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On-line
APRIL 2013 NO. 211
The Caribbean's Monthly Look at Sea & Shore



RORC Caribbean 600

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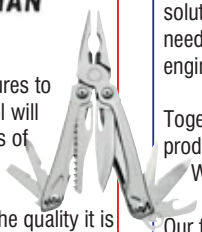


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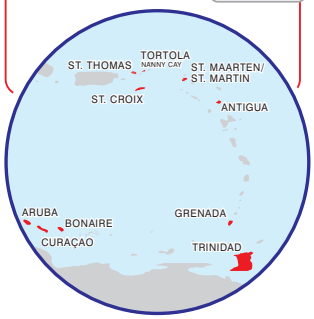
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Cover photo: The long-legged schooner Adela *topped both Spirit of Tradition Class and Super Yacht Class in the 2013 RORC Caribbean 600. Photographer Tim Wright was there — in the air!*



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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Info & Updates

OECS Developing Yachting Sector Plan

Public and private sector representatives from all nine Organisation of Eastern Caribbean States (OECS) member states assembled in Tortola, British Virgin Islands, on February 27th and 28th for a working session geared towards developing an action



plan for the yachting sector, seen as a key niche in the region's tourism industry.

Representing the Caribbean Marine Association (CMA) at the meeting were President John Duffy (Antigua & Barbuda), Vice-President Bob Hathaway (St. Lucia) and Director Anita Sutton (Grenada).

The purpose of the meeting was to explore ways of unlocking the economic benefits of yachting to the region and to jointly market the sector, while remaining aware of the environment that is the major source of income for most OECS countries. The meeting was conducted by Rodinald Soomer and Dr. Lorraine Nicholas from the OECS Secretariat, with presentations from various parties including the CMA.

"The yachting sector in the OECS has been identified as offering an ideal opportunity to mobilize the shared benefits of the economic union and is one of the clearest and most obvious avenues to develop the OECS as a single economic space. In light of the archipelagic configuration of the OECS region, comprising nine small islands in close proximity to each other, and linked by arguably some of the best sailing waters in the world, yachting is a prime niche sector in tourism that can be developed and promoted jointly in the OECS. The product offering of 'many islands, one sea', with the opportunity to sail between different islands, furnishes considerable appeal to the yachting community and positions the OECS region at a distinct comparative advantage," Dr. Nicholas said.

High among the objectives was the easing of movement between the various Eastern Caribbean islands. The Caribbean Customs Law Enforcement Council (CCLEC) in co-operation with the OECS and with the support of the CMA is working towards the introduction of an almost seamless on-line process that will come on stream during 2013. CCLEC and the OECS will be releasing more information on this in the near future and the CMA has been tasked, at the appropriate time, to spread the word to the international yachting community.

The CMA was also tasked with investigating the reasons behind the punitive rates of yacht insurance prevalent in the Caribbean, which seem to be unrelated to risk when compared with the east coast of the USA. It was considered by the meeting that these rates are having a deleterious effect on the summer season in the Caribbean.

Although the CMA extends beyond the limits of the OECS to include countries such as The Bahamas, St. Maarten and Trinidad & Tobago, it was noted that there were some gaps within the OECS where countries have limited or embryonic yachting industries. It was felt essential that each OECS member country should have a non-governmental recreational marine trades association of its own and become a member of the CMA. To that end, the CMA was further tasked to assist Anguilla, Montserrat and St. Kitts & Nevis to form their own marine associations and to encourage the relatively new marine association in Dominica to become part of the CMA. In return, the CMA requested that the OECS create liaisons with other yachting countries in the Eastern Caribbean including Barbados and Trinidad & Tobago plus the French islands of Guadeloupe, Martinique, St. Barth's and St. Martin.

OECS officials identified some critical actions that need to be implemented to effectively unlock the sector's untapped potential. They include development of human resources, strategic scheduling of more sailing events to extend the yachting season, development of an OECS Marine Awareness Guide, strengthening of the legislative framework for management of the yachting sector, and organization of a joint presence at international boat shows.

The meeting on the OECS yachting sector was supported by the European Union under the 10th EDF Economic Integration and Trade of the OECS Region project. That project seeks to contribute to the establishment of the OECS Economic Union as a single economic and financial space through the development of a harmonized policy, legislative, regulatory and administrative framework, and the enhancement of the institutional capacity and export competitiveness of OECS economies.

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Before the final session, the delegates were taken on a tour of the main marine areas of Tortola, one of the most popular yachting destinations in the Caribbean.

For more information contact info@caribbeanmarineassociation.com.

Patrol Boat Now on Duty in Bequia

A recent initiative by the Ministry of Tourism and the Government of St. Vincent & the Grenadines addressed the issue of crime on the Grenadine island of Bequia, which has had a particularly negative impact on the yachting sector.

Initiatives were taken on several fronts, including the commissioning of a patrol boat for full-time operation in Bequia waters by Coast Guard personnel. The boat, which is boldly labelled "SVG Coast Guard" on both sides, took to the waters in Bequia on the weekend of February 8th, when it commenced both day and night patrols. These will be supplemented by other patrols by the regular Coast Guard boat as well as other, covert patrols.

Security has also been stepped up on shore with increased Police patrols, and improved communication should allow easier access to and swifter response by the security forces. Lights were also placed along the waterfront to respond to the issues of safety and security.

Dredging Underway in Jolly Harbour, Antigua

Maintenance dredging is being carried out in the entrance channel at Jolly Harbour, Antigua. This project commenced on March 25th, 2013 and is estimated to take eight weeks.

Dredging started from the fairway buoy positioned at 17.04.05N/61.54.07W, to the first red and green channel marker within Jolly Harbour. A large dredge will be working in the channel and a dredge pipe will be located on the north side of the channel leading to the deposit site on Pearn's Point.

The dredge pipe will be marked with 12-inch diameter red buoys, at intervals of 50 feet when the pipe is at surface level and intervals of 200 feet when the pipe is on the seabed. The dredge will carry international signals and be illuminated at night.

A temporary channel, marked with red and green buoys, will be laid to the south of the channel where the dredge is working; the depth will average eight feet and navigators should proceed with extreme caution.

While work is in progress navigators should NOT PASS OR ANCHOR to the north of the channel.

Please proceed with caution in the vicinity of the works.

Call Jolly Harbour Marina on (268) 462-6042 or VHF Channel 68 for current depth information.

Channel Markers in Prickly Bay Now Lit

Denise Simpson reports: In a tragic accident on the night of March 5th, 2011, Daniel (Danny) Hemley's dinghy collided with an unlit concrete and steel channel marker in Prickly Bay, Grenada. He hit his head and drowned at the age of 32.

Now his fellow boaters are happy to say that we can now clearly see, in the day and at night, the three channel markers. They now have chevron/reflective tape on them as well as brand-new solar lights, which were donated by Budget Marine Grenada. Steffen Meyerer, our local ship's carpenter and friend of Danny, fitted these lights for all to see.

Danny's family in England have said that they are pleased that the sailing community sorted this out to prevent more accidents and say it is an honorable tribute to Danny: "Thank you so much to all concerned!"

Again, a safety reminder: Please remember to "light up at night" showing a light in your dinghy and an anchor light on your yacht. Also, please report any out-of-order channel markers to a yachting association such as MAYAG in Grenada, the coastguard, a local chandlery, etcetera — these reports do save lives!



Following the accidental death of boater Danny Hemley, the channel markers in Prickly Bay, Grenada are now lit.

Cruisers Bring Help to Haiti

Frank Virgintino reports: The Sister Flora Flotilla departed Boca Chica in the Dominican Republic on February 9th. There were four boats in the flotilla; unfortunately, three more boats that had registered could not depart: two had engine problems and one owner was ill. The flotilla made a number of stops along the way, visiting various anchorages and harbors on the south coast of the Dominican Republic.

At Ile-à-Vache, Haiti, other boats joined the flotilla with more than 20 boats anchored in Baie de Feret at the town of Cai Coq. Ile-à-Vache, off the southwest coast of Haiti, has been a safe stop for cruisers for many years. The villagers are welcoming and the anchorage secure. Never before have so many boats visited this quaint island at one time. The atmosphere was very festive. Many of the boats had brought supplies for Sister Flora at the St. Francis Orphanage and Sister Flora extended her thanks through her ever-present smile.

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Much of the help on the island over the past 15 years has come from Bruce Lemming and his group, Friends of Ile-à-Vache, which can be reviewed at their website www.friendsofileavache.com.



FRANK VIRGINTINO

Joan Conover, the head of the Cruising Station Host program for the international Seven Seas Cruising Association (SSCA) as well as Bernard Lefevre and I, all members of SSCA, have identified four anchorages in addition to Ile-à-Vache along the north side of the south peninsula that can become safe locations for cruisers who want to cruise Haiti. To further that end, we plan to develop a "mooring marina" program that will install moorings for the villages and allow the villagers to own and operate them in a self-sustaining way that will allow the creation of jobs and services within the recreational marine industry.

We are asking all of those who may have an interest who can provide donations or assistance in making Haiti a wonderful cruising destination to please contact us. Marina ZarPar of Boca Chica has offered US$10,000 to purchase moorings and equipment but we must find a way to move the moorings from Boca Chica, DR, to Ile-à-Vache and the other chosen locations. Such a cargo requires a boat that can carry moorings, rope and chain weighing about 7,500 pounds.

Anyone who would like to help can contact me at fvirigintino@gmail.com.

Cruisers Site-ings

• In the December 2012 issue of *Compass*, Devi Sharp wrote about hiking up to Monk's Hill in Antigua. Chris Doyle became inspired and pedaled his old bike in Devi's tracks — at least he thinks it was her tracks! He has posted his experiences at www.doyleguides.com/myweb3/sailors_hikes%20Monk%27s%20Hill%20Antigua.htm.

• Read the excellent newsletter of La Reserve Naturelle of St. Martin at www.reservenaturelle-saint-martin.com/en/journaledition/newsletter-17.

• The Junk Rig Association, founded in 1979, is for people with junk-rigged boats and those interested in converting to this fascinating rig. Visit their website at www.junkrigassociation.org.

Antigua Charter Show Dates Changed

Thanks to popular demand, the dates of this year's Antigua Charter Show have been changed to December 6th through 12th. This will enable more yachts to make it to the show on time and also make it easier for brokers from the USA to arrive following the Thanksgiving holiday. There also are some important changes on the Schedule of Events.



CHRIS DOYLE

The organizers will be offering Island Tours on Thursday 5th and Friday 6th December for show participants arriving early — see more of beautiful Antigua!

For more information visit www.antiguayachtshow.com.

Welcome Aboard!

In this issue of *Compass* we welcome new advertisers Key West Classic Yacht Regatta of Florida, on page 15; and Marigot Gourmet Pizza of St. Lucia, on page 36.

Good to have you with us!

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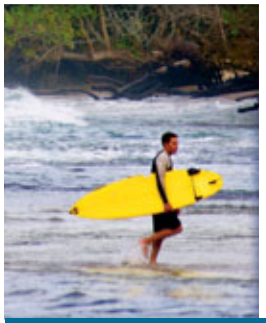
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Greetings from Bocas del Toro, Panama

In the coming months Red Frog Marina staff will warmly welcome boaters from all over the world who will be coming to Panama for their first time — Bienvenido a Panama!

This summer Red Frog Beach Marina will be a great place to visit — safe, peaceful and hosting some fun events surrounding the finalization of construction of the vacation villas at Red Frog. We also will have a number of larger yachts stopping by en route to the America's Cup in San Francisco. Red Frog offers some of the most inexpensive dockage fees for this quality of marina anywhere in the Caribbean. Liveaboards are welcome and you are invited to join the growing community.

The beachfront restaurant at Red Frog Beach, Punta Lava, offers all marina guests a 25-percent discount for special dinner events. Whether it is a Tuesday night barbecue bonfire or a Central American themed all-you-can-eat buffet — the location cannot be beat!

An arrival guide for Red Frog Marina is available online at http://read.uberflip.com/i/93225.

For more information on Red Frog Marina see ad on this page.

Barefoot Opens Ladies-Only Sailing School

To complement its American Sailing Association sailing school, which it has operated in St. Vincent & the Grenadines for the past 16 years, Barefoot Yacht Charters and its sail training department BOSS (Barefoot Offshore Sailing School) recently completed its first ladies-only sailing school cruise, with Instructor Nancy Hancock at



the helm. Three women from the USA completed their Intermediate Coastal Cruising (bareboat charter) certifications.

The company also now offers the ASA's Advanced 106 Coastal Cruising Course, not only in the Grenadines, but also between St. Lucia and St. Maarten.

Barefoot's school has certified 63 students in the first three months of this year and runs up to four concurrent courses, both on monohulls and catamarans. Significant discounts are available for St. Vincent citizens.

For more information on Barefoot Yacht Charters see ad on page 18.

Latest News from Tank & Fuel

Tank & Fuel in Trinidad is always up to something new. How's your fuel tank? How's your fuel? For the latest news from Tank & Fuel visit www.facebook.com/tankandfuel, where you'll see pictures of actual live jobs that Tank & Fuel successfully completed and live demos of their products.

For more information on Tank & Fuel see ad on page 14.

The Market Comes to You at Grenada Marine

For nearly a year, organic fruits and vegetables have been sold at Grenada Marine each Thursday morning from 10:00AM. The Farmers' Market is organized by Jenny and her informal St. David's Farmers' Co-operative. As the produce is freshly picked, the quality is excellent and in some cases the fruits have just ripened in time for Thursday to roll around again! Recently, fresh eggs have been added to the range of produce being offered. Nothing beats being on your boat — in a boatyard — and having the market come to you!

For more information on Grenada Marine see ad on page 16.

New Dock at Le Phare Bleu Marina in Grenada

With an investment of US$450,000 Le Phare Bleu Marina in Calivigny Bay, Grenada has accomplished a major dock improvement. The outer floating dock has been replaced by a fixed piled structure and the amperage for the consumption of electricity has been increased to accommodate yachts over 50 feet.

After the opening of Le Phare Bleu Marina in 2008, the marina quickly became popular thanks to its atmosphere, the quality and reliability of the services, and not least because of the cleanliness of the water. But the outer floating jetty wasn't that popular as a berth.

DIETER BURKHALTER



Dieter Burkhalter, owner of Le Phare Bleu Marina, evaluated several options to get rid of the swell. "It's not a question of safety," he says. "Just sometimes with special weather conditions it can be considered less comfortable. You can't have this clean water and no movement at all. The bay is protected by two reefs close to Calivigny Island and Adams Island, but through the narrow entrance channel a constant exchange of water takes place."

Dieter researched different swell-mitigation concepts such as various floating and fixed break walls, but they were not financially feasible. A wave monitor was installed for one month to record the height and length of the waves and gave data for the investment decision. Any structure put in place to mitigate the swell, except a proper fixed break wall, wouldn't be able to change the movement of the water significantly enough.

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The best that could be done was to replace the floating jetty with a piled structure and place the existing floating pontoons further out as wave attenuators. A team from Marenco in Barbados drove 72 piles into the seabed. The Grenadian company ACDC carried out the electrical installation.

Now Le Phare Bleu Marina offers the planned 60 berths of which 15 are alongside and the others stern-to with ground lines. The marina can accommodate needs for electricity up to 50A/110V (50Hz), 60A/230V (50Hz) and it is still "the only marina in the Caribbean where you wouldn't hesitate to swim" (there is also a diving board on the new jetty).

For more information visit www.lepharebleu.com.

St. Martin Boat's Paint & Stuff

Located at Time Out Boat Yard in Marigot, St. Martin, Boat Paint & Stuff is exploring new horizons. Visit them next to the French bridge in the channel to see what's happening!

The St. Martin operation will continue serving private boat owners and professionals from throughout the Caribbean with polyester and epoxy resins, Coppercoat long life antifouling, and antifouling and other paints from PPG Ameron.

Open every weekday and Saturday mornings. Livraison assurée dans les îles Caraibes.

Pump-Out Boat in St. Maarten

The pump-out boat, *Slurpy,* operated by Matrix Marine and made available by EPIC, is operational and available to conduct pump-out services at St. Maarten marinas.

The pump-out service is another step towards improving the water quality in the Simpson Bay Lagoon and Matrix Marine would like to encourage boat users to "Pump it, not dump it". The cost for the pump-out service has been kept to a minimum in order to stimulate as many boat users as possible to use this service.

For more information call "Slurpy" on VHF channel 72, e-mail jose.matrixmarine@gmail.com, or phone 527-4049.

'Clarke & Carter Caribbean' Now in Grenada

UK-based Clarke & Carter Interyacht, one of the oldest yacht brokerages in the international marine industry, has recently launched "Clarke & Carter Caribbean" with the goal of providing superior yacht brokerage services in the Caribbean region.

Managing this new Caribbean yacht brokerage division is John Whitsett, who will bring Clarke & Carter's tradition of excellence to the Caribbean by offering friendly, professional and local knowledge.

"Clarke & Carter is a highly reputable company," says Whitsett, "and I'm excited about the opportunity of working with them. Plus, my yachting expertise and experience in the Caribbean will really make buying or selling a yacht in this area so much easier and more efficient for our customers, so it's a real win-win for everyone!"

For more information visit www.clarkeandcartercaribbean.com.

Row Your Boat!

There is a new sport powering forth around the world from Scotland's shores. In only three years, nearly 100 self-built St. Ayles rowing skiffs have been purchased by rowing clubs, with interest from St. Lucia and the Bahamas among many other countries.

The St. Ayles Skiff is supplied as a plywood kit and built using the glued lapstrake method. The plywood hull planking and the molds over which the hull is built are supplied, and timber material for the keel, gunwales, stems and thwarts sourced locally, along with glues and paint. The ethos of the kit and the design is to provide a high quality and seaworthy boat at low cost. With the boats being built by the communities that will row them, the labour element of the cost is removed.

Boat kit manufacturer Alec Jordan says, "I was raised in St. Lucia and it's a dream for me to expand this class of rowing boats to the Caribbean Sea. The region does not have the lake or river waters for conventional sliding-seat rowing, but the St. Ayles allows safe and fun rowing on the sea. They have proved their seaworthiness in some wild conditions around Scotland, having raced in Force 6 winds.

"Rowing is attracting all ages and both sexes, with more women involved than men."

Sam Verity in St. Lucia says, "Like most islands in the Caribbean we have a strong



St. Ayles Skiffs racing in Scotland — they'll soon be in St. Lucia, too!

tradition of boatbuilding and seamanship here and the St. Ayles Skiff is an exciting way for us to engage younger members of our community in it. Kids will take part in the construction, learn to row and perhaps even compete internationally. In the fight against youth unemployment, these skills may provide critical direction to their lives."

The cost of shipping kits from Britain varies depending on the numbers shipped; it costs little more to ship six kits than a single one. Islands with close links to the USA may find it easier to import their kits from Jordan Boats' US agents Hewes & Co. in Maine (www.cnc-marine-hewesco.com).

This July will see the first world championships for this class (www.skiffieworlds.com) at the Scottish Highland harbour of Ullapool.

For more information visit www.jordanboats.co.uk.

Books of Interest

The Kindle Edition of *Eluding the Tiger* by John Rowland is now available at Amazon.com This is the story of how a couple from the mundane middle class transformed their retirement into the adventure of their dreams, including stories adapted from John's work published in *Caribbean Compass.*

The Desperate Cycle by Tony Tame traces the daily battle that three generations of a family at the bottom of the social and economic structure of Jamaica must wage. Successive cycles engulf them, but never defeat their resilience, humor and wit. Available at Amazon.com.

A coffee-table style compendium of the lifestyles, landscapes, architecture and culture of Trinidad as represented in more than 100 fictional works by some 60 writers, *LITTscapes-Landscapes of Fiction from Trinidad and Tobago* contains more than 500 photographs of Trinidad & Tobago. For more information visit kris-rampersad.blogspot.com.

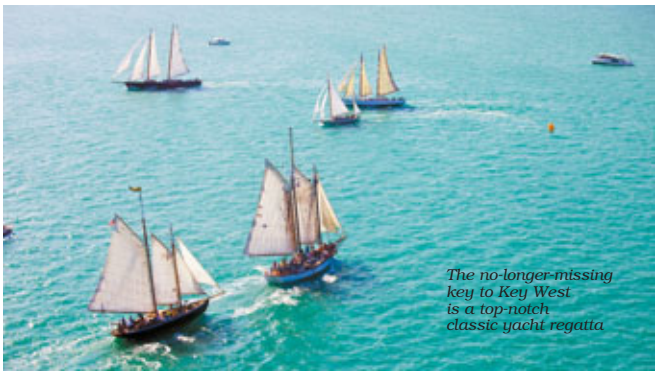




REGATTA NEWS

Inaugural Key West Classic Regatta

Key West Florida is a sailor's playground, with azure waters, great winter winds, natural beauty and nightlife that can't be beat. However, something was lacking — Key West was missing out on hosting a world-class classic yacht regatta.



The no-longer-missing key to Key West is a top-notch classic yacht regatta

This year the inaugural Key West Classic Regatta, held January 26th, changed that. With perfect sailing weather, the turnout of beautiful vessels was impressive.

Among the highlights, the 105-foot gaff-rigged schooner *America 2.0* competing in the Spirit of Tradition class was first overall. She was designed and built by Scarano Boat Builders and captained by Andrew Neuhauser. Taking the Classic category was the 60-foot gaff-rigged bald-headed yawl *Seminal*, built in 1916 by George Lawley & Sons of Boston, Massachusetts and captained by Andy Watras.

Following racing was a dockside barbecue and concert featuring renowned shanty singer Geoff Kaufman, cementing the feeling from all present that Key West now owns a classic regatta.

Joshua Rowan, 32, is no stranger to classic vessels, as captain and co-owner of the historic 1925 William Hand schooner *Hindu*. As a boat-systems designer and builder doing business as Rowan Boat Works LLC, Josh was at the forefront of *Hindu's* restoration. Rowan's parents raised him and two of his brothers while cruising on a 50-foot sailboat constructed in the Oregon woods in the 1970s. Rowan, a captain since age 16, said, "Now that the groundwork has been laid, there is no reason why Key West can't emerge as one of the great locations for classic vessels to celebrate the love of tradition."

Next year the Second Annual Key West Classic Regatta will be a weeklong extravaganza for classic boat owners and enthusiasts. Along with five days of racing, there will be a nautical flea market, a maritime art show, a trade show and numerous entertainment activities. The event is open to classic vessels and vessels in the spirit of tradition. Entries will be divided into Vintage, Classic, Traditional, Spirit of Tradition, Modern Classic and Tall Ships.

The 2014 Key West Classic Regatta will be January 27th through February 2nd.

For more information visit www.keywestclassicregatta.com or see ad on page 15.

31st Biennial Pineapple Cup – Montego Bay Race

After a mellow light-air start, George Sakellaris's 72-foot Reichel Pugh, *Shockwave,* eventually enjoyed double-digit reaching conditions to become first-to-finish, first in IRC division and first overall at the 31st biennial Pineapple Cup – Montego Bay Race, presented by Appleton Estate Jamaica Rum. The annual ocean race of 811 nautical miles started February 8th at Florida's Port Everglades, sending the "MoBay" fleet of ten US-based boats — sailing in IRC and PHRF divisions — on a challenging all-points-of-sail course to Montego Bay, Jamaica.

Shockwave crossed the finish line on February 10th with an elapsed time of two days, 11 hours, 23 minutes and two seconds, just 58 minutes short of the current race record that was set in 2005 by *Titan 12*. Thanks to the favorable conditions, all of the boats crossed the finish line by the evening of February 12th, two days earlier than expected.

It was one long match race for the US Merchant Marine Academy Sailing Foundation's *IceFire* and another TP 52, Bryon Ehrhart's *Lucky*, but *IceFire* prevailed, beating *Lucky* by a little over two hours, taking second place behind *Shockwave* on corrected time in IRC Division.

In PHRF division, Glenn Gault's J/120, *Rebecca*, won on corrected time. Tom Slade's Santa Cruz 52, *Renegade*, took second, while Michael Hennessy's Class 40, *Dragon*, finished third.

After the start gun, racers crossed the Gulf Stream for the Northwest Providence Channel. The middle of the race was a fetch down the eastern side of the Bahamas island chain toward the tip of Cuba, with a final stretch a sailor's dream: a 240-mile downwind sleigh ride along the Windward Passage, to finish at Montego Bay.

After this year's finish, sailors were treated to a week of fun with cocktail parties every night, steel bands and limbo dancing, ending with a dinner, dance and prize-giving ceremony February 15th.

For more information visit www.montegobayrace.com.

Round St. Lucia Race in Two Legs

Seven monohulls and one catamaran entered the two-day St. Lucia Yacht Club Round the Island Race, starting February 22nd — with a powerboat along for fun and fishing.

Setting sail at 8:00AM from Rodney Bay, the racers headed north around Pigeon Island, rounded the coast close to Cas en Bas, and sailed in stiff winds down the island's east coast to the village of Laborie, where Independence Day celebrations were in full swing. First to cross the line in Laborie Bay was the X99 *X-Factor* in less than five and a half hours, although final results were based on CSA handicap times for both days.

A crowd gathered on the pier to cheer the finishing yachts, and local representatives of Labowi Promotions welcomed racers and SLYC ground crew with rum punch. Once boats were secured in the bay, crews hit the Independence party in Laborie Market Square, with Day One results announced followed by a live jazz show, then late music and dancing at rum shops and bars around the village.

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On Day Two, one yacht was missing from the start line owing to mast problems. A quick sail towards the Pitons slowed as the fleet headed north, but despite a slower pace and choppy seas, the dreaded absence of wind on the west coast never materialized, and the first four boats arrived in back at Rodney Bay in around six hours. The Hanse 540e *Caol Ila* cleared the line first, with the Frers 39 *Cider with Rosie* and *X-Factor* in pursuit.

The Prizegiving Ceremony took place on the Sunday at the St. Lucia Yacht Club, with surprises among the final results. First place went to *X-Factor* (skipper Cameron Bevan) after a dominating performance from the IGY-sponsored crew; second was the Sigma 36FR *Happy Morning* (skipper Mike Duckmanton), with three youth sailors crewing; and third place went to the experienced racing team of *Cider with Rosie* (skipper Ulrich Meixner).

St. Lucia Yacht Club thanks the people of Laborie for the warm welcome, enthusiasm and great lime, in particular Dominic and Natasha of the Laborie Development Foundation team for their excellent arrangements and tireless support of the event; Labowi Promotions for the great music all afternoon and evening; the village vendors, rum shops and restaurant owners for keeping hungry and thirsty sailors supplied with fresh, grilled fish and cold beers, and the crew of fishing pirogue *To Be Continued* for helping with the finish and start lines and providing efficient shuttle service to and from the anchored boats.

4th Around St. Maarten Multihull Regatta

The 4th Annual Around St. Maarten Multihull Regatta, February 23rd and 24th, saw eight F18 beach cats on the start line, plus three trimarans and one larger catamaran on the first day of racing. Starting in Simpson Bay, the racecourse was clockwise around the island, without any mark to round except for the windward mark in the bay.



In the F18 Beach Cat Class, racing was very close. Just before rounding Point Blanche and with the finish line almost in sight, leading local favorites Bernard Silem sailing with Jolyon Ferron on *Budget Marine Gill* capsized and were passed by two cats from St. Barths, ending third. Jeff Ledee of St. Barth's on *Remax* won the around-the-island race in two hours, 46 minutes and ten seconds, followed only 35 seconds later by David Guiheneuc sailing *FBM*.

Erick Clement and the crew of the trimaran *Dauphin Telekom* achieved their fourth consecutive win in Racing Class.

On the Sunday, seven beach cats joined another race, now leading them to Marigot and back to Simpson Bay. Line honors again for Jeff Ledee on *Remax*. Bernard on *Budget Marine Gill* came second, and Thierry Lhinares, also from St. Barth's, sailing *AMP*, came third.

For more information visit: www.stmaartenmultihullregatta.com.

'Live' from St. Maarten Heineken Regatta 2013!

For over three decades, the St. Maarten Heineken Regatta has showcased the top boats and sailing in the Caribbean, becoming equally famous for its world-class slate of parties and musical entertainment. Now recognized by sailors around the planet as one of the sailing world's best regattas, each year the event lives up to its motto: Serious Fun. More than 200 yachts descended on St. Maarten for the 33rd running of the St. Maarten Heineken Regatta, which concluded on March 3rd.

Sandy Mair, who raced aboard his Beneteau First 35, *Cricket*, reports:

Well, it certainly lived up to its name — we started from a Heineken boat, we rounded Heineken marks, we had Heineken flags on our backstays and, yes, we all drank plenty of Heineken. At US$2 a bottle it was definitely a prime ingredient of the 'serious fun' aspect of the regatta. And in between I somehow managed some serious racing.

Five very large Gunboats crossing the start line almost simultaneously was quite a sight. These behemoths appear to lumber towards the start line like a herd of tame elephants until suddenly one realizes that an elephant can run at 25 mph — and a Gunboat can, too. Not something to get in the way of. The hotly contested class was won by *Elvis* (at least that was the name on one of the hulls — I can only assume the other hull was called Presley).

And about 90 monohulls raced under CSA. Unfortunately the wind was mostly light and shifty, which certainly didn't help my old dear *Cricket* who, like many elderly ladies, is a bit large in the girth and the buttocks and somewhat overweight. But we got around — a 5:58PM finish on Day One beat the time limit by two minutes. But poor Hans Lammers, sailing a Luders yawl, finished at 6:01PM after seven and a half hours on the water to find himself scored DNF. Believe me, an unhappy Dutchman is not a sight to see. But of course being a competitive little sod I can't say I didn't secretly have a few moments of glee as I timed him out.

Day Two dawned with a faint zephyr from the south, which filled in nicely to about ten knots for the morning race to Marigot. Again, a long course with lots of reaching and — as the little/slow boats started last — as soon as we finished we started again, a windward/leeward in the Anguilla Channel. The evening breeze died and so did *Cricket*, and so it was another 5:30PM finish with us taking 20 minutes to sail the final 400 yards, losing four places in the process. But an old geezer like me is well past party mode, so who cares — it was more fun to be out sailing, even all day.

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The French put on a great show in Marigot town square and judging from the amount of ribs eaten I doubt there is a live cow left in St. Martin.

Finally, Day Three: Sunday. And no, we didn't go to church, instead had an almost religious experience with one of the best yacht races for years. Sparkling 15- to 18-knot breeze, great (long) course and a tough race. At last my heavy old girl put her weight to good use and strutted home a solid fourth in class and ahead of some pretty good boats — even quite a few racing division entrants.

Needless to say the pro teams on the Melges 32s and Melges 24s were unbeatable and took the top places both class and overall. The Melges 32s are proving to be "the class" to be in for all the hot shots and had some great racing; Mark Plaxton's BVI Team Intac took the overall.

And what about lowly *Cricket*? Well, sixth in a class of 14. And whoever said a six is a bad score in cricket? So I was delighted. And the parties — yes, it is serious fun at the Heineken. They had a band, The Commodores, almost as old as me for the headline act and I even managed to stay awake till midnight and remembered some of the songs.

Some people thought the races were a bit too long, but I came away having enjoyed one of the best Heinekens for years. Interesting, challenging races — especially for a boat that likes to stop and graze on the verge in the light stuff, like a stubborn old donkey.

And to cap it all, the wind went due northeast on the Tuesday and we blew home to Antigua with the boom squared off over the quarter, a balmy warm night and a fastest-ever sail home for me. Yahoo — I'll be there again next year.

For full results visit www.heinekenregatta.com.

'National' Teams for Les Voiles de Saint Barth

Several decidedly national sailing teams will participate this year in the fourth edition of Les Voiles de St. Barth, scheduled for April 8th through 13th.

The Dutch team aboard the chartered Swan 45 *Satori* is considered "serious" by most racers, but trimmer Maurits van Oranje is modest about this. "We'd never take ourselves too serious, but in one way or the other someone will hopefully think of us as champions." In an untraditional way, the 1965 ketch *Saphaedra* will represent the USA in the Classic Yacht Division, reserved for the most historic and aesthetically pleasing of the entrants. Captain Jamie Enos of New England will sail with only one other crew — her first-mate Amanda Sparks — perhaps, if they can "get away with it."

Among the other entrants proudly flying their nation's flags are the J/122 *Lazy Dog*, skippered by Puerto Rico's Sergio Sagramoso and the Ker 51 *Varuna*, owned by Germany's Jens Kellinghusen. The 92-foot carbon Super Maxi *Med Spirit* will be returning for a second year with its all-French team that includes owner Jean Pierre Dreau.

Les Voiles de St. Barth offers divisions for CSA Spinnaker and Non-Spinnaker, Classics and Multihulls. Racing runs Tuesday through Saturday, with a lay day scheduled for Thursday, when water sports at Nikki Beach will be the activity of choice for hundreds of sailors. While most teams bring their own boats, several charter opportunities exist for full teams or even individuals who want to join a boat already delivered to St. Barth.

For more information visit www.lesvoilesdesaintbarth.com.

505 World Championships Coming to Barbados

The Barbados Sailing Association has been awarded the hosting of the 2013 SAP 505 World Championships from April 22th through May 3rd.

The Barbados Tourism Authority is a sponsor for this event and the Barbados Yacht Club will be the host venue. The event will be sailed under the auspices of the Barbados Sailing Association, the national body for sailing.

The 505 is a one-design high performance dinghy sailed by two people. It is raced in more than 20 countries across five continents.

Following the success of the 2010 Fireball World Championships, the Barbados Government is actively promoting Barbados as a premium venue for international one-design yacht racing.

5th Anniversary West Indies Regatta

The West Indies Regatta will celebrate its fifth anniversary May 2nd through 5th at Port de Gustavia, St. Barth's, with the support of participating vessel owners, the



Caribbean Artisan Network, Port de Gustavia, Comite de Tourisme, and Club UNESCO de St. Barthelemy.

The event is especially for island sloops and schooners, and features live music and an Artisanal Village showcasing arts, crafts, organic produce and unique specialty products from various islands — all arriving under sail just like in the old days.

For more information visit www.WestIndiesRegatta.com or see ad on page 41.

New US Port for ARC Europe

ARC Europe will depart from both Nanny Cay, Tortola and Portsmouth, Virginia on May 4th. ARC Europe is a friendly and fun way to make the Atlantic crossing, either to start a European adventure or to end a Caribbean season. The rally's two fleets meet in Bermuda, then cruise on to the Azores, seeing bull running, flowers, traditional buildings and spectacular scenery before the final leg to Europe. A team from the organizers, World Cruising Club, meets the fleet at every port, helping with parties and tours, advice and support.

World Cruising Club is proud to announce the City of Portsmouth, Virginia as the new home of the ARC Caribbean 1500, ARC Bahamas and ARC Europe rallies.

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The events were formerly staged from the town of Hampton. World Cruising Club USA has partnered with Ocean Marine Yacht Center in Portsmouth, a world-class marina complex with an on-site state-of-the-art refit yard, yacht chandlery and comprehensive yacht services. Managing Director of World Cruising Club, Andrew Bishop comments, "The move to Portsmouth is a great opportunity for us to develop the event, with all the yachts berthed in one marina close to the downtown area. We are excited to be working with Ocean Marine Yacht Center to give our rallies a new focus for 2013."

For more information visit www.worldcruising.com/arc_europe.



Triskell's New Guadeloupe and Dominica Race

The new Triskell Tour is a race from Pointe-à-Pitre, Guadeloupe to Marie Galante; Portsmouth, Dominica; les Iles des Saintes and back to Pointe-à-Pitre, with dinners and festivities at each stop. There is also a rally for those who would like to follow the race. A special "Dominica Prizegiving" will be held in Portsmouth, hosted by the Portsmouth Yacht Club. The inaugural Triskell Tour will take place May 8th through 12th.

Dominica's Minister for Tourism, the Hon. Ian Douglas, says, "On behalf of the Government of Dominica, I give you my assurance that we will do whatever is necessary from the Ministry of Tourism to ensure that not only does this event become a memorable one but that it becomes an annual event…."

For more information contact organization@triskellcup.com.

2013 International Optimist Regatta, St. Thomas

The 2013 International Optimist Regatta, presented by Negawatt Business Solutions, and Sea Star Clinic and Sea Star Team Race will take place June 17th through 23rd. Sanctioned by the Caribbean Sailing Association, the three clinic days, the team racing, and three race days for beginner and advanced sailors, make this one of the most instructive and competitive junior sailing regattas. It is also a great way to tune up skills for the Optimist North Americans a month later in Bermuda.

Over 100 eight- to 15-year-old sailors are expected to attend this St. Thomas Yacht Club and Virgin Island Sailing Association hosted regatta. Trophies are awarded to the top five sailors in each fleet and top three overall. Additional trophies include the Peter Ives' Perpetual Trophy, the Chuck Fuller Sportsmanship Award and the top female sailor.

Register now at www.regattanetwork.com. For more information e-mail internationaloptiregatta@gmail.com. For the Notice of Regatta, Registration Forms, and other information visit the St. Thomas Yacht Club at www.styc.net.

Grenada's PCYC Hosts Hobie Cat Matches

Small in numbers but not in spirit, the Petite Calivigny Yacht Club's Hobie Cat Match Races have been growing in popularity, with their last event in January bringing out record numbers of racers and lots of new faces — from local residents to island holiday-makers and visiting cruisers. Racers' ages are varied as well: mostly from youth to adult, but a few old salty-dog seniors bear proof that there is no age limit on having fun.

The PCYC has now committed to hosting more Hobie Cat Match Races. "We've been encouraged by the increasing interest that our Hobie Cat races have generated in Grenada," announced Commodore John Whitsett at the end of the last races, "and as a result, I'd like to officially announce that the PCYC plans to host two Hobie Cat Match Races in Grenada every year, in January and July." Whitsett has set July 14th as the date for the next Hobie Cat Challenge.

The PCYC welcomes new racers and new members.

For more information visit www.pcycgrenada.com.

New T&T to Guyanas Rally

September 2013 will see the start of a new annual rally for Caribbean cruisers. Starting from both Trinidad and Tobago, the Nereid's Rally is set to chart the course for visits to two of the Atlantic's least known cruising destinations, Guyana and French Guiana.

Trinidad & Tobago has always been known as a safe haven for yachts during the hurricane season but yachtsmen need not remain hunkered down in an anchorage or hauled out for extended maintenance when fair sailing in agreeable weather is so close to hand.

The Nereid's Rally offers sailors a safe, convenient way to discover the Amazon Basin's least spoilt anchorages and an excellent excuse for prolonging the traditional sailing season.

With formalities expedited, and assistance with logistical matters, tours and provisioning conveniently provided at each port of call, participants can expect a thoroughly enjoyable adventure.

For more information visit www.marinaslm.com/rally.

2013 Set to be the Biggest ARC Ever

Extra pontoon spaces for ARC 2013 boats in Las Palmas Marina, Canary Islands, will allow more yachts to join the world's most popular trans-Atlantic rally. World Cruising Club are pleased to announce that the Port of Las Palmas has confirmed an additional 40 pontoon spaces available for yachts joining ARC 2013. Over 1,200 sailors will be able to achieve their ocean sailing dreams with the ARC this year.

The ARC sets sail from Las Palmas, bound for Rodney Bay in St. Lucia, over 2,700 nautical miles away. Participating boats are mainly family cruisers from more than 30 nations. Typically over 30 children aged under 16 years sail with the ARC, and the oldest participant is in the 70s. New and familiar faces will arrive in Las Palmas in November 2013 and join the two-week-long schedule of activities prior to the start. Informative seminars, drinks parties and all kinds of activities for ARC sailors young and old will allow crews to socialize together before they depart. The tremendous welcome they receive on arrival in St. Lucia will be a worthy reward for everyone who completes the voyage. The official Prizegiving Ceremony for what could be the biggest ARC yet is to be held December 20th.

For more information visit www.worldcruising.com/arc.





Above: Air space! The Buccoo Lagoon off Tobago's Pigeon Point provides a perfect kite venue

Below: More than 150 young Optimist sailors turned out for the event

Dubbed "The Festival of Wind", the Tobago Carnival Regatta 2013, held February 14th through 17th, can be described with one word: action. With winds at Pigeon Point of more than 20 knots and waves over ten feet on the reef, kiters and windsurfers entertained the crowd as they pushed themselves to the limit, all vying for the attention of the judges, Brian Talma and Kenny Hewitt.



Talma, the only Caribbean "waterman" to be rated in the top five in the world's ranking, pushed the competitors to "express themselves", "entertain" and "hit it!" The charismatic Barbadian told the contenders that when he first started out in the game no one knew who he was, and he remembered being in a competition with the world's best, who strutted around not taking any notice of him. He related how he showed up and entertained the crowd and by the end of the competition he was the best-known windsurfer on the beach. No one remembered who was rated number one.

The inspirational host gave each contender a nickname — Jack "Mad Dog" Azar, Marcus "Monster" Gomez, Herbert "English" Hernandez, Orian "OJ" Jakerov, brothers "Lightning" and "Bolt" Mohammed, among others — as they revved up their game in wave jumping, slalom, freestyle and races.

Tobago Regattas Ltd. managers Niki Borde and Peter Knox took the decision to invite Brian Talma of Naish International to join them and bring his "Beach Culture Tour" to Tobago. They were not disappointed. Changes were made to the line-up including wave jumping, slalom races and the newest watersport, paddle boarding. Brian changed the event format and even the prizegiving, in which everyone was a winner: first place, entertainment, charisma, effort, style, guts and speed all were taken into consideration.

Those were not the only changes made. Of the 152 young Optimist sailors, five of the top racers were invited to sail on the larger traditional Bum Boats, as another 16 raced their Optis against them, pitting two classes of boats against each other in the Buccoo Lagoon. "This was such a success that it will become a fixture in the next year's regatta," stated Peter Knox. "We have found something that works and it gives the kids a new challenge that they seem to enjoy. Our goal is to encourage as many kids to get back into the sea, no matter if you choose windsurfing, kite boarding or traditional sailing. This is a 'festival of wind' where all can play."

One of the onlookers remarked, "It really is something to see all those sailors on the water out there. I never knew there were so many types of sailing. I didn't expect this. It was really fun and I will be back next year for sure. My husband wants to find out how to learn to kite. Maybe he will be in the regatta next year!"

Supported since its inception by both the Tobago House of Assembly and the Tourism Development Company, this year's event saw the Sports Company come on board, assisting the young Optimist sailors with accommodation and sailboats from Vesigny, Point Fortin, San Fernando, Carenage and Tobago.

"Each year we try to bring something new to the regatta," said Borde, "and with the help of Betty Suite, we were able to give 152 kids a chance to participate here at Pigeon Point, but also team up with other kids from the Tobago Sailing School and the Bon Accord Police Youth group, who took them on an island-wide tour on the Lay Day. As long as we can keep these kids interested in sailing, the sport will grow."

Live streaming coverage on line was also another innovative move by the hosts. "Our competitors come from Europe, North, South and Central America, the Caribbean Basin and as far as Oceana and South Africa; we needed to go live if we are to reach out to the world. Technology makes it easier to go global and we intend to make use of it via streaming, YouTube, Facebook, Twitter and e-mail."

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Said Borde, also President of the Sports Tourism Event Planners Alliance, "Sports tourism is one of the fastest-growing sectors in the world, and Trinidad & Tobago is well poised to establish itself as the Mecca of the Caribbean. We have all the natural arenas we need, such as Pigeon Point, Speyside, Lambeau, the Sisters and others in Tobago alone for watersports… there is no reason why we shouldn't put more energy into it."

Plans are already afoot for 2014, and with the primary sponsors alongside Carib, the SHADE, Tobago Waters and Brian Talma of Naish International, there is a lot to look forward to in the coming years.





BRETT KENNY

Surf's up out on the reef, extra fun for both windsurfer Brian Talma (at left) and kiters





Whether on the water at Lambeau or ashore on Pigeon Point's spacious beach, kiteboarders enjoyed the Tobago Carnival Regatta's spectacular settings



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SOUTH GRENADA REGATTA 2013

Spirited Racing and Sophisticated Fun

by Frank Pearce



The overall winner, Apero, *faced a tight three-way fight in Racing Class*

The fifth annual South Grenada Regatta began on the evening of Wednesday, February 20th with a country-rock band from Switzerland playing on a pontoon anchored out in the middle of Clarkes Court Bay. Dieter Burkhalter, owner of Le Phare Bleu Marina and the host of the regatta, had not only towed the pontoon around from his marina with his small tug, but also flew the band to Grenada especially for the regatta's kick-off "dinghy concert". The band, aptly for the occasion called "The Rocky Pontoons", were, notwithstanding the rocking of the pontoon, amazing and drew an audience of about 40 dinghies loaded with people all rafted up to the pontoon and tug. Some attempted to dance in their RIBs — not ideal! Fortunately this band also played in the main Le Phare Bleu watering hole, the Poolbar Restaurant, on later evenings.

After regatta registration and skippers' briefing the following day, we participants were set for the first race on the Friday. I'm going to digress here a tad, to give the Race Committee a note of my sympathy for them, as my *Samadhi*, an oldish 50-foot schooner, and two other boats were not rated. We had to go in the "Fun" class, something of a misnomer in my opinion. The previous year we had entered when there was often 30 knots of wind or more. Great sailing, but not really "Fun" — more



Racer Richard Szyjan left his monohull at the dock to challenge Fun Class in a new F18 beach cat

like "Nail Biting" class. So *Samadhi* was in a class with a 42-foot sloop, not so different, and Richard Syzjan's extreme, brand new rocketship Formula 18 catamaran, *Category 6*. How does one handicap that? Mind you I did hear rumor that *Category 6* has a rating of 1. Even so, endeavoring to be fair to unrated boats can put the committee on the spot, hence the sympathy.

The Friday and Sunday were the main fleet racing days, offering two races each day. The committee boat, a 44-foot catamaran used for all the races, was provided by The Moorings.

The first race on the Friday was around Glover Island, a very broad reach on that day; a bit tricky to round, trying to get as close to the island as one dared without actually hitting it. We "Fun Class" boats started five minutes after the proper "rated" boats, and by the time we reached Glover Island *Samadhi* actually did reel in a couple: schooners are good on a reach, if not on a beat. *Category 6* reeled in the lot and some more; Richard was back in the bar before they came over the horizon.

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In Racing Class the winner of that race and the North South Wines sponsored Veuve Cliquot Cup was Jason Fletcher's 36-foot Albin Stratus *Apero*, followed by Jerry Stewart's Hughes 38, *Bloody Mary*, in second place and third, Robbie Yearwood and J/24 *Island Water World Die Hard*.

These three boats jousted with each other for the remainder of the event, dominating the first three places. On the Friday, *Bloody Mary* went on to win the Westerhall Rum sponsored Westerhall 12 Degrees Cup. On the Sunday, *Apero* snagged the newly designed Island Water World Cup and *Die Hard* won the Netherlands Insurance Cup.

The Saturday saw two events taking place. Some 14 junior sailors from Gouyave and the Grenada Yacht Club raced their Optimist and Mosquito dinghies in near-perfect conditions. The boats had been brought to Le Phare Bleu and the racing organized by Nicholas George of Budget Marine, who also provided the safety boat. The results for the event were: Optimist – third place, Michael Derrick; second place, Ralph Francis; first place Noah Bullen. Mosquito – third place, Shakeem Robertson; second place, Kazim James; first place, Kevi James. Each junior sailor was presented with a certificate and each placed junior received a trophy and a framed





Above: Bloody Mary *outraced* Apero *for the Westerhall 12 Degrees Cup*

Left: Eleven 20-minute match races provided an alternative Lay Day workout

certificate. It was an exciting day for the youngsters with sailing under different conditions, and prizes and food that were provided by the South Grenada Regatta.

The grownups had their excitement on the Saturday as well. There was Match Racing courtesy of Sunsail, who provided two identical 39-foot Beneteau monohulls. Eight teams entered, racing in pairs with a series of elimination races. The race committee, headed by James Benoit, President of Grenada Sailing Association, with umpire Niels Lund assisted by Judie Doughty and many more, must have had their work cut out. Each race was only about 20 minutes duration, after which crews had to be ferried back to the pontoon provided, and the next team ferried out and the next race started. During the course of the day there were 11 starts and finishes, but it all went without a hitch. The eventual Match Racing winner was Team Bloody Mary — surprise, surprise!

I was on high ground overlooking Clarkes Court Bay, wherein all the races took place and it was fascinating to look down at what looked like model boats and watch the tactics and maneuvers taking place. The weather was ideal, wind conditions fresh and in the bay the water was flat calm. What fun? Beats thrashing to windward in heavy seas!

On the Sunday the wind picked up, offering challenging conditions for the last two fleet races. *Apero* was judged the overall winner of the South Grenada Regatta 2013.

The prizegiving was on Sunday, February 24th, and seems to me that the sponsors may hold some sort of record for generosity. Despite *Samadhi* being in "Clunkers Class", we came away with three trophies, many bottles of fine Westerhall Rum, a LIME voucher and much else. Prizegiving was followed by merriment and dancing, with music by Doc Adams and the spectacular Grenada Royal Police Force Band, playing some rock, some blues, and some more. The Police Band, with a line-up of about 12, including a three-man brass section, really provided a lively finale to the event.

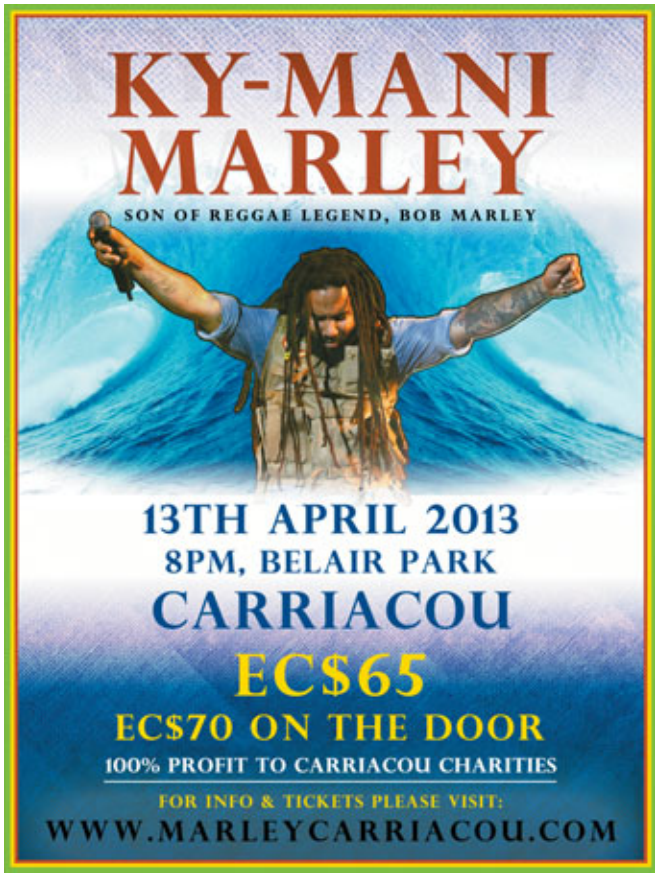
Many thanks are due to Dieter Burkhalter, who provided free dockage in his delightful marina, raced his Swan, *Blanquilla*, and, with the assistance of Lynn Fletcher and her fellow committee members and Le Phare Bleu team, ran a seamless event. Many thanks to James Benoit and his team on the committee boat for their time and diligence. Thanks also to Shawn Jardine, Daniela Froehlich, Jo-Anne Hypolite-Peters and Damon Dubois, for all their hard work and commitment.

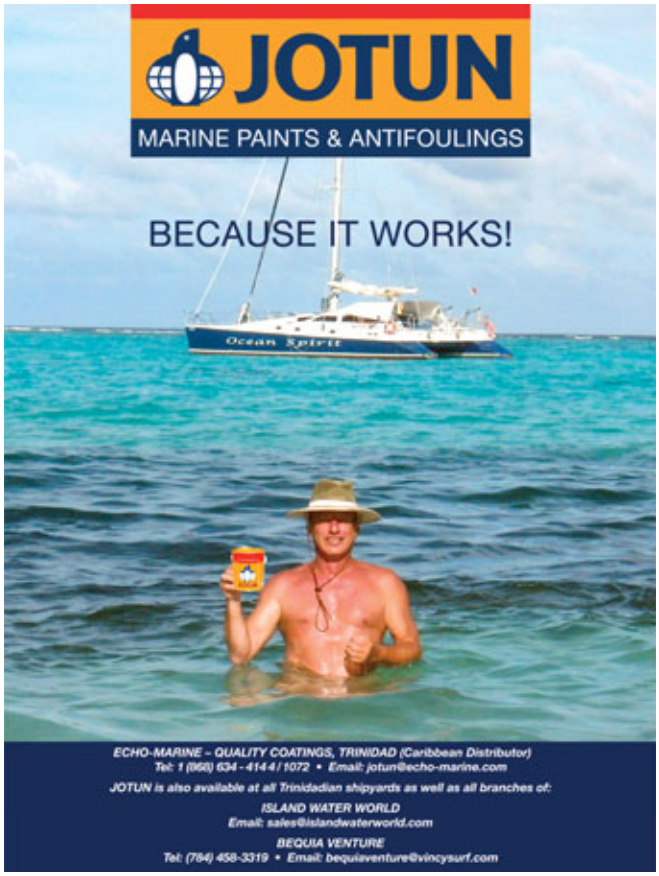
A special thanks has to go out to all the sponsors of the event: Westerhall Estate Ltd, North South Wines, Netherlands Insurance, Island Water World, Real Value IGA Supermarket, Le Phare Bleu Marina & Boutique Hotel, The Moorings & Sunsail, the Grenada Board of Tourism, Turbulence Rigging and Sail Makers, Budget Marine, Carib, Wiremans House & ACDC, Sailing School Grenada, First Caribbean International Bank, Palm Tree Marine, Canvas Shop, Island Dreams Yacht Services, Grenada Chiropractic, Underwater Solutions, Modone and SOL Petroleum.

For some more great photographs, look in Facebook, Grenada South Coast Regatta. Better still, join us next year.

For more information visit www.southgrenadaregatta.com.

Frank Pearce is a Marine Surveyor and Vice President of the Grenada Sailing Association.





600-MILE SPECTACULAR!



ALL PHOTOS: RORC / PHOTOACTION.COM

by Louay Habib

Starting from Antigua. The UK-based Royal Ocean Racing Club (RORC), which has promoted long-distance yacht racing since 1925, appreciates that the Caribbean offers an offshore race course second to none

WITH warm tradewinds gusting up to 30 knots for more than four days, the RORC Caribbean 600 was a lively affair. Many seasoned competitors declared that it was tougher than the Fastnet but a lot warmer! However the wind direction was just south of east, which made the longest leg of the course a fetch; St. Barth's to Guadeloupe was a slower passage than usual, which prevented race records being beaten.

The event started on February 18th. There was drama right from the start, when Tony Todd's 100-foot Maxi, *Liara*, was dismasted. "Two tacks and then the rig came down. We had barely sailed 600 metres instead of 600 miles," said devastated crewmember Matt Curthoys. "It went at deck level to leeward. Luckily no one was hurt, but we were all gutted not to do the race."

Although the tough conditions caused eight retirements, 45 yachts completed the course. The first yacht to finish was Peter Aschenbrenner's ballistic 63-foot trimaran, *Paradox*. The American multihull with the legendary Cam Lewis on board scorched around the 600-mile track in an astonishing 40-hour sprint, just 11 minutes outside the course record set by the ORMA 60 *Region Guadeloupe* in 2009. "*Paradox* is two tons heavier than an ORMA 60 and the rig is 18 feet shorter. To come so close to beating the record was a big surprise but the conditions were absolutely perfect; it was a wild ride but we were perfectly in control from start to finish," said Aschenbrenner.



The first monohull to finish was Mike Slade's 100-foot Maxi, *ICAP Leopard*, crewed by top professional sailors from the Volvo Ocean Race, including tactician and multiple world champion Robert Greenhalgh. *ICAP Leopard* completed the course in just under 46 hours. Hap Fauth's JV72, *Bella Mente*, was next; the American Mini Maxi set the time to beat for all of the yachts competing under the IRC rating system. However, a four-hour park up for *Bella Mente* in the lee of Guadeloupe cost the team the overall win.

It transpired that two yachts could pose a threat to their position at the top of the leaderboard: Ron O'Hanley's Cookson 50, *Privateer*, and the mighty 180-foot schooner *Adela*, skippered by Greg Perkins. Just after dusk on Day 3, *Privateer* came through the finish line off English Harbour, Antigua. The 12 crew were tired and hungry but most of all thirsty for knowledge. The team from Newport, Rhode Island knew it was close… too close to call. They had sailed their socks off and knew they were in with a chance of winning the coveted RORC Caribbean 600 Trophy.

The RORC Race Team gave O'Hanley the good news that *Privateer* had beaten *Bella Mente* by just over 22 minutes on corrected time to top the leaderboard for IRC Overall.

Privateer's win was made all the more precious by the fact that last year the team sailed an epic race only to come through the finish line and find that they had been docked a ten-percent penalty for a starting infringement.

"Elated, but relieved there is not another leg!" exclaimed O'Hanley dockside in Antigua. "It is a fantastic race, the RORC do a phenomenal job and we are all delighted to be back here again for the third time. After last year we knew there was some unfinished business and we put that away, which was very sweet."

Shortly after *Privateer*'s emotional return to Antigua, *Adela* returned to the dock. Their IRC corrected time of 3 days, 6 hours and 26 seconds secured their wins in the Spirit of Tradition Class and Superyacht Class as well as third overall in IRC. *Adela* had an exceptional race worthy of their podium place for the overall title. Skipper Greg Perkins was quick to praise the entire crew:

"Of our crew of 30 only one has not sailed on *Adela* before: Kiwi navigator Campbell Field. He did a great job on the tactics, especially taking us close in at Guadeloupe, which really paid off and that is a big part of why we performed so well," commented Perkins. "The crew did a fantastic job. With a boat like *Adela*, everyone has to understand the manoeuvers. It takes 15 minutes to change a headsail and there is no time to explain what has to be done: it has to go like clockwork. I have lost count of the number of sail changes in this race but it takes 20 guys just to get a headsail in place. Our A2 weighs 150 kilos and a lot more soaking wet and believe me, this was a very wet race for us. We are absolutely delighted to win our class and were surprised but very happy to see we are lying third overall."

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Peter Harding's Class40, *40 Degrees*, crossed the finish line to win the Class40 Division with Mike Thrower's *Jasmine Flyer* just behind them to secure second place. Christof Petter's *Vaquita* claimed third in a very close race.

Harding knew that they had won the class but was surprised to find out that *40 Degrees* had broken the Class40 course record, set by Tony Lawson's *Concise2* in 2011, by a massive 3 hours, 17 minutes and 15 seconds.



"Wow!" exclaimed Harding. "I never show much emotion but that is really good to hear. Right now all I can think about is the 40-mile beat back from Redonda, which was dead on the nose and a very hard way to finish a very tough yacht race. Hannah Jenner described the boat as a submarine and that wasn't far wrong — I don't think we could have got any wetter if we tried. It is a great result for the boat and third time lucky, as the boat has not managed to complete the course in two attempts before. I have done five Fastnets and none of them were as hard as this."

In IRC One, Simon de Pietro's Briand 76, *Lilla*, finished to take class line honours and the win after time correction under IRC.

"It was a blast," said de Pietro. "It's a great race course and there aren't many ocean races you can do in a T-shirt and shorts for most of the time. I'm really pleased to win the IRC One Trophy. We've had a good run with *Lilla*. She's not a real race boat but she's quick on reaching and great upwind. We've spent some money on sails and so forth since last year's race and have a real multinational crew on board. A number of the crew are from South Africa, with some really good ocean racers 'in their day' plus a bit of local knowledge with Ian Martin and Randy West on board, so we have some famous people as well and their local knowledge obviously helps."

In IRC Two, *Scarlet Logic* was the clear winner. Ross Applebey and Tim Thubron's British Oyster 48 took line honours and the class title for the second year running by over three hours.

Dockside at English Harbour, Applebey was quick to praise his co-skipper. "I have complete confidence in Tim and that means a hell of a lot. Basically, one of us was always on deck allowing the other to rest and that trust kept both of us alert for a good period of the race. Many of the crew has sailed with Sailing Logic in the past and they were magnificent. I couldn't have asked more of them," he said. "Probably the low point in the race was getting stuck for four hours behind Guadeloupe and watching *Triple Lindy* close a massive gap, but we picked ourselves up and got away well." Asked about the high points in the race: "Well, that would have to be trucking along at 17 knots at night with the kite up, heading for Nevis. That is the kind of sailing you can dream about all your life."

Arthur Prat's *Guadeloupe Grand Large 11* won the battle of the Figaros finishing the race two hours ahead of Baptiste Maillot.

"The student has beaten the teacher," explained Arthur. "We had been side by side the whole race but at Barbuda I saw a cloud we could use and we got a terrific lift towards the mark to open up a lead for the first time in over 48 hours of racing. After Redonda, we went to the north trying to work the wind shifts off the top of Antigua but we didn't manage to stay in the pressure and I was really worried that Baptiste was going to sail through us. All of the crew are delighted to be the first Figaro home and can I say a big thank you to the RORC for the race and especially the volunteers who brought us plenty of cold beer when we finished!"

In IRC Three, Jonty Layfield's British J/39, *Sleeper VIII*, finished in the early hours of Day Five to win the class title by a significant margin. Valerio Bardi's Italian Swan 46, *Milanto*, was the runner up with Adrian Lower's British Swan 44, *Selene*, third.

On the Saturday morning, after five days at sea, The Royal Armoured Corp Offshore Race Team, racing the Swan 48 *Patriot* and skippered by Capt. Richard Luckyn-Malone, crossed the finish line as the last yacht to complete the course. As the vintage Swan entered Falmouth Harbour a dozen or more superyachts heralded



Clockwise from left: Among a record fleet of more than 50 entries, turning heads this year were the 63-foot trimaran Paradox*; the 100-foot Maxi* ICAP Leopard*; and the Figaro* Guadeloupe Grand Large



its arrival with a cacophony of horns. The British Army team was greeted in true RORC Caribbean 600 style: three cheers, cold beers, hot rotis and a massive crowd of well-wishers greeting them.

Packed with competitors, friends and family, Antigua Yacht Club was filled beyond capacity as close to a thousand revellers gathered for the RORC Caribbean 600 Prize Giving.

Royal Ocean Racing Club CEO, Eddie Warden Owen opened the proceeding and welcomed the Honourable Winston Williams, Minister of Sport for Antigua & Barbuda, to address the crowd. In a rousing speech, the crowd joined the Minister in hailing the fifth RORC Caribbean 600 as a tremendous success.

A partisan crowd cheered every team going up to the stage to collect their prizes and every competing crew was presented with a decanter of rum engraved with their yacht's name. The biggest cheers on the night were reserved for the victorious team *Privateer*, with a big roar from the crowd as Ron O'Hanley lifted the RORC Caribbean 600 Trophy.

For more information visit caribbean600.rorc.org.



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A Sailing Virgin Visits the British Virgin Islands

by Vivian Wagner

As the coffee pot slid back and forth on the sailboat's little gas stove, I realized that I hadn't quite known what I was getting into when I planned this early January trip to the British Virgin Islands with my boyfriend, Arun.

We were anchored in Deadman's Bay on Peter Island, and the waves had rocked us strongly back and forth all night, spinning our boat mercilessly around its anchor. Making breakfast after taking my morning Dramamine, I swayed with the waves, starting to feel almost at home with their movement after two days at sea.



The author and Arun at the Baths in Virgin Gorda.
Inset: Êfandee *was Vivian's sail-training ship*

We'd been planning this sailing vacation for several months. I'd never been sailing, but Arun, who lives part-time aboard a sailboat in Alaska, mentioned he'd always wanted to charter a boat in the BVI. On one of his visits to my house in Ohio, we looked at Sunsail's website, studying the pictures of serene blue oceans and rugged islands, and immediately I knew I wanted to try it.

When we left Ohio early on a Saturday morning, a foot of fresh snow covered the ground. By that evening, we were on our 36-foot monohull, *Êfandee*, in Road Town.

The first day, after a boat briefing and provisioning, we sailed over to Norman Island, a short distance across the channel. As we motored slowly through the harbor, Arun gave me quick lessons in man-overboard procedures, steering, starting and stopping the engine, using the autopilot, and interpreting the electronic charts.

I'd been studying BVI books and charts for so long that I knew the islands and their shapes by heart, so I recognized Norman Island and nearby Pelican Island and the sharp reddish rocks of The Indians.

Gradually, though, despite my excitement, I began feeling waves of seasickness. I downed a Dramamine with a swig of some Old Jamaica Ginger Beer and tried to focus on the horizon while Arun hoisted the mainsail and manned the helm. Everything seemed to be going smoothly until halfway across the channel the sail started flapping and the boat began to heel.

"Turn off the autopilot, man the helm and face into the wind," shouted Arun.

I scrambled to do as he said, attempting to make sense of his commands through my Dramamine haze. I tried to steer us in the right direction while he adjusted the ropes and sail, and we made it over to Kelly's Cove, just on the edge of the Bight. Over a snack of crackers, pepper jack cheese and mango hot sauce, Arun used his fingers to explain what had happened, but the more he explained, the more mysterious it got.

In the morning after breakfast, we motored the short distance to the Caves, a rocky area on the west edge of the island. We moored the boat, and Arun gave me some quick lessons in snorkeling — something else I'd never tried before. I practiced breathing through the tube and peering into the clear, warm underwater world through my mask. We set off to explore the caves, Arun diving down with his snorkel and GoPro camera and me swimming along the surface, watching parrotfish, butterflyfish, and angelfish swimming casually in and out of the rocks in their peaceful, meditative world.

That night, we anchored in the roiling waters of Deadman's Bay at Peter Island. We paddled our kayaks over to the beach, planning to get dinner at the Deadman's Bay Beach Bar and Grill. The strong waves flipped my kayak as I approached the shore, pinning me under it for a moment and giving me a painful sand burn on my arm. After I righted myself, we pulled the kayaks up to beyond the high water mark and walked up the white beach lined with palm trees. We were wet, sandy, rattled by the rolling waves, and ready for dinner. Once we found the bar, though, the bartender told us she was just closing up for the night.

Uncertain what to do next, we walked along the road that led to Peter Island Resort & Spa in Sprat Bay. As we entered the resort area, though, we felt immediately out of place. We made our way past the sparkling yachts in the harbor over to the restaurant, but it wasn't serving dinner yet, and judging by the menu posted under glass it exceeded our budget, anyway. While I sat on the bench at the restaurant's entrance, a security guard asked me if everything was okay. I nodded, realizing how ragged I must have looked. The sun would be setting soon, anyway, and I didn't want to kayak through those large waves in the dark, so we decided to return to the boat and put together some kind of simple dinner.

I fried up some cheese sandwiches, sprinkling them with Caribbean salt seasoning. We ate them on the deck, listening to the crashing waves, watching the sun set, the sky grow dark, and the bright Caribbean stars come alive.

In the morning, after making a quick breakfast of coffee and cereal, we headed back out into the channel under cloudy skies, where the gray waves rose seven feet high.

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For the first time on the trip Arun felt seasick and lay down on the deck, instructing me to man the helm and head around Dead Chest Island. The large waves unnerved me. Our boat tossed around, and I tried to keep a safe distance from the tall, rocky island, seeing on the electronic chart that it was surrounded by shallow water and reefs. Eventually, Arun recovered and took over the steering, motoring us through the rain and against the wind to Virgin Gorda.

We put our anchor down in a rocky bottom just outside of Spanish Town. We weren't sure how well the anchor took at first, but Arun snorkeled down and said it seemed it would hold. We rode the dinghy over to Spanish Town, tying up at the Virgin Gorda Yacht Harbor and getting a late lunch of fish tacos at the Bath and Turtle. We wouldn't be able to make it to the Baths before dark, so we walked a while around bustling Spanish Town, with its taxis and cars and people milling around the docks, before taking the dinghy back to the boat under a glowing pink and orange sunset sky.

All night the anchor made loud grating sounds as its chain rubbed against rocks at the ocean floor. We slept fitfully, getting up sometimes to look around and see if we were moving. It didn't seem like we'd had any significant movement, but still we worried.

The next day, we rented a Suzuki Vitara from L&S Garage so we could get around the island. We first drove down to the Baths, where we explored the boulders and narrow caves and watery passageways. It was beautiful and mysterious, but overrun with German and Italian tourists piling in from cruise ships anchored off the coast. After a few hours, we drove the short distance up to the much less crowded Spring Bay, where we snorkeled around boulders, exploring the strange and beautiful landscape — our first truly relaxing day on the beach.



View of North Sound from Gorda Peak. 'Climbing the rocky trail up the mountain, I felt the strange and disorienting sway of the sea'

That afternoon, we drove across the island to check out an abandoned stone copper mine built in the 19th century by Cornish miners on the south side of the island, rising majestically over the cliffs and the large, crashing waves below. In the distance, the 1,370-foot high Gorda Peak rose up from the east edge of the island, and we knew that would be our next stop. We took the winding, steep road eastward until we found the trailhead. Climbing the rocky trail up the mountain, I felt the strange and disorienting sway of the sea, even though we were (presumably!) on solid ground. Finally, we made it to the top, scaling the wooden observation tower and looking out over the ocean and islands spread all around us. It was a breathtaking view, the wind whipping around the top of the peak, and we felt like we owned everything we could see.

Winding our way back to Spanish Town, we had dinner at an Asian-Caribbean restaurant called Chez Bamboo, where we had Vietnamese spring rolls, salmon sashimi, and crème catalan — a delicious version of crème brulée with orange, lemon and nutmeg flavors.

The night, the grating sounds from the anchor chain seemed even louder, and in the morning we realized with alarm that we actually might be moving, and that we were getting a bit closer than we wanted to an old abandoned boat anchored nearby. We brought our anchor up quickly, and just as another ferocious rainstorm hit, we motored out into the channel.

Finally, we'd be heading west, with the wind behind us, so we put up the sails. Arun instructed me in the still largely mysterious process of hoisting the mainsail and the jib, but I followed his instructions regarding the ropes and winches, and soon we were sailing along at a steady clip, sans motor, navigating between the Dogs. It was quiet, peaceful, and beautiful as we sliced through the blue water, our sails catching the wind and propelling us along.

We decided we'd get to Road Town in the afternoon and have time to explore the city before catching the 9:00AM ferry back to St. Thomas the next morning. We radioed Sunsail, and a man came out to help us navigate back into a slip and tie up the boat, and then we were free for the afternoon. We walked through the bustling city, stopping at a bookstore, where I bought a few Caribbean cookbooks, and a spice shop, where I bought some hibiscus tea and a spicy salt mixture. We made our way to Pusser's Road Town Pub & Company Store, where Arun bought me a blue and black flowered sarong, and we sat on the veranda eating conch fritters and drinking painkillers, watching cruise passengers walk aimlessly along the waterfront.

The last night we packed and cleaned up, getting ready to check out in the morning. I squeezed the spices and books I'd bought into my backpack, and Arun packed the Cruzan and Pusser's rum into his dry bag. We rode the ferry back to St. Thomas, and as we waited to board the plane, I read a book about rum and a sailing magazine. I was tired and slept most of the way back, until about an hour outside of Columbus I awoke and looked dreamily down at the frozen fog and twinkling lights of the familiar-yet-strange Ohio landscape.

For several weeks after our return my ranch house pitched and rolled in imaginary waves. I'd lie in bed at night, staring at the ceiling and feeling my house circling around its anchor. Our week sailing the BVI had been so much more exciting and strange than I could ever have predicted, despite all my reading. The islands, the salt spray, the boulders, the waves: they all haunted me, finding their way into my dreams. At work, I'd find myself thinking of the volcanic cliffs, hearing the sound of crashing waves, watching the lively squirming of a blue trumpetfish.

I was hooked. By the time my sea legs wore off a few weeks later, I was ready to get back on a boat. No longer a sailing virgin, I began to read sailing books, signed up for a sailing class, and started making plans for our next adventure. On that one, I vowed, I'd know a thing or two about how to tie knots, hoist a sail, winch a rope, and chart a course.

And yeah, I'd pack plenty of Dramamine.

Vivian Wagner is a freelance writer and photographer based in New Concord, Ohio, where she teaches journalism at Muskingum University.

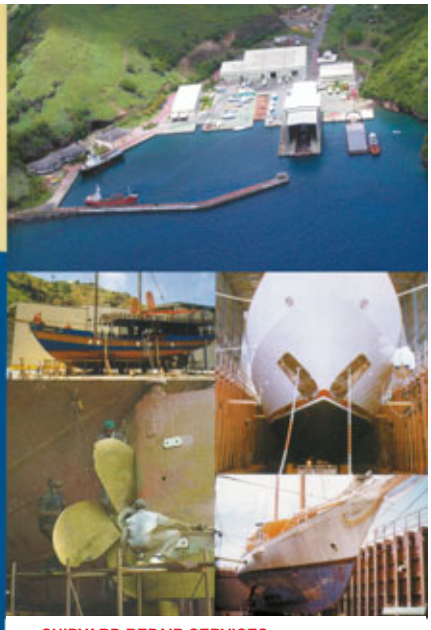
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THE SPARKLING GEMS OF MARTINIQUE



by Bill and JoAnne Harris

We have thoroughly enjoyed our adventures in the French Antilles' island of Martinique, the Island of Flowers. We want to share with all of you some of the places that we think make Martinique truly sparkle!

Ste. Anne

This charming village is located across the harbour from the busy yachting port of Le Marin. We have been here several times, and enjoy anchoring here. It is a bit of a run in the dink if you need something from Le Marin, but it is worth it for the uncrowded anchorage, easy access to beautiful beaches and great hiking trails, and to take a stroll down the quaint streets of Ste. Anne and see the lovely shops and restaurants. There is a good hiking map that you can pick up at the tourist center just a short walk from the dinghy dock. The views from atop the hills are of spectacular white beaches and waters of the most brilliant aquamarine.

On our most recent visit, we spent both Christmas and New Year's here. It was a perfect place to be for both. We participated in a fun cruisers' potluck, a beach and game day, and then a swim in the ocean under the bright full moon. For New Year's, several cruisers got together and we rang in the New Year at the very friendly La Dunette Restaurant, complete with a great band and thrilling fireworks display from the pier.

If you need to do some heavy provisioning, Le Marin has a Leader Price supermarket where you can wheel your cart right down to the dinghy dock. You can stock up your stores with your favorite French goodies, French wine and lots of gourmet delights. Also in Le Marin there is an extremely large marina and a fuel and water dock is available, too. Club Med is located just a short dink or hike away, and the beaches are public, so you are welcome to enjoy their pretty beach anywhere below the high-tide mark.

Grand Anse D'Arlet

We have been to this attractive bay several times before, and definitely had to make the stop again. Since we love to scuba dive, we try to get our dive gear ready and get in the water as soon as we drop the hook. The southern point is a great dive. The deepest we dove here is about 40 feet, and the visibility was spectacular. The site is complete with a fantastic wall and sea floor covered in giant barrel sponges, bouquets of sea fans and corals, an abundance of colorful sealife, and, unfortunately, more wicked lionfish than we have seen here in the past. This is also a fine place to snorkel.

There are large floating bottles with lines here that you can tie your dink to. Be sure not to pick up the clear water bottles, as they usually are floats for fish traps. If you do not have your own gear, you can rent equipment and dive with the very friendly shop, Plongée Passion. Thomas will also fill your dive tanks for five Euros each. You can beach your dink directly in front of the shop and in 30 minutes your tanks are ready for pick-up. Thomas can also take you diving at the famous and protected marine park, Diamond Rock. This jagged site is where the British navy placed cannons and named it *HMS Diamond Rock*, to battle the French. They soon surrendered to the French, because fresh water was scarce and the soldiers were starving.

The town of Grand Anse D'Arlet is quaint with a fantastic French feel. You can stop for a cold Lorraine beer, sip your *ti punch*, or dine on the beach with sand between your toes at one of the lovely cafés. From here, put on your walking shoes for a great hike to the fishing village at the bay to the south, Petite Anse D'Arlet. Before beginning your hike, be sure to pick up a fresh baguette and some French cheese for a snack on the way. You can take a cool dip in the ocean when you get there and lie on the beach. The architecture of the old buildings is beautiful, with adorable bright red, fish-scale tiled roofs.

Please note that at the time this article was written, there were numerous mooring balls in the Grand Anse D'Arlet anchorage. They were free. You can rest assured that you are on a secure mooring ball, while you lie on your deck, sip your French wine and watch the green flash in the sunset. The bay is quite deep, but you are welcome to use your own anchor if you wish.

Fort-de-France

This is not a little gem, but a big one!

Upon arrival, you can anchor at the foot of the Saint Louis Fort. There is a wonderful dinghy dock, and an amazing park just across the street. You will feel as if you are in Paris right away. La Savanne Park has an esplanade that is dotted with bars, cafés, ice cream shops, creperies and more. The park previously had a statue of Napoleon's wife, Empress Josephine, for all to see. However, owing to the fact that some people did not appreciate the statue and kept beheading it, it now stands headless and hidden away in one of the side gardens. There is outstanding architecture all around to be savored, too — don't miss the Schoelcher Library.

If you are a shopper, there is everything under the sun here. There are shopping malls full of extravagant French couture, upscale supermarkets, hardware stores, restaurants, chandleries, movie theaters, cultural centers, art galleries and, on the safety and security side of things, there is a store along the waterfront, Booster Auto, that sells self-defense items such as large canisters of Bear Mace Gel. There is a marina around the corner from the fort that has dockage available and sells fuel and water.

Across the bay, we have anchored at several places in Trois Ilets, where Empress Josephine lived as a child. Trois Ilets encompasses a number of resorts and beaches. There are ferries that run there daily, so be prepared for the rock and roll in the anchorage from the ferry wakes.

After a day or so of completing your errands, you will be ready for a tranquil paradise. It is time to sail onto the next gem.

St. Pierre

Just a short sail north of Fort-de-France is St. Pierre. It is the home of the infamous Mt. Pelée. The first time we visited here, we were hooked. There is a special



JoAnne peers from the cell where local lore says a lone prisoner survived the eruption of Mt. Pelée

feeling here that you sense right away. On May 8th, 1902, Mount Pelée erupted and 30,000 people perished in the pyroclastic flow. The local history says there were two survivors, one of them a prisoner in a stone cell.

—Continued on next page



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—Continued from previous page

We were fortunate enough, on our second time to St. Pierre, to arrive two days before Ascension Day. While ashore, we were greeted by a nice lady named Alice, who worked for the local TV station. She told us of the upcoming celebration and welcomed us to stay for the festivities. Everyone was already beginning the annual setup for this grand event. It is celebrated on May 8th, commemorating both the abolition of slavery here and the day of Mt. Pelée's most devastating eruption. We stayed extra days here so we could see the town filled with pure joy. complete with dancing, singing, beautiful costumes, parades, food and drink booths, beautiful local crafts and art, a dazzling fireworks show, and much more. They even had evening gowns made of dried banana leaves. They were absolutely stunning!

There is also spectacular scuba diving here. The waters are deep, so be prepared. In the harbour there are numerous wrecks of ships that sank during the volcano's eruption; they sank right where they were anchored. We have dived several of these wrecks in depths that ranged from 50 to 75 feet. It was amazing to see all of the ruins of many of these tall ships from so many years ago, still intact. There are dive shops here that can take you diving, or you can dive on your own and they will fill your tanks for you.



Above: On May 8th, St. Pierre was the place to be — commemorating Ascension Day, Mt. Pelée's eruption, and the abolition of slavery

Below: Racing gommiers add to the attractions of Ste. Anne





Heading for a dive in Grand Anse D'Arlet
Inset: The snorkeling is good, too!

There is also excellent hiking here. We have hiked to the museum, the theater ruins, and beyond. There is a fascinating rum distillery, Depaz, that lies at the foot of Mt. Pelée. The owner was a descendant of one of the families that perished in the eruption. He was not in the area at the time and we heard he was the only survivor of his entire family. It is an exquisite plantation and the rum is delicious!

As we sign off from writing this, it may sound so clichéd, but we have been serenaded the entire time by a man on the boat next door. The sound of his accordian is beautifully surfing the night breeze in the harbour as we sip our yummy, but only 3 Euro, Bordeaux wine.

A votre santé!

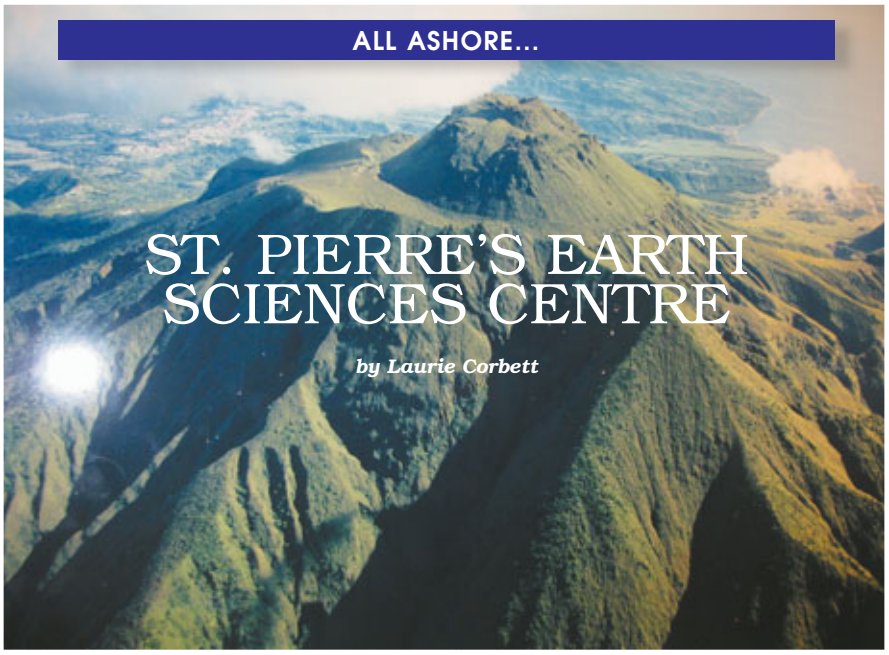
Captains JoAnne and Bill Harris both hold 100-ton USCG Master Licenses and sail aboard their trimaran, S/V Ultra. *They enjoy writing cruising articles for a variety of publications. Follow their sailing adventures at www.jandbyachtultraadventure.blogspot.com.*



ALL ASHORE...

ST. PIERRE'S EARTH SCIENCES CENTRE

by Laurie Corbett



Aerial photo of Mt. Pelée, on display at the Centre de Decouverte des Sciences et de la Terre, St. Pierre

Think you've seen all there is to see in St. Pierre, Martinique? If you have not been to the Centre de Decouverte des Sciences et de la Terre, you've really missed something. Known to us Anglophones as the Earth Sciences Centre, this place can easily provide you with three or more hours of excitement and entertainment. The obvious ruins of St. Pierre, the interpretive plaques, and the two museums really only get you prepared for this beautiful building filled with film and exhibits. At the Earth Sciences Centre, you get first-rate technical information on Mount Pelée and her penchant for mischief. Mischief is not likely the appropriate word when the Earth rumbles and chooses to blow away approximately 30,000 people.

St. Pierre, then the largest city in Martinique, was completely destroyed by the eruption of Mt. Pelée on May 8th, 1902. Virtually the entire population was killed (accounts vary of one or two survivors) and even ships in the harbor were set ablaze by a pyroclastic flow of super-heated gases.



Volcanologists will tell you that Pelée's 1902 eruption was the first modern volcanic disaster of its kind to be studied, and as a result it was this volcano that gave birth to this particular branch of science. As such, this Centre is set to bring you up to date in your understanding of the St. Pierre disaster and of volcanoes and seismology in general. However, before we go further, the key point of this article is that this building and its presentations are very friendly to the English-speaking visitor. I'll touch on this as we go on.

If driving, you find this building by looking for a sign as you leave St. Pierre heading for Prêcheur. If walking, cross the bridges to the Fort District, climb up to Rue de L'Eglise (Church Street), walk past the ruins of the Fort Church (which, with the full congregation, was carried away by the pyroclastic flow only three minutes after the volcano blew), carry on to the end of the street and past the playing field and into the Centre's parking lot. With the town behind you, the Centre has a commanding view of the majestic volcano. The open-concept, long building is constructed with a full glass front, facing the volcano, so that while viewing most of the exhibits and presentations the visitor can continue to view the volcano.

Although the building was completed in 2002, under the authority of the Conseil General on the 100th anniversary of the disaster, it appears that it is not well known. Information on the building is still sketchy on both the internet and in tourist information literature. As you will learn, the building was specially designed to withstand significant seismic activity and indeed to showcase this particular style of construction, with the unique structural features left open for view.

With English as our first language, my wife, Dawn, and I were apprehensive about the visit being worthwhile; but before we could fully express our concerns, the receptionist passed us two hand-held audio devices to provide us with accompanying audio for each display. The devices are about the size of 1970-vintage calculators. They come complete with keypads, but with speakers instead of a backlit display. As we traveled to each location on the property, a poster prompted us to press the correct number on the device. In all, the device provided audio for 19 different stations on the site, with optional recordings for those who wanted more information. As these are expensive devices, the receptionist wanted a significant deposit for their return, and particularly favoured passports, so you may wish to bring them along. The recordings for each site were excellent, and we soon realized that we were getting more information than could be translated from the displays for the French-speaking visitors.

Every hour, on the half hour, you are invited by the receptionists to carry on to an air-conditioned theatre to view a 50-minute presentation on the history of the disaster and the related science. Although the audio for the movie is in French, it is completely closed-captioned in English, and the wondrous scenes, interviews, and re-creations flow quite well. After the movie, you can continue to walk the stations of the tour or roam into other exhibits.

We left the Centre well entertained, and with a better understanding of the disaster, the differing types of volcanoes and their characteristics, the relationships between the volcanoes and land masses of the eastern Caribbean, and of the science of volcanoes and seismology in general.

Admission is five Euros for adults, three Euros for children; and the visitors should find the Centre open Tuesday to Sunday from 9:00AM to 5:00PM from September to June, with the hours set back one hour in the summer.



Clockwise from left:
The glass front of the Earth Sciences Centre gives a view of the volcano from most exhibits

Examining an exquisite map of Martinique, constructed with Google Earth technology

Mt. Pelée as seen from the Earth Sciences Centre



Taking a Ride to Maho Bay, St. Maarten

by Chris Doyle



CHRIS DOYLE

When I was in St. Maarten a couple of years ago, Sean Kennelly had just started a new form of advertising; he bought a bunch of bicycles, clearly marked them "Island Water World", and lent them free to any cruisers that wanted to cycle around on them. Now you see the little blue bikes all over the place. If you take a bike, you are going to start and finish at Island Water World. They want each bike back, so they take a deposit, repayable when you return it, or most of it. I think Robbie Ferron from Budget Marine was a little skeptical, but he put in bike racks so that anyone with an Island Water World bike could stop by Budget Marine. From a cruiser's perspective I love the idea of course.

I have my own bike aboard, so until recently I had not yet used this fine offer. However, this year my friend Anne Purvis had come to sail with me. Our plan had been to immediately set sail for Anguilla, but when Windguru threatened a couple of days of northwesterly swells, staying the weekend and taking a bike ride seemed like a good idea. I also wanted to spend a little time at the famous Maho Bay at the end of the airport runway.

We arrived at Island Water World to borrow the bikes on a Saturday — to find that bikes are only loaned Monday to Friday. With their usual friendly service, however, the staff found someone who had access to the keys and lent us the bikes. Both Anne and I had a little shopping to do, so we took a trial run to pick up a few things and get used to the bikes. I have my own bike, tuned to me, and am fussy. To my surprise I took to the Island Water World bike immediately. It is a super-comfortable model with swept-back handlebars and a single-speed gear, which works fine for the flat and relatively gentle inclines. (On a really steep hill, you would have to get off and push, but we did not find one of these.) It feels comfortingly big and solid, which is good in all the St. Maarten traffic. Braking is done by reversing the pedals.

Although everything seemed easy and simple, at some point I managed to lose Anne completely. Her bike lacked the usual basket, so I was carrying her cell phone; calling her was not productive. Eventually we met up again and decided on a contingency plan, but it never happened again.

Sunday was the big day and we were by now adept at biking. We stayed on the paved shoulder or the dirt beside the road as far as possible, and when not possible, rode quite well out in the road to make sure any car would see us and have to pass us, rather than just scraping us into the ditch.

Looking at the map we saw two ways to reach Maho Bay by bike. One is the main road; the other is going down a small road on the south side of the airport then pushing over about half a mile of beach before finding a road again. The traffic was not too bad so we went by the main road. I was encouraged to see a few sports bikers around, which means people in cars are a little used to bikes. (French islands are very good this way, but in some of the other islands, if you are on a bike it is as if you do not exist.)

We arrived in Maho Bay relaxed and a little thirsty. Maho Bay is the place where people lacking funds to pay a hairdresser can go and get their scalps sandblasted by the effluent of large jets taking off. Despite the big warning signs threatening injury



ANNE PURVIS

Cycling to the beach bars at Maho Bay to photograph St. Maarten's unique sunbather-and-aircraft action — jets landing, above, and taking off, below — made for an amusing day ashore

or death, it seems to have become a challenge to lie in the sand in the path of the jet blast and take a pasting. I even saw a YouTube video of a woman who decided to hang onto the fence right behind a jet engine as it revved up. For a moment she hangs out horizontally before she gets blasted across a two-lane road and onto the beach. As far as I know she survived, with some injuries. Had it been worse she would have made a good candidate for the "Darwin Award".

There are two main bars on the beach. At the north end is the Drift Wood boat bar with its pirate and skull and crossbones, conveniently close to the danger zone for those that want a blast, and also well placed for photography if you are going for the "belly of the beast". At the south end is the larger Sunset Bar on a big wooden platform ideally placed for getting photos of planes skipping over people's heads. They hang out a big sign with the arrival times of the bigger planes. We hung out in the Sunset Bar and took pictures. I managed to flub the jumbo jet photo by not allowing a large enough field of view — the plane was way bigger than I expected. Luckily Anne had it perfectly.

We returned by the back road and beach for a little variety and both enjoyed a great day's outing. Thank you, Island Water World, for the free ride!



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Cruising by Quadrants:

THE SOUTHEAST

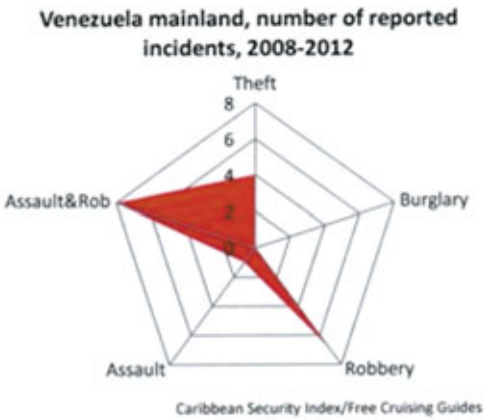
by Frank Virgintino

There are many ways to cruise the Caribbean and, depending on your timeframe and budget, you will have to figure what is best for you. I like to break the Caribbean into "Quadrants" because the Quadrants each have their own peculiarities which, when understood, can be used to support a given itinerary.

Venezuela? Not Yet

The Southeast Quadrant is the smallest of the four Caribbean Quadrants. However, including Venezuela and the ABC islands, it is one of the most interesting.

The coastline of Venezuela is almost 600 nautical miles long, one of the longest coastlines in the Caribbean and about the same length as the entire coastline of Cuba. The mainland of Venezuela has many excellent harbors and anchorages. Additionally, the off-lying islands of Venezuela are wonderful beyond description. However, Venezuela is a country that is currently developing through a political model that does not admire affluence and people who own cruising boats are seen as being well-off financially. Crime against cruising boats is higher in Venezuela than any other country in the Caribbean and the worst part of it is that much of it is violent. Some cruising brethren have lost their lives.



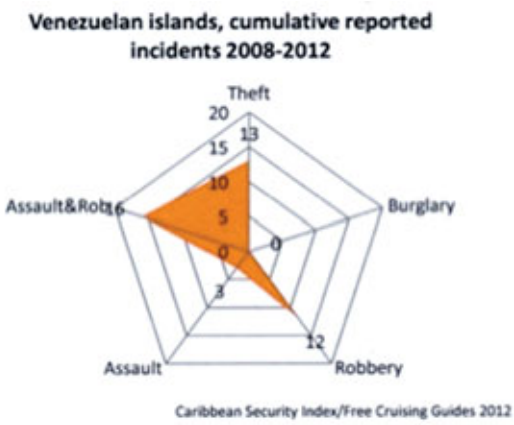
There are those who say there are safe areas in Venezuela but I believe that the risk is not worth the reward, albeit that fuel and vegetables are inexpensive. We do not go cruising to be robbed and hurt and there is no defense that the average cruising boat has against a fast outboard-powered boat with men in it carrying automatic weapons. Avoid Venezuela and its islands until such time that the safety of cruising boats becomes one of the country's priorities. It is a beautiful country and the majority of Venezuelans are hospitable and God fearing. The country, regardless what political party has been in power, has always struggled with terrible poverty that affects so many of its citizens. Who is responsible cannot be the point of interest for cruising boats. Our interest must remain with the safety of our crew and our boat; that is our priority.

One day, the rule of law and a level of stability will return to Venezuela — hopefully sooner rather than later. When that time comes, I would be among the first to hoist their courtesy flag up my starboard yardarm. Until then give Venezuela a wide berth.

If heading west from Grenada or Trinidad, the best strategy would be to stand off the Venezuelan coast sufficiently to afford a level of safety. I would recommend staying between 40 and 50 nautical miles north of any Venezuelan coastline or island. For those who think this is too far out, there are two points to consider. The first is the speed with which a local boat with "pirates" aboard can travel. Most often they will come at you with a *yola* or a *panga* with twin high-horsepower outboards. These boats are capable of carrying six to eight men and can do 50 mph in anything but rough seas. Most pirates do not like rough seas, as they are not seamen; they are ruffians who steal for a living. Secondly, they do not like being out of the sight of land as they are not good at navigation and on the average have a fear of water. The best strategy is to avoid them; there really is no other strategy unless you carry missile launchers and know how to use them.

As you sail west, the wind will be behind you. Many times you can make better speed by tacking downwind and the added mileage will not amount to much when translated into time. The current and the sea will also favor you. The current in this quadrant following west is strong (one to three knots).

Heading for the ABCs



Heading west from Grenada or Trinidad, your next destinations in this quadrant are the ABC Islands: Aruba, Bonaire and Curaçao. They are wonderful islands and should not be overlooked in any Caribbean cruise. Having the sea, the current and the wind with you, if you watch the weather and plan accordingly, you will have a wonderful sail all the way to Bonaire, the first of the ABCs coming from the east. It is about 375 nautical miles as the crow flies, but you will make a quick passage, as the current will enhance your speed over the bottom. Many boats average seven to eight knots all the way and will make landfall in just over two days.

Bonaire is as laid-back an island as you can find, with one very nice marina facility on the west side as well as convenient moorings if you prefer.

—Continued on next page

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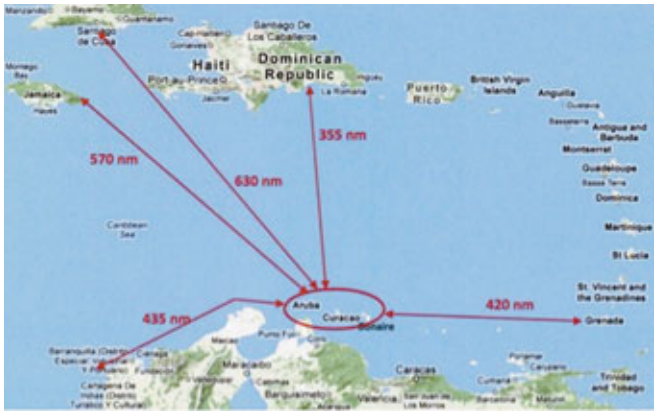
Make your landfall from the southeast corner and then sail up the island on a starboard tack. Scuba and snorkeling are the big attractions and are considered among the finest in the world. There is also a national park on the north side of the island that is well worth the effort to visit.

Curaçao is the "middle island" of the three and one of my favorite places in the Caribbean. The capital is Willemstad, which is a twin city: Punda and Otra Banda. It is on the UNESCO World Heritage list, is extremely multicultural and is architecturally extraordinary. The twin cities and Curaçao have it all: cosmopolitan flavor, historic sites, a floating pontoon bridge that you can walk across, friendly people, boating facilities, wonderful anchorages and some of the finest beaches in the world. The island also has a number of museums, one of which is the Kura Hulanda, dedicated to the understanding of the institution of slavery. The Kura Hulanda complex contains an open-air restaurant boasting extraordinary mural art.

Aruba is the westernmost of the ABC Islands. It is a small island but its many attractions include shopping, followed closely by nightlife. Each day thousands of cruise boat passengers disembark and "go shop." You name it and they have it and the prices are highly competitive. Aruba also has a world-class national park, which is worth investigating if you are a lover of wildlife.

The ABCs as a Hub

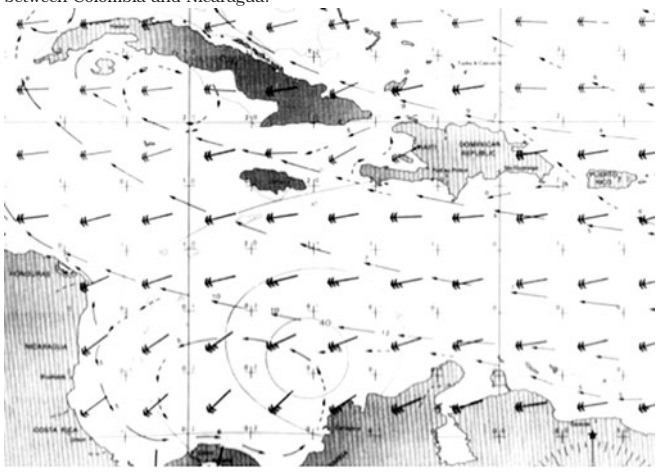
The ABC islands are each interesting, each different and all are safe. They are easy to cruise to and there is also a benefit that many do not see at first glance: they are centrally located.





From the ABCs you can easily access Hispaniola, Cuba and Jamaica, and Colombia and other points west in the Caribbean. One of the cruising strategies that I like best in the Caribbean, and one that is not often employed by cruising boats, is to cross the sea north to south or south to north. The main reason for this is that it cuts down on fetch and makes cruising easier and more comfortable. A good example would be departing from any of the ABCs and making landfall on the south side of Hispaniola either in the Dominican Republic or at Ile-à-Vache at the southwest tip of Haiti. If headed for the Rio Dulce in Guatemala, it is a nicer trip to sail west under the lee of Hispaniola and head for the north shore of Jamaica and/or the Cayman Islands. From there, you could sail back across to the Bay Islands of Honduras. By crisscrossing the Caribbean in this fashion, you avoid all the shoals west of Aruba and the big buildup of seas between Colombia and Nicaragua.

The winds west of the Southeast Quadrant tend to become stronger as you head west of the ABCs and, owing to fetch, the seas will grow larger. Pilot charts of the area west of the ABC islands indicate that the percentage of seas over eight feet increases by as much as 40 percent. Pilot charts indicate averages and conditions can vary. However, if the wind is 20 knots in the ABCs you can be sure it is higher between Colombia and Nicaragua.



West-flowing winds and currents will speed you from the Windwards to the unique ABCs. From there, the northern and western Caribbean is your oyster

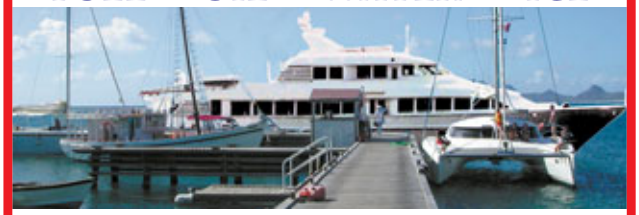
Hurricane Free

Another benefit of the ABC Islands is that they are south of latitude 12 degrees north. When one is planning a cruise through the Caribbean, whether you leave your boat for hurricane season or stay with it, the ABCs are a safe bet. While you and/or your boat can pass hurricane season on any of the ABCs, Curaçao is clearly the favorite of cruising boats and has the greatest number of facilities, whether it is on the hard or at the anchorages. Spanish Water is a very large bay that looks like a marine "trailer park" during hurricane season and you will not be lonely for lack of other cruisers. The boatyards in Willemstad and Piscadera Bay are well subscribed with cruising boats as well.

The ABC Islands are worth the time and the effort to visit; you will not be disappointed. See the recently released ABC cruising guide available free at www.freecruisingguide.com.

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

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The Plans They Are A-Changing:

Sailing from St. Lucia to Florida

Part One:

ST. LUCIA TO ST. MARTIN

by Sean Fuller



After one month of frantic activity, Scott, a young St. Lucian who had raced with me, and I were ready to set off from Rodney Bay, St. Lucia — first stop Point-à-Pitre, Guadeloupe. To finally set off on a long journey with intended consequences — returning my Sovereign 40, *Kaiso,* to Europe — felt like a weight off my shoulders.

I had arrived in St. Lucia with the aim of preparing the boat. The job list… let's just say it was long. Although *Kaiso* was not old, originally built in 2006/7, most of its life had been spent in the Caribbean. The liferaft had endured years of exposure. The boat had not had any hard testing since the original Atlantic crossing, so going through all the systems on the boat and double-checking everything took a while.

In the saloon, one cupboard was taken up with cans of lubricants and greases. On the port side there was a mass of stacked Tupperware boxes, each labelled: tape, electrical, screws, string, jubilee clips, etcetera. Most of the tinned food was stored in a compartment behind the saloon seating. The milk and carton containers were stored aft on the same side. Cereal, rice, pasta and the like were stored on the starboard side accessible from the galley. The condiments were also accessible from the galley, all tucked inside a small locker. Past experience had shown that on a starboard tack, with the boat heeling at 45 degrees, ingredients had a tendency to try and make a quick escape, so all the lockers had a bungee strap horizontally across the middle.

Finally we were ready to take off.

Leaving St. Lucia

The weather was fine, the wind a steady 15 knots from the northeast — typical conditions in the Eastern Caribbean. At 1330 hours we cast off the lines. As we motored to a clearing beyond the anchored boats we headed up to wind and hauled up the mainsail. Once set, we bore away onto a reach, tucking close behind Pigeon Point. The wind quickly built to more than 15 knots as we cautiously eased out the genoa to half size.

Kaiso settled into her stride, carving deep furrows in the soft breaking crescents, heeling at a moderate angle with occasional spray over the foredeck. Martinique was beckoning and *Kaiso* was dancing to her tune. We were aiming for Diamond Rock, just off the southwestern corner coast of Martinique, a familiar landmark as *Kaiso* had taken part several times in the annual Diamond Dash race, which starts from Rodney Bay, rounds Diamond Rock, and then returns to Rodney Bay.

By late afternoon we were under the shelter of the peaks of the southwestern part of Martinique. Scott and I alternated helming. As the wind dropped in the lee, we switched the engine on and motored with "George", the autopilot, in control. By midnight we had reached St. Pierre. I decided we should stop, get some rest and set off at first light. It was pitch dark and I could see few yachts in the bay. We found a spare buoy and tied to it, this being the most practical option in the deep bay. At first light I peered out at the majestic surroundings, the presence of volcanic Mt. Pelée looming large.

As the temperature rose, the wind built to a steady breeze and we set off on a close fetch. By early afternoon we were approaching the southern point of Dominica. Gradually the wind died as we came within the shadow of the tall peaks of this strikingly jagged island. We motored most of the way, but occasionally in the valleys we got a blast of wind to push us along. We approached Portsmouth at the northern end of Dominica but continued on; our aim was to reach Point-a-Pitre to get parts for the boat and service the liferaft.

As we headed into the open sea once again, we sailed closehauled towards Guadeloupe. To our northwest the Iles des Saintes also beckoned, but sadly we would miss them, too. There was little time for sightseeing as we headed north.

By early evening, we were beating towards our destination but being driven westwards by wind and current. Scott huddled in the cockpit to get out of the wind. It was cool for the Caribbean and gave a sense of what was to come farther north. We finally arrived at entrance to the port around 2230. I checked the chart and we motored carefully along the channel following the markers until we were inside Marina Bas du Fort.

Guadeloupe

After a good rest, we motored in to find a walk-on berth so we could get the liferaft dismounted. Scott and I checked into the marina, did Customs clearance and went to visit the showers. These were in a red, glossy metal-clad building with a heavy steel door. Once inside the first door, a zapper was needed to get into the second door — the highest security shower block I have ever seen! Inside were neon lights that wouldn't look out of place in a nightclub.

The liferaft agent duly arrived to collect the raft for servicing. I went for a walkabout and discovered a few small marine service shops and cafés.

Over a pizza Scott and I had a frank chat and it was clear that he was not up to doing a long cold passage north so it was agreed I would take him to Antigua in time to take part in Sailing Week.

A day or so later the liferaft man returned the raft. Now we could embark on our leg to Antigua. We had a choice: to motor up the Rivière Salée or head east around Cap Chateaux. I decided to head out towards Gosier Island, a few miles up the coast, spend the night there and then set off in the very early hours around the eastern point. We motored to Gosier and arrived after dark. Judging by the number of masts, I estimated there were about 30 boats at anchor. There was a fair swell and we bobbed up and down. We turned in for some rest but shortly after midnight I was aware of a different pattern in the boat's motion and the noise around. It seemed we had dragged anchor. I switched the engine on and reset the anchor. Then I re-tied the dinghy and went down below for more rest. In the early hours I heard Scott call out — the dinghy was missing! I dropped my head to my hands and shouted something unrepeatable. I tried to think how this had happened. Usually the dinghy was locked with cable but since we were outside a harbour and were leaving early I had considered it unnecessary. Big mistake. Fortunately earlier in the evening Scott and I had hoisted the engine. Had the dinghy been stolen or had the rope worked its way loose? I decided we should motor in the direction where it may have drifted. We scoured the area for an hour or more using binoculars but there was no sign of it.

We hauled up the mainsail and motor-sailed towards the eastern cape with the wind dead on the nose. The swell increased as we approached Cap des Chateaux so I told Scott to attach his harness and I followed suit. The boat was now getting tossed around with seas breaking over the deck. This lasted less than an hour as we soon rounded the headland and we were able to slacken the sails a little and make a direct path to Antigua. We passed Desirade to our east, with its north coast a sheer cliff of seven hundred metres and its top shrouded in cloud. On the eastern side of Guadeloupe, there were kitesurfers blasting along the beach, occasionally jumping and twisting with the fluidity and grace of Bolshoi dancers.

As we turned the corner north with the sails eased out, the motion was calmer and drier, the spray deflecting off the side of the boat instead of the bow. In the early evening I saw a quick flashing white light that I presumed to be marking the extensive shoal off the south point of Barbuda. By 2100 we were a few miles from the coast of Antigua, making our way gradually to Falmouth Harbour. This side of the coast is sparsely populated with few lights but it wasn't long before we saw the channel lights marking the entrance. Turning on the engine, we luffed up and dropped the mainsail.

Antigua

Antigua Sailing Week was taking place and the bay was packed with yachts. We motored around for a short while and found a spot to anchor close to the fairway. After cooking some pasta, I turned in.

Scott had fixed up a racing crew place on an Australian boat and early the next morning two guys in a dinghy turned up alongside to collect him. I took the opportunity to get a lift ashore so I could clear Customs and try to get another dinghy.

At Customs, a short walk away at English Harbour, I took the papers to fill in. Some of the forms in the islands are little changed in the last century. (My father used to tell me that in Barbados, it wasn't long ago when you had to declare whether "all your rats were healthy".) I completed the form and handed it to the Immigration officer but he wasn't happy as the carbon paper was missing on the bottom form, so the fourth page was not imprinted. I wasn't happy as that meant overwriting everything!

There was no luck finding a dinghy anywhere.

I put up a "crew wanted" notice in the yacht clubs and bars. Single-handing across the Atlantic Ocean from west to east would be an absolute last resort without wind self-steering gear. After two nights in Falmouth Harbour, I set off for Jolly Harbour, my first solo sail. It started ominously. On trying to raise the anchor, the electric windlass would not work. As there was a fair breeze blowing I had to motor forward to get some slack in the chain and then haul it up by hand, judging it carefully between the lulls to avoid getting my hand crushed between the chain and the deck. After much heaving, I managed to get the anchor on board. Wow, I hadn't gone anywhere yet and I was already whacked!

It was only a five-mile trip down the coast so I motored, keeping a close lookout for the numerous coral reefs. The water, a fantastic iridescent turquoise, kissed a shore littered with glistening white sand beaches.

It was very shallow on the approach to Jolly Harbour and I approached carefully as the depth dropped to just one or two feet below the keel. Coming into the marina, the dock master in his launch came up and greeted me in a "Jolly" manner and gave me a pile berth to go onto. Within a short time I was safely moored up and starting going through the job list. First priorities were to sort out the anchor windlass — and the leaking mast boot. On the sail up to Falmouth, we had shipped a fair amount of water over the deck and some had found its way below deck through the mast boot, *Kaiso* having a keel-stepped mast. It was necessary to remove the headlining and let it dry out thoroughly. I got hold of some material to use as a collar but could not find any type of clamp large enough to go around the mast so had to make do with gaffer tape. Being in the marina was very handy for maintenance. I called in at the marina office to register my boat and get the WiFi code and a plan of the site and services. I was told there wasn't a plan available but if I looked around, I would see what there is…

Well, what I saw was a bar with a pretty girl serving chilled Antiguan beer with a funny name but a great taste. Looking around the marina, I then saw a boat that I instantly recognized as my father's old catamaran, *Granary Loafer*, now renamed *Caribbean Queen.* All the old cats seem to end in Antigua where are loads of mangroves to shelter them.

Later I had a call from a chap called Stefano who had seen my "crew wanted" note. He said, "Is zissa Sean, I wanna do the sailing with you." With nothing to lose, I agreed to meet him that evening. I showed him over the boat and he explained that he had been racing at Antigua Sailing Week and had been living in St. Martin for the past two years.

—Continued on next page

—*Continued from previous page*

He seemed to be keen but had limited ocean sailing experience. We agreed that we would sail to St. Martin so I could see whether he was as good as he made out. Stefano agreed he would miss the last race day so we could set off first thing on the Friday, and came back with his passport so I could check out with Customs.

The next evening we anchored in the bay ready for an early start. At dawn, the peace was broken by our departure. First the sound of engine, and then the anchor chain and our voices — this new team was not operating with practiced signals for raising the anchor. It wasn't the quietest getaway, evident by the number of crews who surfaced on other boats.

En Route to St. Martin

The wind filled in by mid-morning and we bore onto a run, but by mid-afternoon the wind lightened until we were barely moving. I considered stopping overnight in Nevis but the approach passage to the island was littered with reefs and seeing as we would not reach there until late afternoon, this would be hazardous navigation. I decided to carry on to St. Barth's. The autopilot had started playing up and kept rounding up to wind. This was a new fault which would need to be added to the top of the "to do list".



Above: Kaiso *at anchor. Restful stops were few*
Right: Underway 'on a long journey with intended consequences'

However it proved to be a good test for our new crew. Stefano had limited offshore sailing experience but he was eager to learn and happy to helm, doing a five-hour stretch sailing and motor-sailing. By 1900 we were close to St. Barth's and decided to anchor just north of the main port of Gustavia.

The next morning we motored into the pretty harbour of Gustavia to have a quick look at the boats taking part in the West Indies Regatta. These classic wooden sloops are built on the beaches of the Grenadine islands using traditional construction methods.

After a short motor to Colombier Bay, we left for St. Martin about 15 miles distant. The wind never materialized, so we motored almost the whole distance. The aim was to reach Simpson Bay Lagoon, close to the chandleries and marine centres. Unfortunately, we would not make the bridge opening time of 1400 on the Dutch side, so I decided we should motor on round to the French side, where I intended to clear into Customs. As we reached the border between the two states on the western tip, the contrast was noticeable: the French side has fewer hotels and those have fewer storeys. Within a few hours we arrived at Port la Royale Marina near Marigot. We tied up alongside a large dock close to two large high-rise motorcruisers that towered over us. The "Royale" in the marina's title said it all.

St. Martin/St. Maarten

The bridge over the entrance to the lagoon didn't open until 1700 so this gave ample time to clear into Customs first. At a computer in the marina office I filled in the boat/crew details; no carbon paper to worry about this time. I handed it to the official who stamped it, all very simple. A little time on the boat clearing up and "liming" with a beer and it was time to head to the bridge. We arrived a bit early and stood off the narrow entrance where there was a strong rip tide flowing. As the bridge opened, a plethora of catamarans, day boats and cruisers spewed out of the cut. I tried my best to follow the channel markers but went aground, even though we were bang in the middle of them. We hailed a fishing charter boat and they towed us free, but the difficulty now was where to stay in the deeper water since the channel markers were unreliable and our draft is six feet! Our friendly towboat guided the way and we followed for a little while until he branched off. Gradually the depth increased as we traversed the lagoon. It was dusk by the time we approached the dock by Island Water World and Stefano went ashore to stay with friends.

Considering the latest problems with the autopilot, I was becoming worried about *Kaiso's* readiness for a long ocean passage. I decided to take the boat to Florida and keep it there for a season instead of sailing back to Europe. Stefano decided to stay in St. Maarten and try to find a passage to Europe, so I became a single-hander after all.

In the morning, I took a stroll ashore. The whole area around Simpson Bay is very well set up for yachts and getting around by dinghy is easier than walking or driving, as I soon found out: a walk to the cashpoint took 45 minutes, against about ten minutes by dinghy. I checked into the office of Island Water World and then went into their store, which has an excellent choice of boating equipment. What they didn't stock could be obtained from Budget Marine, a short distance away by dinghy or on foot. I got a large hose clamp to go around the mast boot.

The trusty Doyle's guide mentioned a place called Shrimpy's, which had a flea market for boating bits and pieces. I made a call and was told they had a small roll-up dinghy in good condition, but they had relocated to the French side of the island. I took a bus to Marigot Bay on the French side. I needed to get to Sandy Bay but was told that the Dutch buses are only allowed to stop in the main towns on the French side. The bus driver indicated where to get off and I walked along to Sandy Ground. Shrimpy's is right on the edge of the cut by the bridge opening we had been through earlier! I met Sally and Mike, the owners, and we did a deal. To get the dinghy back



to the boat I decided to row across the lagoon, a distance of about three miles. That would be good adventure and a workout. There is so much to see in the lagoon; it never got boring. The season was drawing to a close with many boats heading north but I still rowed past sloops, catamarans, the odd rusting trawlers, super cruisers and even a log cabin on floats. In parts of the bay, there was an air of serenity as I rowed around the mangroves, the silence only broken by the momentary squeaking of the oars as they rubbed against the rubber tubes.

I spent the next few days in Simpson Bay completing jobs on the boat and soon it was time to head to Tortola. Clearing out through the French side was refreshingly simple, a computer and mouse.

When the bridge opened, I headed out and anchored a little distance off the beach, and then dinghied ashore to get some provisions for my solo passage to Tortola.

Next month, Part Two: Through the Virgins and the Bahamas to Florida.







APRIL 2013

♈ ARIES (21 Mar - 20 Apr)
The Sun, Venus and Mars are all together in Aries for three weeks — the sails of creativity and romance are yours to hoist at this time. Use this power at its height when the Moon joins the Sun, Venus and Mars on the 8th, 9th, and 10th. The winds of success will speed you to your goal.

♉ TAURUS (21 Apr - 21 May)
Love and ingenuity will conspire to deflect you from a boring boat-business course after the 21st. Passion will distract you from worry; enjoy this aspect to the fullest.

♊ GEMINI (22 May - 21 Jun)
You will have fun, fun, fun all the way through the months of May and June as love cruises your way! Relax and enjoy this light-hearted time.

CANCER ♋ (22 Jun - 23 Jul)
Inspiration in the first week will sail in to help you with those pesky boat-finance worries. Your verbal abilities will provide the following sea to push you along a winning course.

♌ LEO (24 Jul - 23 Aug)
The triple conjunction of the Sun, Mars and Venus will bring not only love but also steady winds in the sails of inventiveness after the 12th. Take advantage of this aspect to set a clever course for your economic future.

♍ VIRGO (24 Aug - 23 Sep)
Your attention to detail will be invaluable in your boat projects. Now is a good time to up sails and steer a course to new adventures.

♎ LIBRA (24 Sep - 23 Oct)
The conjunction of the Sun, Mars and Venus in the sign of Aries is opposite you on the astrological chart. Although this aspect might bring a period of contrary currents in your love life and put progress in irons, your sense of humor will breeze you through.

♏ SCORPIO (24 Oct - 22 Nov)
Some choppy seas in your love life could cause a chill on board in the first week. Concentrate on feeding your mutual cruising kitty to achieve a positive result.

♐ SAGITTARIUS (23 Nov - 21 Dec)
You'll spend this month, like Cupid, sending out arrows of love — though as usual you won't care where they land. The odds are you will hit something good and a new romance will inspire cruising creativity.

♑ CAPRICORN (22 Dec - 20 Jan)
The first three weeks will be squally on the inspirational and emotional seas, but will smooth out to a successful outcome in the last week. Favorable conditions will continue through the early weeks of next month.

♒ AQUARIUS (21 Jan - 19 Feb)
You will need a firm grip on the helm of your sense of humor to avoid any rocks in your love life. Running aground on them could sink your creativity, so be amusing without making fun of your partner.

♓ PISCES (20 Feb - 20 Mar)
Inspiration in boat business will be assisted by your verbal skills. Slow and steady wins the race. You may welcome a break from the emotional stress of all that passion you recently sailed through.

Island Poets

PARADISE I

The Southern Cross at my shoulder
teases out the wonder
of what might be

as I stand at the apex
of the moon's silver glitter
cast upon the sea
like a weightless sheet

the gentle wind at my back
brings a quiet lap upon our sturdy bow
as if cutting through the water
through the sea

a dark gauze cloud now steals
now gives back
the sparkling gown at my feet
once and for all
at least for now

— Dennis Jud



Return

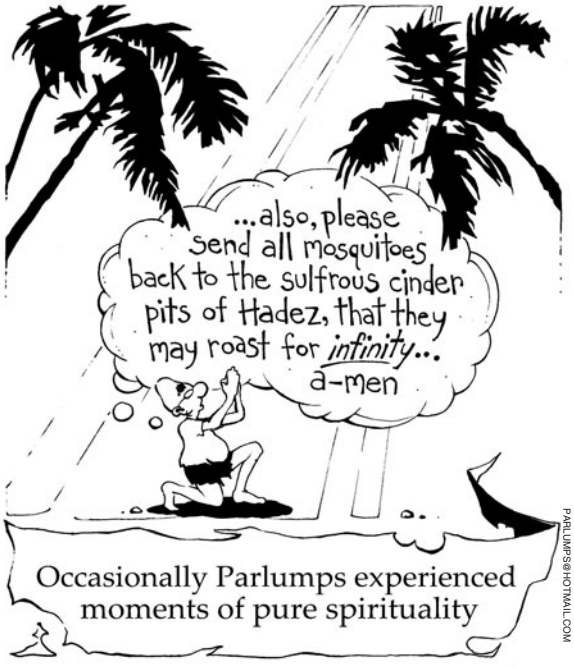
Oh it's good to be back on the water again,
And bound for the isles of the old Spanish Main!
Out through the Boca, its currents, its waves,
Check out the main — how it sets and behaves.
The night is so dark in that hour before dawn,
But still, through the blackness the boat plunges on.
Look for the North Star, its dim distant spark
Will fade all too soon with the flight of the dark.

Cynara is old. She creaks and she groans,
A sentiment echoed in my aging bones!
Look out to the east: black is changing to gray,
Heralding the approach of another new day,
And now we are feeling a sweet salty breeze,
So roll out the jib — all the way, if you please!
Ah, now we can relax, for we are on our way,
To the Easter Regatta in lovely Bequia!

— Nan Hatch



parlumps marooned



Kimpy's Easter Bonnet

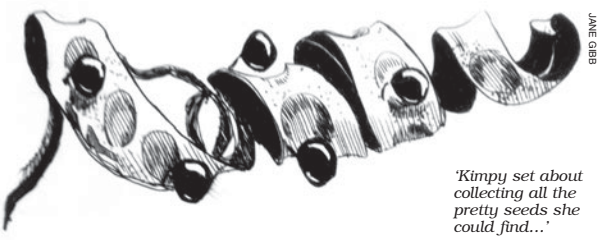
by Lee Kessell

On a small island in the lower Caribbean lived a farmer and his daughter. Farmer Joseph had lost his wife to illness when Kimpy was only five years old and, as the grandmothers had died, Joseph had to look after Kimpy all by himself. Joseph took his daughter to school every morning and then went about his work. At weekends he took Kimpy to the fields with him where she did little tasks. Kimpy missed her mother dreadfully and because she knew that her father was unhappy too, she did what she could to cheer him. This meant giving up playing with the other little girls from school so he would not be alone. Two years went by and Kimpy and her father became used to their solitary way of life.

So Easter came around once again and now that Kimpy was in a higher grade at school, the teacher had asked the girls if they would like to have an Easter Bonnet parade and the boys could be the judges of the best. The girls all shouted, "Yes!" The mothers were called to the school and plans were made. You can imagine how the girls and their mothers vied with each other to make the prettiest bonnet. But what of poor little Kimpy? No father had been asked to the meeting but Kimpy desperately wanted an Easter Bonnet and so that night she told her father all about it.

"Oh Daddy, do you think we could make an Easter Bonnet so that I could go in the parade?"

Joseph rubbed his face that was bristly about the chin and cheeks and said, "Well Kimpy, we could certainly try."



JANE GIBB

'Kimpy set about collecting all the pretty seeds she could find...'

In bed that night Kimpy thought about her Easter Bonnet for a long time and then she knew exactly what to do. The next morning Kimpy said to her father, "Daddy, you're so clever at weaving coconut leaves together into baskets and things, do you think you could make me a bonnet?"

Kimpy drew the bonnet for him. It had to hug her face like an old-fashioned bonnet and it was not to be too heavy. Farmer Joseph knew how heavy green coconut leaves were, so he shredded the leaves very finely and wove them into the bonnet shape with a snug fitting cap at the back to fit Kimpy's head securely. When he had finished, Kimpy skipped about in it and it wasn't at all heavy.

"How will you decorate it?" asked Farmer Joseph. But Kimpy refused to tell him, saying it would be her surprise.

Kimpy set about collecting all the pretty seeds she could find. She had the soft grey berries of Job's Tears, the scarlet seeds of a vine she found, and some black and red seeds that everyone called Jumbie Beans. Then she collected some pretty dried leaves that blew about the garden, dead white and yellow cabbage moths, and a dropped butterfly wing. She even found the shimmering feathers of a hummingbird and feathers from doves and wrens. Kimpy threaded the seeds together and laced them about the brim of her bonnet, and then she wove the leaves and the moths and the butterfly into the brim of the bonnet, finishing with the feathers that she made to stand like a bunch of tall flowers on one side.

The day of the parade arrived and Farmer Joseph watched the parade with the rest of the parents. The girls all paraded across the makeshift stage, turning about and showing off their bonnets trimmed with lace and lots of ribbons tied into bows.

Now, no one had remembered that boys of seven and eight years old scoff at silly girls. When the boys saw these girls in their frilly bonnets they just grinned at each other — but their grins turned to smiles when they saw Kimpy in her bonnet made of plaited coconut leaves. They shouted and whistled and the biggest boy roared out, "The winner! Kimpy's bonnet is really cool!"

Kimpy's eyes shone with happiness and Farmer Joseph clapped the longest, he was so proud of his little girl. Kimpy's bonnet hung on the wall of the Farmer Joseph's little cottage until it fell apart. But you can be sure that Kimpy's beautiful green bonnet made of coconut leaves was remembered by every boy and girl in the village for years to come.

THE END





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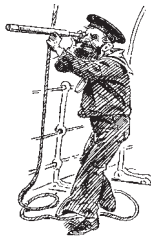
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The ABCs of GMDSS

by Lynn Kaak

After the *Titanic* sank, the realization that "wireless" technology could be a lifesaver really struck home, but there had to be some form of consensus so that it could be effectively used by all vessels. So the evolution of communications and safety at sea continued by embracing the new technology and expanding on it, but also by making a more universal approach to safety at sea.

Fast forward to 2013 when satellites and computers aid us in navigation and communications. Now we have the Global Maritime Distress and Safety System (GMDSS) in place, in conjunction with Digital Selective Calling (DSC). These have been implemented by the International Maritime Organization (IMO) and are all in place to try to make us safer at sea.

The GMDSS is an internationally agreed upon set of procedures and requirements for ships and aircraft in an emergency situation. It is mandatory for all vessels over 300 gross tons, but we cruisers certainly benefit from it! Everything from putting an alarm out to finding the vessel in distress and the equipment required to achieve this is part of the GMDSS system. The system has evolved to use these new technologies, but also uses the older ones, too. The important thing is that it has worked toward establishing a worldwide consensus, so that it doesn't matter where you are, the system *should* work.

Let's say that you have an emergency on your boat, a "Mayday" situation. "Mayday" and "SOS" are the internationally accepted terms for situations in which the vessel, and especially lives on that vessel, are in danger. The fact that VHF channel 16 is the accepted Security and Calling channel is also owing to the IMO's influence. Besides calling on channel 16 for help, you can also push the red "Distress" button on your VHF radio, provided you have your MMSI number plugged into it. When you apply for your MMSI number, information about your boat such as length, a general description, contact information and many other useful bits for Search and Rescue organizations must be provided.

> *The Global Maritime Distress and Safety System provides a universal approach to safety at sea*

This is all on a central database that any Search and Rescue organization can tap into. If they receive a Digital Selective Calling (DSC) Mayday call, they can pull up the essential information they need, even if the people aboard the vessel in distress are unable to provide more details by voice or other means.

If your SSB radio doesn't have the red "Distress" button, or DSC capabilities, there are other internationally accepted protocols that will help. The GMDSS has designated 2182 mHz as a calling and distress channel. It is requested that at the top of the hour, and on the half hours, vessels limit their traffic for five minutes to allow vessels requiring assistance to get through. In fact, the official calling channels for each band have the same designation, since one may need to "shout" a little farther than the two-meg band can call. These can easily be found on the internet with a decent search engine.

A vessel in distress could also use an EPIRB (Emergency Position Indicating Rescue Beacon), or a Personal Locator Beacon (PLB). These use your MMSI information and additional details for the rescuers. With the application for one of these devices, even more detail about the vessel is asked for, as there is no way to communicate through an EPIRB to get more information. Some of the new PLBs do have the ability to text message, so that could be a very useful addition to getting help.

If the EPIRB has an internal GPS, or is hooked up to a GPS, the positional information can also be sent, which makes triangulating on the vessel even easier. The EPIRB sends a distress signal on 406 mHz to the COSPAS-SARSAT satellites. When the distress message is received, which includes the registration number, information on the EPIRB and its vessel can be brought up from the database and things can get moving from there.

Generally, Search and Rescue organizations will make a telephone call or two to make sure that an EPIRB signal isn't a false alarm, as can happen. We know of two vessels that had this happen — one had a water-activated EPIRB fall off the stern rail; the other discarded an EPIRB that indicated its battery was dead. Both set off an alarm, but calls were first made to avoid costly search and rescue efforts. A legitimate call that we know of had San Juan Coast Guard calling around and sending e-mails to find out if the call was legitimate. Everything turned out well, but if it had have been a dire emergency, the time wasted could have been critical. So while an EPIRB is nice to call for help, don't expect it to be immediate; filing a FLOAT Plan is still a very good idea.

Another useful part of the GMDSS setup for cruising boats is the SART (Search and Rescue Transponder). This additional device is designed to respond to the radar frequency used for Search and Rescue, and will respond with a strong, identifiable marker when "pinged" by the radar.

In addition to helping in emergencies, the GMDSS system is designed to help prevent things from happening, too. The Notices to Mariners, weather updates on HF and VHF, NAVTEX and the availability of information at sea are all part of the GMDSS umbrella. No, the local "cruiser net" weather is not officially included in that — however, where some of them get their weather information from might be!

While there are many things we can do to keep ourselves safe, sometimes bad things happen. With the GMDSS program, they have made it easier for us to get help when it is needed. And, as I reported last month, DSC sure is handy for day-to-day activities, too!

Lynn Kaak and her husband Ken Goodings sail on Silverheels III.

The Sky in April 2013

by Scott Welty

The Planets in April
MERCURY - Morning star and at maximum elongation on April 1st rising at 0430, well before the Sun. Visible nearly all month
VENUS - Too close to the Sun all month
EARTH - Bobbing and weaving to avoid asteroids
MARS - See Venus!
JUPITER - Rising late morning and setting before midnight all month in Taurus
SATURN - Rising in the early evening and setting in the wee hours. In Libra
Sky Events This Month
8th - Sliver of a moon and Mercury in morning sky (see Figure 1)

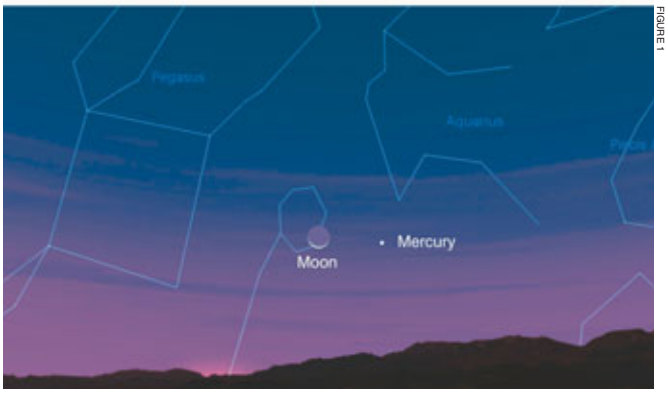


FIGURE 1

Figure 1: April 8th, 0545 hours, looking east — waning crescent moon and Mercury

10th - New Moon
14th - Jupiter and crescent moon ride together between the horns of the bull (Taurus)
22nd - Lyrids meteor shower peaks (see below)
24th - Spica occulted (covered) by the moon (see below)
25th - Full Moon
The Lyrids Meteor Shower
The 22nd is the peak of the yearly Lyrids meteor shower. Look for ten to 20 meteors per hour but sometimes this shower will show a surge of up to 100 per hour. Meteors will appear to emanate out of the east as Lyra is the radiant (the constellation that the meteors seem to come from) and Lyra rises around 2200 hours. Showers like this are caused by meteors the size of a grain of sand or so. The moon is near full, which doesn't help the viewing. Don't expect any explosions as happened over Russia in February!

Speaking of Lyra, the brightest star there is Vega — one of the stars making up the summer triangle of Vega, Deneb and Altair. Only Arcturus and Sirius are brighter in the night sky than Vega. Vega was the first star after the Sun to be photographed. We know a lot about Vega because it is only 25 light years away and about twice as big as our Sun.

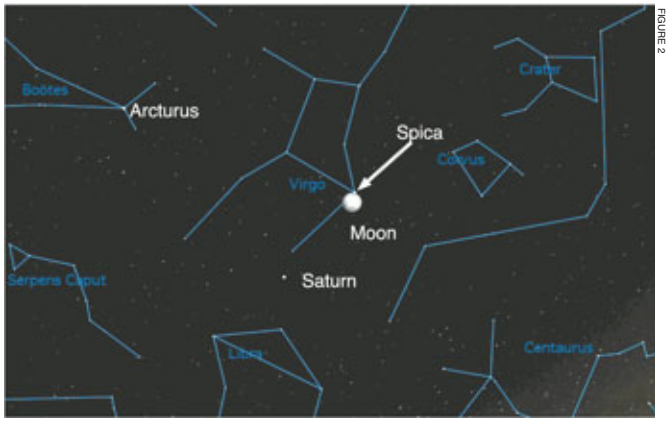


FIGURE 2

Figure 2: April 24th, 2200 hours — Spica peeking out from behind the moon

Spica Occultation
On the 24th the moon will "occult" Spica, the brightest star in Virgo. Occult in this sense means to pass in front of. Figure 2 shows the moon and Spica just after the occultation. The moon will rise already in front of Spica and then Spica will peek out from behind. This used to be a bigger deal, especially if the occultation occurred with the dark limb of the moon. It is during the peeking out process that astronomers could get some insight as to surface features on the moon. Of course now we have numerous radar images and photos of the moon from the several trips we've made in person or with orbiting lunar satellites.
Website of the Month
Spot the Station: http://spotthestation.nasa.gov.
This is a fun site. You put in your location and e-mail address, and you get messages with a few hours warning when a satellite (such as the international space station) will be passing over. It will tell you where to look and about how long the satellite will be visible. Enjoy!
To Contemplate While Having a Glass of Wine on Deck
On spotting satellites... There are about 8,000 satellites currently orbiting the planet but only about 600 are working. The others are old, defunct ones that continue to orbit. When I was born there weren't any satellites and when my dad was born there were hardly any airplanes. What's next?

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



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MERIDIAN PASSAGE OF THE MOON

APRIL - MAY 2013

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!

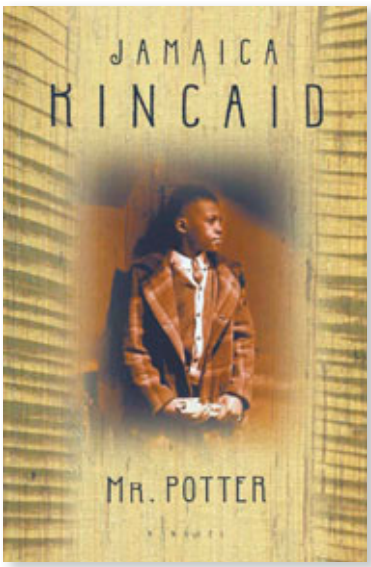
April 2013		21	2041	11	1308
DATE	TIME	22	2128	12	1356
1	0417	23	2218	13	1444
2	0516	24	2310	14	1531
3	0614	25	0000 (full moon)	15	1617
4	0710	26	0006	16	1703
5	0803	27	0105	17	1748
6	0853	28	0206	18	1833
7	0942	29	0307	19	1919
8	1029	30	0407	20	2006
9	1116			21	2056
10	1202 (new moon)	**May 2013**		22	2149
11	1249	1	0505	23	2246
12	1337	2	0559	24	2347
13	1425	3	0651	25	0000 (full moon)
14	1513	4	0740	26	0049
15	1601	5	0827	27	0153
16	1649	6	0913	28	0254
17	1736	7	0959	29	0352
18	1823	8	1045	30	0446
19	1908	9	1132	31	0537
20	1954	10	1220 (new moon)		

BOOK REVIEW BY J. WYNNER

Absentee Father

Mr. Potter, *by Jamaica Kincaid. Farrar, Straus and Giroux, ©2002, 195 pages, ISBN 0-374-21494-8.*

Although acknowledged as a work of fiction, Antiguan writer Jamaica Kincaid's *Mr. Potter* could be categorized as memoir, biography or autobiography since it is a narrative in relation to the author's father. A novel about abandonment, it's an unusually written story that's an easy read. The writing style's strength lies in the recurring use of phrases that have a magnetic pull that draws in the reader.



But there's more than the mesmerizing mantra-like chant permeating the book. Just as there are recurring patterns in the language, there are repetitive patterns in Mr. Potter's family tree. Elaine Cynthia Potter, the autobiographical narrator who's Mr. Potter's real daughter, like her father and his father Nathaniel Potter before him, had a line drawn through where her father's name should have been on her birth certificate. Elaine, and both Mr. Potter and his father, were the last of 11 children. Both Mr. Potters fathered children by eight different women. All three — Elaine, Mr. Potter and Nathaniel — were abandoned by their fathers. Also, Mr. Potter, who up to the time of his death at age 70, "like his father Nathaniel, could not read and neither of them could write."

Mr. Potter's oral skills seldom exceeded "Eh, eh, eh, eh." And "Eh, eh, Potter, me ah tell you," said to him by his employer, Mr. Shoul, was the limit of all the words anyone expressed to Mr. Potter. His voicelessness is noticeable throughout the book. Everything we learn about Mr. Potter comes through the voice of his daughter/narrator: "Because I learned how to read and write, only so is Mr. Potter's life known, his smallness becomes large, his anonymity is stripped away, his silence broken. Mr. Potter himself says nothing, nothing at all. How sad it is never to hear the sound of your own voice and sadder still never to have had a voice to begin with."

Mr. Potter has absolutely no regard for his 11 daughters by eight different mothers, each of the mothers living in "a room with four windows and two doors." He does not love his daughters and would not acknowledge any of them, but loves his car, which he purchased with money earned as Mr. Shoul's chauffeur.

Regardless of the circumstances, Mr. Potter never seems flustered. He always appears dapper in freshly washed and ironed shirts and creased trousers, shining shoes and hair neatly combed. Mr. Potter comes across as Mr. Cucumber Cool, and unflappable — even, when after a quarrel, Annie Richardson, Elaine's mother who lived with Mr. Potter briefly, took all his money and fled while seven months pregnant with Elaine. "Eh, eh."

Yet, "Mr. Potter met and married a woman named Yvonne. And Yvonne had a child, a girl, and they, Yvonne and her girl child, lived with Mr. Potter in a house with many rooms… Mr. Potter was the father of many girl children and the father of only one boy and that boy was not his… Mr. Potter so loved his son and his son was named Louis and his son was not really of him…"

Personal animus runs deep as Elaine zooms in on the issue of her absent father; at her father's irresponsibility, at his ineffectiveness and at his selfishness, at times laying blame for her father's sins of commission and omission elsewhere.

But issues pertaining to her father's absence lie not only in the present. The acrimony courses further back. The narrator alludes not only to Mr. Potter's family's history but the island's history as well; of the arrival of Columbus, slavery and colonialism behind her father's negligence. "It was in the middle of the drought, on the seventh of January in nineteen hundred and twenty-two, that Mr. Potter was born," but "his life began in the year 1492." Also, "He did not curse the day on which he was born, he only cursed the day when each and every one of his ancestors was born."

Mr. Potter's family history is just as hard to bear. Besides being abandoned by his father, and a line drawn through his name, a line which our autographical narrator determines, "that this line drawn through the space where the name of the father ought to be has come to an end, and that from Mr. Potter to me, no one after that shall have a line drawn through the space where the name of the father ought to be," Mr. Potter is also abandoned by his mother, who after giving him up to Mrs. Shepherd, "in the middle of his boyhood, his mother Elfrida walks into the sea and he never sees her again." And so from the pen of his daughter readers are given some glimpses into the life of voiceless Mr. Potter.

There are varying perspectives by reviewers of this novel, from British cultural journalist and prolific UK *Guardian* book reviewer, Maya Jaggi's severe "Bitter Fruit" critique to Frank Birbalsingh's raptures over "Mr. Potter" in the January, 2012 *T&T Review*. My view is, that in spite of the unique, enticing style of writing the author's voice comes across somewhat cold and distant — albeit not without reason. Read *Mr. Potter* and be your own judge.

BOOK REVIEW

FINE CHOCOLATE

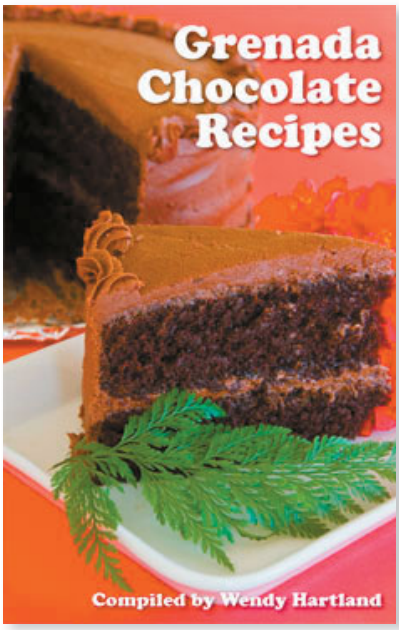
Grenada Chocolate Recipes, *compiled by Wendy Hartland ©2012. Cover & recipe photos Steve Brett ©2012. Paperback, color photos, 80 pages. ISBN 978-976-8212-92-4.*

This is artist and writer Wendy Hartland's fourth cookbook. She has collected a tempting array of recipes — all made with Grenada Chocolate Company chocolate or cocoa powder (although other brands can be substituted) — contributed by chefs, hotels, restaurants, bakeries and friends in Grenada.

Also included is the inspiring tale of the Grenada Chocolate Company and Belmont Estate.

Belmont Estate is a 17th century plantation, which, along with ten other members of the Grenada Organic Cocoa Farmers and Chocolate-Makers Co-operative, grows this superior cocoa. Visitors are welcome at Belmont Estate to see the entire process, from the trees on the plantations to the goodies in the Bonbon shop.

The Grenada Chocolate Company, founded in 1999, has become a true niche-market success story. Grenada, "the Spice Island", has long been famous for, well, spices. Cocoa, bananas, rum, and other products often took a back seat. The Grenada Chocolate Company aimed to reunite cocoa growing with chocolate making, and as Hartland writes, "Producing chocolate right where the cocoa grows not only gives a real advantage in creating the finest, most complex taste from the beans, but also provides a livelihood for many local people." The opposite of "industrial chocolate" in which the chocolate flavor is masked by sugar, fats and artificial flavoring, Grenada Chocolate Company products are unusually delicious, and now highly sought after. The Grenada Chocolate Company won Silver Medals in the Best Dark Chocolate Bar category at the Academy of Chocolate Awards (www.academyofchocolate.org) in 2008 and 2011.



Hartland says, "Grenada is home to possibly the best dark chocolate in the world. The super-fertile volcanic soil, abundant rains and Caribbean sun provide the perfect environment for the Organic Cocoa Farmers and Chocolate-Makers Co-operative to grow and harvest the very finest, full-flavoured *Trinitario* and *Crillo* cocoa beans."

To make creative use of this deliciousness, recipes in this book range from directions for a simple Ginger Chocolate Fudge to those for an elaborate Chocolate Chip Bread & Butter Pudding made with day-old croissants and dark rum, and garnished with mango purée, Chantilly cream and grated nutmeg. There are several mousse and cake recipes, of course, and also recipes for hot and cold drinks, ice creams and sorbets, brownies and truffles. Truffles with organic 71-percent chocolate, tarragon, espresso and rum, anyone? Too rich? Try the Chocolate Coated Papaya Balls. Or the Almond Chocolate Biscuits. Or the Chocolate Chilli Sorbet, or....

Besides Grenada's thriving chocolate industry, another local agricultural and gastronomic effort of note is the Grenada Goat Dairy Project, also located at Belmont Estate. Products from each are combined in a scrumptious-sounding Grenada Chocolate Goat Cheese Fusion Cake, an oil cake with a cream cheese frosting.

Measurements in the recipes are given by both weights and volume, a welcome consideration.

A gap that appears in this collection might only be noticed by carnivores: there's no *mole poblano*, no cocoa-crusted pork tenderloin, no spiced cocoa-rubbed fish, no *homard au cacao*.... But despair not, meat-eaters — there is an e-mail address given where you can suggest recipes to include in future books.

Grenada Chocolate Recipes will be welcomed by chocolate lovers, visitors wanting a unique memento of Grenada, and cooks looking for new ways to showcase fine chocolate.

A donation from the sale of each copy of the book will be made to the JJ Robinson Trust (www.jjrtrust.com), a charity registered in both Grenada and the UK, which supports Grenadian teenagers in their secondary education.

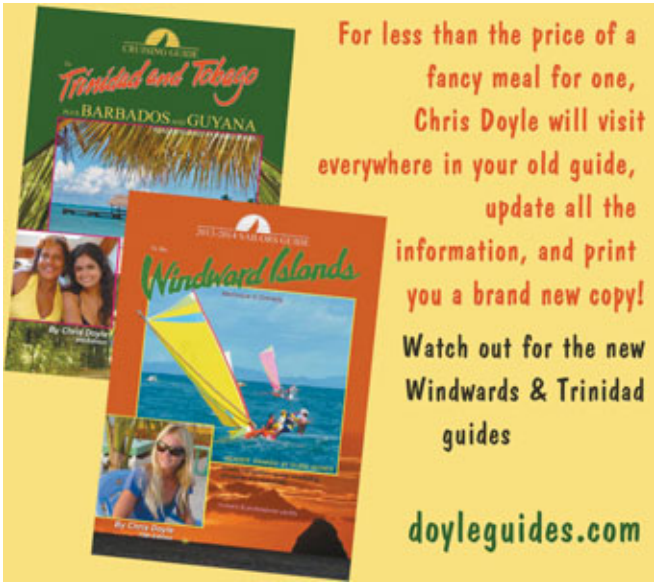
This book is available at bookstores and gift shops in Grenada, and can be ordered from www.grenadachocbook.com.

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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
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Tide's Table — Salads, Hot and Cold

by Ross Mavis

It wasn't that long ago when recipes for salads often contained the instruction "use crisp, chilled greens and vegetables for a perfect salad". That advice is still good today — but adding hot ingredients to regular salads brings a whole new repertoire to your leafy green dishes.

Salads can provide a unique way to use protein leftovers from last night's supper the next day. My wife, Willa, makes an incredible chili with beef and kidney beans. The remains, usually not enough for another meal in themselves, are often used as a great topping for a leafy green salad. Add to this some grated cheese, a dollop of sour cream and a few crushed corn chips and you have a salad that is a unique main dish for lunch. The chili can be reheated and served hot on the salad if you wish, or use it cold. Either way, this extends a green salad and makes a great quick lunch aboard or on shore.

Chicken, pork or beef served hot make delicious spicy additions to salad. Leftover chicken breast, pork or roast beef from last night will make salad sit up and take notice when the sliced or chunky meat is sautéed with a piquant sauce and served warm on top of salad greens. One of our favorite salads is a traditional Caesar salad topped with spicy, maple-glazed chicken breast strips. It's a real crowd pleaser. You can be as creative as you wish to make the dish truly yours. It can be as easy as adding diced garlic and ginger plus hot sauce and peanut butter to a commercial dressing such as mayonnaise. Sauté chicken or pork strips and, when cooked, add a half Cup of your special sauce and serve the meat and bubbling sauce over your favorite salad greens.

Lovers of traditional Caesar Salad will be delighted if a small head of romaine lettuce is sliced lengthwise, painted lightly with garlic-infused olive oil and placed cut side down on a hot grill. When the lettuce is nicely browned, serve face up with your favorite Caesar salad dressing, grated Parmesan cheese and croutons. This is a delightful twist on a traditional salad.

Chunks of succulent mango, avocado, red onion slices, snow peas and cherry tomatoes with spinach or lettuce greens are a perfect bed for sautéed garlic shrimp, squid or scallops. Toss the still warm seafood with a dash of lemon or lime juice in an olive oil dressing and a splash of your favorite vinegar before adding to the salad.

These easy but untraditional additions to green salads bring a whole new life to eating salads, both hot and cold.

Here is great hot salad recipe I encourage you to try.



Hot Peanut Sauce and Chicken Salad

SAUCE INGREDIENTS
1 Tablespoon olive oil
1 garlic clove, crushed
2 1/2 inches fresh ginger root, peeled and grated
1/2 teaspoon crushed chili flakes
1 Tablespoon lime juice
1 Tablespoon brown sugar
1/4 Cup peanut butter (smooth or crunchy)
1 Tablespoon vinegar (apple cider or white wine vinegar)
Sea salt to taste

Mix all sauce ingredients, stirring well. The sauce can be thinned if you wish by using a small amount of water or apple juice.

Sauté slices of chicken breast in a fry pan while mixing the sauce, then pour sauce over chicken.

When chicken is hot and sauce is bubbling, arrange slices over a green salad of your choice. Drizzle extra sauce over salad and serve while still warm with crusty bread.



LET THERE BE GOOD LIGHT

Dear *Compass*,

Regarding the grounding and subsequent successful refloating of the yacht *Santiago* in Tyrrel Bay, Carriacou (Letter of Month, February 2013). Ever since I wrote my first guide (the privately printed *Yachtsman's Guide to the Virgin Islands*) in 1963, I have been continually saying this about the reef-strewn waters of the Eastern Caribbean: "Do not enter a harbor unless the light is good. Do not enter harbors at night. When in doubt, STAY OUT."



D'ARCY O'CONNOR

Santiago was entering at 1900 hours; sunset was at 1736; nautical twilight ended at 1818. There was only a sliver of the moon and it was due to set at 2122 so it was very low in the west, giving no light. Basically *Santiago* was entering a harbor that has a large reef in the middle of it, but with no lit buoys and no range lights, in the dark.

It is obviously a wonderful advertisement for the indestructibility of steel construction.

Wooden boats, sadly, are not so indestructible. A few weeks later, the schooner *Raindancer* went aground at dusk on a reef on Grenada's south coast and, despite salvage efforts, was lost.(See photo.) I will amend my advice to state: "Do not leave a harbor unless the light is good. Do not leave harbors at night. When in doubt, STAY IN."

Don Street
Glandore, Ireland

OPEN LETTER TO BRUCE LEEMING

Dear Bruce,

I read your letter in February's *Caribbean Compass* regarding sailing to Haiti over the years and the work you have done at Ile-à-Vache, Haiti through your group, Friends of Ile-à-Vache (www.friendsofileavachehaiti.com).

I have just returned from Ile-à-Vache, having sailed there from Boca Chica, Dominican Republic with the Sister Flora Flotilla. Many boats also arrived for the event from the United States and the Bahamas as well as from other points in the Caribbean. The main purpose of the Flotilla was to bring supplies to Sister Flora, whose work over the last 34 years on the island speaks for itself.

I have been sailing to this island since 1997 and have witnessed the impact of the various projects that Friends of Ile-à-Vache have undertaken.

When you speak of slogging to windward and losing your mast and rigging while bringing supplies to the island, you describe your efforts with great humility. You and your group have done so much for the island over so many years and have worked hard to implement changes that are self-sustaining. Please allow me, on behalf of so many in the cruising community, to say thank you to you and all in your group for your selfless efforts.

Haiti is a wonderful cruising location that must be cruised with great care and local knowledge. Ile-à-Vache, located at the southwest corner of Haiti, has long been a safe haven for cruising boats and it was a joy for me to see so many anchored at Cai Coq and cruisers walking through the village during my current trip.



A friendly welcome party at Ile-à-Vache, Haiti

When you comment on the reasons you have cruised to Haiti and seen fit to invest your time and money in fostering progress on Ile-à-Vache, I do not think that anyone could sum up better the sense one can feel walking and talking among the gentle people of this place than you have when you said, "Haiti regenerates your belief in mankind and the hope for a better world." Thank you, Bruce, for all of your work and for a simple comment with such powerful feelings.

Frank Virgintino, Author
Free Cruising Guides

ONGOING ISSUES WITH DOMINICA CUSTOMS

Dear *Compass*,

This is my third letter to you on this subject. I thought that after the letter that was published in the March 2013 *Compass* — and the meaningless response — I would update you on our last experience with the Portsmouth, Dominica, Customs Office.

We arrived in Portsmouth early afternoon midweek headed south from The Saintes. Based on previous experiences over the last two years and my inability to obtain the "two week in/out clearance" I tried a new approach. I filled out the paperwork stating that I would be in Dominica for ten days and handed it to the Customs agent. The agent looked over the form and asked me if I intended to go anywhere else in Dominica. I answered "yes", and stated that I planned to stop in Roseau for a few days on my way south to Martinique. The agent told me that I would have to come back to the office when I was ready to leave and that they would issue a coast-wise permit allowing me to travel to Roseau.

We stayed a few days in Portsmouth then decided to travel to Roseau. I went to the Customs office on a Sunday. Since the main office is closed on Sunday, I had to walk back a few hundred yards to what appeared to be a temporary office in a group of four or five apartments. I showed the agent my inbound clearance paperwork and he informed me that he would issue a coast-wise permit. He completed the permit and handed it to me. As I turned to leave the office the agent said that I owed him EC$25. I replied that I had been informed that the coast-wise permit was available at no cost; I then handed him the money he had asked for and requested a formal printed receipt. The agent then said something that I could not hear and handed the money back to me. I asked him about the coast-wise permit fee and my receipt and he just said "Merry Christmas." As I opened the door to leave the building, the agent approached and told me that he had to charge me EC$5 for the "form."

In spite of the comments that the *Compass* has received from the Dominican authorities in response to my complaints — that my person and/or my vessel requires additional scrutiny — no one from the Dominican Customs Office has boarded, searched, or inspected my vessel.

While I understand that the laws or customs of a small country can change without notice, whatever the current laws or customs — and the required fees — for entering the country should be posted and kept up to date. What I have experienced in Dominica feels like a shakedown.

The reality of a visit to Dominica that includes both Portsmouth and Roseau requires at least three visits to Customs: one to clear in, one to get a coast-wise permit, and one to clear out. Dominica is no longer the easiest island to visit; that honor belongs to the French islands that bracket it.

Please sign my letter,
Punta Gorda

DOMINICA DOESN'T DISAPPOINT

Dear *Compass*,

For the past two weeks my husband Ian and I have bobbed about on a mooring in Prince Rupert Bay, Dominica. The only frustration has been the weather. Forget counting green flashes, it's been count the rainbows! This is not our first visit and I am sure it will not be our last. Dominica doesn't disappoint in friendliness and beauty. Yes, the "boat boys" come around with fruit or to collect the trash but once they know you have an appointed "guy" they leave you alone.

—Continued on next page

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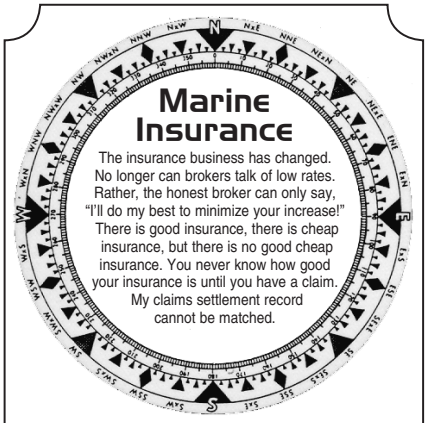
Read in Next Month's *Compass*:

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I have been connected with the marine insurance business for 47 years. I have developed a rapport with brokers and underwriters at Lloyds and am able to introduce boat owners to specialist brokers in the Lloyds market.

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On our arrival, after making sure our line was properly attached Martin of *Providence* went away to give us time to settle in and then returned to take Ian to Customs and Immigration. Checking in was achieved without hassle. Martin continued to look after us throughout our stay.



Dominica's fresh bounty

Between boat chores, island tours, hiking, a cookery demo by Florian, Martin's wife, and the legendary Sunday barbecue organized by and for PAYS (Portsmouth Association of Yacht Security), the time has flown by. Add to this a visit to The CALLS Centre, in Portsmouth town. Martin had told us about it and so I went on a visit. CALLS stands for Centre where Adolescents Learn to Love and Serve. It is a facility that helps youths between the ages of 14 and 24 who have failed to graduate to secondary school. They are taught the basic skills of English, writing and math, if necessary, and trained for vocational work — for example woodwork and agriculture. I stayed for a couple of hours "assisting" a young lad with his reading. He tried so hard but obviously it did not come easily to him. When it was time for me to leave I asked how old he was. "Nearly 20," came the reply. Very thought provoking. I have been a couple of other times since and the dedication of the teachers is amazing. If you have some time, or inclination, ask to visit the Centre when you are in Portsmouth, it will be greatly appreciated. There is also a laundry on site which low-income families can use, but remember, so can you — and by doing so help support the facility. Of course donations of paper, pencils, pencil sharpeners, and money are always much appreciated.

Our last few days in the bay were accompanied by very high winds and it was during this time that the boat boys came into their own, keeping an eye on anchored vessels. There were a couple of instances when they chased catamarans that had dragged anchor and retrieved them when no one was on board. It was great to see the way the "boat boys" worked together. The catamaran owners were extremely lucky. We also know of a boat which came off its mooring and went out to sea. No, it wasn't the mooring that gave way but the boat line that had chafed: something to be aware of. This owner was lucky as his boat was found eight miles off shore!

The residents of Dominica whom we had the pleasure of meeting, either in the shops or market or restaurants, were all very welcoming and so pleased when they learnt we loved their island.

Go see for yourself.

Joy and Ian Winterborn
S/V Reberth

DOMINICA, DITTO!

Dear *Compass*,

Where do I start? Let me just say, within hours of arriving in Dominica, we thought we had arrived in paradise! Being from England, we're used to beautiful countryside and scenery, but this island has so much natural beauty in every single crevice, it takes your breath away. Plus, coupled with the warm and friendly nature of the people, this is an island not to miss.

Before we arrived on the island, other yachties had expressed their reservations about the island in relation to it being very poor and consequently, the inference that security of your boat and how people would behave should be a concern. Well our experiences couldn't have been further from this, much to our relief after our poor experiences in St. Lucia with pushy, dishonest boat helpers and uninvited guests boarding our boat as soon as we'd gone ashore (fortunately not all of us had gone ashore!).

We sailed to Roseau, the capital of Dominica, where we were met by a charming young boat helper called Desmond. The first words he uttered weren't the usual "Do you want a mooring buoy?" or "Do you want to buy…?", it was "Welcome to Dominica". This set the scene for the whole time we were in Dominica.

We like to look around an anchorage before deciding whether to anchor or take a mooring buoy and explained this to Desmond, who was happy for us to do this without any further hassle. After we found there's a significant drop-off from the shoreline, it became apparent that we would be better off taking a mooring buoy than the stern-to anchoring that some of the smaller monohulls were doing. Desmond guided us to a suitable spot and helped us onto a mooring buoy effortlessly. The mooring buoys are all a standard price of US$10.

We knew that his boss, SeaCat, has a great reputation for organizing some incredible tours of the island, so we me mentioned to Desmond that we'd like to do something, but we weren't sure what. This was no problem as they were really keen to help us make the most of our time here. SeaCat organized for us to take a tour of the Roseau Valley with a guide called Stowe. We were picked up at 9:00 the following morning and finished the tour at about 6:00PM, having had the most amazing day. Stowe tailor-made the tour for us and educated us continually throughout the day, showing us plants, herbs, flowers and creatures we'd never seen before in their natural surroundings.

Our time here coincided with their Carnival, so we were also treated to some amazing entertainment. We were enthralled with the Queen Beauty pageant, encouraged to get up very early to join the pre-dawn "jouvert" street party, invited to join in an evening street party and treated to a most colourful costume parade on the final day of celebrations.

Before we left Roseau for Portsmouth, we stocked up on food. The fresh produce at the local market is plentiful, great quality and really good prices; as is the fresh fish, staples at the local wholesale supermarkets and scrumptious fresh bread at the local bakeries.

When we arrived in Prince Rupert Bay, Portsmouth, we were met by "Spaghetti", one of the PAYS crew. We anchored easily, north of the main pontoon, and then arranged to have a tour of the Indian River with Spaghetti. It's about a two-hour trip and is well worth the visit at just EC$50 per person (for three of us in a boat).

Our time in Dominica has been the most positive experience, both for the surroundings and the people. As well as visiting Portsmouth, we would strongly encourage you to visit Roseau as it's a very friendly city, very well situated for lots of trails and tours plus great for provisioning.

We can't wait to return to Dominica next year!

Ann and Tony Lofthouse
Serenity

IN GOOD HANDS IN THE BVI

Dear *Compass*,

As a long term live-aboard sailor — and serial circumnavigator — I am well aware of my options as a marine consumer. We boaters, whether charter or private, aren't like a hotel or resort guests. We're not stuck in one location. If we don't like how we're being treated, we vote with our keel. The world is our oyster. We have numerous options as consumers, as visitors, as tourists.

That said, I'm happy to report how much we enjoyed our two-month stay at Village Cay marina on Tortola while repowering our 43-foot sailboat, *Ganesh*, with Parts & Power. James Hart, the marina manager, made us feel particularly welcome. When we needed a crane to lift aboard our new engine, Clarence Malone of The Moorings graciously offered us the use of his, gratis, "…over the lunch break." Ditto, Anthony and Laura at BVI Yacht Charters, who allowed us to forklift our cockpit floor and hard dodger ashore.

But most of all, it was the good folks at Parts & Power who impressed us. Sebastian John is a highly knowledgeable, very careful diesel mechanic. Sanchez Christopher flowed like smoke throughout our engine room — and aligned our new Perkins M92B with the precision of diamond cutter. Nigel Palmer never flinched — even when being squirted with hydraulic fluid. And Tony Tuckett was a wizard in the warehouse — making sure we had exactly the part we needed, precisely on time. Even a few of "Diesel Dan" Durban's jokes were funny!

I couldn't have been in better hands.

When we had a small problem with Customs (they wanted to charge us temporary import duty on our vessel while having major work done); Comptroller Wade Smith straightened the whole mess out with a phone call.

The bottom line is this: the BVI deserves its Caribbean-wide reputation as being "yacht friendly".

The marine industry, of course, realizes the importance of this. We spent money at Nautool, Golden Hind, Village Cay, Richardson's Rigging, Nanny Cay, Budget Marine, and the Marine Depot.

But the economic benefits to the general community go even deeper: during our two months on Tortola, we spent almost exactly the amount of money we made last year… all of it! Yes, we gave the lion's share to Parts & Power, but we also left sacks at Clarence Thomas, Port Purcell Pate, Bolo, Grateful Belly, Riteway, One Mart, The French Bakery, Bobby's, etcetera. We frequented local restaurants, gobbled up cones at both ice cream shops in Road Town, fought for our dryers at Freeman's, discovered some cool threads at the Red Cross Thrift Shop, and purchased fabric at Clovers.

—Continued on next page

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We also took many taxis, and enjoyed numerous movies at UP's. And, since I'm a professional marine journalist, I was able to communicate my admiration of Tortolians via various international publications.

Actually, the finest moments of our visit was listening to folklorist Elton Georges (you might know him by other titles but that's how I think of him) regale us with a string of charming and sweet tales of Old Tortola.

The point I'm attempting to make in this rambling missive is this: I could have spent my time, talent, and money in Sint Maarten, Antigua, Grenada, St. Lucia, Trinidad or St. Thomas. I did not. I came to Tortola when I needed to repower my vessel, and am glad I did.

Cap'n Fatty Goodlander
S/V Ganesh

TREATED WELL IN BEQUIA

Dear *Compass*,

I'd like to express my thanks to Dr. Dany and staff at the Bequia Hospital for the treatment I received when I broke my wrist a couple of weeks ago during my stay on Bequia. I'd also like to thank Dr. Perry de Freitas for his expert consultation at the time of my accident and subsequently at the Milton Cato Memorial Hospital on St. Vincent.

A silly accident — as they so often are — but the prompt, courteous and professional treatment certainly made me feel in safe and kind hands. As a long-standing, regular visitor to Bequia I'm well aware of the challenges facing medical staff with limited resources, not least of all, X-ray facilities. I was, and remain, impressed by the range of ailments, injuries and conditions that are treated effectively and have nothing but praise for all the staff involved.

Jo Phillips
Whitstable, England

KUDOS FOR PETITE MARTINIQUE

Dear *Compass* Readers,

You might remember our story in 2012 about my Christmas wish to get a gearbox out of our boat. One year later everything was ready to put back together again. The only thing was, we couldn't fix it ourselves anymore because we were getting too old to reach the spaces in the engine room we needed to.

But being in Petite Martinique means there is our Good Samaritan mechanic, Emrol. He and his wife, Bridged, run E&B Marine Hardware. If you live on a boat it is always handy to have a hardware store close by!

Emrol took care of our needs and the *Key of Life* was running again after three years! During our test drive we circled in front of Petite Martinique. All our friends were watching us and it was a good feeling to know in case of emergency we would get help instantly.

While the work was happening on the boat, we could not cook all the time, because sometimes the galley became an extension of the engine room. But being in Petite Martinique means that on Tuesday, Thursday and Saturday there is Hencia making barbecue on the main street. So we always got good food!

And if we were tired of working on our boat, we always enjoyed Fire's place, Hot Spot. He has created a nice garden with all kinds of local plants where we sat on benches made out of old rum barrels and drank our cold beer, watching our boat and thinking, "What a beauty she is!"

We have observed that most of the time there are around 20 boats anchored in front of Petit St. Vincent. It is only a short dinghy run from there to Hot Spot and you can put the dinghy in the lagoon next to the bar. Actually we like secret spots like this, and maybe we should not write about this, but on the other hand it would not be fair not to share this knowledge. So come and see! You can also order some home-style lunch/dinner for the next day/evening. Talk to Fire. Watching the "chefs" preparing the food is a true pleasure.

Finally, we want say thank you again to everyone on the island who helped us.

Gabriela and Erich Beyer
S/Y Key of Life

VISIT THE LEARNING CENTER

Dear *Compass* Readers,

We the children of The Learning Center in Bequia



want to tell you about The Learning Center and invite you to come by and visit us at the junction of Back Street and the road to Spring in Port Elizabeth. You can come and read with us, help us with math or other homework or just come on by to say hello and tell us where you are from. Come and visit our classes too! The Learning Center was opened on the 14th of January this year to help us with our Language Arts, math and reading skills. We love to learn and go to The Learning Center after school and on Saturdays to learn and learn and learn some more. The classes are small so you will get to know us if you come by. Visit our website at thelearningcentertlcbequia.com or contact www.drbeautyandthebeast@gmail.com for more information. Oh and if you have any books you could bring for us to read we would love that too!

See you at The Learning Center!

The Children of The Learning Center
Bequia

PRAISE FOR WRITERS

Dear *Compass*,

There are so many interesting and informative articles in *Caribbean Compass* that it is always a pleasure to pick up a copy in Martinique or read it online when I'm in Brittany. However, a special word of praise for Scott Welty and Shirley Hall who continue to turn out excellent articles month after month, and for Chris Doyle who is always level-headed and interesting on just about any subject.

Looking forward to the next issue!

Jeremy Hobday
Yacht Tchin

HAVE YOU SURVIVED A HURRICANE AFLOAT?

Dear *Compass* Readers,

I'm working on a book about hurricanes: how to avoid them, plan and prepare for them, and survive them. There is a sample chapter on my website, www.DHLyman.com, along with a draft of some of my recommendations.

I've survived three hurricanes: Emily in Bermuda, Hugo in Coral Bay, St. John and Luis in Mahoe Bay, St. John. I lost my Lord Nelson 41, *Afaran*, that same year in Marilyn, ten days following Luis.

I'm looking for first-person stories from others who have survived hurricanes on their boats. Please get in touch.

David Lyman
dhlyman@me.com

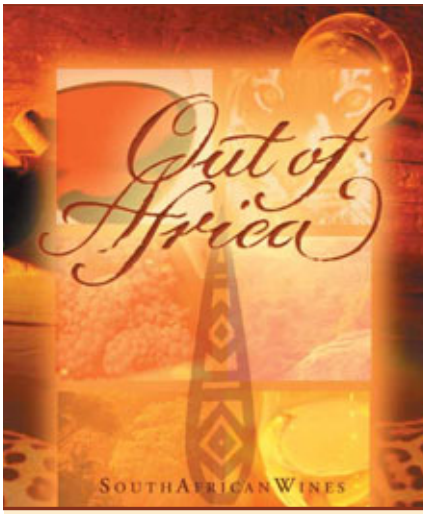
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Letter of the Month

Dear *Compass* Readers,

Don Street's letter in the Readers' Forum of the February 2013 *Caribbean Compass* caught my eye, and as both someone in the insurance industry as well as someone who has cruised and raced in the Caribbean since 1981, I feel the comments I have in response might be of some value.

While I bow to Mr. Street's seniority, I think I can perhaps bring a slightly more up-to-date view of the risks associated with yachting in the Caribbean from the Underwriting market, which might be of interest to readers, especially those considering keeping their yachts in the Caribbean during the coming hurricane season.



Strapped down. 'There are a growing number of good locations for yachts to be kept during the hurricane season throughout the Windward and Leewards'

The biggest lesson learnt by most yacht insurers, following Hurricane Ivan, is that the application of any particular line of latitude to denote the area of increased risk is dangerous. I fully admit that, as a broker, I was one of several who persuaded the market in around 2002 that 12°N as a "boundary" was too conservative and ignored the existence of good yards and numerous sheltered anchorages and hurricane holes in southern Grenada (as well as the — then — perception that Grenada was "outside the area" of risk.) Consequently, as Mr. Street observes, the "bar" was raised a little higher, and when Ivan struck, as we all know, Grenada was a popular place for yachts to be laid up for the hurricane season, with devastating results. The fact that Underwriters had allowed the southern limit of the recognized hurricane zone to be moved a few miles north meant that they landed themselves with a huge accumulation of yachts enjoying the facilities in Grenada when Ivan paid his visit.

There are a growing number of good locations for yachts to be kept during the hurricane season *throughout* the Windward and Leeward Islands now, and the trick that Underwriters have learnt, if they offer cover for loss or damage against named, or even numbered, windstorms, is to monitor their exposure throughout the chain of islands during the season, rather than adopting a strategy which might result in having their entire Caribbean yacht portfolio with its "backs to the wall" in one particular location with a Category 3 hurricane breathing down its neck.

As brokers, we have spent some considerable time and effort to gather information about all the yards in the islands which offer lay-up storage ashore during the hurricane season (it's a tough job, but someone's got to do it), in order to give Underwriters the information they need to assess the good ones from the not-so-good ones. It is not terribly surprising that, from their dreadful experiences at the hands of Ivan, admirably the yards in Grenada have implemented major improvements, and yachts based there are generally considered much better risks than before, if the correct procedures for preparation are followed. Equally, some very good work for example has been done in Antigua, with the provision of highly secure cradles, pits, etcetera for yachts being laid up there.

The key to affordable cover for a yacht laid up in the Caribbean for the hurricane season is preparation, followed by more preparation, throughout the period, whether or not a hurricane is forecasted.

Finally, I think the best aspect of the erosion of paranoia about the 12°N limit is that, by removing it to a certain extent from our consciousness, I hope we are less likely to put yacht owners in the terrible position where, in order to try and get south of 12°N with a bad forecast bearing down on them, they inadvertently end up sailing *into* the path of a named windstorm, rather than *away* from it.

Richard Power, Director
Fastnet Marine Insurance Services International
Southampton, UK

CALENDAR

APRIL

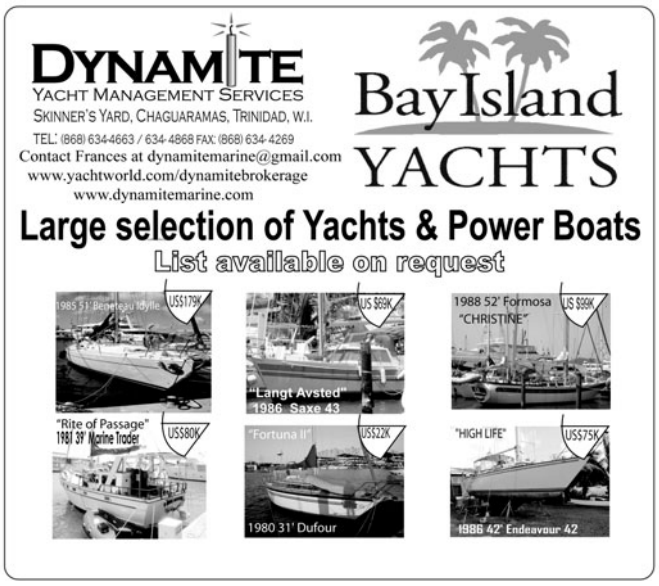
1 Public holiday in many places (Easter Monday); horse racing in Nevis
8 – 13 4th Annual Les Voiles de Saint-Barth. www.lesvoilesdesaintbarth.com
8 – 13 Oyster Regatta, Grenada. www.oystermarine.com/events
11 - 14 2nd Annual BVI Yacht Brokerage Showcase, Virgin Gorda. Bitter End Yacht Club, binfo@beyc.com, www.beyc.com
13 Ky-Mani Marley Concert, Carriacou. www.marleycarriacou.com.
See ad on page 17
17 – 18 2013 Earth Day EcoFair and Litter Stomp, St Croix. http://stxenvironmental.org
17 – 18 The Inn Challenge Trophy (classic yacht match race), Antigua. marketing@theinnantigua.com
18 – 23 Antigua Classic Yacht Regatta. www.antiguaclassics.com
20 – 21 Cruzan Open One-Design Racing (Opti, Sunfish, Laser and 420), St. Croix. St. Croix Yacht Club (SCYC), tel (340) 773-9531, fax 778-8350, stcroixyc@gmail.com, www.stcroixyc.com
22 International Earth Day
22 – May 3 5O5 Worlds 2013, Barbados. www.int505.org
25 FULL MOON Parties at Trellis Bay, Tortola; West End, Tortola; and Nevis
25 - 20 18th St. Barth Film Festival. www.stbarthff.org
26 Guadeloupe to Antigua Race. www.sailingweek.com
26 – 28 4th Annual Carriacou Maroon & String Band Music Festival. www.carriacoumaroon.com
27 *Yachting World* Round Antigua Race. www.sailingweek.com
27 – May 3 46th Annual Antigua Sailing Week. www.sailingweek.com
28 Public holiday in Barbados (National Heroes' Day)
29 – May 1 Around St. Barth's Windsurf and Beach Cat Race
30 – May 12 23rd St. Lucia Jazz Festival. www.stluciajazz.org

MAY

1 Public holiday in many places (Labour Day)
2 – 5 5th West Indies Regatta, St. Barth's. www.westindiesregatta.com
See ad on this page
3 – 5 Grenada Drum Festival. www.grenadagrenadines.com
4 Start of Atlantic Cup rally from Nanny Cay Marina, Tortola BVI to Bermuda and US East Coast ports. www.worldcruising.com
4 Start of ARC Europe, Tortola to Portugal. www.worldcruising.com
4 Dinghy and IC24 Races, San Juan, Puerto Rico. Club Nautico de San Juan, www.nauticodesanjuan.com
4 – 5 BVI Dinghy Championship, Tortola. Royal BVI Yacht Club (RBVIYC), www.royalbviyc.org
5 Public holiday in Guyana (Arrival Day)
5 Round Booby Island Regatta, Nevis. Nevis Yacht Club (NYC), www.nevisyachtclub.com
6 Public holiday in St. Kitts & Nevis (Labour Day)
8 – 12 Triskell Tour Race, Guadeloupe and Dominica. www.triskellcup.com
9 Public holiday in some places (Ascension Day)
9 – 11 Combat de Coques, Martinique. Club Nautique du Marin (CNM), www.clubnautiquedumarin.com
9 – 12 Windsurf Challenge, Curaçao. cursailing@gmail.com
10 - 18 St. Barth's Theatre Festival. www.saintbarth-tourisme.com
11 – 12 Martinique Yole festival, Ste. Anne, Martinique. http://yoles-rondes.net
16 – 19 Mount Gay Rum Barbados Regatta, BSA
17 – 19 9th Annual Captain Oliver's Regatta, St. Maarten. www.coyc-sxm.com
18 Public holiday in Haiti (Flag Day)
18 – 20 Martinique to St. Lucia Race. YCM/CNM/SLYC
20 Public holiday in many places (Whit Monday)
21 Public holiday in Cayman Islands (Discovery Day)
24 FULL MOON Parties at Trellis Bay, Tortola; West End, Tortola; and Nevis
24 – 26 39th Annual Foxy's Wooden Boat Regatta, Jost Van Dyke. www.foxysbar.com/woodenRegatta.html
24 – 26 BVI Music Festival, Cane Garden Bay, Tortola. www.bvimusicfestival.com
24 – 27 Puerto Rico Heineken Intl Regatta. www.prheinekenregatta.com
26 Public holiday in Guyana (Independence Day)
26 Leverick Bay Poker Run, BVI. www.pokerrunbvi.com
27 Public holiday in Belize (Sovereign's Day)
30 Public holiday in Trinidad & Tobago (Indian Arrival Day), Anguilla (Anguilla Day), Haiti (Mothers' Day), and many other places (Corpus Christi)
TBA Quantum IC24 International Regatta. RBVIYC
TBA Petite Martinique Whitsuntide Regatta. www.grenadagrenadines.com

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







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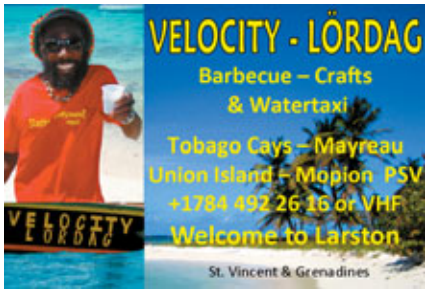
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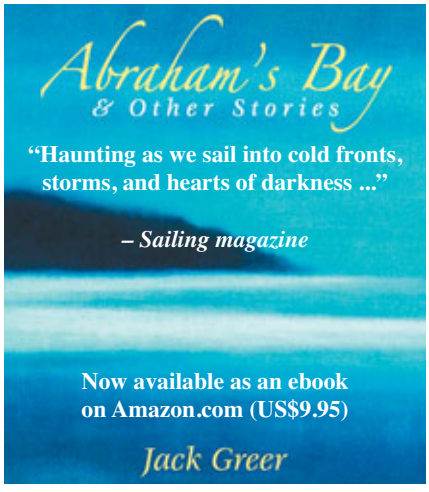


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WHAT'S ON MY MIND

The Stuffing Box Story

by Woody Young

It all started with a simple stuffing box repair. My friend Peggy, the new owner of *Repose*, a little double-ended schooner, had sailed her down to St. Thomas and needed someone to change a leaking packing gland. I said I would do it only if Bill Caton, owner of the boatyard bar Bottoms Up, would supervise since I had never changed one.

I slipped into the bilge and began loosening the packing nut. This caused a considerable amount of water to start pouring into the bilge, but not anything to panic over. But Bill, being the prankster that he was, told Peggy she needed to work the manual bilge pump because we were sinking. All I heard was the little pump handle going back and forth, *whackatee, whackatee, whackatee*, and Bill laughing.

I was putting the new packing in when the pump handle broke off in Peggy's hand. Now Bill really had her thinking the boat was going to sink. I was laughing so hard that as I applied pressure on the wrench my foot grazed the mixing elbow on the exhaust elbow and it snapped off. Seems it had crystallized and was as fragile as peanut brittle from years of use. So I disconnected the exhaust hose and slithered my way up out of the bilge to show Peggy her new problem.

The packing gland was holding just fine and Peggy had calmed down somewhat until she saw the elbow. I explained to her how it happened and Bill said it was probably best it happened now and not while underway. I said I would repair it, and while I was down there I would also install an electric bilge pump with a float switch.

Days later I worked my way back down below for the installation of the new elbow. It made half a turn and went "clunk" as it hit the deck above it. Seems the boat was built around the engine. So I took a jigsaw and cut out a hole, installed the elbow and fibreglassed the piece back in place, but it left an ugly scar Peggy didn't like so I suggested I install a hatch in the cockpit floor to provide access to the bilge. Peggy, as a new boat owner, was learning about that hole in the water we all throw our money into. And it had all started with a simple stuffing box repair.

Peggy passed away years ago, and *Repose* sailed off with a new owner, but even to this day when someone mentions a stuffing box I can still hear Bill laughing and that hand pump going *whackatee! whackatee! whackatee!*

Barbados Schooner to be Launched

by Danielle Doggett

The newly built knockabout schooner *Ruth* is set to be launched on April 21st in Barbados. Built completely on Browns Beach just outside Bridgetown by a team of Caribbean and Canadian tradespeople, *Schooner Ruth* has become the pride of Barbados. At 100 feet on deck, *Ruth* will be one of the largest sailing vessels to be launched in Barbados in nearly a century. It has taken nearly a decade for the project to reach completion. All well-wishers are invited to attend this historic launching.

At high tide *Schooner Ruth* will be pushed out from under the almond trees that have shaded her for so long, rolled down along the white beach to the water's edge and pulled into Carlisle Bay by tugboat — all to the accompaniment of a jazz band.



The launching of the 100-foot Schooner Ruth *in Barbados this month will be a celebratory event*

The allure of the vessel is undeniable. Travelling along Lower Bay Street, one cannot help but become enticed by the sight of her masts, visible above the trees. Before the great wall of scaffolding and black mesh were dropped to reveal the vessel, children and senior citizens alike could be caught lifting the fabric and peering up at the dark blue hull. Passers-by now brake their bicycles, completely absorbed by her lines. The openness of the project has led it to be closely monitored: when the largest crane on the island lifted her masts into place a crowd of businessmen, swimmers, domino players, divers and pedestrians watched with fascination. For months while the rigging crew served hundreds of feet of wire rope under the open sun on the beach, delivery men and sun-burnt tourists stood watching, enthralled by the creaking of the serving mallet and their tar-stained hands.

Schooner Ruth is based upon the Grand Banks fishing schooners of the Canadian Maritimes and New England. Director Ian Dash has sourced every part onboard from the highest standard of workmanship from around the world. From her cast bronze worm gear and helm to her handmade blocks and sails, a great majority of her outfitting hails from Nova Scotia. Indeed, the members of the rigging crew, which expanded to six people over the course of a year under the leadership of Master Rigger Sean Parsonage, have come from across Canada.



Captain Danielle Doggett (inset) invites all well-wishers to witness the historic splash

Although built of steel rather than wood, as a knockabout her design dates back to between 1901 and 1926. In keeping with the fishing tradition, *Schooner Ruth* has a large cargo hold, complete with Barbadian mahogany hatch boards. As a cargo vessel, *Schooner Ruth* will represent Barbadian products in the region and around the world as a flagship sailing ambassador for Barbados. It is intended that *Schooner Ruth*, conceived in Barbados and named for an indefatigable daughter of the Canadian Maritimes, will replicate historic Canadian and Caribbean trading adventures of the past.

It is intended that she will also run a community outreach-based youth sail training program, which has been designed to celebrate the ties of Barbadian and Canadian youth while expanding their knowledge of the Caribbean through the use of traditional and modern sail training techniques. With a strong sail-training program developed by alumni of the Canadian Great Lakes brigantines *Playfair*, *Pathfinder* and *St. Lawrence II* (one of the longest running youth sail training programs in the world) those onboard *Schooner Ruth* will be able to feel that the knowledge gained will be of the highest standard of both modern and traditional seamanship.

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For more information visit www.schoonerruth.com.

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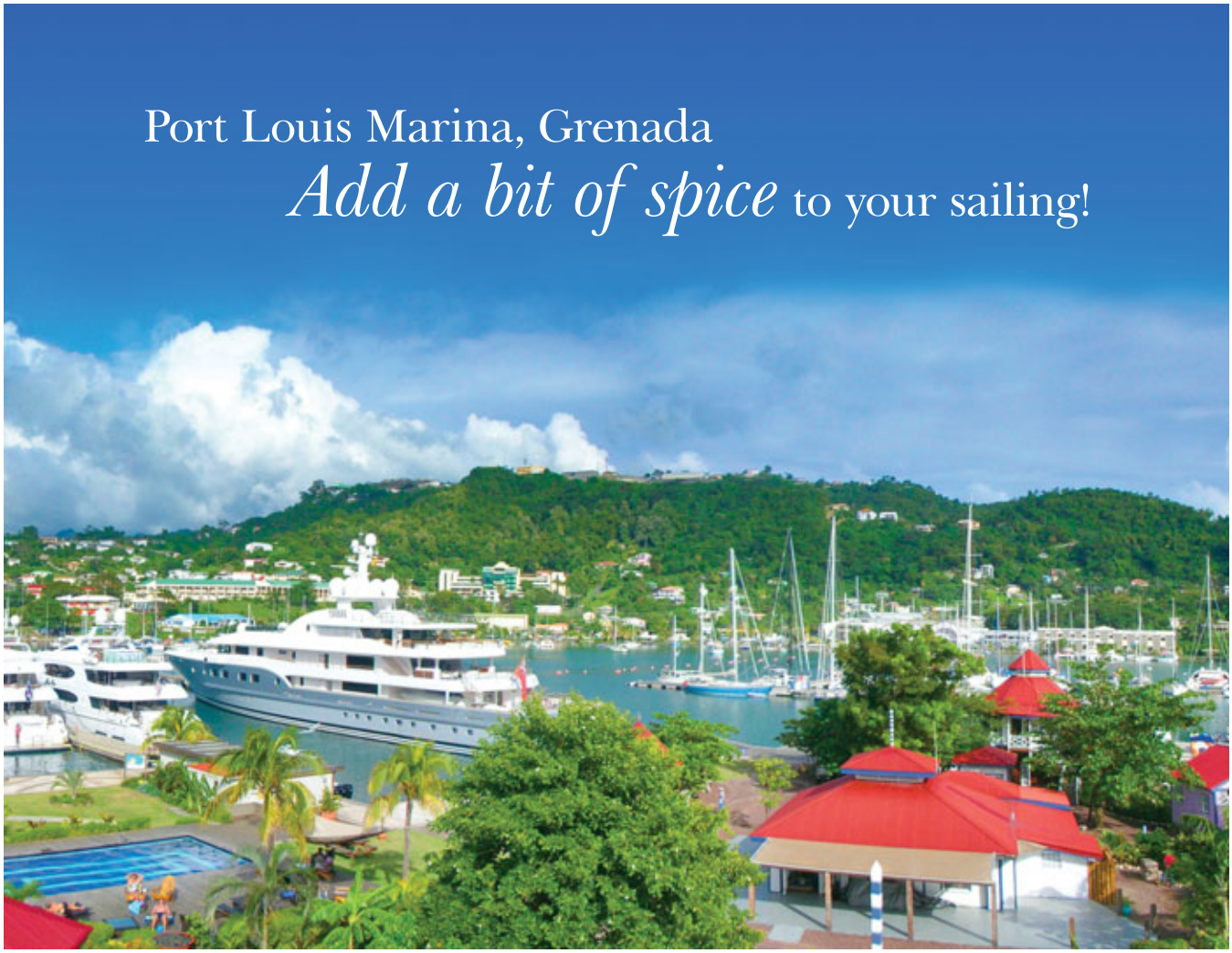
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South African Wines	Grenada	39
Spice Island Marine	Grenada	7
SpotlessStainless	USA	MP
St. Maarten Sails	St. Maarten	27
St. Thomas Yacht Sales	St. Thomas	40
Sunbay Marina	Puerto Rico	13
Sunsail Marine Center	SVG	25
SuperYacht Shipping	C/W	39
Tank and Fuel	Trinidad	14
Technick	Grenada	MP
Tikal Arts & Crafts	Grenada	MP
Tortugal	Guatemala	MP
Townhouse Mega Store	Antigua	40
Turbulence Sails	Grenada	16/MP
Velocity Water Services	SVG	MP
Venezuelean Marine Supply	Venezuela	MP
West Indies Regatta	St. Barth	41
West Palm Hotel	Trinidad	MP
Whitchurch Supercenter	Dominica	36
WIND	Martinique	MP
Xanadu Marine	Venezuela	32
YES	Martinique	MP

MP = Market Place pages 42 to 45
C/W = Caribbean-wide

Port Louis Marina, Grenada

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- Berthing assistance
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High Season Rates – to 31 May 2013

LOA in feet	Daily $/ft/day	Weekly $/ft/day	Monthly $/ft/day
up to 32	$0.86	$0.77	$0.73
up to 40	$1.08	$0.97	$0.92
up to 50	$1.19	$1.07	$1.01
up to 60	$1.30	$1.17	$1.11
up to 65	$1.46	$1.31	$1.24
up to 75	$1.51	$1.36	$1.29
up to 80	$1.84	$1.65	$1.56
up to 100	$1.89	$1.70	$1.61

For yachts above 100 feet LOA, and for bookings of longer periods, please contact us for a personalised quote.
Multihulls are charged at 1.5 times the standard rate.

port louis marina
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