westerhall Twelve Degrees Cup was *Apero*.

The prizegiving party followed with live music performed by the Rocking Pontoons with guest appearance from Kay. The Poolbar Restaurant team offered an amazing Seafood Bonanza buffet — a great end to a great day.

During the Saturday the Junior Sailing Regatta also took place, with 19 entries. There was one sailor from Carriacou, seven from St. George's, eight from Gouyave and three from St. David's. All the Juniors were given a Skipper's Pack donated by Budget Marine. The young racers sailed in two one-design dinghy classes: Mosquito and Optimist.

In the Optimist class, third place was won by Brent McQueen, second place by Noah Bullen, and first place by Resse Evans. In the Mosquitoes, Justin James came third, Dennis Bernardine second, and Christon Henry first. Simon Stiell, Director of the Grenada Board of Tourism, presented each podium-placed Junior with a framed certificate. The prizegiving for the Junior Sailing took place the following evening along with the final day's fleet racing, and the South Grenada Regatta committee has invited all the competing junior sailors back for an afternoon to enjoy a pizza party at Le Phare Bleu Marina to thank them for taking part in the SGR.

Last Lap on Sunday

On the Sunday the weather seemed a little calmer and all the boats left Le Phare Bleu to make their way to Clarkes Court Bay for the start of the Le Phare Bleu Cup. *Category 5* and *Blanquilla* repeated their Veuve Clicquot Race wins, and *Samadhi* took a second win in Fun Class.

The overall winner of the South Grenada Regatta 2012 was Robbie Yearwood with *Die Hard*.

James Benoit, Race Officer and also a member of the SGR Committee, made sure all the races ran smoothly and there were no protests.



TONY PHILLIP

The SGR Committee thanks all those who helped organize, volunteered, took part and came to watch. A special thanks has to go out to all the sponsors of the event but especially Westerhall Estate Ltd, Netherlands Insurance, Le Phare Bleu Marina & Boutique Hotel, North South Wines, Real Value IGA Supermarket, The Moorings, Sunsail and The Grenada Board of Tourism. There are many other sponsors involved and many more waiting to become involved.

Who knows what the SGR committee will come up with next year?

Thanks to Lynn Fletcher and South Grenada Regatta for information in this report. For more information visit www.southgrenadaregatta.com.

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A Participant's View: What a BLAST!

by Frank Pearce

Well, about 25 knots of blast most of the time — and more.

Leaving Carriacou and heading down to Grenada in my modern 50-foot schooner, *Samadhi*, the wind was a little north of east, which was grand, but it was strong. I tucked down a couple of reefs and she let rip, eight to nine knots most of the time with a big aft-of-the-beam surfing swell. I was able to lay a course to windward of Grenada and got to Le Phare Bleu Marina on the island's south coast in four and a half hours. Just as well I did it quickly as I was on my own and the autopilot had a job coping with the swells.

Entering the marina I was met by Colin, the dockmaster, in his RIB, and with his competent help was soon tied up, calm at last. Where's the beer?

Then started five exciting days of racing and partying, February 23rd through 26th. No sooner had I downed the first beer than I found myself in a pirogue being ferried out to Clarke's Court Bay where a tug and barge, complete with the aptly named band "Rocking Pontoons" and a bar, were anchored for a "dinghy concert". As many as 50 dinghies from nearby yachts crowded around the barge — great music and a great way of meeting people.

The yacht racing started on the Saturday with two races. The first was from Clarkes Court Bay around Glover Island and back. With the wind about 25 knots, gusting more, rounding Glover's was a bit more tricky than rounding a mark, as there are shallows and one has to balance prudence with competitiveness. *Samadhi's* schooner rig is not the best to windward, but well reefed down we held our own boat-for-boat. At Clarkes Court Bay, the next race started as soon as the last boat finished — phew, here we go again! It was a hard beat to windward to Westerhall and then a blessed reach back. Not being CSA rated we were in the misnamed "Fun Class" — I am not sure that slogging to windward in 25 to 30 knots can be called "fun". But at the prizegiving later we clocked up a first in one race and a second in the other, and what an abundance of great prizes! One boat even won a brand new outboard — not bad for three hours work!

There was a great party after that day's prizegiving, but we did give ourselves over to the demon alcohol, so it was a slightly bedraggled crew that assembled for the last race. But this was to be "our" race — a four-mile reach to seaward and back. Schooners like reaching. With the winds still 25 to 30 knots and the seas huge, we were sparring with the Petite Martinique-built wooden sloop *Savvy*. She was going well and we did get past her at last, but was it coincidental that our fore-main hand deposited the result of her previous evening's party in *Savvy's* cockpit? Secret weapon!



The author, at center, and his crew had a blast winning Fun Class at SGR 2012

Back safely in the marina, we wondered how we had done on handicap; the sloop *My Deere* had finished three minutes ahead of us. Like everything else about this event, it was so well managed and coordinated that the results, courtesy of James Benoit, were on the board by the time we had cleaned up (get it?) and girded our loins for the final prizegiving party.

Another first place! Good on you *Samadhi*, more prizes. This called for a serious drink. The band Barracuda fired up and off we went, dancing into oblivion.

This was a wonderful, well-organized weekend and despite the strong winds was a lot of fun, with great racing especially for the more competitive CSA rated yachts. Entries ranged from Dieter's mighty Swan, *Blanquilla*, to Rod and Pattie's nine-metre Achilles, *Caradow*, bravely sailed down from St. David's Harbour in huge seas.

Great thanks go to Dieter Burkhalter and Jana Caniga, owners of Le Phare Bleu Marina and Boutique Hotel, plus the other SGR Committee Members, for hosting such an exciting and well-run event.

Frank Pearce is a marine surveyor, yachtsman, tugboat captain and past Vice-Commodore of the Antigua Yacht Club.



REGATTA NEWS

St. Lucia Youth Sailing Team Shines in Martinique

On February 16th, ten young sailors and their coaches sailed from St. Lucia to Martinique for the 22nd Sailing Week in Schoelcher at which more than 100



sailors in several classes compete annually. St. Lucia sailors have made this regatta a high point on their sailing calendar for the past ten years and the team has steadily gotten bigger and stronger. Last year the team produced its best results to date with three sailors finishing in the top five, including Stephanie Devaux-Lovell who took first place in her class.

This year they surpassed their record, returning with two first-place medals. Marcus Sweeney captured his first place after 12 races in a fleet of 17 in the 4.7 Laser Class while Olympic qualifying hopeful Beth Lygo also finished a strong first after 12 races in a fleet of 21 in the Laser Radial Class.

Racing in the top half of the fleet in the Laser Radial Class in most races, Stephanie Devaux-Lovell suffered a broken mast on the last day and, unable to race the last three races, finished ninth overall in the class.

Coaches Max Todd and Jono Rowland were pleased with the performance of the sailors over their five days in Schoelcher.

St. Lucia Youth Sailing Programme directors, Lily Bergasse and Ulrich Meixner, congratulate the ten young sailors and coaches for their performance and extend thanks to Sue Sandler and Norm Hayward of the yacht *Clara*, David, skipper of *Sunshine*, and Rob and Vanessa of *Femme Fatale* for volunteering their yachts and themselves to accompany and accommodate the team at the sailing week. The team thanks sponsors, IGY Marina, Ferrand's Dairy, and all of the friends of sailing who helped to ensure that the team of young sailors and coaches were well equipped and well fed.

The St. Lucia Yacht Club and the Youth Sailing Programme offer sailing lessons to anyone at their Reduit Beach location.

For more information visit http://stluciayachtclub.com.

BVI's Rathbun Tops Budget Marine Match Racing Cup

British Virgin Island skipper Colin Rathbun topped an international field of competitors in Simpson Bay, St. Maarten on February 28th to win the fourth annual Budget Marine Match Racing Cup, the kick-off to the St. Maarten Heineken Regatta. Squally morning conditions eventually gave way to clear skies and challenging breezes ranging from ten to 20 knots, with radical shifts up to 30 degrees.

Rathbun and his crew took home the winner's purse of US$5,000. Second-place finisher David Storrs, a US sailor based on Long Island Sound whom Rathbun topped by a score of 2-0 in the best-of-three finals, earned US$2,000 for his efforts. In the petit final to round out the podium, Russian Eugeny Nikiforov beat Holland's Bouwe Bekking — one of the world's top ocean racers and a veteran of multiple Volvo Ocean Races — in straight sets for the third-place prize of US$1,000.

"In match racing the press focuses on the skipper, which is unfortunate," said Rathbun, who spent his formative years sailing around the world with his family on a small ketch.

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"It really is the ultimate team sport. Nick Cunha is our bowman and Kevin Wrigley does the main and calls tactics and they really kept it together today. They put the boat in the right direction and told me where to point it."

Rathbun and Storrs advanced to the finals in the International Sailing Federation Grade 5 match racing series after dominating the competition in the seven-flight round-robin tournament, in which each skipper and their two-person crews faced off against one another aboard identical 20-foot Jeanneau Sunfast sloops.

For more information visit www.heinekenregatta.com.

Gill Commodores Cup Previews St. Maarten Heineken Regatta

In easterly tradewinds of 18 to 22 knots and seas of three to five feet, 25 boats in four classes set sail in St. Maarten waters on March 1st in the Gill Commodores Cup, a two-race series scored separately from the St. Maarten Heineken Regatta for the flat-out racing crews, many of whom use the regatta as a practice day before the start of the three-day main event. The event's official supplier of technical sailing gear, Gill North America, sponsors the Gill Commodores Cup.

The Gill Commodores Cup showcased several of the top match-ups in the fleet and served as a preview of coming attractions in the St. Maarten Heineken Regatta.

In Class 1, Bill Alcott's 65-foot *Equation* and Marcos Iglesias's Volvo 70, *Gran Jotiti*, looked to be a pair of powerhouses in the regatta's figurative Heavyweight Division. In the first round, however, the clear winner was *Equation*, with a pair of bullets. *Gran Jotiti* earned second, and John Wilson's powerful 78-foot sloop, *Idea*, was third.

The Class 2 winner was Jaime Torres's Beneteau First 40, *Smile and Wave*, with a third and a first, followed by Sergio Sagramoso's J/122, *Lazy Dog*, and Rich Wesslund's J/120, *El Ocaso*.

With the exception of Phil Munday's Jeanneau Sun Odyssey 52.2, *Great Escape of Southampton*, the seven-boat Class 3 fleet was comprised of Beneteaus. When the final scores were tallied, the winner, with a first and a third, was Sean McGinn's Beneteau First 40.7, *Team Red, White & Blue*, followed by Paul Johnson's First Class 10, *Bruggadung 2*, and Patrick Holloran's First 40.7, *Caipirinha*.

Class 4 was another strong fleet, with Frederic Dutheil's JPK 960, *Eliott*, and Andrea Scarabelli's Melges 24, *Budget Marine/Gill*, atop the leader board with identical records of a first and a second, but the tie breaker gave the win to *Eliott*. Another Melges 24, *Coors Light*, sailed by Frits Bus and Peter Houtzager, was third.

For more information visit www.heinekenregatta.com.



Boisterous 32nd St. Maarten Heineken Regatta

On the first day of the 32nd St. Maarten Heineken Regatta, March 2nd, the breeze was sharp. On the second day of the annual event, it blew harder. But on the third and final day of competition, the wind gods truly unleashed their power, resulting in one of the most sensational days of racing in the history of the St. Maarten Heineken Regatta.

A hundred and eighty-eight boats in 16 separate classes set sail on the final day on two race circles off Marigot, on the French side of St. Maarten, which included legs to the distinctive landmark off the island of Anguilla called Blowing Rock. And it was blowing at Blowing Rock! The wild scene at the windswept rock, with spray flying and boats converging, was the signature moment of this latest edition of the St. Maarten Heineken Regatta. The top boats — including the Volvo 70, *Gran Jotiti*; the Class 40 entrant, *Icarus*; the Grand Soleil 46, *Antilope*; and the Melges 24, *Budget Marine/Gill*, all surfed to the mark before four- to six-foot seas and registered double-digit boat speeds.

The overall class winners were: in CSA 1, *Gran Jotiti*, a Farr-design skippered by Ernesto Cortina; in Multihull 1, Peter Aschenbrenner's 63-foot trimaran, *Paradox*; in CSA 2, Bill and Carolyn Titus's Swan 100, *Virago*; in CSA 3, *Budget Marine/Gill* broke the tiebreaker with her sister Melges 24, *Coors Light*, co-skippered by Frits Bus and Peter Houtzager, to win the highly competitive ten-boat class; in CSA 4, Richard Wesslund's J/120, *El Ocaso*; in CSA 5, St. Maarten's own Bobby Velasquez and his Beneteau 45F5, *L'Esperance*; in CSA 6, Ian Hope-Ross's Beneteau First 36.7, *Kick 'em Jenny*, another St. Maarten boat; and in CSA 7, Matt Brooks' classic S&S-designed *Dorade*.

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For the 32nd St. Maarten Heineken Regatta, it was blowing at Blowing Rock!

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In the Bareboat classes, the winners were Frederick Walters' *Team Kincsem* (Bareboat 1), Martijn Baartmans' *Harten Heer* (Bareboat 2), Marieke Poulie's all-women-crew on *Something Hot* (Bareboat 3); Arnie Feyling's *Sangria* (Bareboat 4); Tim Goebel's and Neil Harvey's *Chillin' The Most* (Bareboat 5), and Jeoffrey Scheffer's *Team Argos* (Bareboat 7).

The evening's top prize — the St. Maarten Cup — for the regatta's Most Worthy Performance Overall went to *El Ocaso*, the winner of the event's most competitive class, CSA 4. "This is our sixth year racing at the St. Maarten Heineken Regatta," said owner Richard Wesslund. "We've won our division twice but never this prize. I ultimately want to thank my great team for all their hard work over the years. We'll be back!"

Thanks to Herb McCormick for information in this report.

For more information visit www.heinekenregatta.com.

Remarkable Yachts for Les Voiles de St. Barth

When the third annual Les Voiles de St. Barth gets underway April 2nd through 7th, among the more than 60 entrants will be the 52-foot (15.8 metre) yawl *Dorade*. Purchased in 2010 by Matt Brooks of San Francisco, *Dorade* was designed by the late Olin Stephens and originally launched in 1930. She influenced nearly all developments in yacht design for the next three decades and was hugely successful in distance racing, taking overall victory in the 1931 Transatlantic race and the 1931 and 1933 Fastnet races, among others. Now, Brooks, who has spent the last year overseeing a major restoration of *Dorade*, is utilizing Les Voiles de St. Barth as a platform for both yacht and crew preparation, with the goal of entering *Dorade* in her first major modern ocean race this summer: the Newport to Bermuda Race, in which she finished second in both 1930 and 1932.

Dorade will sail in the Classics division against such other standouts as *Kate*, an Intel 60 (18.2 metre); *Cruinneag III*, a 63-foot (19.4 metre) classic ketch, and *Marie Des Isles*, a Gran Shpountz 65 (20 metre). Among *Dorade*'s crew will be John Burnham, an IOD World Champion and Shields Class National Champion; legendary Bermudian sailor Buddy Rego; Jesse Sweeney, *Dorade*'s navigator and a member of the Camper Emirates Team New Zealand's meteorology team for the Volvo Ocean Race; and Jamie Hilton,



CORY SILKEN

a two-time 12 Meter World and North American Champion, who also was a member of Brooks's team when it won the 2011 Six Meter World Cup.

Another remarkable yacht that will be seen in St. Barth is the Hoek 115-foot (35.2 metre) *Firefly*, the recently launched prototype for the new one-design F Class. The superyacht was designed to hold her own against larger (130 feet/39.7 metres) J Class yachts and sports some similarities such as a towering rig and long bow and stern overhangs to those massive yachts, which were built in the 1930s and have experienced a rebirth.

For more information visit www.lesvoilesdesaintbarth.com.

Here Comes the 45th Antigua Sailing Week

2012 marks the 45th Antigua Sailing Week — the first edition of the regatta was run in 1967. The 45th Antigua Sailing Week will take place April 29th through May 4th.

The most famous Antiguan competing at this year's event will be Sir Hugh RM Bailey, KGN MBE GCM. Falmouth's native son was a young man competing at the first Antigua Sailing Week and his contribution to sailing in Antigua since that time has been immeasurable.

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Her Majesty the Queen of England recognized his contribution by awarding him the Silver Jubilee Medal in 1977 and an MBE in 1982.

Sir Hugh says, "There were 17 boats at the first Antigua Sailing Week, which was born out of the Guadeloupe Race, which started three years before with Ken Malone, Desmond Nicholson, Joylon Byerley, John Glegg and I. Some of the old timers have moved on, some can only look on. As the youngest of the old timers, I am the only one left on the race course. Many thanks, of course, to my young keen Antiguan crew and others on yacht *Hugo*."

Peter Holmberg hails from the Virgin Islands and is a veteran competitor at Antigua Sailing Week. He has won the America's Cup, a silver medal in the Olympic Games, and is ranked number one on the World Match Racing Tour. "Antigua Sailing Week is still the best-known Caribbean sailing event around the world," he says. "Combined with other main events in the Caribbean, Antigua Sailing Week helps promote the region as a great winter circuit for sailors. Antigua Sailing Week has traditionally been the final event of the Caribbean racing circuit, when all the boats from the various islands meet to settle the score, alongside the big international visiting boats."

For more information visit www.sailingweek.com.

New Club Promotes Sailing and Fun in Grenada

The Petit Calivigny Yacht Club (PCYC) is the newest yacht club in Grenada. Formed by a group of sail and power boating enthusiasts to support yachting events and watersports in Grenada, particularly in the Calivigny Bay area, the PCYC



was established in 2011, is headquartered at Le Phare Bleu Marina on the island's south coast, and welcomes singles, families and all ages — no vessel required.

2012's kick-off event was a "South Coast Marina Dinghy Tour". A small convoy set off from the Club to tour the marinas in southern Grenada. First stop was Clarke's Court Bay Marina, then onto Secret Harbour Marina in Mount Hartman Bay, followed by Island View in Woburn Bay. The final stop was Whisper Cove Marina, where the group was welcomed with drinks and complimentary hors d'oeuvres by friendly manager, Marie-France. The tour wrapped up with a plunge in the pool and Happy Hour at Le Phare Bleu Marina.

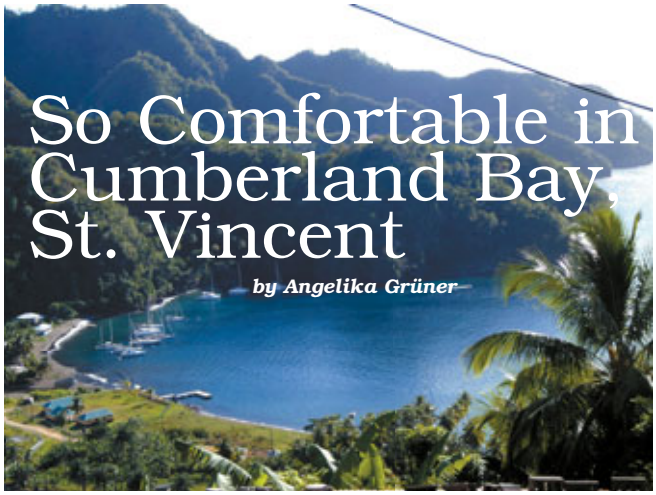
The Club also introduced a new event at the South Grenada Regatta in late February. Those new to Hobie Cat sailing, or those wanting to gain more experience, were invited to attend the free PCYC Hobie Cat Workshop, which provided the opportunity to take a Hobie Cat out for a spin around Calivigny Bay with an experienced instructor.

The PCYC is planning to host another afternoon of Hobie Cat racing in the spring. This time, courtesy of Grenada's Rex Grenadian Resort, the Club will have additional Hobie Cats on hand, which will allow more people to participate, and will also ensure that the races can be completed more quickly. The Club is hoping that all who attended the Hobie Cat Workshop will participate. Date to be announced.

For more information visit www.pcycgrenada.com.







So Comfortable in Cumberland Bay, St. Vincent

by Angelika Grüner

"I HAVE never, ever stopped anywhere in St. Vincent, and for sure I will never do it!" was the comment of a fellow cruiser. He explained that he had heard too many bad stories about violent guys, boardings, stolen dinghies, and so on; he'll always give St. Vincent a miss.

But after five years of absence my husband, Richard, and I decided to visit Cumberland Bay again. While our yacht, *Angelos*, was still far off shore a man in a motorized wooden boat came out to guide us in. He told us when to throw the anchor, took our lines at the stern, connected them professionally and fixed them on a palm tree at the beach, so we could pull the stern line in till the anchor was set. The bay is about 45 metres deep in the middle, too deep to anchor, and the bottom rises very steeply from about 25 to four metres only close to shore. You anchor in a depth between 20 and 28 metres.

Angelos was not yet secured properly when various middle-aged men (you cannot think of them as "boat boys") made a kind of a queue around us. All of them, without exception, were very courteous and totally relaxed. There was no yelling or arguing among them. Some were paddling in those nice little wooden rowing boats with two pointed ends, made locally. We were offered menu cards, neatly laminated, from the various restaurants along the bay. Every man represented a different restaurant. We were a bit taken by surprise by all these offers. One fellow did try a high-pressure sales technique: "I need your order now for dinner tonight!" To be honest, it was not easy to resist, but we decided to eat on board. All the men went off with a friendly "See you later", and we were left to ourselves for the rest of the day.

Not far away another fellow, Riki, as it turned out, waited patiently for us. He sat on a surfboard. In front of him was a plastic box overloaded with nice-looking fruits. "Hello," was all from this shy man. Because of our bad experience five years ago when we got mostly too green or rotten produce at Cumberland Bay, this time before heading here we stocked up in Bequia. Things are different now; Riki's fruits looked marvelous and I instantly bought one of his famous huge mangoes, large as a football. This was the beginning of nearly daily delivery of fresh fruits and vegetables. We really can recommend Riki with his "floating market". The prices are the same or less than in Bequia. (If heading north, it's good to check out prices in Bequia beforehand.) Once we ordered big mangoes, and Riki brought green ones with the promise they would ripen. I was very skeptical. But for sure, after one week they turned fabulous. By order he brings vegetables such as tomatoes, dasheen, yams and breadfruit. We found him totally reliable.

In the morning, around 8:00AM, a local fisherman called Franklin sometimes came along to offer his freshly caught bonito for EC$20.

Now we got stuck here, and after three weeks we can make up a summary:

There are at least five fellows from the bay with outboard-engine-driven boats to guide you in and bring your stern line ashore. (Don't take any line-handlers from the nearby bay of Wallilabou; they are not supposed to work in Cumberland.) There is Josef the Rastaman, Atneal, Carlos, Riki, Kenney and Black Man. All of them are very reliable, knowing exactly what to do, where the anchor has to be set, and where the yacht gets the best place. Josef, in his boat *Give Thanks*, can be called on his cell phone (see number listed below) ahead of arrival to make the anchoring procedure even easier. Even after sunset, one of the guys will be available to guide boats safely to the anchorage. The fee for this service is EC$20 and should be paid without any quibbling. All of these locals live in their different villages far away, from whence they have to run up and down the hills for at least half an hour. I walked up the hill, arriving at the top completely exhausted!

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Let's inform you about eating out. There are in all six restaurants, and you have the choice between local, Creole and French food. So far we've only tried Beni, on the southern side of the river. The meal was good, and EC$35 for a big plate was reasonable. This might be one of the rare places where you have to bring your own wine to go with your dinner; otherwise you can order beer, rum, soft drinks, etcetera. We know that Mojito's (on the north side of the bay) and Beni's restaurants are connected to the controlled St. Vincent freshwater pipe. The French restaurant has its own well, also monitored by the government. Every Wednesday evening Beni has a steel band party, which is absolutely enjoyable.



Riki and his floating vegetable market. 'We have never before eaten so much fruit in such a short time!'

The river runs all year round. It is a nice experience to wash clothes in it, after soaking them overnight with soap powder in a bucket. It's also wonderful diving down into the river after a swim or snorkeling in the bay. The river water is good enough for washing and having a bath, but NOT for drinking because there is a village about two miles upriver.

New is the Cumberland Beach Recreation Centre, built with the support of the European Union. It is kept very tidy and the restrooms and showers are clean. For EC$25 you can use the washing machine and dryer (EC$20 without dryer). Yachts can go alongside their jetty to pick up water. The depth there is between ten and 12 feet just in front. The cost is a flat EC$50 to fill your tanks, or EC$0.25 per gallon for smaller quantities. (In Bequia we paid EC$0.85 per gallon).



One person we did not introduce yet is Caroline. She is a real artist, and her hut is hidden behind Carlos's boat shed. If you come to Cumberland a visit to her place is a must. Every single piece is done by her, and you'll not find the same jewelry or painted T-shirts anywhere else.

You want to make a trip on the island? Joseph, Beni, and Carlos will organize a tour guide with taxi for a very fair price. Caroline also does her own tours. Or for EC$5 you can hop on a maxi taxi ("dollar van") and get to the city of Kingstown in one hour.

We have to mention that we always felt safe. The people are wonderful and looked after us every day. These are extremely great people, always willing to help at any time of the day or night. Once, for a very sad occurrence, I called Josef at 5:00AM. He immediately was on the scene with help! Another time a cruiser called Riki at 1:00AM to help him with the lines ashore. Riki was on the spot as well. Where do you find such service? Only in Cumberland Bay!

We never before have eaten so much fruit in such short time because it was just "floating" along. Not to forget to mention "old Josef" in his grey rowing boat, who is at sunrise the first one sitting in his boat, waiting till you are awake to wish you "Good morning and a nice day!"

We wish you a nice time in Cumberland Bay. Be polite and courteous to all those helpful folks, and you'll meet the most wonderful people in the Caribbean.

For your convenience we give the phone numbers of these great helpers:

Josef (+1784) 526-4035
Carlos (+1784) 458-2395 and (+1784) 455-1199 (mobile)
Riki (+1784) 528-3020 (you can text him a wish-list of the fruits and vegetables you would like him to deliver)
Atneal (+1784) 530-1836

Editor's note: We are sorry to report that Richard Grüner passed away on February 24th.



Above: Caroline in her shop. 'If you come to Cumberland a visit to her place is a must'
Below: Josef aboard Give Thanks. 'The people are wonderful and looked after us every day'
Bottom: Another fabulous sunset reflected on the sea





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FOLLOWING THE OSPREY

by Jack Greer

LONG before my wife, Bobbie, and I dreamed of wintering in the Caribbean, we watched osprey nests near our home on the Chesapeake Bay go empty each fall. Big sticks dangled down, glazed with ice, blasted by winter winds. The osprey were long gone and wouldn't be back till spring. We wondered where they were. Somewhere far away, we knew. Somewhere warm.

The osprey is a bold bird. In hot pursuit of fish, according to some experts, an osprey can hit the water hard enough to break a wing. Smaller than a frigate bird, ospreys share a take-no-prisoners attitude.

During the breeding season in coastal areas like the Chesapeake Bay ospreys litter the decks of unattended boats with thick sticks. They build nests on radar domes. They often used our masthead for a perch and they broke both the wind indicator and the vane on our anemometer. Despite their brash disregard for our boat gear, we love their courage.

We've watched osprey rise with fish that looked too heavy for flight. They hold the fish head-to-the-wind with hawk hands that won't let go, work like sailors close-hauled against the trades.

All summer up north in the Chesapeake, these fish hawks stand on pilings and daymarkers to face the wind, warriors with ruffled feathers. When they hunt they circle far overhead like the sea hawks they are, then drop talon-first to pluck fish from the water. Their dark wings, bent like fighter jets, set them apart from straight-winged hawks and eagles.

With their butch haircuts, punk eye-stripes, and hooked beaks, osprey make a big splash all along the US coast from March to October. They're stars of the local bird world. But come fall they beat a strategic retreat, fighters missing in action.

For the past two years we've followed them.

In late November 2010, Bobbie and I cast off from Beaufort, North Carolina, and pointed the bow of our Chuck Paine 40-foot sloop toward the Virgin Islands, across some 1,200 miles of open ocean. After dashing past the notorious Gulf Stream, we lost the wind to a high-pressure system and bobbed in the Sargasso Sea. The wide Atlantic fell asleep, as flat as any day on the Chesapeake. We peered into ten thousand feet of water, watched sunlight disappear in long bright shards.

It's easy to run your finger along a map or chart, from one continent to another, crossing oceans, but days at sea on a sailboat deliver a great geography lesson. The sea, it turns out, is very, very big.

We wondered if the osprey came this way. We tried to think of them covering this many miles on the strength of their crooked wings. Think of the muscle burn.

For days we saw no birds, no fish, no boats, no planes. Porpoises that escorted us from Beaufort did not follow for long. The only sea critters we saw on the Sargasso were Portuguese Men-of-War. They dotted the surface with sails like purple stomachs.

The wind finally reached us in a strong cold front from the north. We surged south and made our way to St. Thomas. It took us eleven and a half days all told to make the trip. An osprey, traveling at average speeds of 20 to 30 miles per hour, would have arrived much sooner.

Were they here, the osprey, in the islands? Days later, anchored in Little Lameshur Bay in St. John, we found an answer. We heard the osprey's familiar piping call, the sharp whistle of a sea hawk. It was the first time we'd heard that sound in December.

The osprey were here, but not many. Where did they go? Did they follow the coast and island hop? Or did they set out over open ocean? Where did most of them spend the winter?

We're not the only ones who wonder about such things. Rob Bierregaard began to ask such questions more than a decade ago. Back in 2000, he linked up with another researcher, Mark Martell, then at the University of Minnesota, who'd been tracking the annual migration of ospreys. Rob — now a Distinguished Visiting Research Professor at the University of North Carolina, Charlotte — began to trap a small number of ospreys on the East Coast. He fitted them with transmitters and paid a satellite company, ARGOS, to track the birds. He's been tracking osprey from the East Coast of the US ever since.

Here's some of what he's learned.

Each fall most osprey on the Eastern Seaboard fly down the coast to southern Florida. Some go well inland. Others take shortcuts across open water, jumping as we did from the Carolina coast. Either way, the majority land in Florida and then continue south, either through the Bahamas or, more likely, through Cuba and Hispaniola. From there some work their way down the island chain, as we have done. A few fly to Central America. But most head some 400 to 500 miles straight across the Caribbean to Venezuela. From there they'll disperse. Many continue farther south to a favorite wintering ground that they're likely to visit year after year.

Birds that Rob calls overachievers will travel deep into South America, as far as northern Argentina. Why do they keep going so far south? We don't know.

—Continued on next pag



The author (inset left) and his wife (inset right) sail their 40-foot Chuck Paine-designed sloop, Moonrise, *in the wake of migrating sea hawks*





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Why do cruisers keep going, even after they've reached warm weather?

The signal tracks that Rob follows by satellite remind me of transponders on ocean racers. On his website www.bioweb.uncc.edu/bierregaard/migration1.htm one can see color-coded trails of osprey as they choose their course south. He gives the birds names like Katbird and Saco.



Those who most capture the imagination take the road less traveled and set out across open ocean. These are the world's long-distance sailors. In the fall of 2011, for example, the osprey he calls Katbird jumped from North Carolina's Outer Banks (as we did) and flew directly to the Bahamas, over many miles of open Atlantic. Also in the fall of 2011, a brash juvenile named Henrietta left her birthing grounds in Martha's Vineyard and sailed straight across the open Atlantic to the Bahamas. She made the trip in less than two full days. She's one of the Ellen MacArthurs of ospreys. Sailors can only envy her speed.

Of all that Rob has learned about the intrepid osprey, what strikes home hardest are the risks that face these long-distance travelers.

Consider the bird named Saco. After making it to Cuba and then Haiti, she set out across the Caribbean. But the transponder on her back showed her veering west. Rob doesn't know if something went wrong with her internal compass or what. Maybe, like the rest of us sailors, she got blown downwind by strong tradewinds. Her track trailed off toward Central America, but she never made it. Her signal disappeared over open water.

Of course osprey don't eat chickens. In the Dominican Republic Rob and his team have mounted an educational campaign to explain this to local farmers, to dissuade people from shooting these long-distance fliers.

As Bobbie and I sailed down the island chain, we kept our eyes and ears out for the rare osprey. We've seen them as far south as Grenada — our most southern port so far. We've learned that there's a subspecies that makes its home in the Caribbean islands. Maybe these osprey are like cruisers who liked it so much that they stayed.



Ospreys nesting in the Chesapeake Bay. Photos of these birds in the Caribbean are very much harder to find. If you have any, please send them to www.eBird.org

Another older osprey they called Sanford left New England late last fall, on October 12, 2011. About ten days later, Rob says, this male osprey pretty much dropped out of the sky just east of Orlando, Florida. As strange as it sounds, he says, Sanford may have had a heart attack.

That had never occurred to me. That an osprey could have a heart attack. I thought that osprey would just "migrate" south and then "migrate" back in the spring to rebuild their nests. I didn't consider heart problems. Navigational issues. Strong east winds and squalls. I never thought they'd go down at sea.

It gets worse. A number of birds who made it to the Dominican Republic or Venezuela lost their signals once on land. Rob has even recovered some of those transponders. He suspects or in some cases knows for certain that these birds were shot. They were shot by fish farmers protecting their fish, or by chicken farmers fearful for their chickens. Some osprey, he conjectures, ended up "in a stew pot."

Research on the osprey confirms that there are risks to sailing south. But the rewards are great — turquoise waters, balmy breezes. It's easy to understand why osprey long ago made the evolutionary choice to abandon their nests to winter winds and each fall make this tricky trip south.

If you'd like to learn more about following ospreys, check out Rob's website at www.bioweb.uncc.edu/bierregaard/migration1.htm. There's a wealth of information there. If you'd like to support these efforts, you can send a contribution (tax-deductible in the US) to Mass Audubon, 208 South Great Road, Lincoln, MA, 01773 USA, or online at http://bit.ly/z1LFM1. Either way, designate "Osprey migration study".

After sailing their 40-foot sloop, Moonrise, *from their home waters on the Chesapeake Bay south to Grenada, Jack and Bobbie Greer have continued to explore the Windwards. Jack is the former director of communications and public affairs for the University of Maryland Sea Grant College and has written extensively about marine science and the environment. He's the author of a collection of award-winning sailing stories,* Abraham's Bay & Other Stories, *published by Dryad Press.*







(For Everything Else, There's a Budget)

by Frank Virgintino

The wind may be free, but nothing else is. How can a cruiser on a fixed income keep costs down when prices rise, fees and charges multiply, and even that free wind wears out our equipment? Staying afloat financially is a tricky business, but there are solutions.

Some cruisers cope by finally dropping anchor in one place and letting it go at that. The boat is essentially rent-free and the equipment deteriorates slowly enough not to be too obvious. The problem with this solution is that you are no longer cruising and while you have not swallowed your anchor, your anchor has swallowed you.

Others make up a set of guidelines and parameters that include such strictures as no entering marinas and no eating in restaurants. If invited out they beg off, citing headaches and backaches or long-distance phone calls with their family. At potluck dinners, they contemplate bringing an empty covered dish. The problem with this solution is that it is just not fun anymore. Your mate may not be convinced that it is "still better than living ashore".

What options does one really have to continue cruising while maintaining reasonable economic resources? After a lifetime in business, either creating more income or cutting unnecessary costs, and most times both, I can tell you this: *the solutions lie in how you define cruising and what you consider to be acceptable for your lifestyle. Your boat has a budget and your lifestyle has a budget, too.*

First you must clearly define your needs, desires and expectations. Do not become confused by saying one thing and then doing another. From long personal experience, you know your lifestyle and the way you like to live.

If you like going out to a bar and socializing every Friday and Saturday and you traditionally spend a hundred dollars per week to do so, it is unrealistic to not put this down as a cost. If you like to go into a marina every so often for a few days to take advantage of the facilities, you must account for this also. You must be as realistic as possible. These are unavoidable components of your Lifestyle Budget.



WILFRED DEDERER

Be honest with yourself. If you spend much time in harbors where there are lots of tempting bars and restaurants and you like to go out every night, factor this into your Lifestyle Budget

They must be added to your Boat Maintenance Budget**.** You have to rate the costs of running your boat and the cost of cruising your boat. Getting angry every time something breaks is not supportive of good cruising and does not give your mate and crew confidence in you as "Master and Commander".

—Continued on next



—*Continued from previous page*

Be precise. Mark down all maintenance costs as you know them. Make an allowance for repair and replacement of equipment. Past records will be helpful in reminding you what may be needed.

I always get a kick out of those that tell me "I had an unexpected repair." Almost all repairs are unexpected if you take your boat and its equipment for granted. If you have a water heater and it is 14 years old, you can logically conclude that at some point in the not too far future it will break and need to be replaced. Or, from a lifestyle point of view, you will learn to take showers without hot water.



Add your Boat Maintenance Budget to your Lifestyle Budget. If you find your income is short, make an Action Plan to either increase your income or reduce your costs, or both

Both your Lifestyle Budget and your Boat Maintenance Budget must be made out with great thought and care or they will be meaningless.

Once you have completed this work and have both budgets detailed and reviewed by your significant other for accuracy so that all parties agree, then you can proceed to go to the next step.

There is no next step if you have more resources than you have costs, provided of course that your resources are likely to continue, and that the expenses you have anticipated are within a reasonable range.

If you find that your income is short of your Boat Maintenance and Lifestyle budgets, then the truth will have set you free. You will no longer need to get angry every time something breaks. You will no longer have to slink off every time a group invites you to dinner. You will know the truth and you will create an Action Plan to cope with it.

Your Action Plan will either increase your income or decrease your costs, or both. Your budget, on paper, and carefully thought through, clarifies what is at stake and will eliminate the fear that might keep you from coping with the problem.

Most cruisers are highly talented people and few are lazy. Cruising is not a lazy person's pastime; it takes effort to cruise. You either need to find a way to market your talent as you go along, or you need to leave the boat from time to time and go somewhere (often back home) where you can gain from employment until your cruising kitty is shipshape. Sounds simple, but many cruisers do not do this. In fact, most people do nothing until it is too late and then they do something drastic, like give up cruising because they can "no longer afford it."

Another way to balance the budget is to reduce costs. There are only two ways to reduce costs. The first is to change your lifestyle. If you eat out frequently, you will have to eat out less frequently or not at all. If you do not go out, but are accustomed to a bottle of rum or a six-pack or two every night on the boat, perhaps you will have to cut down the quantity that you consume or find a substitute that costs less or is free.

The second way to reduce costs is to change the way you use your boat. There are many angles to this. Some of the obvious ones are to cover your sails at anchor to make sure they last longer, and to take them off the boat from time to time to wash them down with fresh water.

A not-so-obvious way would be to slow down your cruising to eliminate rush. Being in a rush costs money. Beating into the wind causes more wear on a boat than running off. Sometimes big savings can be found just by putting more effort into routing to make the forces of nature work for you rather than against you.

As to where you stop along the way, you may be able to choose a destination that is more budget friendly, regardless of where the Joneses are sailing to. For example, in certain locations water is 15 cents per gallon and in other places it is free. Everything adds up, and either everything makes a difference or nothing does!

The point is that you must make an analysis. Your analysis must be clear and concise and well thought out. It cannot be based on the arguments of other cruisers as to what you should do. Input is valuable and if someone has a great idea it pays to listen. However, it is your lifestyle, your boat and your budget. They must all work together to serve one objective and that is to make the pleasure you take in cruising, and the budget that enables you to do it, both show a positive balance.

Frank Virgintino is the author of Free Cruising Guides (www.freecruisingguide.com).

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GRENADA SAILING FESTIVAL 2012

RECORD-BREAKING FLEET IN HIGH-OCTANE WORK BOAT COMPETITION

BOB GRIESER



ON February 4th and 5th, the Scotiabank Work Boat Regatta was one of the most exciting in the event's nearly two-decade history. The Work Boat Regatta is part of the annual Grenada Sailing Festival, which saw high-quality yacht racing on the previous weekend (see report in last month's *Compass*).

An impressive list of high points marked Grenada's Work Boat Regatta 2012:

- Scotiabank as the new Title Sponsor
- a record fleet of 39 work boats
- three newly built boats from Woburn, joined by two new designs from Petite Martinique
- three visiting boats all the way from Mayreau
- for the first time ever, the US$1,000 cash prize for the final GSF16 Champion of Champions Match Race was shared — by Joel Lewis of Sauteurs and Samuel Forde of Mayreau, who jointly brought home *Tomorrow's Worry* with a mixed crew from both communities
- a new location of the Regatta Village on the beachfront and in Camerhogne Park
- one of the biggest crowds on Grand Anse Beach for the first of the Independence weekend events

Grenada is a seafaring island with a long history of sea trading, fishing and boat building and even today this tradition remains one of the strongest influences in the local culture. The Work Boat Regatta format begins with a series of races for various classes of small open boats. Each class reflects the traditional "work boat" of a different coastal community. Then, on the Sunday, Junior and Senior teams representing each sailing community match race in identical purpose-built 16-footers — the GSF16s, a one-design fleet unique in the Caribbean. Following this, top placed crews from each racing class take over the GSF16s to match race for the prestigious title of National Work Boat Champion of Champions.

Until 2010, the Work Boat Regatta was embedded in the midst of the Festival's yacht racing series. Then the Work Boat Regatta was given its own prominence by shifting it to the weekend following the yacht races, coinciding with Grenada's gala Independence holiday weekend.

The sailing action this year was some of the most competitive ever, with crews fighting strong and gusting winds. There were thrills and plenty of spills that kept the big crowd of local supporters and visitors glued to the beach all weekend. This year three boats from Mayreau in the St. Vincent Grenadines joined the traditional Grenada sailing communities of Carriacou, Gouyave, Grand Mal, Petite Martinique, Sauteurs and Woburn, and the competition in the Community Class Racing Series was high octane from the start. There were all the well-known competitors including *Classic, Unity, Endeavour, Swift, Planass, Top Ranking, Eterion, Solo* and *D Rage*, challenged by new competitors with newly built boats: *Bacchanalist, Trouble* and *El Tigre* from Woburn, and *Purple Blast* and *Dutch Man* from Petite Martinique.

After the Community Class Series of seven races was finished on Sunday, the excitement built to another level as the teams were picked for the United Insurance National Team Sailing Match Races in the fleet of GSF16s. The community of Gouyave stole the day with wins in both the Senior and Junior divisions, with Ted Richards skippering *Pink Gin* in the Seniors and Kwaisi Paul helming the Juniors. Shakim Collins skippered the Woburn team in *Homer* to second place in the Junior event, ahead of Carlos Williams of Sauteurs in third in *Tomorrow's Worry*. Woburn took second again in *Homer* in the Seniors with skipper Michael McQueen, and Sauteurs also completed another third place with skipper Jason Charles.

—Continued on next page

STEVE MANLEY





—*Continued from previous page*

Then it was time for the climax of the weekend when Community Class winners raced off for the Champion of Champions Prize. This proved to be one of the most competitive finals in many years. Positions changed repeatedly over the course, but



STEVE MANLEY

it was the joint team from Sauteurs and Mayreau that crossed the line first to take the title, the trophy and the US$1,000 prize. Petite Martinique made a strong charge to the line to take second and the US$500 prize, with the third place prize of US$250 going to a combined Gouyave Sloop/Gouyave Canoe crew.



STEVE MANLEY

Sterl Lyons of Scotiabank presented winners with cash prizes, trophies and gifts from Scotiabank, Mount Gay, Carib, Budget Marine and Courts. The Community Class Winners were also presented with a prestige LIME phone by Josephine Walters, LIME Corporate Communications Manager.

The record crowd enjoyed great live entertainment from LIME Commancheros and Festival favourite DJ Blackstorm, games and activities including a Fitness Challenge sponsored by Fit For Life Gym & Mitchell's Health & Wellness. There were arts and crafts on sale, and food stalls in a Community Kitchen, where all the best tradi-


BOB GRESER

tional dishes were on offer. The whole event was rounded off with a wonderful firework display courtesy of Spice Island Fireworks, ending with a set piece in Grenada's national colours.

Grenada Sailing Festival thanks all its sponsors and supporters of the 2012 Scotiabank Work Boat Regatta: the Government of Grenada; the Grenada Board of Tourism; ScotiaBank; United Insurance; Grenada Breweries Ltd; Mount Gay Rum with agent Bryden & Minors; Grenada Bottling Co. Ltd; Budget Marine; True Blue Bay Resort; The Victory Bar & Restaurant; GBN; LIME; Spice Island Marine Services; Grenada Union of Teachers Co-Op Credit Union; Steele's Auto Supplies; Harris Paints (Barbados) Ltd.; LL Ramdhanny & Co Ltd; Spice Isle Fish House; Country Cold Store; Courts; Marketing & National Importing Board; Mitchell's Health & Wellness, and Spice Island Fireworks.

For more information visit www.grenadasailingfestival.com.

Scotiabank Work Boat Regatta 2012 Winners

COMMUNITY CLASS RACING SERIES

Gouyave Canoe
1) *Eterion*, Carlyle Joseph
2) *4 Cup People*, John George
3) *D Country Hard* (skipper's name not provided)

Woburn
1) *Trouble*, Alan Noel
2) *Pattern*, Hector George
3) *Bacchanalist*, "Boyo"

Sauteurs
1) *Bad Feelings*, Samuel Forde
2) *No Retreat No Surrender*, Jason Charles
3) *Planass*, Christan Phillip

Gouyave Sloop
1) *VOOP*, Israel Dharangit
2) *Reborn*, Devon Ashton
3) *Riot Act*, Lennon Marshall

Carriacou
1) *Full Force*, Verol Compton
2) *Pimpy*, Adolphus Forde
3) *Wet*, Wendell Patrice

Petite Martinique
1) *Solo*, Adian Bethel
2) *D Rage*, Andy De Roche
3) *Storm*, Brent DeLisle

UNITED INSURANCE NATIONAL TEAM SAILING GSF16 MATCH RACING

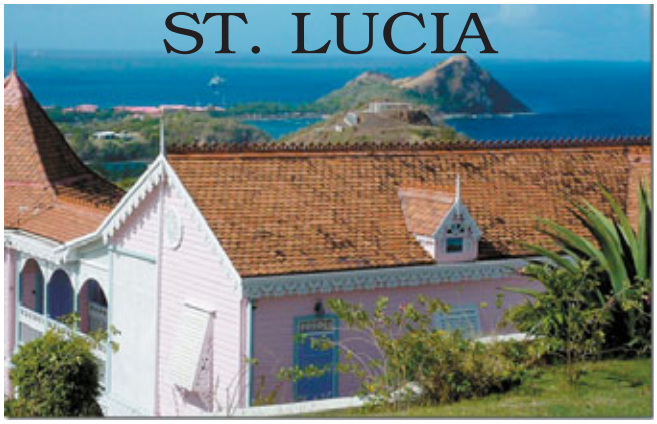
Junior
1) Gouyave, Kwaisi Paul and crew in *Pink Gin*
2) Woburn, Shakim Collins and crew in *Homer*
3) Sauteurs, Carlos Williams and crew in *Tomorrow's Worry*

Senior
1) Gouyave, Ted Richards and crew in *Pink Gin*
2) Woburn, Michael McQueen and crew in *Homer*
3) Sauteurs, Jason Charles and crew in *Tomorrow's Worry*

Champion of Champions
1) Sauteurs, co-skippers Samuel Forde and Joel Lewis and crew in *Tomorrow's Worry*
2) Petite Martinique, Shem Decoteau and crew in *Mister X*
3) Gouyave, Moses Simon and crew in *Pink Gin*

SAILORS' HIKES BY CHRIS DOYLE

MORNE PAVILLON ST. LUCIA



Morne Pavillon, previously called Mount du Cap, is a lovely spot at a height of about 500 feet above sea level in the very north of the island. The St. Lucia National Trust has made some lovely, though short, trails in this area. The work of the hike is getting here — it is about two miles from either Rodney Bay Marina or the anchorage at Pigeon Island. The first part of the walk is along the main road and there is unfortunately plenty of traffic for the first bit if you are coming from Rodney Bay.

Walk straight up the road into Cap Estate. You will come to a roundabout with the golf course on your right. Go straight across the roundabout and up the hill. At the next roundabout you come to, the main road swings to the left and downhill. Straight ahead is a smaller road clearly marked "No Through Road" — this is the one to take.



These circular structures were built as artillery mounts during World War II

You continue uphill, turning neither right nor left, till the road comes to a T-junction with the top road. Turn right here, and you will soon pass a big, handsome pink building well decorated with gingerbread. As you pass this building you will see a sign "No Through Road, Mount du Cap". At this sign look on your left and you will see a grassy road leading uphill, with a barrier to stop traffic. (There happens to be a logwood tree right there, whose blossoms smell heavenly if in flower.) Follow the road up.

There is a division about halfway up. It does not really matter what you do here. If you go straight ahead, up to the top, you reach an area with some big circular structures; these were mounts for two 155-millimetre cannons that the US installed during the Second World War. At that time, Morne Pavillon had about 200 artillerymen residing there.

If, on the other hand, you take the right turn, you come to another cleared area with various ruins. These may be parts of the house that Herbert Lutz started building when he purchased the property in 1966. He stopped building because the materials were "walking" from the site faster than he could get them put up. In 2010 Christopher Lutz, his son, gave the 22-acre parcel to the St. Lucia National Trust.

Left: When you get past the pink building with the gingerbread, look on your right for the trail to Morne Pavillon

The Google map below shows the route from Rodney Bay and Pigeon Island to the hiking area. Try to time your 'road work' to miss rush hour



At the far end of either area is a trail that links the two and some other old ruins. This is a delightful small path with at least one spectacular view straight down onto the rocks below with Martinique in the distance. Hiking up and around, and relaxing on the way, will only take about half an hour — it is getting here from Rodney Bay that gives the exercise.

If you have a bike, then try a detour on your return trip. Just keep going west along the top road; it will eventually take you down and down (with some lovely views), until you get to a T. Turn left and you will continue the loop, with the road deteriorating into a trail. Eventually it will become a road again and take you back uphill till you come out just below the top road. Turn left and you are on your way back.



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Don't Call Me A Yachtie!

by Don Stewart

As we approach the 200th edition of Caribbean Compass, *which will be published next month, we take the opportunity to share with our current readers some articles from the past. This article by* Don Stewart *was published in January of 1999, our issue number 40. It is interesting to reflect on what has changed — and what hasn't — since then.*

We had set the 150-pound stream anchor on half-inch chain, a sentinel of a hundred pounds for added security, the flukes set in hand-dug holes. It honestly was the worst holding ground I'd seen in years.

The village of Kralendijk stood on a plateau half a fathom above high water. I scanned the waterfront structures: houses, an old wooden bench that had been there seasons, Heit's rickety old pier standing on five worm-eaten legs, and a fort. The face of the dike (*dijk* in Dutch) itself was still sound and I knew with assurance that no serious storms had ever struck this settlement from the west. Of course, that was the very reason the township came to be here in the first place. Open roadsteads such as this had always been a horror to me and left me with sleepless nights fearing that sudden draft of air from astern.

The anchorage was a narrow, barren, coral sand shelf. A mass of coral rubble covered with coral dust is the worst holding ground known to a sailor in any age. Some coral grew in patches, but didn't become serious until the drop-off which was parallel and close ashore, until it cascaded at a 45-degree slope to depth. The harsh Trades, I was told, were constant and came across the island from the east. The roads of Kralendijk, a great lee indeed, made a perfect anchorage, all but for the bottom, which was the worst ever.

You can't be a good guy without folks falling in love with you. I guess that is what Bonaire is all about. I fell in love with her. Why shouldn't others? I almost snickered as I tried to count the boats along the shelf and couldn't because of their number which I found unreal. It was said to be 122. Perhaps factory production in plastic and glass is the reason why there are so many. My old schooner was wood, aged in brine where the sea constantly seeped in.

I understand the people on these boats are called "yachties." What a frigging insult I say. Yachties… I hate that word. Yachts? I see no yachts. What I am looking at are boats. When you go below on them you smell people, mildewed cloth, and the whiff of diesel from the bilges. On yachts, perhaps there are similar smells, but never the smell of the living.

In each of us there is a memory of the primordial amoeba, the very same that crawled from the sea to begin terrestrial life on the ever-expanding land mass of a new and cooling planet. Through the umpteen millions of years, there seems little that has changed in the compulsion of seeking out salt water. The first gene present is that of the adventurer's ongoing wanderlust which is alive in each of us — a Walter Mitty fantasy to some, a factual dream for others, made possible by stainless steel, fiberglass and Dacron sails. I ponder, wondering how many of these "yachties" would have ventured out in leaking wooden hulls with mildewing canvas on gaff-rigged boats which sailed no closer than five points off the wind, when calluses grew thick between the fingers and Saint Elmo's fire was the only electricity aboard.

I looked out across the small flotilla which I thought of as toys in a rain-swollen pond, where it only took a push to set them in motion, and once on course would sail to the end. Yes… Yes… I'd bet that most of these sailors would have ventured out in wooden hulls and mildewed sails once given that little push. The plastic, Dacron, and magic electronics have just simply made it easier, and I am one frigging old jealous schoonerman.

It's easier today, but no less reckless. These boat people wear their bantam ships like turtles wear their shells. It's a matter of inseparable love and possession, and being master of both. Once free of land, they become masters of their own destinies, in the excitement of a wanderlust.

Bonaire… wonderful Bonaire offered her land like a flower spreading her petals, its open bay beckoning. Had she been a round rock, then I assure you, we would not have been so attracted. It is the island's own fault that it is so attractive to these "wanderlust bugs" like apple blossoms are to bees. Perhaps Providence has intended it so. Land men don't test fate. Continue, Bonaire, to show the hospitality known in the days of the old wooden ships. Yeah, cruisers can get pretty cheap at times, but then again, let me tell you about some tourists I have known…. Or myself, who arrived with only my ship's papers and 63 cents in my pocket.

Call me "yachtie" and I'll break your bones. I am a boat person and wear my vessel like a turtle wears his shell. Please don't call me a yachtie. Call me what I am, a Wanderlust Cruiser.



Captain Don Stewart, Master of the schooner Valerie Queen *out of San Francisco, sailed into Bonaire in 1962, broke, and started the thinking that has led to Bonaire's position as a major world dive destination and leader in ecotourism. Inventor, diving pioneer and hotelier, today he operates a small landscaping and ornamental plant growing business on the island. He's published many stories and a small book. This story is the only one he's written commenting on the modern sailing era.*



UPCOMING 2012 CARIBBEAN SAILINGS

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What happens when a slightly spoiled boy from the UK gets transplanted to an unspoiled island in the Caribbean? Naturally, he embarks on humbling adventures with new friends, a beach dog, a rescued sailing sloop, and a reluctant hero of pirate descent.

The Eye of the Storm author Alison Knights Bramble has created a magical world in a tropical setting. The land and sea of Kamaria, a fictional island in the Caribbean, provide countless discoveries including the kaleidoscopic marine life, abandoned ruins, buried treasure, unpredictable weather and a pristine landscape threatened by unwelcome developers. While many contemporary young adult novels feature the supernatural, *The Eye of the Storm* benefits from the naturally magical setting of the Caribbean.

In his introduction to *The Eye of the Storm*, Geoff Holt, MBE, disability sports ambassador and 2010 Yachtsman of the Year, says that the young characters in *The Eye of the Storm* achieve freedom "not only through sailing but also through the sense of safety that exists on an island where kids can explore the streets, the bush, the sea and the beach without adult supervision, allowing them to discover their own limits."

Alison Knights Bramble is the National Director for Special Olympics BVI where she coached her team to Gold and Silver medals at the 2011 Special Olympics Games in Athens. Her interaction with her sailing students over the years inspired *The Eye of the Storm*. In turn, she hopes the book inspires young people to read. All proceeds from the sale of the book will benefit Special Olympics BVI (www.specialolympicsbvi.org). The mission of Special Olympics British Virgin Islands is to provide year-round sports training and competition for people eight years of age and older with an intellectual or learning disability. SOBVI promotes participation in sailing, football and bocce.

Bramble has begun the second novel in the series. She hopes to have completed it by the end of the year.

The Eye of the Storm is available at outlets in the Virgin Islands and through online retailers.

FREE CRUISING GUIDES

Dominican Republic Cruising Guide — **DOMINICAN REPUBLIC CRUISING GUIDE**

Haiti Cruising Guide — **HAITI CRUISING GUIDE**

Jamaica Cruising Guide — **JAMAICA CRUISING GUIDE**

Trinidad Cruising Guide — **TRINIDAD CRUISING GUIDE**

Cayman Islands Cruising Guide — **CAYMAN ISLANDS CRUISING GUIDE**

Puerto Rico Cruising Guide — **PUERTO RICO CRUISING GUIDE**

www.freecruisingguide.com

COMPLIMENTS OF: MARINA ZAR-PAR
Boca Chica, Dominican Republic
www.marinazarpar.com

MERIDIAN PASSAGE OF THE MOON

APRIL - MAY 2012

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.

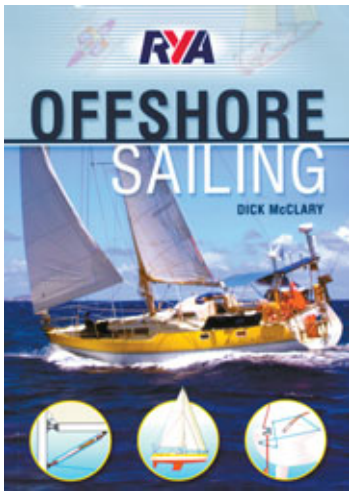
For more information, see "Tides and Currents" on the back of all Imray Iolaire charts. Fair tides!

April					
DATE	TIME	21	1203 (new)	12	0537
1	1947	22	1249	13	0625
2	2037	23	1336	14	0709
3	2127	24	1424	15	0752
4	2219	25	1513	16	0835
5	2312	26	1602	17	0918
6	0000 (full)	27	1651	18	1001
7	0007	28	1740	19	1046
8	0105	29	1828	20	1133 (new)
9	0206	30	1916	21	1221
10	0307	**May**		22	1310
11	0408	1	2006	23	1359
12	0507	2	2056	24	1448
13	0602	3	2149	25	1537
14	0654	4	2245	26	1624
15	0742	5	2345	27	1712
16	0827	6	0000 (full)	28	1759
17	0911	7	0047	29	1847
18	0953	8	0151	30	1937
19	1036	9	0253	31	2030
20	1119	10	0352		
		11	0447		

TWO BOOKS FOR WANDERBIRDS

Dick McClary's RYA *Offshore Sailing*

Written by veteran Caribbean cruiser Dick McClary, *RYA Offshore Sailing* discusses what does and what doesn't make a good offshore cruising yacht and ensures that there is a balance of practical information on safety, equipment and boat design for both monohulls and multihulls. McClary's background as a civil engineer and his passion for cruising under sail underpin a familiar and easy writing style, making this book enjoyable as well as educational.



Not since Don Street's 1973 classic, *The Ocean Sailing Yacht,* has so much good information about preparing a sailing yacht for long-distance voyaging been placed between two covers. From rigs and sails, to electronics and energy planning, to anchor and dinghy choices, to galleys and insurance, McClary guides you through all the essentials with a voice of experience, common sense and good humor. There is also excellent advice on how a skipper can make the journey as comfortable as possible for self and crew.

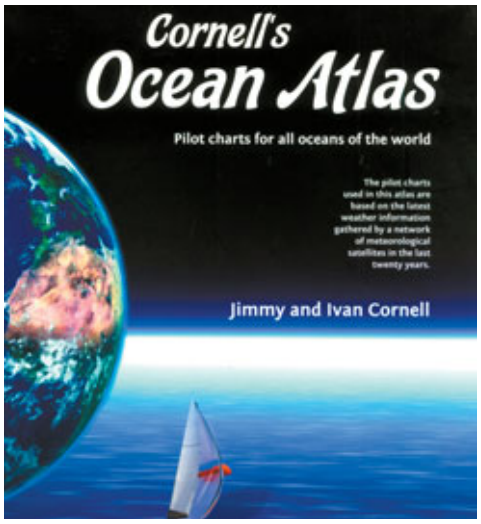
This very well illustrated book will appeal particularly to those planning to make an ocean crossing for the first time, either individually or as part of an organized rally. If you want to upgrade and equip a yacht to modern offshore standards for a sea voyage, and prepare it for the particular requirements of cruising in the tropics, buy this book.

Available from marine outlets or www.rya.org.uk/shop.

Jimmy and Ivan Cornell's *Ocean Atlas*

Jimmy Cornell has sailed 200,000 miles in all oceans of the world and has completed three circumnavigations. As the founder of the successful ARC transatlantic rally, he is credited with having devised the offshore cruising rally concept. Thousands of sailors have fulfilled their dream of bluewater sailing with the help of his books, among them the bestseller *World Cruising Routes*.

Jimmy's son Ivan spent most of his childhood at sea and completed his first circumnavigation with his father by the time he was 11. As an adult he has sailed thousands of miles as crew or skipper on a variety of boats in all oceans. He has a degree in computer science.



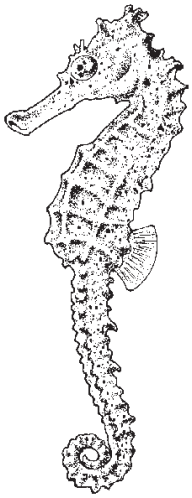
Jimmy asked Ivan's help in producing up-to-date pilot charts to illustrate the voyages described in the book. This atlas is the result of their cooperation.

Cornell's Ocean Atlas is an atlas of 129 up-to-date pilot charts aimed at sailors planning offshore voyages. These are the first and only pilot charts to be based on extensive near-real-time geospatial and remote buoy sensing data from 1987 to the present, measuring true surface wind and current gathered from a network of OSCAR and other meteorological satellites, using NOAA and Earth and Space Research data programs. This is the first significant innovation in pilot charts since pilot charts were developed by Lieutenant Maury of the US Navy in the mid-1800s.

In addition to the pilot charts, *Cornell's Ocean Atlas* includes 69 detailed charts of the most common transoceanic routes and comprehensive description of weather conditions in every ocean. Sidebars with tactical suggestions have been added to the months when most passages are undertaken. Comments and tips on tactics, as well as weather overviews for each ocean, are contributed by meteorologists and routers specializing in those oceanic areas.

Jimmy Cornell says, "The main objective of *Cornell's Ocean Atlas* is to make it possible to take advantage of prevailing winds and seek out, whenever possible, favourable conditions. Essentially, to try to always be in the right place at the right time, or, better still, not to be in the wrong place at the wrong time!"

Available at marine outlets or www.cornellsailing.com.



A Caribbean getaway ...
with a little mystery on the side.



A Bequia Novel ~ eBook available
www.amazon.com or www.kobobooks.com

GOOD GUIDES ARE TIMELESS

Until Don Street wrote his first guide in 1964, the guide he used was Norie and Wilson's "Sailing Directions to the West Indies", published in 1867.



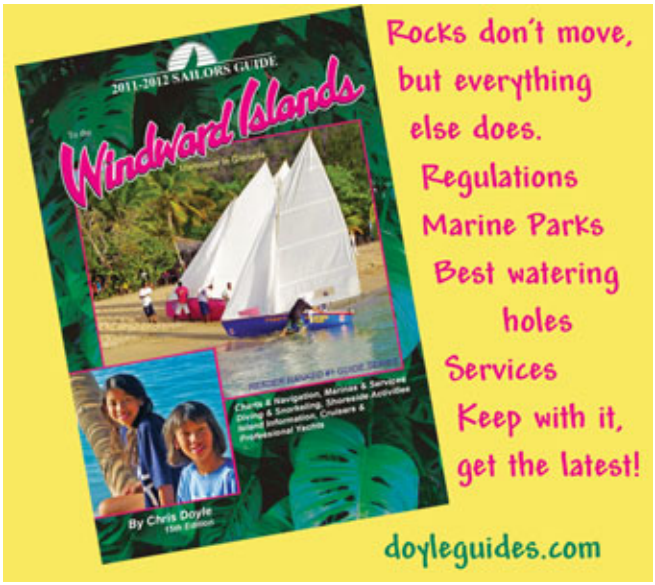
Real sailors use Street's Guides for inter-island and harbor piloting directions, plus interesting anecdotes of people, places and history. Street's Guides are the only ones that describe **ALL** the anchorages in the Eastern Caribbean.

In 1980 Street said in print that if anyone could come up with an anchorage safe for a boat that draws seven feet that he has not covered in the guide he would buy the drinks. Thirty-two years have gone by and he has never had to buy drinks.

Real sailors in the Windwards, Leewards and Virgin Islands circle in Street's Guide the anchorages that are **NOT** described in the other popular guides. Do the same and you will have quiet anchorages.

HURRICANE TIPS! Visit www.street-iolaire.com for a wealth of information on tracking & securing for a storm

Street's Guides are available at Island Water World and Johnson Marine Hardware in St. Lucia, Sully Magras in St. Barts, and Blue Water Books & Charts in Fort Lauderdale, or contact channelsales@authorsolutions.com





APRIL 2012

♈ **ARIES (21 Mar - 20 Apr)**
Just hang on the hook for the first two weeks to save energy for creative stimulation and increased communication skills in the third. This could help you in new boat-business brainstorming.

♉ **TAURUS (21 Apr - 21 May)**
As the winds of passion die down you'll be glad of the calm spell so you can take advantage of increased verbal acuity on the 4th, which will prove helpful with your inventiveness in the third week to get you back on course.

♊ **GEMINI (22 May - 21 Jun)**
It's your turn for romance to sail in and distract you from your doldrums. It comes with the Full Moon on the 6th — enjoy!

CANCER ♋ (22 Jun - 23 Jul)
Creativity and mutual understanding will continue on course until the third week, so make as much headway with projects as you can until then.

♌ **LEO (24 Jul - 23 Aug)**
Be as productive as possible before the 17th, as communications may become garbled at that time and set all progress in irons.

♍ **VIRGO (24 Aug - 23 Sep)**
There could be a windshift and sloppy seas in romance around the 4th, but after that Mercury comes out of retrograde bringing a groundswell in energy and the gift of the gab. Choose what you use this for carefully so you can make positive headway.

♎ **LIBRA (24 Sep - 23 Oct)**
You'll be feeling romantically inclined after the 4th but may find some verbal counter-currents a hindrance in the third week. Just keep one hand on the helm and express yourself through actions as words may let you down.

♏ **SCORPIO (24 Oct - 22 Nov)**
Love problems up anchor and disappear after the 4th and you will be glad for the change. Take some time to get shipshape and put yourself back on a steady course.

♐ **SAGITTARIUS (23 Nov - 21 Dec)**
Finding a clear course will be a challenge in the first half of the month and making yourself understood in your love life will be frustrating. But after the 14th the wind will come around to a favorable direction and you'll free your sheets.

♑ **CAPRICORN (22 Dec - 20 Jan)**
The first half of the month could find your ingenuity sailing into head seas and communications could be full of static, but your course will become smooth and propagation good after that.

♒ **AQUARIUS (21 Jan - 19 Feb)**
There may be a plethora of romantic opportunities from the 4th through the rest of the month, which will help take your mind off the barnacles sticking to your budget.

♓ **PISCES (20 Feb - 20 Mar)**
It will be slow sailing for your love life and your general enthusiasm in the first week, so concentrate on creative ways to make headway in other areas of your life. Don't procrastinate, as after the 17th any inspiration you do have could fade away.

CARIBBEAN Island Poets

Fate deems, it seems, that I should be
Forever on the rolling sea,
For 'sea of choice' that I would be on,
Fate chose the restless Caribbean!

When waves come crashing on the bow,
I shiver, but I'm glad somehow,
To know at least I will not freeze,
No! Not for me, those Arctic seas!

Whatever Heaven has in store,
Better be good! For I am sure
That island waters, tropic seas,
Are Paradise enough for me!

But history will tell you truly,
That this sea's past was wild and woolly!
In days of old, fierce Indians came —
The Caribs gave the sea its name.

Pirates, cruel, bad and bold,
Galleons with wealth untold,
Loot from Montezuma's hoards,
Conquistadors, cannons and swords.

Sugar, slavery, greed and usury,
Indentured Jacobites whose misery
Was like that of slaves,
Wicked masters, mean, depraved.

Still the past is dead and gone.
Thank God! Now islands in the sun
Can beckon folks from northern lands,
To come enjoy their surf and sands.

For me now, watching flying fish
Or porpoises. I cannot wish
A better fate than that I be
A sailor for eternity!

— Nan Hatch



CHRIS DOYLE

Some Inner Lingering Why…

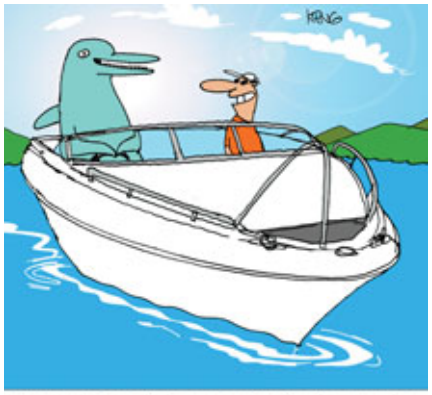
Steel, glass, and walls of cold —
Outside, perhaps, a seagull's cry,
— numbers, notebooks, tasks to fold —

so far from ocean's misting spray,
within this filtered geometric cage
tears at some inner lingering why
the bird should be so far
so distant from its customary way;

if not to let me see
that steel, and glass, and walls of cold,
and numbers, notebooks, tasks to fold
are neither beauty, truth, nor certainly reality.

— Voytek Dolinski

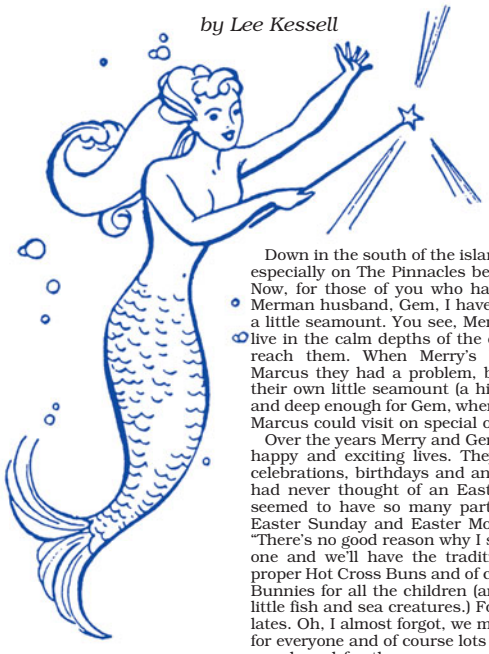
jerry king



"Even though I can swim fast, can stay under water for a long time and come equipped with sonar, this is a lot more fun. Thanks for letting me take it for a ride."

Mermaid Merry's Easter Party

by Lee Kessell



Down in the south of the island of St. Lucia the diving is beautiful, especially on The Pinnacles because they are like little seamounts. Now, for those of you who have not met Mermaid Merry and her Merman husband, Gem, I have to tell you that they chose to live on a little seamount. You see, Mermaids like sunny reefs, but Mermen live in the calm depths of the deeps where waves and wind cannot reach them. When Merry's Mermaid mother married Merman Marcus they had a problem, but Merry and Gem chose to live on their own little seamount (a hill actually), sunny enough for Merry and deep enough for Gem, where both Mother Mermaid and Merman Marcus could visit on special occasions.

Over the years Merry and Gem had children of their own and lived happy and exciting lives. They had held christenings, Christmas celebrations, birthdays and anniversaries at their lovely home, but had never thought of an Easter party. Why not? Because Easter seemed to have so many parts to it, with Good Friday and then Easter Sunday and Easter Monday. But then Merry said to Gem, "There's no good reason why I shouldn't combine all those days into one and we'll have the traditional Easter treats. First we'll have proper Hot Cross Buns and of course we must have chocolate Easter Bunnies for all the children (and by "children" Merry meant all the little fish and sea creatures.) For the adults we'll have Easter chocolates. Oh, I almost forgot, we must have those chocolate Easter eggs for everyone and of course lots of nice snacks to eat. We'll have fruit punch and for the grownups we'll get that natural champagne for their punch!" Merry's emerald green eyes sparkled and Gem laughed at his wife's happiness. He loved his beautiful Mermaid wife with her flowing red hair so much that he kissed her on her smiling red lips and hugged her tight. Merry pulled away and told Gem, "We'll have to send out the invitations right away. You'll have to visit my father down in the deeps and I'll go to Mother Mermaid and see that she comes. They can both stay for the night."

"You haven't told me what day this great event is to be," laughed Gem.

"Oh?" Merry frowned. "What day do you think? How about Easter Sunday?"

"Sounds good to me!" And with that all the usual messenger fish were sent off with the invitations.

Now the problem of food and cooking had to be faced. Merry couldn't do all of the cooking by herself, but by the time that the news of the Easter party had got around, so many volunteers had arrived that the old adage "many hands make light work" was proved true.

For baking, Merry had the most ingenious oven. It was made of a bright, silver material that caught the sunbeams that reached through the water and heated up the oven and cooked whatever food you put in it. To keep food and drinks cold, net bags and boxes were dropped down to the cold sea at the bottom of the mount. Now don't ask me how Merry got her supplies to cook the buns and cakes or where she got her chocolate bunnies and Easter eggs, but we all know that mermaids can work miracles.

Easter Sunday arrived and everyone was bursting with excitement and it wasn't long before Merry's children and all the other helpers were serving the food, while Merry supervised and Gem passed around the fruit punch. By the end of the day, the little ones were yawning and falling asleep in their mothers' arms. Those adults who were free quickly cleaned the party away and all the guests went home agreeing that Easter parties were a great idea and they should do it again next year. Mother Mermaid and her Merman husband stayed the night and the family talked long into the night after the children were put to bed.

"Yes," smiled Mother Mermaid, "It was a wonderful idea to celebrate Easter and we should make it a tradition." They kissed goodnight and Gem and Merry went off to bed happy that the party had been such a huge success.

The End



The Sky in April 2012

by Scott Welty

The Planets in April 2012

MERCURY – "Morning star" rising between 0500 and then 0430 hours this month. Best chance for a sighting is on the 17th.

VENUS - Still a nice bright evening star, setting after 2100 hours.

EARTH - Thinking of moving to a cooler orbit.

MARS - Riding in Leo. Up all evening and setting before sunrise. Look for Mars to be nearly straight up (in your zenith) around 2100 hours all month. Yes, it looks a little orange!

JUPITER - Also an evening start riding in Aries and setting between 2000 and then 1900 hours.

SATURN - Up all night rising between 1900 and then to 1700 hours, riding in Virgo.

Sky Events This Month



FIGURE 1

3rd - Venus passes through the Pleiades (Figure 1). Watch this from the 1st for several days as Venus passes up and through the Pleiades. Use your Steiners!

6th - Full Moon joined in the sky by Spica and Saturn (Figure 2). Moon may actually wash out Spica, the brightest star in Virgo, but Saturn will be there. Use your Steiners.

17th - Mercury at maximum elongation (biggest angle from the sun) (Figure 3). GET UP! Especially if you're at sea with a nice clear eastern horizon. It's rare to see Mercury, and this is a great chance.

21st - New Moon

21st and 22nd - Lyrids meteor shower. See below.

23rd - Pretty crescent moon setting with the Pleiades and Venus above (Figure 4).

The Lyrids Meteor Shower

Meteor showers are named for the constellation they appear to be emanating from. In this case that is the constellation Lyra (Figure 5). Of course they're not 'coming from Lyra' but only look like that due to the relative alignment of the Earth, the dust from which the meteors come, and the distant constellation Lyra. While this shower is not one of the more active ones it is dependable, giving around ten meteors per hour but, strangely, some years will have a burst of activity of around 100 meteors per hour! This is not well understood owing to lack of data.

Meteor showers have been connected to comets and this one is connected to the comet Thatcher. Comets leave a trail of debris in their wake across Earth's orbit. Comet Thatcher has a period of 415 years, a mighty long thin orbit indeed. Next pass round the sun will be in 2267, so eat well, get plenty of sleep, and maybe you'll get to see it.

Once a year, then, we cross that debris field and hence meteor showers can be pegged to a calendar date. The date is actually the peak of the shower with maybe five days of somewhat escalated activity on either side of that date. As you see from the figure, I'm showing the sky at 0200 hours to see where Lyra is. You don't have to necessarily stay up that late to see meteors, however. You can see a Lyrid meteor before Lyra itself rises. They will just look like they are emanating from the eastern horizon. Good news this month is that the shower peaks when there is a new moon, so you'll have nice dark skies. Happy hunting!

Also in the figure I show the summer triangle. This asterism formed by the bright stars Altair, Deneb, and Vega will be nice and high in the summer sky (hence the name) without waiting for 2 o'clock in the morning, but just in case you're up I show it here as well. While we're at it, Vega itself is an interesting star as it used to be the North Star! The Earth's axis wobbles like a top and around 12,000 BC the axis pointed at Vega. If you have charts from that period you might want to update! Vega is one of the brightest stars in the northern hemisphere due to its intrinsic brightness and its nearness to Earth — only 25 light years. Let's GO!

Observations within the last ten years suggest that Vega may have a Neptune-sized planet orbiting it, which in turn may allow for more rocky, Earth-like planets inside that orbit. Interesting in that in Carl Sagan's book (and later movie) *Contact*, it was intelligent life from Vega that was sending messages to Earth. Stand by!

To Contemplate While Having a Glass of Wine on Deck

Sometimes it's good to once again appreciate how stinking far away even our 'neighbors' are. Vega is 25 light years away in a galaxy that is 100,000 light years across so, yes it is close on that scale. However, our fastest ever space ship (Apollo 10) reached nearly 25,000 miles per hour. So, how long is a trip to Vega? (doing math, doing math, doing math…) Whoa! 6,250 years! Better take a sandwich!

Scott Welty is the author of The Why Book of Sailing, *Burford Books, ©2007.*

FIGURE 2



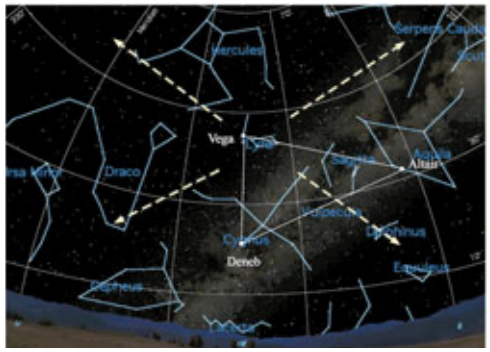
FIGURE 3



FIGURE 4



FIGURE 5



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Liming Local in Paget Farm, Bequia

by Petra and Jan Willem Versol

The lovely island of Bequia is situated so strategically that when cruising the Eastern Caribbean, the port of Bequia is a must. Admiralty Bay offers excellent anchorage as it is sheltered and has plenty of room for every yacht. The surroundings are attractive and boast splendid beaches (especially Lower Bay), the Belmont Walkway is unique in the Caribbean, and numerous spots for liming and dining around the bay are famous. You don't want to miss Admiralty Bay. Great happy hours, lots of socializing with other cruisers, and you may meet local people here as well.

But we decided to go somewhere different. We took the (yes: the, as there is only "one" bus, i.e. one destination) from the town of Port Elizabeth to Paget Farm. Paget Farm, locally known as Southside, is a fishing and whaling village on Bequia's south coast. It has a couple of shops and a pub on the waterfront. To reach the pub we went down stairs with handrails made out of whalebones. The name of the pub is Step Down and the owner is Toco. When we set eyes on him, we could immediately tell that Toco was a whaler in heart and soul, not only by his posture but also by the stories he told.

Whaling is not just a historical activity in Bequia as locals are still allowed to catch four whales per year under the regulations of the International Whaling Commission. Whaling here is done mainly in the traditional way from an open sailing boat seating six to eight whalers, using harpoons. As soon as the whale is caught, they tie up its mouth to prevent water from flowing into its belly, which would sink the animal. Subsequently the whale is tied alongside the boat and either rowed (the traditional way) or towed by motorboat (the modern way) home.



Above: A sea view from the Step Down Bar's terrace

Below: If you want an authentic Caribbean dining experience, go exploring. Here Jan Willem and Toco share a smile



While regaling us with his tales, Toco was concocting a fancy dish in a kitchen that was too small for his sturdy body to properly move around. At the Step Down pub, you can choose between fish and fish, obviously. After we had mahi mahi, Toco urged us to return for dinner the following day, promising us a delicious seafood dish.

We brought friends along and they also loved the spot, but as we were expecting conch and lobster, we were flabbergasted to find green turtle on our plates! Oh my God! We love turtles — alive, that is. Not to mention the poignant contrast with Brother King on the east side of the island, who is trying to do everything to preserve the species! Refusing the meal was impossible, however, as the deed was done and, not wanting to offend Toco, who was obviously proud to be able to present this treat, we ate it. Although the delicate structure of the meat was truly something memorable, we decided that this was the first and last time we would eat turtle, as we feel this species is not meant for consumption by those who do not depend on it.

As our yacht, *Witte Raaf*, is based in Trinidad and as we cruise up and down the Eastern Caribbean annually, we visit Bequia twice each season. So on our return trip we called on Bequia again and headed for Paget Farm once more. Toco was excited to see us and immediately fired up the barbecue. We had no idea where this was leading to, but it turned out that villagers had just caught a whale and we were going to have a part of it. It was delicious!

Returning to *Witte Raaf* we heard that rumor going around in Admiralty Bay that a whale had been caught, but no yachtie had been able to obtain a piece. We did!

Why not go local and enjoy the friendly atmosphere in Paget Farm? From Port Elizabeth, take the bus from the central square where the ferry lands. Buses leave around every ten minutes; the price to "Southside" is EC$2 to EC$3 per person. Step down to the waterfront and chat with the fishermen, admire the view from Step Down's terrace and enjoy Toco's stories while sipping a beer or having a bite. If you are looking for great company and good food, this is one of the "off the beaten track" places to go in Bequia.

Petra and Jan Willem Versol have been cruising the Caribbean on the 40-foot ketch Witte Raaf *for six years and also have a home in Suriname.*

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TOBAGO CAYS



message courtesy doyleguides.com

The rangers cannot patrol all the time, and they are not there at night

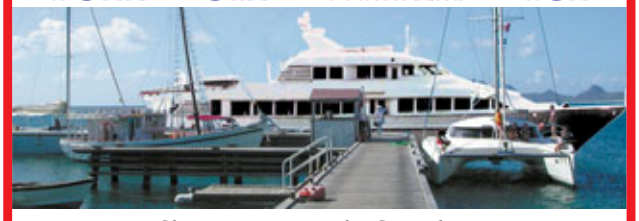
You can help!

Yachts are present all the time,
Please report any illegal activity including:
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Magnificent Mangoes

by Devi Sharp

A sure icebreaker in any West Indian market is to ask about the mangoes. You can open the door by simply asking if the seeds are "tick" or "tin" (thick or thin) and if the meat has "treads" (threads). You want to find a ripe mango with tin seeds and no treads; these will usually give you the greatest amount of fruit without having your teeth flossed by mango. Now that you speak a little of the local dialect you are ready to dive into the delicious world of mangoes.

Mangoes are from southern Asia and have been introduced and cultivated in tropical countries worldwide. Mango migration is believed to have started in the fourth and fifth centuries BC when Buddhist monks transported the mango to Malaya and eastern Asia. Mangoes were grown in the East Indies before the earliest visits of the Portuguese who apparently introduced them to West Africa early in the 16th century and also into Brazil. After becoming established in Brazil, the mango was carried to the West Indies, being first planted in Barbados about 1742 and later in the Dominican Republic. Mangoes reached Jamaica about 1782 and early in the 19th century mangoes reached Mexico from the Philippines and the West Indies.

Mango (*mangifera indica*) belongs to the Anacardiceae family. Other members of the same family in the Eastern Caribbean are cashew, pistachio and hog plum. There are many varieties of mangoes in the Caribbean and some offer large amounts of fruit with very little stringy material; these tend to be grafted varieties. Julie mangoes are a favourite and usually very meaty and not stringy, but it is always worth trying some of the other varieties.

Mangoes are somewhat seasonal in the Caribbean. The time of "plenty mangoes" is during the rainy season (spring and summer), but depending on where you are, mangoes may be found almost year round. Blooming and subsequent fruit production is strongly affected by weather; pollination is most successful in the dry season and that explains why the mangoes are most plentiful during the wet season, as it takes a few months for the flowers to turn to fruit and the fruit to mature. Mangoes falling on the ground during the wet season are also more likely to germinate, thus completing the cycle. In the drier islands of the Lesser Antilles, there are mango trees that flower and fruit more or less continuously all year around but never heavily at any time. Mango flowers are visited by fruit bats, flies, wasps, wild bees, butterflies, moths, beetles, ants and various insects seeking the nectar and some transfer the pollen but a certain amount of self-pollination also occurs.

It is best to accept that ripe mangoes are messy fruits. There are many ways to obtain the fruit of a mango — some just bite off the pointy end, peel the skin with their teeth and suck and bite the juicy mango meat. A somewhat neater way to prepare the fruit is to turn the mango so the stem is down and slice the mango lengthwise along one side of the seed and then do the same on the other side. Now you should have two "cheeks" and the seed. Cut crosshatches on the cheeks and invert the cheeks and you should be able to cut cubes of fruit off the skin. If want to, you can also trim some fruit from the seed, or just belly up to the galley sink and eat the remaining mango off the seed.

Some people are allergic to the skin of the mango and develop a dermatitis that can be quite severe, so be careful exposing your skin to the mango until you are sure you will not have a reaction.

Thai Green Mango Salad
3 full but unripe mangoes (they should be firm)
1/2 Cup chopped cilantro or shadon beni
3 or 4 green onions, sliced
1/4 Cup chopped peanuts or cashews
DRESSING:
3 Tablespoons fish sauce, OR 4 Tablespoons soy sauce
3 to 4 Tablespoons freshly squeezed lime juice
2 Tablespoons (or more) brown sugar (to taste)
1 or 2 teaspoons Thai chili sauce

Mix the salad dressing ingredients in a bowl. The dressing should be a mingling of sweet, sour, spicy and salty, but more sweet than sour. Set aside.

Peel skin from the mangoes. The flesh of the mango should be firm and light green to light yellow-orange. Grate the mangoes with a large-holed grater (the kind you would use for cabbage salad). Keep in mind there is a large flat stone at the mango's center. Add the cilantro and spring onions. Toss well to combine.

Add the dressing and toss again. Do a taste test. Add more fish sauce or soy sauce instead of salt. If you prefer it sweeter, add a little more sugar (honey works, too). If you prefer more spice, add more chili sauce. If too salty or sweet, add more lime juice.

Sprinkle the nuts over the top. Makes about 2 Cups of salad.



Mango Chutney
5 Cups ripe mangoes, diced
1 Cup raisins or currants
1 1/2 to 2 Cups apple cider vinegar
1 1/2 to 2 Cups brown sugar
3/4 Cup diced onion
1/4 Cup diced ginger root
1/2 to 2 teaspoons hot pepper (to taste)
1 teaspoon salt

Combine ingredients, bring to a boil and simmer for 30 minutes or until thickened. Cool and pour into clean jars and refrigerate. Makes about 6 Cups.

This is the basic recipe. You can also add 1/2 teaspoon cardamom seeds, a few cloves or a bit of cinnamon, or use cranberries or other dried fruit in place of the raisins.

Mango Crisp
FRUIT MIXTURE:
5 Cups sliced or cubed mangoes (3 or 4 mangoes)
2 Tablespoons instant tapioca or flour
1/3 Cup sugar
1 Tablespoon lime juice
1 Tablespoon grated ginger root or diced candied ginger (optional)
TOPPING MIXTURE:
1/3 Cup brown sugar
3/4 Cup rolled oats (whole oats give you crispier topping than instant oats)
1/2 Cup flour
1/2 teaspoon ground cinnamon
Dash of salt
1/3 Cup melted butter
Butter or grease a nine-inch baking pan. Preheat oven to 375°F.

Mix mangoes, tapioca (or flour) sugar, lime juice and ginger. Taste the fruit and adjust sweetness or sourness with sugar or lime juice. Pour fruit mixture into pan.

To make the topping mixture add the sugar, oats, flour, cinnamon and salt in a bowl and mix well, then stir in the melted butter. Pour the topping over the fruit and bake for 30 to 40 minutes until brown and bubbling.

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Pomegranates in Paradise

The pomegranate is another "passionate" fruit. Like the sugar apple, you must passionately want to enjoy its unique flavor enough to deal with the seeds. If you do not like seeds, this fruit is not for you: seeds are more than half its weight. A juice extractor, ordinary home orange-juice squeezer or food processor can be used to extract the juice from the pulp. The juice can then be strained to remove any seed sediment.

The pomegranate is technically a big, tough-skinned berry with many seeds in juicy, transparent, jellied membrane compartments. The round, usually reddish-maroon three-inch fruit has a distinctive royal crown at the blossom end.

The pomegranate has every reason to wear a crown. It is an ancient fruit native to the Himalayas, but has been cultivated throughout the Mediterranean region since ancient times. Greek mythology explained the four seasons with pomegranates. Demeter, who was the goddess of the harvest, had a daughter Persephone who was kidnapped by Hades, the lord of the underworld. Demeter refused to permit anything to grow on earth until Persephone was returned. Zeus, the lord over all the lesser gods, ordered her to be reunited with her mother, but she had eaten four pomegranate seeds. The rule was if you ate anything while in the underworld you were forced to spend eternity there. Each seed equaled one barren month on Earth, that being winter.

Buddhists believe the pomegranate to be a blessed fruit, and some scholars believe the pomegranate, not the apple, was the forbidden fruit in the Garden of Eden.

The name pomegranate derives from Latin: *pomum* (apple) and *granatum* (seeded). The island of Grenada was named by Spanish explorers after Granada in Spain, *granada* being Spanish for pomegranate. It is *grenade* in French. Not just an appellation for an island, Grenadine is a thick red syrup made from pomegranates that is often used in cocktails such as the Tequila Sunrise.

Ask for pomegranates in the market. Once the pomegranate fruit is picked it stops ripening, but this fruit improves with time as it gains juiciness and flavor. The pomegranate is equal to the apple in having a long storage life of more than six months if refrigerated. The entire seed-pulp combination is consumed raw, though the juice is the tasty part.

How to eat a pomegranate without mess: cut out the crown blossom end, and remove some of the white membrane while trying not to break the red pulp around the seeds. With a sharp knife cut slits in the fruit's skin, making quarters. Break the pomegranate apart on the slits and bend back the skin to remove the seeds. It is also possible to freeze the whole fruit, making the red arils easy to separate from the white membranes. Avoid using aluminum cooking pots or carbon steel knives with pomegranates as they can turn the juice bitter.

Pomegranate juice adds a distinctive flavor to sorbets, icings, salad dressings, soups, and puddings. The juice provides a fresh, unique flavor to marinades for fish, chicken, pork, and beef.

With high levels of vitamins, minerals, and antioxidants, pomegranates are considered one of the best fruits for fighting illnesses. Pomegranate juice has also been shown to lower blood pressure, inhibit viral infections, and may even destroy dental plaque. A hundred grams of pomegranate has 70 calories with plenty of potassium, vitamins C and B_5.

"Seeds" in the following recipes include the juicy pulp.



Pomegranate Chutney
1 Cup fresh pomegranate seeds
1/2 Cup red currant jelly
1/3 Cup chives including tops, chopped fine
1 Tablespoon fresh ginger, minced
1 Tablespoon fresh hot pepper, seeded and minced
1 teaspoon ground coriander
1 Tablespoon fresh lemon juice
salt to taste

Remove pomegranate seeds the night before and chill seeds in an airtight container. Soften currant jelly in the sun or in a sauté pan on low heat for about a minute. Add chives, pomegranate seeds, ginger, hot pepper, coriander, and lemon juice. Add salt to taste. Let stand about 15 minutes before serving.

Try this with cheese and crackers, cold meats or Indian dishes.

Pomegranate Vinegar
1 Cup fresh pomegranate seeds
2 Cups white vinegar

Place pomegranate seeds in a clean wide-mouthed glass bottle with a lid. Rough the seeds up with a spoon then cover with vinegar and seal tightly. Place jar in a window in full sunlight and let steep for two weeks. Use vinegar through a strainer or strain through a cloth and rebottle.

Adds zest to poultry, fish dishes and salad dressings.

Pomegranate Roast Chicken
1/4 Cup cooking oil
2 cloves of garlic, minced
1 medium roasting chicken, quartered
juice of one pomegranate
juice of one lemon
1/2 teaspoon ground cinnamon
1 Tablespoon brown sugar
salt to taste

Mix oil and garlic and coat chicken pieces. Put pieces in a baking dish and drizzle with any garlic-oil that remains. Bake at 375°F for 30 minutes. Then combine pomegranate juice, lemon juice, cinnamon, sugar and salt, and baste the pieces. Return to the oven for another 20 minutes until skin is browned. Serve with the juices.

Pomegranate Cake
seeds from one large pomegranate
3/4 Cup sugar
6 Tablespoons butter or margarine
2 large eggs
1 large egg white
3/4 Cup milk
1 teaspoon lemon zest
2 teaspoons vanilla extract
1 teaspoon baking soda
3 Cups baker's flour
1/2 teaspoon salt

Blend sugar and butter until creamy — about ten minutes of whisking. Add eggs and extra egg white one at a time and continue to blend. Combine milk, lemon zest, vanilla and baking soda. Combine flour and salt. Add milk mixture and flour mixture, a third at a time, alternately to sugar-butter mixture. Stir in pomegranate seeds. Spoon into a greased loaf pan, and bake for one hour at 350°F. Cool before slicing.

For the Gardener

The unique pomegranate is a perfect backyard tree that may live for more than a century. Some trees at France's Versailles gardens have lived for 200 years. It grows to between 15 and 30 feet. The pomegranate will grow in any well-drained soil, even if rocky. For a small tree, it has almost as many branches as seeds. The tree can be evergreen or deciduous.

Every three months feed young (not yet bearing) trees a half-cup of 12-24-12 starter fertilizer around the roots and water during dry season. Once it bears change to a cup of 12-12-17-2 or another bearing salt twice a year.

Pomegranate will develop suckers at the roots. These can be used to plant as new trees, or trees can be raised from seeds. Pomegranate seeds sprout easily, but better trees are developed from cuttings. The pomegranate may begin to bear a year after planting, but two to three years is more common.

The fruits ripen six months after blossoms appear. Too much sun exposure will dull the usual reddish skin to a burnt brown and toughen the skin.

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Dear *Compass*,

I very much enjoyed the factual article by Nadine Slavinski on *Namani* about the San Blas in the February issue of *Compass*. There are just a few additional facts that I wish to provide here that my wife, Edie, and I have learned during the more than two years we have cruised the area.

There is a busy season in the San Blas, generally from December to early May. This seasonal fluctuation is caused by the large number of commuter sailors who store their boats in Panama and in Cartagena. Also vessels passing through to transit the Panama Canal swell the numbers here. During the off season, supplies, especially fresh vegetables, can be quite hard to obtain via the very occasional vegetable vendors who come through the anchorages and who have no reliable schedule or set destinations. Supplies from the few settlements near or on the mainland are scanty at best and expensive by Panama standards. Sometimes the only solution is to make the day sail to Portobello and then shop in Sabanita or Colón.

In addition, obtaining butane, the cooking gas available in Panama, is quite problematic, so if you are only going to be in the San Blas Islands even for a short while, do arrive with your cooking gas tanks full. There are no commercial facilities for filling any type of cooking gas tank here, but there is an outpost in the Lemons that can *usually* fill your tank via gravity from a low-pressure Panama tank. North American tanks and some other types can be filled in the usual manner when vessels are docked in Shelter Bay Marina, but the cost is exorbitant. If you are considering becoming a long-term cruiser in the San Blas, other alternatives are available but are beyond the scope of this letter.

This is a very laid-back cruising ground with a very tight, helpful sailing community. The "local" SSB net on 8107 USB starts at 0830 hours and sometimes does not end till 0930 in busy season. Vessels do not normally leave the anchorages at sunrise, but often wait till after the net, when there is adequate light to negotiate the many reefs. Of interest there is another net, the Southwest Caribbean Net, on 6209 USB, that comes up at 13:30 UTC, (0830 local time); its primary function is to communicate with voyaging vessels coming from the north or the east. Propagation is usually much better than on the 8 meg net. Weather is usually available from the net controller or other cruisers that provide weather information. Sometimes it falters during the low season due to a lack of net controllers, but as of now it is up and running. This net also offers an afternoon check-in for vessels under way.

Michael Rosner
S/V Panda
San Blas Islands
Republic of Panama

Dear *Caribbean Compass*,

Kudos to the *Compass* staff, Frank Virgintino and Don Street for the January and February issues. I especially enjoyed "Dumb Line Cruising". Frank Virgintino's direct yet considerate approach brought a bit of personal reflection on the times we found ourselves on the "Dumb Line".

After Don Street's great January Letter of the Month on routes to the Caribbean, Frank's Letter of the Month discussing Don Street, Bruce Van Sant, and his own thoughts for routes to the Caribbean made a very nice dovetail.

Having made the Caribbean via offshore and Bruce Van Sant routes, all can be comfortable and rewarding, but always better following the "Off the Dumb Line" approach. Allowing a well-found vessel to sail her best line may mean a tack or two more, maybe a day or two more, a port or two skipped, but the lower stress on equipment, human cargo, and fossil fuel consumption is well worth it.

These gentlemen got right down to the planning, safety, and enjoyment of voyaging and sailing. Nice job by Don Street, Frank Virgintino and *Compass*; thank you.

Steve Kauffmann
S/V Celebration

Dear *Compass*,

I read in the March issue Les Weatheritt's comments regarding my "ire" at the title of his book *Caribbean Passagemaking*. The only thing I like better than Les's pleasant writing style is his gentlemanly response. I hereby accept his book title (begrudgingly) and shall refrain from ever taking him to task in the future — at least the immediate future.

To answer his question, Fatty gets into the commentary not because of his titles (of which I understand his friends have many for him) but because he is "entitled" by his self-admitted frugality for which he is so well known. We know him for his self-effacing good humor and he has left, and leaves, a clean wake wherever he cruises, notwithstanding that I heard that he does not have a holding tank for his head. Which head they were referring to, I do not know.

I agree wholeheartedly with Les that the Lesser Antilles offer the "unchristened" of our sailing fraternity an opportunity to grow in experience. Notwithstanding, while we are all entitled to our own opinions, we are not entitled to our own facts. Les refers to what he calls "the Caribbean chain". In fact, there are a number of Caribbean chains: the ABC island chain, the Greater Antilles chain, and the San Blas Islands chain being the first examples that come to mind. I am sure that in a Caribbean that is over 1,000,000 square miles in size, given a moment to reflect I should be able to add many more. I believe that in the western Caribbean there is even a Honduran island chain — or is it that the definition of the Caribbean does not include its western geography?

It really does matter how we refer to "the Caribbean" and the issue is not trite, for the truth is that rocks are hard and water is wet and it is well to know one thing from another. Creation is a function of distinction and the Caribbean, the *entire* Caribbean, is well worth distinguishing for it is really "one country" connected by a highway called the Caribbean Sea.

When Les refers to North American cruising sailors "coming south" he really means coming east, for that is where the Lesser Antilles are in relation to the entire Caribbean. The Lesser Antilles' repeated definition by many as "the Caribbean" has resulted in the pilgrimage of so many of our cruising fraternity. The beaten track is now fraught with the problems of over-subscription, whose cure is always competition. While I love the BVI, like Fatty I consider it a sin near mortal to pay US$50 per night for the use of a floating ball in an area that does not allow anchorage, which areas seem to grow annually as to more balls and less anchorage, for reasons that elude even those of us most committed to the environment.

I agree with Les that our "Caribbean" Marine Association needs to change its title or redefine its mission, for its current nametag does not represent its membership even in the Lesser Antilles. If it met its stated objective to bring more mega-yachts to the Caribbean, I would have more sleepless nights due to a recurring nightmare wherein the Caribbean landscape would be given over only to the elephants of our species. If that were to happen, what made the Lesser Antilles the beaten track, the great number of us who raise sail, would go west as so many have already done to discover new horizons not filled with overpriced mooring fields. Only then could the litmus test of history tell us what the Lesser Antilles would look like with 5,000 or so fewer cruising boats per year plying north and south. (My wife tells me that my real issue with mega-yachts is related to phallic size and that I am really reacting to my insecurities; but then everyone is entitled to his or her own opinion, *n'est-ce pas*?)

My compliments to Les Weatheritt for his wonderful book on cruising in the Lesser Antilles for, given the tremendous amount of information that it has as well as its readability, a cruise through the chain would be less worthwhile without it. That is a fact and of that I am certain!

Sincerely,
Frank Virgintino, Author
Free Cruising Guides

Dear *Compass*,

When we arrived in Trinidad for the first time in 1989, today's yacht service hub in Chaguaramas did not exist. Our check-in was done in Port of Spain, going alongside the main pier. We were disgusted by the dirty water, decided it was a mistake sailing down to Trinidad, and didn't expect to stay long.

When I went to Immigration, an American sailor was in front of me. He was charged quite an amount of money for checking in. Next was me, and I was asked how long we wanted to stay. "Three days," was my answer. I can still see the officer's open smiling face: "Why only three days?" "Because the water is so dirty, we don't like it here!" "Okay, I give you three weeks! And you are from Germany; you pay nothing for check-in."

—Continued on next page

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We went and anchored in front of TTSA, the only possibility. Instead of three days or three weeks we stayed three months — an incredibly long time in those days. The Immigration officer always grinned at me when I came and asked for another extension.

In recent years I've asked myself, where are these friendly and smiling officers now? Trinidad has been getting a reputation for having the most unfriendly officers of the whole Caribbean.

Moreover, their bureaucracy increases every year. The newest invention is, when uninformed visiting boatowners arrive by plane, they have to see Immigration three times: first, when we arrive at the airport, where we get a visa for two days; second, when we visit Immigration in Chaguaramas, fill out a few papers to sign back onto the boat, and are given a date for three or four days later to come back again; and third, a final visit to Immigration in Chaguaramas, when we have to again fill out the same papers as we did during the previous visit, and get finally a stamp for three months in our passports.

A knowledgeable officer told us that we are given only two days at the airport because the officers there assume that we will be leaving T&T waters with the boat within two days. But if we tell them at the airport that we plan to stay longer than two days in Trinidad they have the option of immediately giving us a three-month stay. Unfortunately, when we arrived, this knowledge had not yet floated to the officers at the airports in Trinidad and Tobago. If there is a next time, I will try it!

Also new: when checking out, in addition to a light-house fee of TT$50 per month while the boat is in the water, and TT$75 per passport, I had to fill out, by hand, 21 pieces of paper for the yacht and ourselves (two persons) plus two pieces of paper from the boat-yard for the time *Angelos* was on the hard. This made in all 23 pages for one check-out! I think this sets the absolute record worldwide. About the time consumption, it is advised to start checking out during the morning hours to make sure to be finished by 4:00PM, so you don't run into overtime.

But this time (it was the 13th of December, and I must mention it especially), we met an extremely friendly, smiling, and open-minded officer at Immigration. It was like our very first visit in 1989! If he could train his colleagues in "people skills", then maybe Trinidad will climb back up the ladder to the top where it once was. I wish you good luck and all the best!

In contrast, checking in at Union Island for St. Vincent & the Grenadines was absolutely relaxing: first Customs, where I filled out a one-page document that had five attached carbon copies in different colours. All were stamped by the officer, and I got back the green and yellow ones. I paid EC$71. Next was Immigration, in the tourist office. The lady there took the green document; the yellow I was to keep for check-out. (That means five copies of one page for the check-in *and* check-out, in comparison with Trinidad of at least 35 pages for the same action!) In all, the "welcoming ceremony" to St. Vincent & the Grenadines took me exactly 18 minutes. At 3:59PM the Immigration lady stamped my papers and passports — exactly one minute before closing time.

Angelika Gruener
S/V Angelos

Dear *Compass*,

My name is Caroline Jordon and I reside in Spring Village, St. Vincent. I am the owner of "Ceejay's Jems" situated at Cumberland Bay. On a daily basis I encounter people from all over the world and from all walks of life. There is, however, one thing that really rubs me the wrong way: why do some tourists find it hard just simply to reply to a greeting, whether it's just a "hi" or "hello"? Some react as if you have asked them for their bank details or as if you've said "stick 'em up"!

Believe you me it can quite embarrassing to be totally ignored when you know full well that the person you are trying to greet speaks English, and they do not reply.

Please let the general tourist population know that we are only trying to be civil when we say "hello".

Caroline Jordon
Spring Village, St. Vincent

Editor's note: One of the most important things any visitor to the Caribbean can learn is the cultural importance placed on greetings. Especially in the countryside and villages, when you pass someone on the road, enter a shop or encounter a stranger, be sure to say "good morning", "good afternoon" or "good evening". Not to offer a greeting is considered rude, and not to reply to one is almost an insult.

Dear *Compass*,

A new marina at Santa Marta, Colombia, seems a perfect solution for cruisers heading west and looking for a secure place to break their trip. Unfortunately, recent serious Customs issues have changed things and cruisers may wish to consider avoiding Santa Marta or at least to arrive with eyes wide open.

Since January, two boats have been impounded by Customs for minor transgressions. One, subsequently released, was required to immediately leave the country. The other, a French cat, is still held and, despite the intervention of the French Consul and the Ambassador, the owner is not even allowed on board. Customs are threatening to forcibly transfer the boat to Cartagena and if no compromise is reached the owner will face a bill for half the value of the boat, plus a fine, before he can regain possession. The cat owner's "crime" was that while out of the country, his agent, who had responsibility for all formalities and legal power of attorney, was two days late submitting the request for extension! To his credit, the agent accepts culpability and has admitted so to Customs. Unfortunately that doesn't help the owner.

Around the same time a small Spanish yacht, whose owners planned to leave their boat here, was refused a Customs extension. They left in horrible weather and were subsequently driven aground off Barranquilla. The boat was rescued and now awaits repairs. In theory, no boat can be forced to leave harbour in bad weather, but it's hard to stand on your rights when seizure is threatened and other boats have already been seized.

Additionally, recently cruisers have been refused initial Customs clearance, because they were not on board when Customs made unannounced visits. (They had completed Immigration formalities so were entitled to go ashore.) Most of these boats did not leave, citing bad weather, and after much wrangling were given temporary permission to remain.

We like Santa Marta, the marina staff are charming and helpful, and we really hope that a way can be found to eradicate the increasing problems associated with visiting here.

Barry and Lindy Bullen
S/V Samarang of London
www.samarang.com

Editor's note: Having received reports of problems cruisers were having with Customs in Santa Marta, we asked Marina Santa Marta's manager, Ken Clark, for his input, which follows.

Dear *Compass*,

Over my many years of being a captain of vessels in the Atlantic, Caribbean and Pacific Oceans, I have cleared in and out of an untold number of nations. When I accepted the position as Marina Manager of Marina Santa Marta in Colombia, I anticipated a complicated and burdensome process of entry and exit procedures.

What I discovered was quite the reverse. The local authorities are basically new to the yachting world, but are very gracious and straightforward in their processing of needed documents. By law, Colombia requires the use of an agent, not uncommon to nations new to the "yachting world". As a captain, I usually used an agent, regardless of law, as an added benefit — a company or person that would defend and alert me to any unknown process or problem, or someone to turn to in an emergency, on land or water.

It is true that there has been an issue with a cruising catamaran. The marina has put forth every effort possible, including counsel, numerous meetings, assistance of staff, and more. While the marina is by no means responsible for the issue, we put all possible resources at the disposal of our clients. The primary problem in this case is every captain's fear: a mistake in the requisition of an easily obtainable document being filed late. We do not operate as a ship's agency, but we have provided assistance and back-up to assist in the captain's knowledge of pending requirements, and are not legally able to act on behalf of the clients.

The above-mentioned document would have been issued, as it has been hundreds of times, but due to its tardiness, a problem arose. We continue to assist the client in every way possible. In fact, the vessel remains in our facility. We have every hope that the situation will be resolved to the satisfaction of all.

The Colombian government is currently rewriting its maritime laws to merge with those of the neighboring islands and other popular cruising grounds. There are numerous projects underway in the nation, and a backing by the authorities to modernize and welcome the world to its relatively untouched cruising grounds.

Once again I would add, the current rules are not overly restrictive, expensive, nor complex. They merely require maintenance as to all aspects of boating. You can feel safe, both for family and crew, as well as the vessel. As with all nations, just cross your Ts and dot your Is.

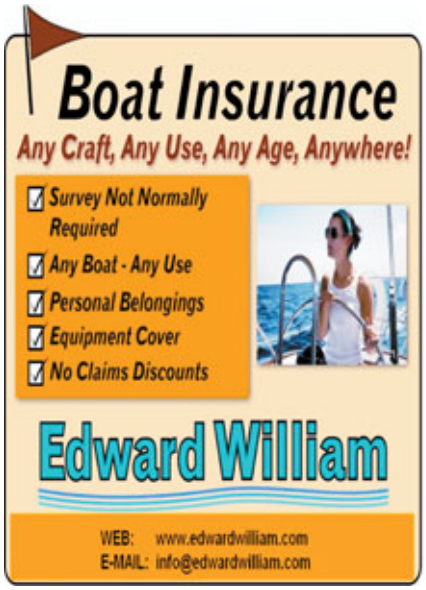
Captain W. Ken Clark
M/V Tropic Isle
Marina Manager, Marina Santa Marta, Colombia

Dear *Compass*,

A collective madness seems to have overcome the diving and sailing community in the BVI. The gravest peril to dive operators, charter yachts, local fishermen and, by extension, almost every islander is not continuing global economic uncertainty but the genus *Pterois* — the Lionfish.

—Continued on next page







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—Continued from previous page

Invasive Lionfish, we are told, have no natural predators in these waters, lay 40,000 eggs every month, eat a prodigious amount of small fish in relation to their size (something like the weight of a London bus in about a week and a half), are an invasive non-natural species, and are set to take over the world. We are encouraged to tag them and report sightings to Central Command for later eradication by trained and licensed Lionfish killers.

On a dive with charter guests we witnessed the killing of a demon Lionfish by dive shop professionals who undoubtedly sign up to PADI's Project AWARE (motto: "Using the tools of education, advocacy and action, Project AWARE inspires countless divers to participate in a worldwide movement for ocean protection").

The Lionfish was hanging out looking pretty and harmless. It wasn't, as I expected, tearing about like a fish on speed snapping at everything that moved. In fact, I've never seen Lionfish hunting or feeding, which in itself is extraordinary considering the amount of fish they are said to consume. The dive shop pro speared it through the head, cut all its poisonous fins off with kitchen scissors while it was thrashing about, and then beat it repeatedly against a rock to finish it off. It was enough to send a casual diver guest from Boston bolting for the surface.

While I'm concerned that our insurance doesn't cover continuing care for trauma suffered by our charter guests, my biggest reservation is whether this is really necessary. Do we know that natural predators like Moray eels, groupers, and sharks don't evolve? Do you get 40,000 Lionfish from 40,000 eggs? Don't all fish produce a lot of eggs, most of which become a great food source for other fish? Isn't the most invasive non-natural species actually the diver? On a recent dive in Culebra, just 40 nautical miles west and where BVI-licensed Lionfish killers don't roam the ocean, we found remarkable amounts of fish life seemingly co-existing with evil Lionfish.

Are well-meaning and concerned people actually focusing on the wrong thing? Instead of a campaign to slaughter an individual species, wouldn't a campaign to help everything in BVI waters be more appropriate? What if, for example, similar effort was put into making the entire bareboat fleet have black-tank facilities capable of holding a week's worth of effluent? Or ban bleach for cleaning white plastic boats? Now that's something that would be a lot less traumatic for our guests.

Save the Lionfish!

Mark Miles
S/Y Pacific Wave

Dear Mark,

"A campaign to help everything in BVI waters" — indeed, everything on the planet — is definitely in order, and you've mentioned good places to start. Also, the threat from non-native species is often exaggerated: in some cases, the addition of non-native species simply increases local bio-diversity, with minimal negative effects on native communities.

However, a distinction is made between species that are simply non-native and those that are considered "invasive". An invasive species adversely affects natural habitats, being likely to cause economic, environmental and/or ecological harm (think cane toads, zebra mussels or the fungus that causes Dutch Elm Disease). The consensus among experts in the Caribbean seems to be that lionfish are indeed invasive. According to an excellent report by Patrick Holian in Earth Island Journal *(www.earthisland.org/journal/index.php/eij/article/invaders_of_the_reef), a study in the Bahamas by Oregon State University concluded that a single lionfish can reduce native fish populations on a coral reef patch by nearly 80 percent in just five weeks.*

Will natural predators for the lionfish evolve and will the Caribbean marine environment eventually adapt to the presence of lionfish? Holian writes that, in Bonaire's National Marine Park, "protecting Bonaire's reef fish is a top priority... a wait-and-see approach to the invasion was never an option."

As in Bonaire, in marine protected areas in Roatan, the Cayman Islands, Jamaica, the Bahamas, the Turks & Caicos, Mexico, and other locations throughout the Caribbean, trained volunteers are encouraged to hunt and kill any lionfish found. (In deference to the sensibilities of tourists, in some places the fish are speared and then bagged for an out-of-sight coup de grace *— sometimes to later appear on the tourist's dinner plate.)*

Dear *Caribbean Compass*,

For several years, there was an elderly sailor who lived on his yacht in Scotland Bay, Trinidad. I was told recently that he has passed away, and survived by a brother, who came and took some personal effects from his yacht and then left Trinidad.

Unfortunately, the yacht was left moored in Scotland Bay, and it has now become a dumping ground for garbage, old batteries, etcetera.

Whereas I sympathize with the family of the deceased sailor, our waters are not a dumping ground for unwanted yachts. The Coast Guard needs to take possession of this, and if the family does not want it, sell it to someone who will renovate it. I am not a yachtsman, but I understand that it is a well-known brand, which someone will want!



Stuart Dalgliesh
M/V Abracadabra

Editor's note: For those who have information about the ownership of this yacht, or have any other interest in it, the Trinidad & Tobago Coast Guard can be reached at (868) 634-1476.

Dear *Compass*,

Everything started around 9 o'clock in the morning when I was supposed to move my boat from Grenada Marine, in St. David's Harbour, along Grenada's south coast to Secret Harbour.

The main engine did not want to start after a period of long inactivity, so I decided to put the ten-horsepower outboard engine on the back. I said to my Grenadian friend Gabriel, "This is enough to push the 33-foot boat out of the harbour and when we reach the last buoy in the channel, we will put up the sails."

I had just finished putting up a little sail when Gabriel said, "There is a steel cable flying!" Part of the standing rigging had broken! Immediately, I pulled down the sail and said, "Go with full power; I will try to support the mast."

I tried to support the mast with a small rope, but the waves and current pushed the boat west, straight towards a long reef where the waves were breaking. In the seas the small outboard engine was running out of the water most of the time, and the reef was only 30 or 40 metres away, so I forgot the mast and tried to save the boat. Immediately I put two anchors down. The boat looked like a wild horse bucking on its tether, and slowly it was still moving in the direction of the reef.

I made an emergency call to Grenada Marine for assistance. The lady in the office she would send somebody. I tried to support the mast once again and in the meantime watched the harbour to see if someone was coming. Minutes passed with no boat moving in the harbour, and my boat was getting closer and closer to the reef where big waves were breaking.

The time seemed interminable and I made a second phone call to the marina office. The lady told me that somebody had already left to assist me. We watched carefully and we saw a big, powerful trawler moving toward us. I received a phone call from the captain to say that they were coming. When the trawler was outside the harbour they made a long circular turn and passed a few metres in front of my boat and the maneuver was perfect. Using a bridle attached to the trawler they pulled us like "Angelo Salvatore"! We were returned safely to harbour with my boat and the mast intact.

What can I say about this story? Naturally, what happened was my responsibility. The Moana design is a very good boat, built to go anywhere. Everything is quality, including the oversized 10mm eye terminal that broke. However, the rigging was 23 years old and I think 18 years for rigging is the extreme limit — replacing it was on top of my work list.

I cannot believe that this happened to me after 20 years of sailing with different boats from 42 to 52 feet. My previous boat was a Hallberg Rassy and nothing like this had ever occurred before. I remember the word of my Italian teacher, Preden: "Moving a boat even from one side of a port to the other side is a serious voyage." The boat was not ready for a serious voyage. It had been in Grenada Marine for almost 20 months while I was living on my new boat, a trimaran. During that time I was very happy with the job they did on the boat and I take this opportunity to express my gratitude to Nicholas Roelens (a French fibreglass specialist) for his competence, and to Dietmar Zubar (a German metal shop specialist) who did impeccable work.

But the main hero of this story is Jason Fletcher, Manager of Grenada Marine and captain of the trawler, who, when he was contacted by Raquel Edwards about my emergency call, in a few minutes (apparently 11 minutes exactly) put together a five-man rescue team including Nicholas Roelens — all expert sailors who knew exactly what to do. It was truly my lucky day!

Nicola Bevilacqua
S/V Pirosa

—Continued on next page

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Dear *Compass* Readers,

Don't you hate when this happens?

Maybe they were late for the party but on February 25th, somehow the 181-foot *La Masquerade* got outside of the main channel in St. Maarten and ended up going aground. They got some *big* help from their little friends. The dinghies pushed and



pulled and huffed and puffed. As the dinghies were pushing, the wind was blowing, which did not help. Eventually *La Masquerade* got pushed back into the channel and continued on. I'm sure everyone was thinking, "I'd rather be in a bar then on a bar". Just proves it can happen to the best of us.

Joan Palango
M/V Panchita

Dear *Compass*,

My husband Peter and I have been cruising the Caribbean for the past three years. In late February we had lunch ashore in Deshais, Guadeloupe. The name of the restaurant shall remain anonymous, as I have no desire to cause harm, and in any case our experience was quite humorous.

To start with, we've all seen birds fly in and out of cafés and land on tables, and they're cute to watch as they pick at anything they can get to. This time we were treated to *chickens* being on the tables. Yes, live ones — not on a plate as a main course, but as dinner guests. As soon as a table was vacated, the chickens hopped up to mooch off of whatever was left for the taking. One couple watched their table being prepared by the waitress, who, after the chickens were finished dining, just shook the tablecloth, scattering the crumbs from the chairs to the ground, and *voilà*! This must be a normal practice, as the other patrons didn't seem to notice anything out of the ordinary.

We were seated outside in an unusual charming ambience of Post Modern Landfill, i.e. discarded furniture, drinking containers, and an old water tank. We skillfully relaxed by placing our elbows on the children's size plastic table without actually bearing weight on it for fear of the table toppling into the rocky sand. There were enough chicken droppings everywhere to make any seabird jealous.

The very French waitress made no effort to understand us, so Peter ordered what he could say in French: "steak". A word of advice: when a menu is 90-percent fish and chicken, don't go for the one steak offering. It was about an hour and a downpour later, during which time we had to move our teeter-totter table further under cover, when our meals arrived. The steak was so rare that I could have sworn it mooed when Peter put his fork to it. Cutting through it on our flimsy, unsteady table was like taking a handsaw to a two-by-four on a wet paper plate. I chewed for so long on my first bite I decided not to swallow, since the Heimlich maneuver would most likely be needed, and opted to hide a lump in my plate instead. The salad came in a close second to the steak with exactly four leaves of lettuce and four slivers of tomato. The fries were good and the half carafe of wine was acceptable.

Why didn't we leave? Some things are just so outrageous you need to proceed to see what happens next. I could go on to say that the dining experience was unsatisfactory; that chickens shouldn't be allowed on tables, the tables themselves need to be bigger and anchored down, and that any food on the menu should be nothing short of exemplary. But these are the details that make traveling a real experience worth remembering. Without such events sea life would just blur into the sunset.

Cindy Lancaster
S/V Traa Dy Liooar

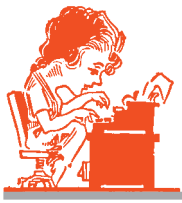
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Letter of the Month

Dear *Compass* Readers,

It was January 29th, 2012 and we were in a marina at a beautiful Caribbean island. The crew upon *Shea-Lena* were in REM sleep as it was after midnight. Our radio came alive with a woman's voice screaming "HELP," "HELP," "HELP!" The voice had a slight accent and was giving her location corresponding to landmarks.

We did not hear anyone respond or her speaking to anyone in particular. Then we heard "Mayday," "Mayday," "Mayday". At that point the Maritime Rescue Coordination Centre (MRCC) from the neighbouring French island inquired about the problem.

Then the woman said, "He is trying to get in!" She was asked if she was alone and she answered, "Yes." MRCC requested her location and she gave it corresponding to landmarks. MRCC asked her location again, and again she responded with landmarks.

We could understand where she was, and relayed her position to MRCC. Then again we heard the woman screaming, "He's trying to get in!" followed by what sounded like glass being broken.

As this was taking place on VHF channel 16, we were on channel 68 (the local hailing channel) and 16 (between communications) trying to raise anyone in the anchorage near this boat. No response. MRCC was calling a Mayday relay. Again, no response.

The only boat that ever responded was tied up in the marina with their dinghy on deck, as was ours.

We then called the marina's night security and Vigie Light at the commercial port, asking for help. Vigie Light's response was that the police had been dispatched.

The radio went silent. The woman did not respond to MRCC's calls. The silence seemed like an eternity; in reality it was probably only 15 minutes. As we could not rest after hearing the fear in this woman's voice, and then the silence, we called the marina security and were informed that the woman was in the marina office talking to someone. She had managed to escape in her dinghy and get to the marina.

I ran to the office to find the distraught woman giving her account of the events to a police officer. After the report was done I brought her to our boat. She was very shaken and grateful as she had only been in the country for three weeks and did not know anyone.

As the rumour mill goes, everyone was talking about "a boarding by person or persons unknown". There was no response to our calls to help this woman, so we were led to believe no one out in the anchorage had their radios on. *Then how and why would someone make misleading mention of this incident on two cruiser nets?* Hearsay does not accomplish anything but gets everyone very anxious about the location and puts fear in our subconscious.

Upon hearing the misleading comments, we posted the facts on two cruiser nets.

The most upsetting part of this whole occurrence for us is the fact that all of us as a cruising community are part of one family. Not to help a family member in time of need is unthinkable. Through our cruising experiences, we onboard *Shea-Lena* have towed boats away from nearby reefs, saved a fisherman after his boat has sunk, aided in the search and rescue at night of a lost cruiser in his overturned dinghy, and been able to relay information for the safety of many of our family members. We all have to remember that many of the islands and countries are unable to help. This leaves the responsibility for our safety in each other's hands.

It is each individual's call as to whether they do or do not want to become involved, but to sit and listen and not lend aid or "not want to interfere" may not be the best approach. Although the incident described above turned out to be a domestic dispute, at the time it sounded like a boarding. Either scenario can become dangerous for all, but to not give aid and have a person hurt would weigh heavy on your heart.

This event opened up a big debate regarding radio vigilance and giving many reasons why radios were off at night. There were comments made: the chatter is too much, I'm so tired of listening to other languages spoken in the wee hours, perhaps if she blew a fog horn it would have been heard by those who choose to turn off their radios. I also had one female cruiser say that a domestic dispute does not warrant a "Mayday" call.

Having listened to people try to justify their thinking, I am not judging anyone as to their radio habits or radio protocol nor do I want any further debate. I would just like to leave all of you with a thought. The boats anchored next to this woman's did not hear a thing because she had locked herself inside, thus a fog horn would not have been heard either. She feared for her life so she made a Mayday call. A radio reaches out quite far and behind closed doors, and in an emergency the sound of a person's voice on the other end can be very reassuring for those in time of need. I hope that most cruisers carry a VHF radio with them always, as you never know if an emergency on land, in the dinghy at night or, as this woman experienced, on the mother ship, will happen. It's better to be heard by many than not at all.

Bernice and James Ludwig
Shea-Lena



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WHAT'S ON MY MIND

Buying and Applying Harm

by Adam Fiander

Within certain parts of the Caribbean the practice of importing and applying harmful TBT-based anti-fouling coatings on leisure boats continues unabated.

Home to some of the richest, most diverse and beautiful land and marine environments anywhere in the world, no one would disagree the Caribbean is an ecological haven that supports a great number of animal and plant-life species. But the wonderful kingdom of the sea continues to face grave danger, through the immoral and widely illegal practice of applying TBT based anti-foul coatings on yacht hulls.

Although proven to be an effective additive used to prevent hull fouling, TBT (tributyltin) is also a persistent and toxic substance banned for use in antifouling paint by virtually all of the world's maritime industries and rightly so.

While TBT has detrimental effects on underwater life and the marine environment in general, it's also worth mentioning, for those with regular or close association with the product, that TBT has been cited as a substance with potential to cause problems to humans, such as skin and eye irritations, headaches, upset stomach, dizziness, breathlessness and additional long-term health issues.

Beneath the water, invertebrates such as mussels, whelks, barnacles, oysters and clams are known to be affected, causing tissue damage and, in cases such as whelks, TBT can adversely affect reproductive ability by inducing the characteristics of a sex change, referred to as imposex. Crustaceans, such as crabs and lobster larvae, as well as various types of algae have been known to be affected, along with fish eggs.

Although no serious studies on the potential impact of TBT on coral have been carried out to my knowledge, the degenerative evidence witnessed on invertebrates and other marine life leads me to think that TBT could also be connected to coral disease in the Caribbean.

With so much evidence stacked up against the use of TBT, why does the practice of importing and applying these harmful coatings continue, seemingly unabated, within certain parts of the Caribbean?

> *The fact remains there are plenty of alternative anti-foul solutions that work just as well*

Currently there are two known sources of TBT-based paint manufacture in the USA, itself a country that has ruled against the use of TBT. Deemed for "export only", these dangerous products find themselves on shelves in stores in certain parts of the Caribbean, readily available for sale and purchase.

Does the problem, therefore, lie with the manufacturers, with Caribbean Customs officials or with unscrupulous retailers? Or should those at the very end of the supply chain, the (potentially uninformed) yacht owners themselves, be the ones that should be held most accountable for their actions?

It's not solely about having a clear social and environmental conscience, of course. For those wishing to see these products banished and the harm come to an end, the letter of the law, in the vast majority of boating regions, is on our side as well. As far back as the 1970s, it became widely known that the presence of TBT in yacht and ship coatings causes harm to aquatic life and marine organisms. Regulations first started appearing in the 1980s and, in some countries, outright bans on the use of TBT for commercial and recreational vessels came into force.

The harmful environmental effects of organotin compounds were recognized by the International Maritime Organization (IMO) in 1989. In 1990, the IMO's Marine Environment Protection Committee (MEPC) adopted a resolution which recommended that governments adopt measures to eliminate the use of anti-fouling paint containing TBT on non-aluminium-hulled vessels of less than 25 metres in length and eliminate the use of anti-fouling paints with a leaching rate of more than four micrograms of TBT per day.

Restrictions on the sale and use of TBT coatings have increased to such an extent that, for the last ten years at least, virtually all of the world's most responsible and environmentally aware boating nations have recognized that TBT-based coatings must never be allowed on yacht hulls, leisure or commercial vessels, ever again.

The Convention on Anti Fouling Systems (AFS Convention) of the IMO came into force on September 17th, 2008 and was duly ratified by 30 countries, among which France, Britain and some Caribbean countries were included. More and more countries are signing up to the AFS convention, making it illegal for visiting yachts painted with TBT based coatings to enter the ports and marinas of AFS Convention member countries.

Putting morality and the bans to one side for a moment, the fact remains there are plenty of alternative anti-foul solutions that work just as well. Copper (cuprous oxide) based coatings, for example, assessed by international authorities to be environmentally acceptable, are by far the most commonly used solutions worldwide, with over 90 percent of the market finding these products acceptable.

Anyone who genuinely cares about the Caribbean's marine life and the underwater environment, please don't continue to disregard the warnings and well-documented evidence regarding the harmful use and long-term effects of applying TBT based anti-foul coatings to leisure vessels.

This must stop now! Think with your social conscience, not with your wallet!

Tell your neighbours and your fellow yachtsmen about the effects of TBT. Simply by cutting out the practice of buying and applying these harmful products in the first place, collectively we still have a chance to protect our marine environment for future generations and save our valuable marine life from further harm.

CALENDAR

APRIL

1 - 9 Easterval celebrations, Union Island, Grenadines
2 - 7 Oyster Regatta, BVI. www.oystermarine.com/events
2 - 7 Les Voiles de St. Barth. www.lesvoilesdesaintbarth.com
4 - 9 Montego Bay Yacht Club Easter Regatta, Jamaica. www.mobayyachtclub.com
5 Compass Writers' Brunch, Bequia. (784) 457-3409, sally@caribbeancompass.com
5 - 9 Bequia Heineken Easter Regatta. Bequia Sailing Club, www.begos.com/easterregatta
5 - 9 Around Martinique Beach Cat Race. www.cn-windforce-robert.com
6 Public holiday in many places (Good Friday)
6 FULL MOON
7 - 8 Jet Ski Race, Havana Waterfront, Cuba. Club Náutico Intl. Hemingway (CNIH), yachtclub@cnih.mh.cyt.cu
7 - 9 Virgin Gorda Easter Festival (Carnival). www.bvitourism.com
8 Easter Sunday
9 Public holiday in many places (Easter Monday)
9 - 10 Goat Racing in Tobago
14 - 15 Kayak and Canoe Races, Marina Hemingway, Cuba. CNIH, yachtclub@cnih.mh.cyt.cu
15 Dolphin Derby Tournament, St. Thomas. Virgin Islands Game Fishing Club, svigfc@gmail.com
18 - 21 Marlin Madness Tournament, Tobago. http://ttgfa.com/events
19 - 24 Antigua Classic Yacht Regatta. AYC, www.antiguaclassics.com
20 – 21 Women's Invitational Dorado Tournament, Puerto Rico. Club Náutico de Guayama, (787) 866-3162
21 Virgin Queen Pizza Pursuit Race, BVI. Royal British Virgin Islands Yacht Club (RBVIYC), (284) 494-3286, sailing@royalbviyc.org, www.royalbviyc.org
21 - 29 Tobago Jazz Experience, Speyside. www.facebook.com/tobagojazzexperience
22 International Earth Day
22 - 29 St. Mark's Day Festival, Grenada. www.grenadagrenadines.com
25 - 30 St. Barth Film Festival. www.stbarthff.org
27 Guadeloupe to Antigua Race. Antigua Yacht Club (AYC), www.sailingweek.com
27 - 29 Carriacou Music Maroon & String Band Festival. www.grenadagrenadines.com
28 Yachting World Round Antigua Race. www.sailingweek.com
28 Public holiday in Barbados (National Heroes' Day)
29 - 4 May Antigua Sailing Week. www.sailingweek.com
30 Public holiday in Dutch islands (Netherlands Queen's Birthday)

MAY

1 Public holiday in many places (Labour Day)
3 Start of Atlantic Cup Rally, Tortola to Virginia. www.worldcruising.com/atlanticcup
4 - 7 West Indies Regatta, St. Barth's. www.westindiesregatta.com
5 Start of ARC Europe, Tortola to Portugal. www.worldcruising.com/arceurope
5 Public holiday in Guyana (Arrival Day)
5 - 6 BVI Dinghy Championships. RBVIYC, www.royalbviyc.org
5 - 6 Round St. Barth's race (windsurfers and beach cats)
5 - 7 Paddle Board Race from Havana to Key West. CNIH, yachtclub@cnih.mh.cyt.cu
5 - 13 St. Lucia Jazz Festival. www.stluciajazz.org
6 Round Booby Island Regatta, Nevis. Nevis Yacht Club, (869) 662-9403
6 FULL MOON
7 Public holiday in Nevis (Labour Day)
7 - 16 St. Barth's Theatre Festival. www.saintbarth-tourisme.com
11 - 13 Anguilla Sailing Festival. Anguilla Sailing Association, www.anguillaregatta.com
12 - 13 Captain Oliver's Regatta, St. Martin. www.coyc-sxm.com
12 - 13 Shore Fishing Tournament, Havana seafront, Cuba. Cuban Sport Fishing Federation
14 - 15 International Workshop: "90 years of Hydrography in Cuba". CNIH, yachtclub@cnih.mh.cyt.cu
16 - 20 Around Guadeloupe Race. www.triskellcup.com
17 - 19 Combat des Coques Regatta, Martinique. Club Nautique du Marin (CNM), (596) 74 92 48, club-nautique-du-marin@wanadoo.fr, www.clubnautiquedumarin.com
17 - 20 Mount Gay Rum Barbados Regatta. Barbados Yacht Club, www.sailbarbados.com
17 - 20 Curaçao Challenge International Windsurfing. www.curacaochallenge.com
18 Public holiday in Haiti (Flag Day)
18 - 19 Conference "Cuban nautical recreational industry, present and future developments". CNIH, yachtclub@cnih.mh.cyt.cu
19 - 20 Lowell Wheatley Anegada Pursuit Race, BVI. RBVIYC, www.royalbviyc.org
19 – 20 Captain Oliver's Regatta, St. Martin. www.coyc-sxm.com
21 Public holiday in Cayman Islands (Discovery Day)
21 Reception for the 20th Anniversary of the Hemingway International Yacht Club of Cuba. CNIH, yachtclub@cnih.mh.cyt.cu
24 - 28 Canouan Regatta, Grenadines. Canouan Sailing Club, cmclaurean@hotmail.com
25 - 27 Foxy's Wooden Boat Regatta, Jost van Dyke, BVI. www.foxysbar.com/woodenRegatta.html
25 - 27 Antigua & Barbuda Fishing Tournament. www.antiguabarbudasportfishing.com
26 Public holiday in Guyana (Independence Day)
26 - 28 Martinique to St. Lucia and Return Race. www.clubnautiquedumarin.com
26 – 28 Green Island Weekend, Antigua. AYC, www.antiguayachtclub.com
27 Public holiday in Bonaire (Pentecost)
28 Public holiday in many places (Whit Monday)
28 Petite Martinique Whit Monday Regatta, Grenadines. www.grenadagrenadines.com
28 Conference: "Climate Change and the migration of billfish species", Havana, Cuba. CNIH, yachtclub@cnih.mh.cyt.cu
28 - 2 June Ernest Hemingway International Billfishing Tournament, Marina Hemingway, Cuba. www.hemingwaycuba.com/hemingway-fishing-tournament.html
30 Public holiday in Trinidad & Tobago (Indian Arrival Day), Anguilla (Anguilla Day) and Haiti (Mothers' Day)
TBA Commodore's Cup, St. John, USVI
TBA Bonaire Heineken Jazz Festival. www.bonairejazz.com
TBA Puerto Rico Vela Cup. www.puertoricovelacup.com
TBA St. Lucia J/24 Open Championship. www.stluciayachtclub.com

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

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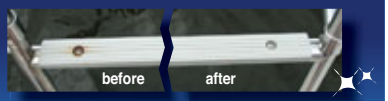
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SEA RAY 550 SEDAN BRIDGE 1992 fast motor cruiser. Twin MTU 8V 183 TE -645 hp 1,100 hours.15kw Westerbeke genset, watermaker, a/c, bow thruster. 3 cabins/2 heads. Big salon with refitted galley. Big flybridge, excellent cond. great family boat/live aboard. Based Grenada. US$245,000 E-mail phillthomas@hotmail.co.uk



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OCEANIS BENETEAU Fully equipped, excellent condition. Tel: (868) 637-3244 E-mail bunny171@yahoo.com

WANTED

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PROPERTY FOR SALE



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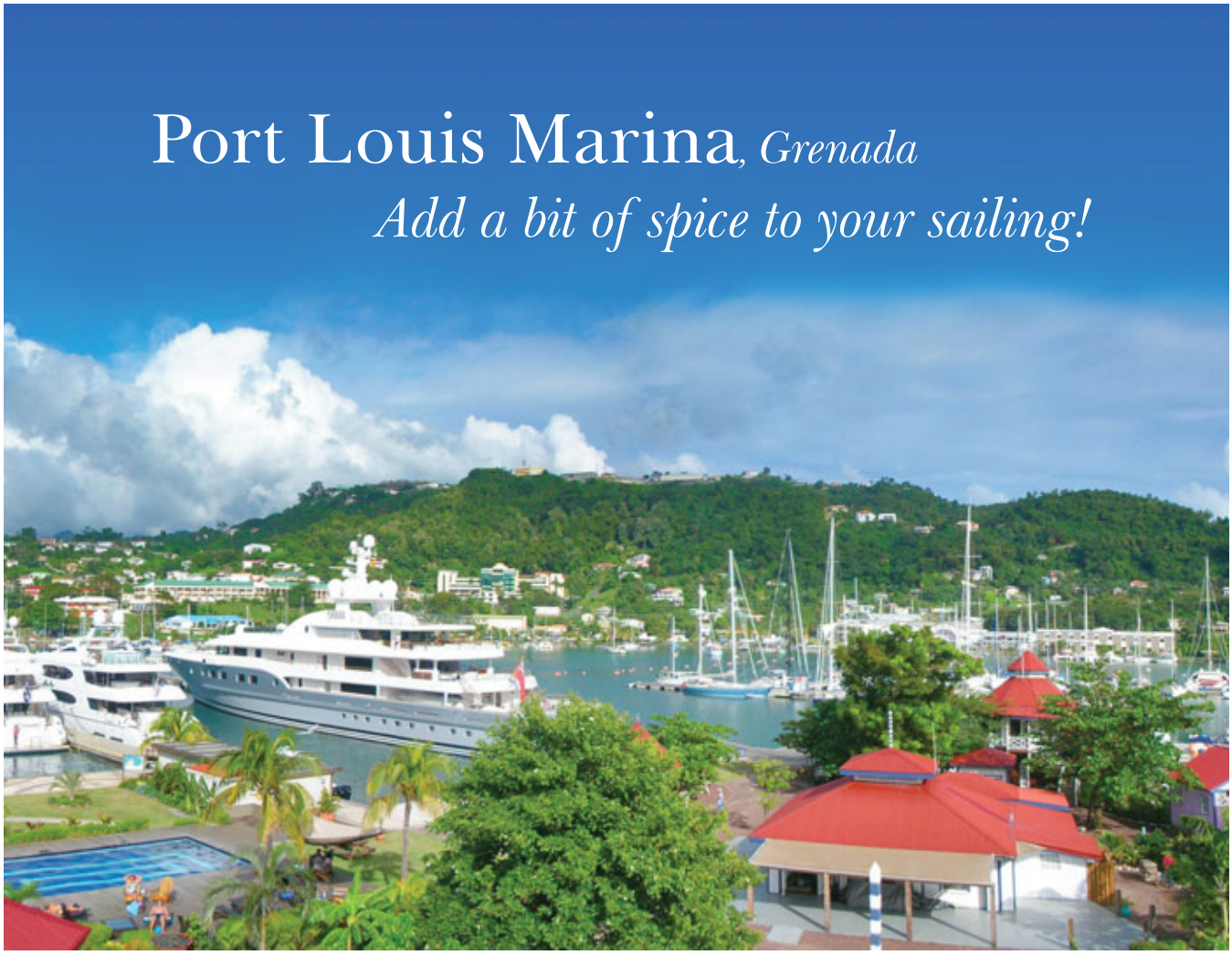
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MP = Market Place pages 42 to 45
CW = Caribbean-wide

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LOA in feet	Daily $/ft/day	Weekly $/ft/day	Monthly $/ft/day
up to 32	$0.82	$0.74	$0.70
up to 40	$1.03	$0.93	$0.88
up to 50	$1.13	$1.02	$0.97
up to 60	$1.24	$1.11	$1.05
up to 65	$1.39	$1.26	$1.18
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up to 80	$1.75	$1.58	$1.49
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