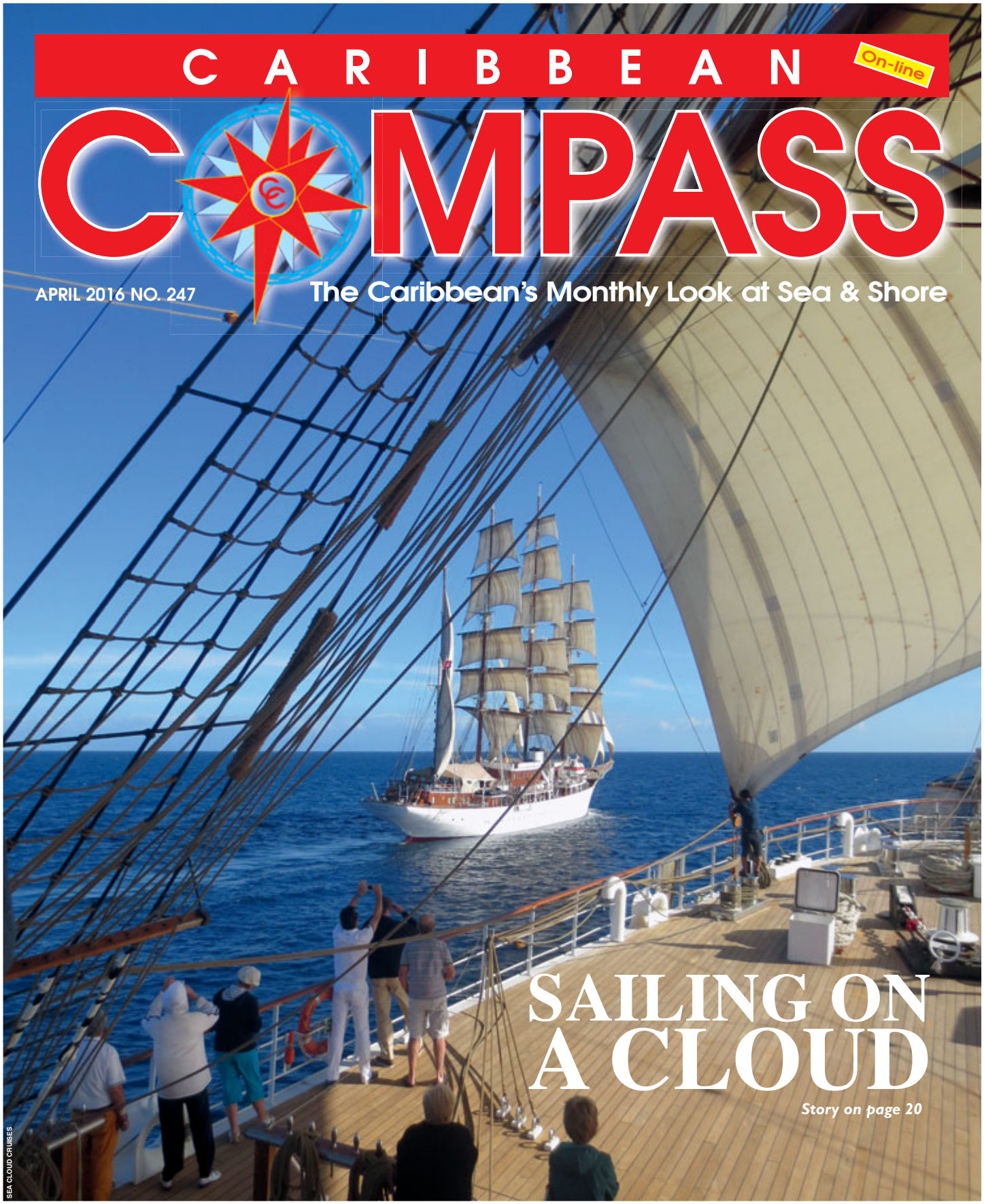
CARIBBEAN On-line
COMPASS
APRIL 2016 NO. 247
The Caribbean's Monthly Look at Sea & Shore



SAILING ON A CLOUD

Story on page 20

SEA CLOUD CRUISES



BUDGET MARINE

www.budgetmarine.com

WIDE SELECTION OF ISOTHERM
REFRIGERATORS & FREEZERS AVAILABLE

THE CARIBBEAN'S LEADING CHANDLERY

ANTIGUA • ARUBA • BONAIRE • CURACAO • GRENADA • ST.MAARTEN • ST. MARTIN • ST.THOMAS • TORTOLA • TRINIDAD

CARIBBEAN COMPASS

The Caribbean's Monthly Look at Sea & Shore

www.caribbeancompass.com

APRIL 2016 • NUMBER 247



VENEMA

Yachtie Appreciation

Dominica celebrates 11

How Jolly!

A Valentine's Regatta..... 16



TIM WRIGHT

RORC Caribbean 600

Eleven islands in 32 hours ... 17



HARRIS

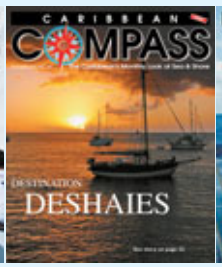
The Divine DR

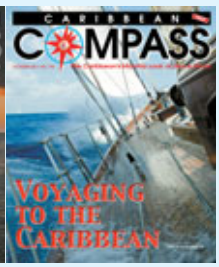
Two shores to explore 25

Fish Dishes

Authentic island recipes 42







Hey, Readers!

If you'd like to receive notification by e-mail when each month's new *Compass* is available online, just drop a note to sally@caribbeancompass.com and we'll put you on the list — it's as easy as that!

DEPARTMENTS

Info & Updates	4	Book Review	44
Business Briefs	8	Readers' Forum	45
Eco-News	12	What's on My Mind	47
Regatta News	13	Caribbean Market Place	49
Y2A	19	Calendar of Events	52
Salty's Beat	37	Classified Ads	53
Look Out For…	39	Meridian Passage	53
The Caribbean Sky	40	Advertisers' Index	54

Caribbean Compass is published monthly by Compass Publishing Ltd., The Valley, P.O. Box 727, Anguilla, British West Indies.
Tel: (784) 457-3409, Fax: (784) 457-3410, compass@caribbeancompass.com, www.caribbeancompass.com

Editor.....**Sally Erdle**
sally@caribbeancompass.com
Assistant Editor.....**Elaine Ollivierre**
jsprat@vincysurf.com
Art, Design & Production.....**Wilfred Dederer**
wide@caribbeancompass.com

Advertising & Distribution.....**Tom Hopman**
tom@caribbeancompass.com
Administration.....**Shellese Craigg**
shellese@caribbeancompass.com

Caribbean Compass welcomes submissions of articles, news items, photos and drawings. See Writers' Guidelines at www.caribbeancompass.com. Send submissions to sally@caribbeancompass.com.
We support free speech! But the content of advertisements, columns, articles and letters to the editor are the sole responsibility of the advertiser, writer or correspondent, and Compass Publishing Ltd. accepts no responsibility for any statements made therein. Letters and submissions may be edited for length and clarity.

©2016 Compass Publishing Ltd. All rights reserved. No reproduction, copy or transmission of this publication, except short excerpts for review purposes, may be made without written permission of Compass Publishing Ltd.

ISSN 1605 - 1998

Cover Photo: Sea Cloud *as seen from* Sea Cloud II, *which was built in 2001 as a sister ship. Sailing aboard the original 1931* Sea Cloud *is a dream come true for sailor/writer D'Arcy O'Connor. See his story on page 20*



My first experience in reading the *Caribbean Compass* changed my life dramatically. My husband, Peter, and I were spending hurricane season in Grenada, summer of 2002. I had just returned from St. George's with wet laundry and the latest issue of the *Caribbean Compass*.

I wanted an uninterrupted reading encounter. So I hung the laundry from every shroud and line. Two hours later, Peter snickered. "Uh, babe, the bed sheets went on walkabout, you know."

I wasn't the only one to wander into a walkabout status when reading the *Caribbean Compass*. Peter quit his land job; formal schooling never materialized for the kids. We wanted to cruise these exotic islands. Thirty-five years later, we've circumnavigated the globe with our sons and have never looked back.

I celebrate the *Caribbean Compass* for leading us into a rich and rewarding life full of adventure and knowledge.

— Tina Dreffin
bahamascatcharters.com

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

Info & Updates

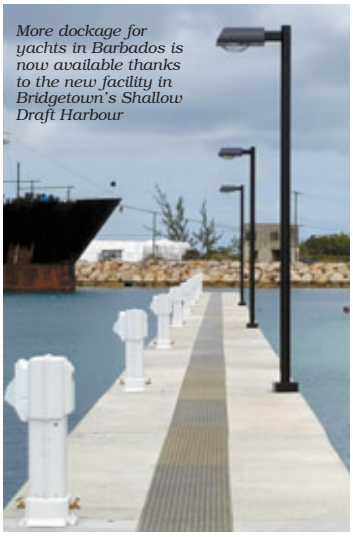
More Yacht Berths in Barbados

Barbados has extended its welcome to visiting yachts with the recent completion of a new dock in the Shallow Draft Harbour at Bridgetown. The 600-foot long dock facility is complete with shore power and water, plus clearance facilities, washrooms and a laundry area. It is thanks to the work of the Minister of Tourism and International Transport Minister Richard Sealy and the Barbados Port Inc led by Chairman David Harding and his board, especially Captain Billy Fergusson and Calvin Alkins and Acting CEO David Jean-Marie, all of whom went out of their way to make this a reality.

For more information contact administrator@barbadosport.com or (246) 434-6100 EXT. 4202.







More dockage for yachts in Barbados is now available thanks to the new facility in Bridgetown's Shallow Draft Harbour

Secure, Maintained and Economical Moorings in Dominica

Laurie Corbett reports: The Portsmouth Association of Yacht Security (PAYS), along with Offshore Passage Opportunities and the Government of Dominica, announce the significant progress of a program to provide a secure, properly maintained, yet economical mooring system for the northern corner of Prince Rupert Bay in Dominica. Supplementing the eight safe moorings installed in past years, the present plan is to install 50 new moorings solely for the use of yachts visiting Dominica.

Please note that it is intended that space will always be available in the secure part of the bay for those who prefer to use their anchor, and indeed the intention is to provide security for visitors while ensuring more boats can fit in the favoured areas.

As of the end of "Yachtie Appreciation Week" in February (*see report on page 11*), ten new moorings have been placed in the Bay, seven new mooring blocks have been cast at the PAYS Pavilion on shore, and 40 more balls, tackles, lines, and pennants are in storage awaiting assembly and placement.

The new moorings were available for free during Yachtie Appreciation Week this year, and will be available for US$10 per night for customers of any PAYS member for the remainder of the season.

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

—Continued on next page



OUR OCEAN PLUS SAILS ARE GUARANTEED FOR 5 YEARS OR 50,000 MILES

Built by sailmakers dedicated to building the finest, most durable and technologically advanced sails possible.

British Virgin Islands
Doyle Sailmakers BVI, Ltd
Road Reef Marina
Road Town, Tortola
Tel: (284) 494 2569
bob@doylecaribbean.com

Barbados
Doyle Offshore Sails, Ltd
Six Crossroads
St Philip
Tel: (246) 423 4600
joanne@doylecaribbean.com

Antigua & Barbuda
Star Marine
Jolly Harbour

Bonaire
IBS b/v
Kaya Atom Z

Curacao
Zeilmakerij Harms
Kapiteinsweg #4

Dominica
Dominica Marine Center
Roseau

Grenada
Turbulence Sails
True Blue St George

Jamaica
PJG
Kingston

Martinique
Voilerie Du Marin
30 Bld Allegre

Panama
Regency Marine
Panama City

Puerto Rico
Atlantic Canvas & Sail
Fajardo, Puerto Rico

St Lucia
Rodney Bay Sails
Rodney Bay

St. Vincent
Barefoot Yacht Charters
Blue Lagoon

Trinidad & Tobago
AMD
Chaguramas

USVI St Croix
Wilsons' Cruzan Canvas
Christiansted

DOYLE CARIBBEAN

—Continued from previous page

Offshore Passage Opportunities was begun by Hank Schmitt of New York as a crew networking service and now has 1,900 members who rely on Hank for news, organized group passages and rallies, and now, charity opportunities. The major funds necessary for this project were raised among OPO members.



CHRIS DOYLE

The Government of Dominica has demonstrated its support for this project by donating some of the money necessary for the construction of the mooring blocks, and promising an annual budget for their maintenance.

Caribbean Yacht Crime 2015 Annual Report Available

The all-volunteer Caribbean Safety and Security Net's primary mission is the collection and dissemination of accurate information relating to crimes against yachts in the Caribbean, enabling visiting sailors to make intelligent decisions about how and where they cruise. This is accomplished through the resources and information available on their website (www.safetyandsecuritynet.com), Facebook, Twitter and RSS feed. The CSSN website includes all of the current and historic information on reported incidents. Also you can see all posts (see News & Reports), and information and links to a variety of other resources related to safety and security for cruisers.

CSSN has recently released its Annual Report 2015 on reported crime against yachts in the Caribbean. According to the report, there were more violent incidents in 2015, but burglaries decreased by 53 percent in 2015 compared to 2014. There were fewer reports of breaking into unoccupied yachts, either stored ashore or on a mooring during the off-season. Increased awareness and improved security by cruisers, marinas and storage facilities may be responsible.

In 2015 just four countries accounted for slightly more than 50 percent of all reported crimes against yachts in the Caribbean: St. Vincent & the Grenadines (18), St. Lucia (9), Honduras (6) and French St. Martin (6).

The complete CSSN 2015 annual report is available at www.safetyandsecuritynet.com/cssn-annual-report-2015-reported-crime-yachts-caribbean

German Charter Guest Killed in Wallilabou, St. Vincent

On March 4th, German charter guest Martin Arnold Griff, a 48-year-old IT manager, was reportedly shot and killed when two masked assailants boarded a yacht anchored at Wallilabou Bay on the west coast of the island of St. Vincent at approximately 1:30AM.

—Continued on next page



BEV BATE

Wallilabou Bay: once famous as a setting for the 'Pirates of the Caribbean' film, but now in ill repute as the site of the assault-related death of a visiting sailor



—Continued from previous page

The captain of the yacht, Reinhold Zeller, 63, survived a gunshot wound to his left shoulder. A total of ten Germans, including Griff's wife and children, were reportedly aboard the yacht during the shooting. Cash and credit cards were stolen.

According to local news reports, the SVG Coast Guard was summoned and arrived within 20 minutes, and the government made arrangements for the other occupants of the yacht to return to Europe.

SVG Police Superintendent Ruth Jacobs told The Associated Press on March 7th that an unidentified suspect had been detained for questioning but as of that date had not been charged.

Tall Ships Day in St. Maarten - St. Martin to Repeat in 2017

The non-profit association Caribbean Sail Training (CST) has announced that the successful Tall Ships Day held last month during the St. Maarten Heineken Regatta will be repeated on March 2nd, 2017.

Several Sail Training Vessels and Tall Ships have already indicated their intention to participate in the next event.

This year's Tall Ships Day saw four CST-member Tall Ships and Sail Training Vessels — the Dutch ship *Wylde Swan*, the Polish *Fryderyck Chopin*, plus *Mercedes* and *Eldorado* — sailing together from Great Bay past Simpson Bay in the direction of Anguilla.

Youngsters and teachers from St. Maarten's St. Dominic High School took part in a "Maritime Experience Day" on board the *Wylde Swan* while the Polish vessel had about 35 young trainees on board who departed right after the day sail via the Azores to Europe with their vessel.

The sailing was coordinated by the vessel *Mercedes*, which had mainly cruise ship guests on board, as well as by *Eldorado*.

Caribbean Sail Training will have space for many youngsters and school kids available next year as several other sail training vessels and tall ships have already shown interest in sailing along in the next edition of the Tall Ships Day.

Every year, more and more CST member vessels are visiting the Caribbean while doing sail training in the tropical waters. About 60 vessels are members of Caribbean Sail Training. All the Caribbean Sail Training member vessels take Caribbean youngsters as trainees on board for one or more weeks with all costs covered by the ships and the CST association.

Visit www.CaribbeanSailTraining.com for more information.

CARIBBEAN SAIL TRAINING



A fine sight. Tall ships cruising off St. Maarten/St. Martin on Tall Ships Day 2016. Along with regular crews aboard the vessels were trainees, passengers from visiting cruise ships, and local students and teachers from St. Dominic High School



Marina Santa Marta is an IGY Destination, it is the first and only marina in South America that is an IGY Destination Marina.

OUR SERVICES

- ELECTRICITY
- WATER
- FUEL
- SHOWERS
- WIFI ON DOCKS
- LAUNDRY ROOM
- SHIPYARD
- SECURITY 24/7/365
- MINI MARKET
- CAPTAIN'S LOUNGE
- SHIPPING AGENCY
- RESTAURANTS
- GYM
- POOLS

Contact us: operaciones@marinasantamarta.com.co
www.marinasantamarta.com.co ; www.igy-marinasantamarta.com

OFFICE HOURS:
On weekdays we are open from 8 a.m. to 12 p.m. and from 2p.m. to 6p.m.
On weekends we are open from 8 a.m. to 5p.m.

Coordinates 11° 14' 34.45" North 74° 13' 04.91" West

Marina Santa Marta @MarinaSantaMart


Safely situated outside the hurricane belt
N 12 06.5 W 068 55.3
curacao
MARINE
phone. +599 9 465 8936
email. info@curacaomarine.com
www.curacaomarine.com
Yacht storage maintenance and repair
Carpenter shop
Stainless and aluminum fabrication
Engine repair & maintenance
Chandlery - Budget Marine
Sailmaker
AWL grip spray painting
Enclosed spray cabin (max 50ft)
And many other services
Hauling up to 60 ton

Your boat should last a lifetime . . .
so why not your engine?

PARTS & POWER
SERVING THE CARIBBEAN SINCE 1973

CHOOSE A PERKINS ENGINE AND YOU WILL:
Punch into head seas thanks to high torque
Reduce mechanical stress with high capacity
Minimise costs of ownership with up to 500 hour service intervals

as well as achieving rapid acceleration and better docking performance! Perkins engines offer large capacity, slower turning engines for greater torque, less noise and longer life.

Take a closer look at our range of Perkins engines secure in the knowledge that they are supported by a world-wide network of dealers in 160 countries.



M92B—88hp @ 2400 rpm from 4.4 liters
- Low noise and fuel consumption
- Lower price than competitor engines
- Clean Running

M135—135 hp @ 2600 rpm from 6 liter naturally aspirated engine
- Low cost of ownership
- Low noise
- Easy access to all components





M225Ti—225 hp @ 2600 rpm from 6 liter turbocharged engine.
- Most compact engine in its class
- Lowest cost of ownership
- Designed for minimum maintenance

5% discount on your order if you mention this ad!

PARTS & POWER
Your Perkins Distributor across the entire Caribbean

Phone: 284-494-2830 • info@partsandpower.com
Port Purcell, Road Town, Tortola
www.partsandpower.com

BUSINESS BRIEFS

'Eco-Responsibility' with Proven Performance from Seajet 038 Taisho

Adam Fiander reports: Up until now most boat owners have relied upon mainly copper-based antifoul formulations to keep the infestation of shell and plant growth at bay.

Despite the success of copper as a consistent and reliable barrier against fouling,



we know that it doesn't have an entirely clean sheet when it comes to the safety of our underwater environment.

Now there's a new and fully "eco-responsible" alternative from Seajet called 038 Taisho, containing ECONEA® as the active biocide of choice. Taisho is biodegradable and has a significantly smaller environmental footprint than other formulations.

Compatible with all hull substrates, including aluminium, and available in five strong, bright colours, 038 Taisho has low water solubility and a correspondingly low leaching (eroding) rate. In fact tests have shown that antifoul made with just five percent ECONEA® has the same performance effect as antifouling made with 50 percent copper!

With lower VOC emissions than other products, Taisho is not only more user-friendly to apply, but is not excessively expensive either and is priced at 290 Euros for five litres — roughly about the same price, or even cheaper than other quality copper-based alternatives.

Applied in the same way, either by brush, roller or spray-gun (professionals only) as other more traditional formulations, Taisho's ability at repelling fouling has staggered even highly experienced professionals who thought they'd seen it all before now!

Available from W.I.N.D. distribution in Martinique and Guadeloupe, look out for new Seajet 038 TAISHO now.

For more information on W.I.N.D. see ads on pages 28 and 29, and in the Market Place section, pages 49 through 51.

Island Water World Sponsors Bus's New Boat

Island Water World-sponsored racing sailor Frits Bus launched a "new" second-hand Melges 24 at the beginning of February; he will be sponsored for another three years by the well-known Caribbean ship chandlery.

The first Melges raced by the St. Maarten-based skipper and his crew needed to be replaced. It had been sailed in the rough Caribbean waters since 1998 and the hull was getting "soft" — a big challenge for this highly competitive team.

Frits will sail the new boat together with his permanent crewmembers Olivier Bernaz, Benoit Meesemaker, Joep Groenendijk and Bernard Fourier in most



Caribbean regattas. He also co-organizes the St. Martin Laser Championship and races various other regattas with different boats.

During the Heineken Regatta 2016 the old Melges will be sailed by a team from Tortola, so two almost identically painted Melges will be seen in the waters around St. Maarten.

For more information on Island Water World see ad on page 56.

IGY Marinas' Community Service Project

On February 20th, IGY Marinas successfully implemented its first annual "Inspire Giving through You" initiative. The worldwide community service project occurred simultaneously in six countries with over 300 volunteers from eight participating IGY marina locations.

The IGY team, captains, crew, owners and local volunteers came together on behalf of local communities that surround their marinas. Volunteers provided hands-on restorations including cleaning, painting, construction, installations, and basic repairs for seven different non-profits. In appreciation to all participating volunteers, Tom Mukamal, CEO of IGY Marinas, stated, "The success of this outreach was derived from the collaborated efforts of our volunteers and the dedication of our staff members. Their perseverance and enthusiasm resulted in making a tangible impact in each of the communities. Their generosity has hopefully inspired others in the yachting community and beyond to spend time with friends and colleagues to give back. We look forward to significantly expanding these efforts in seasons to come."

In addition, volunteers, including IGY Marinas' staff and executives, at each location provided additional efforts personalized to the needs of each facility.

• St. Thomas USVI: St. Thomas Swimming Association Community Pool and The Boys & Girls Club of St. Thomas – 48 volunteers assisted with contributing time and efforts to cleaning and painting the pool deck, showers, and restrooms of the Aquatic

—Continued on next page

—Continued from previous page

Training Center. Efforts were also directed to improving the Boys & Girls Club center by installing brand new ceiling fans and light fixtures, removal of unused or broken equipment, and organization of supplies.

• St. Lucia: The Boys Training Centre – 42 volunteers focused time and energy on grounds maintenance, painting of the exterior of the facility and improvements of a sustainable agricultural garden. Tasks included installation of exterior lighting, preparation of the land, de-bushing, clearing of the garden, and planting sweet potatoes and cucumbers. The young men from the Boys Training Centre contributed their efforts the day before the event by using tractors to prepare the land.

• St. Maarten: ICAN Foundation Orphanage – 46 volunteers provided additional upgrades including installation of exterior and interior doors, construction of closets, setting up and repairing playground equipment, as well as the construction of a perimeter fence and awning.

• Providenciales, Turks & Caicos: Provo's Children's Home – 23 volunteers assisted with basic upgrades of the care-facility and the additional tasks of re-stocking the food pantry and improvements and upgrades of information and technology needs.

• Santa Marta, Colombia: Fundehumac Foundation – 45 volunteers worked together on the additional restoration projects of plastering walls/patching of cracks and holes, refurbishing the flooring, and performing repairs around the facility.

• Cabo San Lucas, Mexico: Cabo Carolina Cerebral Palsy Foundation & Local Parks – Over 100 volunteers assisted with modernizations of the Cabo Carolina Cerebral Palsy Foundation's office and two local parks which included building ramps, repairing walkways and overall beautification of the parks.

After the community initiative, IGY invited participants back to the marinas for an appreciation party to celebrate a day of hard work. IGY Marinas expresses sincere appreciation for all contributors that made this event a grand success. IGY recognizes all volunteers, non-profit directors, organization staff, and event coordinators for their participation in the event.

IGY aims to continue inspiring those in their communities to give back and will host another "Inspire Giving through You" event on June 11th. This event will incorporate the remaining marinas in the United States and Panama, as well as each of the IGY Marinas executive office locations in New York, South Carolina, Florida, and the United Kingdom.

For more information on "Inspire Giving through You" visit www.igymarinas.com/igy-community-service

For more information on IGY's Simpson Bay Marina in St. Maarten, see ad on page 34.
For more information on IGY's Rodney Bay Marina in St. Lucia, see ad on page 21.
For more information on IGY's Marina Santa Marta in Colombia, see ad on page 6.
For more information on IGY's Red Frog Marina in Panama, see ad on page 24.

Get That Good Feeling When You Haul Out at CCBM Grenada!

Arlene Telesford reports: At the start of 2016, Clarkes Court Boatyard & Marina introduced their welcome amenity to clients, who are presented at their yacht with a drink of their choice — a rum punch, juice or any other drink available at 3:30PM on the day they get hauled. This gesture by management has been met with rave reviews as one client said, "The rum punch came just at the right time!" and many more are appreciative of this new feature to the yard service. Despite being a yard still under construction our aim is to ensure that our clients are satisfied. From a client's first point of contact with us right up to when they launch, we ensure that their stay with us is a very pleasant one.



It's good to have the drink, but where is the food? Did somebody say fooooood....? It's coming, as the construction is moving forward on the development of our waterfront restaurant. Clients will enjoy relaxing and dining in the beautiful atmosphere being created here at the yard.

Get your marine supplies at the North Yacht Shop that is also opening at the yard really soon to take care of your needs in order to get your yacht looking spanking new.

So take advantage of our discounts and book a haulout with us so you can experience that good feeling. The best place to haul out this 2016 season is at Clarkes Court Boatyard & Marina, because you're the reason we haul boats!

For more information on Clarkes Court Boatyard & Marina see ad on page 55.

Welcome to Bequia Plantation Hotel & Restaurant!

Florinda Marshall reports: The wonderful Bequia Plantation Hotel embodies luxury and quality at its finest in one of the island's top locations, with beautifully decorated suites and cottages available at competitive rates.

The relaxing beachside restaurant offers a delectable and diverse menu featuring distinct Caribbean flavors including signature dishes and cocktails. Hosting two bars, the second bar, located by the wood-burning pizza oven, offers a fantastic experience, atmosphere and mouthwatering pizzas. Our dinghy dock is just steps away.

Both visitors and locals alike can come along and enjoy the refreshing sea breeze and welcoming atmosphere.

HOTEL OFFERINGS:

• Wedding Packages, Vow Renewal Packages and Honeymoon / Anniversary Packages

• Summer Packages (Valid from April 30th through October 31st, 2016):

Three Nights and Three Days – inclusive of airport/ferry transfers, complimentary breakfast each morning, one complimentary three-course dinner for two with a bottle of house wine

Stay for Seven, Pay for Six – available in all room categories and not in conjunction with any other offers

• Day Passes: Spend the day at the hotel and beach, access to swimming pool, light lunch and drinks. Day rooms also available at an additional cost

• Staycation packages for SVG and CARICOM nationals

RESTAURANT OFFERINGS:

• Serving daily breakfast, lunch and dinners using fresh local and seasonal ingredients

• Breads, pastries, cakes and quiches from our wonderful onsite pastry chef (wholesale available)

• Fresh local fruit juices daily

• Specialty cocktails

• Weekly Happy Hour specials

• Afternoon teas

Bequia Plantation Hotel offers the vacation and dining experience that's not to be missed. Whether you come along to dine or stay with us, all of your needs will be taken care of from the moment you step onto the property. Our friendly teams are looking forward to welcoming you to the beautiful island of Bequia and Bequia Plantation Hotel and Restaurant.

—Continued on next page

MEGAYACHT ROYAL
antifouling is an advanced hydrating antifouling that assures a totally active and clean surface - worldwide!
■ A multiseasonal solution for the Caribbean!
■ White can be used on aluminum hulls.
■ Available in white, red, blue and black.
APRIL SPECIAL!
20% OFF
JOTUN MEGAYACHT PROFESSIONAL
20 L = 5.28 gal
NOW: $1023.96
= $193.78 per gal
Reg. price: $1,279.95
5 L = 1.32 gal
NOW: $272.76
= $206.48 per gal
Reg. price: $340.95
Island Water World
keeps you sailing!
EASTERN CARIBBEAN DISTRIBUTOR
St Maarten, Cole Bay + 721 544 5310 • Bobby's Marina + 721 543 7119
St Martin + 590 590 51 32 06 • St Lucia + 758 452 1222
Grenada + 473 435 2150, +473 443 1028 • Curacao + 599 9 461 2144
Store prices good while stocks lasts.



—Continued from previous page

Plan your next event, vacation or dining experience now. Don't miss out on Bequia's latest hotspot!

Contact the hotel directly for more information on the services and packages we offer: info@bequiaplantationhotel.com

For more information on Bequia Plantation Hotel and Restaurant see ad on page 43.

Free Cruising Guides Announces Updated Windwards Guide

Catherine Hebson reports: *A Cruising Guide to the Lesser Antilles 2.0 (Volume III: Windward Islands)* by Frank Virgintino is now available to download free at www.FreeCruisingguides.com or to purchase at Amazon and other e-bookstores.

With this revision of the Windward Islands volume of *A Cruising Guide to the Lesser Antilles*, Frank Virgintino has completed his review of all the Eastern Caribbean islands. Information on clearing rules and other topics and resources pertinent to route planning for cruising the Windwards is brought up to date in this second edition.

A Cruising Guide to the Lesser Antilles 2.0, Vol. III is the latest updated guide in this popular series used by cruisers from North and South America, Europe and beyond, making Free Cruising Guides the leading provider of current knowledge and cultural context to enrich the cruising experience for sailors at no cost to the user.

For more information on Free Cruising Guides see ad on page 32.

The Blue Lagoon Hotel & Marina Experience, St. Vincent

Simone Burnet reports: Blue Lagoon Hotel and Marina on the beautiful island of St. Vincent provides you with a variety of choices for an experience you'll never forget!

For those looking for relaxation, Blue Lagoon Hotel now has 30 rooms available. The rooms offer fantastic views of the marina and ocean or pool. Please visit our newly added pool suites. The very relaxing atmosphere will make you want to extend your stay! We also offer group bookings at a discounted rate, with the option to incorporate meals from The Loft restaurant into your package.



For the business traveler, the hotel's conference room is available for that important business meeting or seminar, with free WiFi.

On site, Blue Lagoon hosts Dream Yachts and Horizon Yacht Charters, the Gold Doubloon mini-mart, a fitness gym and laundry, The Loft Restaurant and Bar, Café Soleil, Flowt Beach Bar, Indigo Dive Shop, Customs office with new opening hours to 6:00PM and an oh-so-breathtakingly beautiful garden!

You can place your order from their choice of three restaurants. The Loft offers fine dining — do try their delectable coconut shrimp by Chef Loretta and the absolute best caipirinha mixed by bartender Kyle. Sit and enjoy your meals or drinks overlooking the Marina, or order room service. You can also enjoy your coffee, tea, pastries and cakes at Café Soleil, or unwind at Flowt Beach Bar with that afternoon drink.

Pool usage is free 24 hours a day to hotel guests, with The Loft providing delivery service to the pool. Parking? No worries! There is very convenient parking for hotel guests. Blue Lagoon's very efficient and courteous front desk agents can also arrange island tours. The boutique offers a wide range of bath suits; grab one on your way to the beach. Tour the Grenadine islands with Blue Lagoon's yacht, *Sweet Janina*, or arrange a fishing trip with their fishing boat, *Trophy Hunter*. Other attractions include kayaking, paddle boats and canoes. All these fantastic services, alongside their warm and welcoming staff make Blue Lagoon Hotel and Marina Number One in St. Vincent on TripAdvisor for guest reviews. Don't take my word for it: come and experience it for yourself.

The Blue Lagoon Marina's services include provisioning, fuel, water, shore power, dockage, ice and garbage disposal. Car and taxi rentals can also be arranged. Dock master Desmond will meet and greet you with a free rum punch on arrival! The Marina provides 24 hours security on property, with cameras.

Blue Lagoon has plans to expand their docks with added number of berths. Planning is underway for dredging at the main entrance to facilitate deeper draft vessels.

For more information on Blue Lagoon Hotel & Marina see ad on page 23.

Free Nereid's Yacht Rally Film Available

A short documentary film entitled "Sailing to South America with the Nereid's Rally" is available for free download from this address: http://ifno.info/NereidsRally.mov

Produced by French students of film (in English with French sub-titles) it follows the journey of sailors participating in the 2015 edition of the Nereid's Rally from Trinidad & Tobago, through Guyana and on to French Guiana. This is a 1Gb file in high definition.

A must-see for anyone interested in visiting these rarely frequented cruising grounds, it showcases some of the region's best attractions while providing valuable insights on what to expect en route. Evidently sailing against the prevailing winds and currents requires that little extra from crews. Patience and perseverance come to mind; however, entrants insist that meeting the challenges brings rewards.

You are invited to see for yourself.

Visit www.marinaslm.com/rally for more information on the Nereid's Rally.

New Repair Complex at Shelter Bay Marina, Panama

The final electrical and data connections are in progress in the new repair facility at Panama's Shelter Bay Marina. Featuring a 100- by 50-foot bay with 38-foot air draft, the new facility is designed to support painting in a controlled environment.

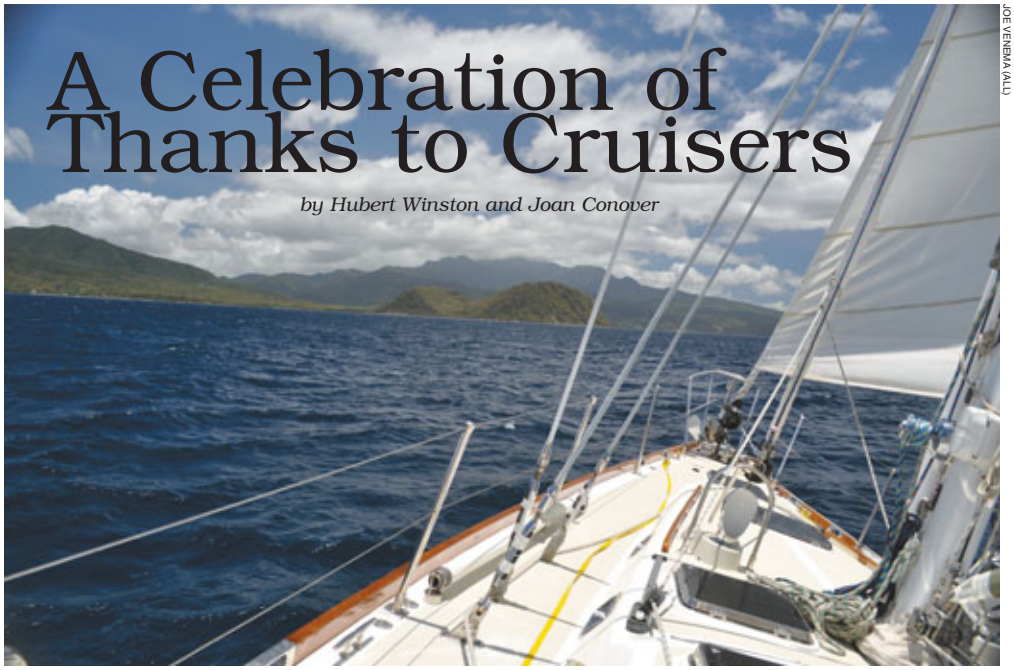
Adjacent shop space for fabrication, woodwork and electronics as well as offices, storerooms and a 160-foot work dock complete the repair complex.

A 30-ton hydraulic crane and SBM's 100-ton Travelift and 55-ton trailer support the new facility. Edwin Chaves (USCG class of '95) who heads the SBM repairs team is excited about the improvements and the opportunity to provide a broader range of services.

Visit www.shelterbaymarina.com for more information.

A Celebration of Thanks to Cruisers

by Hubert Winston and Joan Conover



JOE VENEMA (ALL)

The island of Dominica wanted to say "thank you" to all the boaters and cruisers who have helped the Portsmouth Association of Yacht Services (PAYS) install secure moorings in Prince Rupert Bay over the past months, and to the many vessels that provided emergency support to help this beloved land recover from Tropical Storm Erika, which struck last August.

In an effort to give back to the cruisers who have been so supportive, the Commonwealth of Dominica, in conjunction with PAYS and with Hank Schmitt of Offshore Passage Opportunities, hosted the first ever Dominica Yachtie Appreciation Week from February 14th through 21st, 2016.

Before the event, the Seven Seas Cruising Association (SSCA) assisted in getting the word out to their members and other boaters via SSB nets, e-mail and the Coconut Telegraph, Noonsite, *Caribbean Compass* and other quality Caribbean publications. This resulted in a "full house" for PAYS moorings, which were complementary for the week. The Salty Dawg flotilla was — and is usually — the first to arrive in Dominica or anywhere else in support of all meaningful events; the Salty Dawg rendezvous participated with 12 of their member boats. Help from visitors and cruisers alike, including the organizational help of Magoe Johnson and Clair Menning of Macario Advantage and Cleve St. Jean of PAYS, former Mayor of the city of Portsmouth, made the event memorable. Cruisers and locals alike enjoyed a weeklong agenda with day-tour packages, hiking, beach barbecues, potlucks and reggae music on the beach.

Hubert Winston, President of the Dominica Marine Association, commented, "Yachtie Appreciation Week 2016 was a success for all who participated and an even bigger success for the people and community of Portsmouth, who welcomed cruisers from all over. The biggest winner was Prince Rupert Bay, which received 20 secure moorings in the first instance, through Hank Schmitt's foundation, and Offshore Passage Opportunities' donation, that will be maintained by the Portsmouth Association of Yacht Services. The goal is 50 moorings before the start of the next yachting season and well ahead of the next Yachtie Appreciation Week 2017.

"On behalf of PAYS and the Dominica Marine Association, special thanks go out to Hank Schmitt, Jeffery Frank, Greg and Joan Conover (SSCA Cruising Host Coordinator), and the many sponsors of the mooring field for their incomparable support in making this year's Yachting Appreciation Week a reality and a success.

"Thanks to the success of this event, we plan to have our first annual Dominica Christmas Regatta this year, for which the dates will be announced next month. Dominica is happy to host yachting events that celebrate and encourage Caribbean sailing. Being 'the Nature Island', we highlight and promote all activities that are environmentally friendly and sustainable."

Hank George, Director of Communications for the Salty Dawg Rally, offered these comments on the attendance of the first Salty Dawg rendezvous for Dominica:

"Over 470 boats and more than 1,880 sailors have now participated in the Salty Dawg rallies since the nonprofit organization was founded. To continue the camaraderie and cruising network established by the Rallies, many Salty Dawg rendezvous are held throughout the year in the Caribbean and in the US. The Salty Dawg Rally management decided to host a Rendezvous in Dominica during the PAYS Yachtie Appreciation Week in February, not only to draw Salty Dawgs back together to renew friendships, but also as a way to provide help to Dominica. For the Dawgs who could attend, and as a way of communicating the attractions of Dominica to other Dawgs to plan subsequent visits, it was felt the Rendezvous was a natural for the Salty Dawgs. Joan Conover was asked to serve as the Salty Dawg host, and she has served admirably, helping both Salty Dawgs and many of the wonderful people of Dominica.

—Continued on page 32

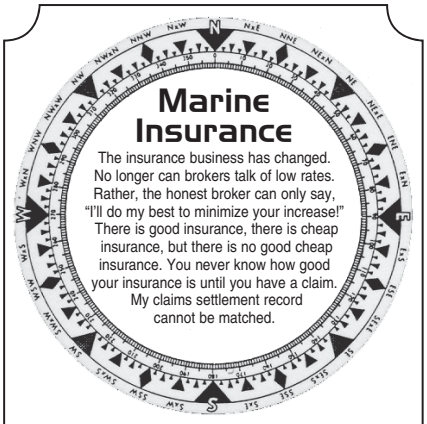
Above: Aboard Caris, *a Hylas 54, heading toward Dominica for the first-ever Yachtie Appreciation Week*

Below: Visiting yachties took the opportunity to visit indigenous Carib craftsmen near Calibishie on northeast side of the island





DIESEL OUTFITTERS N.V.
Marine Engineers
Airport Road 32, St. Maarten N. A.
Accessible by Dinghy
Perkins JOHN DEERE
AUTHORISED DEALERSHIP AND WARRANTY WORK
Parts, Sales and Service
Overhauls, Repairs and Service to Diesel Engines
Marine and Industrial Generators
Servicing Gearboxes
Fuel Injector Service
Fuel Pump Service Agents
Suppliers of Donaldson Filters
Cel: + 1721 556 4967
raylongbottom@hotmail.com



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.

e-mail: streetiolaire@hotmail.com
www.street-iolaire.com



Caribbean ECO-News

Association of Caribbean States Tackles Marine Sustainability

The protection of the Caribbean Sea, especially with regard to invasive species, the sargassum seaweed influx and coastal erosion, is under the microscope of regional leaders.


CHRIS DOYLE

The Caribbean Sea Commission Symposium highlighted the impact of invasive species, sargassum and coastal erosion on our corals

The 21st Ordinary Meeting of the Ministerial Council of the Association of Caribbean States (ACS) convened on January 19th at Petionville, Haiti. The ACS is the organization for consultation, cooperation and concerted action in trade, transport, sustainable tourism and natural disasters in the Greater Caribbean. Present were Ministers of Foreign Affairs, Vice Ministers, Ambassadors and other delegations from The Bahamas, Cuba, Guyana, the Dominican Republic, Panama and St. Lucia. Representatives of observer countries as well as several regional organizations including the Caribbean Community (CARICOM) and the United Nations Development Programme (UNEP) were also in attendance.

Of significant importance was the dialogue on the sustainability of the Caribbean Sea pertaining to the recommendations resulting from the first Symposium of the Caribbean Sea Commission, which was hosted by the ACS and held on November 23rd and 24th, 2015 in Port of Spain, Trinidad. Ministers and Heads of Delegations made a joint decision for the continued strengthening of the protection and preservation of the Caribbean Sea and approved the implementation of the recommendations put forward by the Symposium. The Caribbean Sea Commission was established in 2006 as a structured mechanism of the ACS to contribute to the protection of the Caribbean Sea within the context of sustainable development.

The Symposium hosted a wide range of experts from 18 ACS countries including Antigua & Barbuda, The Bahamas, Barbados, Colombia, Costa Rica, Cuba, the Dominican Republic, Grenada, Guadeloupe, Haiti, Jamaica, Mexico, Nicaragua, Panama, Venezuela, St. Kitts & Nevis, St. Vincent & the Grenadines and Trinidad & Tobago. Also present were representatives of the Caribbean Regional Fisheries Mechanism, the Caribbean Large Marine Ecosystem Mechanism, the United Nations Environment Programme, UNEP, the SPAW Regional Activity Centre, the International Maritime Organization, and the Organization of American States.

Participants gave presentations on the growth of invasive species such as lionfish, on sargassum seaweed and on coastal erosion of the Caribbean Sea, highlighting the serious and negative impacts they have on the people, the territory and the economy of the Greater Caribbean. Furthermore, they highlighted the intimate relationship these factors have with the deterioration of coral reefs.

Following these discussions, the Government of France, pursuant to their hosting of the COP21 in Paris last December, presented a draft proposal on the treatment of the sargassum seaweed which has become an overwhelming threat to many Caribbean islands which depend on "sun, sea and sand" tourism. France proposed to develop a project in relation to the sustainability of the Caribbean Sea and present it to the ACS Secretariat in the upcoming months, as well as conduct a new conference on the Caribbean Sea in Guadeloupe in 2016.

The ACS 2015-2016 Plan of Action will be presented at the seventh Summit of the Heads of States in Havana, Cuba in June.

First Grenadian Wins McFarlane Leadership Award

The 2015 Euan McFarlane Environmental Leadership Award for Outstanding Environmental Leadership in the Insular Caribbean has been awarded to Kester Charles of Ocean Spirits Inc, Grenada. He is the first Grenadian ever to receive this award.

"It is an award that recognizes his important work as a dedicated and passionate Caribbean conservationist who has contributed to important steps forward in the conservation of endangered sea turtles and their habitat in Grenada," explained the President of the Ocean Spirits board, Dr. Clare Morrall. "Mr. Charles has also played an important role over many years in promoting local sustainable livelihoods based upon ecotourism and sea turtle watching on the beaches of northern Grenada."

Mr. Charles is known throughout Grenada as a sea turtle advocate. Over the past decade, with roles varying from tour guide to researcher, Kester Charles has worked patrolling remote beaches, collecting biological data and inserting microchips and flipper tags to allow tracking of Grenadian turtles as they travel across the globe.



"In the last ten years, Kester has helped to ensure the safe nesting of over 1,000 individual sea turtles and seen over 10,000 baby sea turtle hatchlings safely make their way to the sea, which is a very real and important contribution to the survival of this globally endangered species," added Dr. Morrall.

Kester's efforts have not stopped with the sea turtles themselves, as he has also taught thousands of students throughout Grenada about the role of sea turtles in our oceans, their importance to Grenada and the need for their protection.

"I am honoured by this award. Seeing students learn about sea turtles and Grenadians come to the beach and experience a nesting sea turtle arriving on our shores gives enormous pleasure to me as a conservationist and researcher," commented Mr. Charles.

The Euan McFarlane Award provides recognition for persons demonstrating initiative, resourcefulness and leadership in promoting conservation and enhancement of the environment in the insular Caribbean.

The Award Committee hopes that presentation of the McFarlane Award to Kester Charles will boost conservation and ecotourism in Grenada, including recognition of the importance of the Levera Ramsar Site of International Importance, which is unique in the region for its variety of habitats and critical species; woodland, dry scrub forest, mangrove wetlands, beach, brackish pond, sea grass beds and coral reef. The critically endangered species *Dermochelys coriacea* (leatherback turtle,) *Eretmochelys imbricata* (hawksbill turtle,) *Acropora palmata* (elkhorn coral) and the endemic *Chondrohierax uncinatus mirus* (Grenadian hook-bill kite.) are all found in the Ramsar site. The Award committee commented, "We wish Mr. Charles continued success in 2016 as he and the Ocean Spirits team work towards the advancement of environmental stewardship and balanced development in the Caribbean."

For more information about Ocean Spirits or to contribute to sea turtle conservation and research visit www.oceanspirits.org. For turtle watching information contact your local tour operator.

Introduced Invasive Seagrass Investigated

Halophila stipulacea is a tropical seagrass with a native range east to India, west to eastern continental Africa, south to Madagascar, and north to the Red Sea and Persian Gulf. The opening of the Suez Canal in 1869 facilitated the expansion of *H. stipulacea* into the Mediterranean Sea. From the mid-1800s *H. stipulacea* migrated west through the Mediterranean. In 2002 *H. stipulacea* became only the second seagrass to make a transoceanic migration with the discovery of a 300-square-metre monoculture of *H. stipulacea* in a single bay on the Caribbean coast of Grenada, followed by reports from Dominica and St. Lucia.

—Continued on page 34

REGATTA NEWS

New Era for the Conch Republic Cup

With newly thawed relations between the US and Cuba, the Conch Republic Cup (CRC) regatta sailed again from Key West to Havana on January 29th after a 13-year hiatus. A one-day weather delay was followed by a 5:00PM start and a pleasant crossing in 12- to 17- knots of easterly breeze and a comfortable six-foot swell. The fleet of more than 50 boats was divided into Cruising, Multihull, Schooner and two PHRF classes.

With a warm invitation from Marina Hemingway in Havana and an abundance of Cuban hospitality, a successful cultural and sports exchange was achieved. The one-day delay of the Key West to Havana leg made for a tight schedule to get racing back on track. After the early morning to mid-afternoon arrivals at Marina Gaviota in Varadero, Cuba the crews were welcomed with an evening bash. A long slog to the starting area designated by Cuban host yacht club, Club Náutico International Hemingway de la Habana, gave recovery time to all before the next race start, in view of Varadero Beach. The day's racing was followed by festivities at Marina Gaviota that included a large buffet and awards ceremony for Races 1 and 2.

Another quick turnaround on the Monday had crews checking out of the marina early and headed to the start of the Cuba Coastal Challenge from Varadero to Marina Hemingway, Havana. With more than 50 boats checking out and light morning winds there was double cause for another starting delay. This gave way to a steady eight- to 12-knot breeze through the afternoon and evening with partly cloudy skies, a clear view of the Cuban coast and some close-quarters coastal dueling. Race 3 finishers were greeted at Marina Hemingway with clear skies and a jet ski guide through the entrance channel.

On the lay day, the hard working crews and even harder working race committee had the chance to take bus tours and vintage convertible taxi rides through Havana, the culturally rich and diverse city that has been lost to most US citizens for decades. The evening saw a reception with live music at Club Náutico Internacional Hemingway with our host, Commodore José Escrich, and US Embassy representative, USCG Lieutenant Commander Cromwell.

An updated weather forecast called for the finish of the Wednesday's Castillo del Morro Cup round-the-buoys race off the Havana waterfront to also be the start of the Havana-to-Key West crossing race in order to avoid being shut into Marina Hemingway by northern fronts.

Conditions turned challenging in the afternoon and evening for the crossing back to Florida, just the conditions most competitors were looking for to finish off a great week of close racing. Ten-foot seas and 17- to 25-knot winds from the east made for a quick passage back to Key West to finish the regatta.

The combined total of the three distance races saw Charleston racer Eddie Evans and crew on the Beneteau 381 *Naut on Call* taking the Conch Republic Cup overall honors by a one-point margin over Alesjandro Sastre's Salona 44, *Pretty Vegas* of Coconut Grove.

The next Conch Republic Cup is scheduled to run from January 25th through February 4th, 2017.

Visit conchrepubliccup.com for more information.

Record Fleet for Gill Commodore's Cup

The tenth edition of the Gill Commodore's Cup, held on March 3rd in St. Maarten, featured a record entry of 84 boats for the stand-alone event held just prior to the St. Maarten Heineken Regatta.



TIM WRIGHT / WWW.PHOTOACTION.COM

With rough seas and winds up to over 20 knots, boat-handling skill was at a premium in the Gill Maxi and Gill 1 classes racing off Marigot Bay. Race Officer Stuart Childerley, officiating at the regatta for the first time, set three windward-leeward courses. Peter Harrison's TP52, *Sorcha*, scored three straight bullets in the Maxi class. Ralph Johnson's Bajan TP52, *Conviction*, was second in class, a fine result for a young team in harsh conditions. Twelve yachts made up the big boat class. Richard Wesslund's Florida-based J/122, *El Ocaso*, scored a perfect three bullets to win Gill 1 from Don Terwilliger's American First 47.7, *Dauntless*. Chris Jackson's First 40, *Team Boston*, was third.

In Gill 3 there was glory for local legend Bobby Velasquez racing his Beneteau 45, *L'Esperance,* which won the first race and placed third and second in the subsequent races, to win the class by a single point. Lawrence Aqui's Dufour 40, *Wild T'ing*, from the US Virgin Islands, won the last race of the day to snatch second on countback from Jordan Mindich's US-flagged J/105, *Solstice*.

Boat handling and tactics were also critical in Gill 2 and the two Bareboat classes, with two tight windward leeward races held in Simpson Bay. Despite the flat water, a strong current at the top mark combined with gusty conditions to provide thrilling action.

—Continued on next page



—Continued from previous page

For the seven Melges 24s and three Melges 32s, getting on the plane and staying on it was the key to victory. Luis Juarbe's Puerto Rican Melges 32, *Soca*, won the first race by over four minutes on corrected time. Andrea Scarabelli's St. Maarten Melges 24, *Gill Race Team*, snatched the class victory by just half a point from *Soca*. Nicolas Gillet's French *GFA Caraibes* was third in class. Seven teams made the podium in the three-race series.

Russian match racer Sergei Musikhin and his team, racing *United Region Boys*, placed third in Race 1 and first in Race 2, to win Bareboat 4 on countback from *DILLIGAF Racing*, skippered by Jim Roland. Sergei was runner up last year, so this year's win will be that much sweeter! Mike Cannon and Neil Harvey's *KHS&S Contractors* won the first race but a sixth in Race 2 dropped the team to third.

Eleven yachts raced in Bareboat 5 with three teams enjoying a tremendous battle for the win. Aleksei Dushkin's *Kiev Racing Yacht Club* scored a first and a second to win the class by a single point from Yury Kharazyan's *Red Star*. Burkhard Fahrenkrog's German team, *Racing Baltics*, was third. *Kiev Racing Yacht Club's* margin of victory was just 21 seconds in the deciding last race.

The Multihull Class was set a long race, comprising a short beat into Simpson Bay followed by a 16-mile downwind leg to Blowing Rock, with a reciprocal upwind leg to the finish. The Gunboat 62 *Flow*, skippered by Stephen Cucchiaro, and the Bieker 53 *Fujin*, skippered by Greg Slyngstad, arrived at the top mark together. After unfurling downwind sails, *Fujin* accelerated into a lead that the team would extend upon, taking line honours and the win on corrected time. Two Russian yachts enjoyed a close battle; Alexey Arkhipov's *Nala* was second after time correction, by just 16 seconds from Andrey Arbuzov's *Karla*.

Visit http://regattaguru.com/heineken/100137/results for full results.

See news on the St. Maarten Heineken Regatta 2016 in next month's *Compass*.

Visit http://heinekenregatta.com for more information.

ON THE HORIZON…

29th Antigua Classic Yacht Regatta This Month

Ginny Field reports: The 29th Antigua Classic Yacht Regatta will take place April 13th through 19th. Each year an impressive collection of classic yachts and passionate sailors gathers from all over the world to enjoy the competitive racing in ideal Caribbean tradewind conditions. This unique world-class event attracts a wonderful variety of competitors ranging from the mighty J-Class, Tall Ships and magnificent schooners to traditional island craft and family liveaboards. Some yachts date back to the early 1900s whereas others are modern-day reproductions classed as Spirit of Tradition. Each yacht has its own fascinating story and this individuality is part of the magic of Classics where the eclectic mix of owners and crew recount dockside tales well into the night.

Racing will start on Thursday April 14th with the Single-Handed Race along with Concours d'Elégance, where the condition and maintenance of the yachts are judged. This is followed by four days of racing for the full fleet, where the courses are designed to take the best advantages of wind, sea, scenery and skill. Spectators can view all races from high points along the south coast: Fort Charlotte, Shirley Heights and Block House.

On Sunday April 17th, after racing, the yachts pass through Nelson's Dockyard for the Parade of Classics, which offers a wonderful opportunity to see the boats close up and learn of their history from the lawn at the Copper and Lumber Store and Antigua Slipway.

The prizegiving ceremony takes place on the evening of the last day of sailing on Monday April 18th with dancing into the early hours. The Regatta finishes off on Tuesday April 19th with gig racing and cream teas at the Admiral's Inn in Nelson's Dockyard

The sailing, combined with Antiguan hospitality, plenty of rum, sunshine and camaraderie in a friendly relaxed atmosphere, make Antigua Classic Yacht Regatta a favourite in the yachting calendar. Come join us for this extraordinary rendezvous.

Visit www.antiguaclassics.com for more information.

—Continued on next page



SAILING SCHEDULE

March-December, 2016

EAST COAST AMERICAS – MEDITERRANEAN

Port Everglades	03-2016	Palma de Mallorca	03-2016
Port Everglades	03-2016	Genoa	04-2016
Port Everglades	04-2016	Genoa	04-2016
Port Everglades	05-2016	Palma de Mallorca	05-2016
Port Everglades	05-2016	Taranto	06-2016
Port Everglades	05-2016	Genoa	05-2016
Port Everglades	06-2016	Genoa	07-2016
Port Everglades	06-2016	Palma de Mallorca	07-2016
Port Everglades	09-2016	Genoa	09-2016
Port Everglades	09-2016	Palma de Mallorca	10-2016
Port Everglades	10-2016	Genoa	10-2016
Port Everglades	11-2016	Palma de Mallorca	11-2016

CARIBBEAN – MEDITERRANEAN

Martinique	03-2016	Genoa	04-2016
St. Thomas	03-2016	Genoa	04-2016
St. Thomas	05-2016	Palma de Mallorca	05-2016
St. Thomas	05-2016	Taranto	06-2016
St. Thomas	11-2016	Palma de Mallorca	11-2016

EAST COAST AMERICAS – CARIBBEAN

Port Everglades	11-2016	St. Thomas	11-2016

CARIBBEAN – EAST COAST USA

Martinique	03-2016	Port Everglades	03-2016
St. Thomas	03-2016	Port Everglades	03-2016
St. Thomas	05-2016	Port Everglades	05-2016
Martinique	11-2016	Port Everglades	11-2016
Martinique	12-2016	Port Everglades	12-2016

MEDITERRANEAN – EAST COAST USA

Palma de Mallorca	03-2016	Port Everglades	04-2016
Genoa	03-2016	Port Everglades	05-2016
Palma de Mallorca	05-2016	Port Everglades	06-2016
Genoa	06-2016	Port Everglades	06-2016
Taranto	06-2016	Port Everglades	06-2016
Genoa	08-2016	Port Everglades	09-2016
Palma de Mallorca	09-2016	Port Everglades	09-2016
Genoa	09-2016	Port Everglades	10-2016
Palma de Mallorca	10-2016	Port Everglades	11-2016
Genoa	10-2016	Port Everglades	11-2016
Palma de Mallorca	11-2016	Port Everglades	12-2016

MEDITERRANEAN – CARIBBEAN

Genoa	04-2016	St. Thomas	04-2016
Palma de Mallorca	10-2016	St. Thomas	11-2016
Genoa	10-2016	Martinique	11-2016
Palma de Mallorca	11-2016	Martinique	12-2016

Note: All dates are approximate. For exact dates check with our booking agencies. As partners with Sevenstar Yacht Transport, the lift-on/off specialists, DYT is able to offer sailings to/from additional ports of call. Please visit our website for more information or call us to discuss your specific needs.

DYT USA: T +1 954 525 8707 E dyt.usa@yacht-transport.com

YACHT-TRANSPORT.COM

DYT YACHT TRANSPORT

MEMBER OF SPLIETHOFF GROUP

—Continued from previous page

ARC Europe 2016 Departs in May…

ARC Europe is the west-to-east Atlantic rally sailing from the Caribbean or North America to Europe. Starting from Nanny Cay Marina on Tortola, British Virgin Islands, or Ocean Marine Yacht Centre in Portsmouth, Virginia, USA, the two fleets rendezvous in St. George's, Bermuda before crossing the Atlantic to the Azores. After cruising the Azorean archipelago, boats sail to Marina de Lagos in southern Portugal, or sail independently to northern Europe. In every port there will be social activities, plus tours ashore in the Azores.

ARC Europe 2016 departs Nanny Cay, Tortola BVI bound for Bermuda on May 7th.

Visit www.worldcruising.com/arc_Europe for more information.

… and so does ARC USA 2016!

ARC USA is a great way to end the Caribbean sailing season and make a real cruise of the passage back to the East Coast. On May 7th, set sail in company from Nanny Cay, Tortola, BVI to St. George's, Bermuda, then on to Portsmouth, Virginia or other East Coast ports, or from Nanny Cay to Ft. Lauderdale via the Old Bahama Channel.

Participation includes the following.

• In Nanny Cay Marina, Tortola: ARC USA flag, safety equipment inspection, three days complimentary docking before the start, full social program including welcome party and farewell dinner, Customs and Immigration clearance in Nanny Cay, and pre-departure captains' briefing with weather information

• On passage at sea: Float plan filed with USCG and Bermuda Radio; radio net; daily weather forecast sent by e-mail; tracking of yachts, including loan of a satellite tracker; and website for publishing boat positions, blogs and photos

• In Bermuda: Liaison with Bermuda Radio for pre-arrival information; full social program, including prizegiving dinner; application for Head Tax waiver; liaison with Customs and Immigration authorities; and captains' briefing including weather and Gulf Stream forecast

• In Portsmouth, Virginia or Ft. Lauderdale, Florida: Welcome on arrival, social program, liaison with Customs and Immigration authorities; and discounted marina dockage.

Visit www.worldcruising.com/arc_usa for more information.

Expanded Salty Dawg Spring Rally

The 2016 Spring Salty Dawg Rally has expanded the set of BVI activities at both Virgin Gorda North Sound and at Nanny Cay prior to its May 15th departure for the US East Coast, keeping participants busy with both fun activities and boat preparation chores. In North Sound, Virgin Gorda, the Spring Rally will include a gathering for Michael Beans' pirate show at Leverick Bay Resort, enjoying the Mocko Jumbies, and savoring a great departure dinner at the Bitter End Yacht Club. This will be followed at Nanny Cay Marina with a pizza party, a beach barbecue, Chris Parker weather briefings, and final preparations before leaving for the Chesapeake Bay on May 15th.

Salty Dawg's director of communications says, "We find cruisers particularly like the Spring Rally because it is a safe and fun way to sail to the East Coast of the US for the summer, and allows them to build on the friendships and good times they experienced over the winter cruising with other Salty Dawgs."

More than 470 boats and more than 1,880 sailors have now participated in the Salty Dawg rallies since the nonprofit organization was founded. The Rally provides an extensive range of support and services at no cost to participants, thanks to the many seasoned blue water sailors who volunteer their time to staff the rally and the generously donated time, products, services and funds from more than 40 sponsors. Participants may choose to gain access to significant additional benefits and discounts, such as a week of free moorings at the Bitter End Yacht Club in Virgin Gorda, by paying a nominal additional fee.

Visit http://saltydawgrally.org for more information.

Island Water World Grenada Sailing Week 2017

Dates for the 2017 edition of Island Water World Grenada Sailing Week are announced as follows, with the new format running from Monday to Saturday:

January 30th – Skippers' Briefing
January 31st - Race Day 1
February 1st - Race Day 2
February 2nd - Lay Day
February 3rd - Race Day 3
February 4th - Race Day 4

So mark your calendar to make sure you don't miss one of the friendliest regattas in the Caribbean!

In a short while more details will be published at www.grenadasailingweek.com; in the meantime any queries can be addressed to info@grenadasailingweek.com.



It's always a good time at Grenada Sailing Week. Don't miss next year's edition, January 30th to February 4th, 2017!



marina

120 Slips
Free Internet Access
A/C Shower Facilities
Fuel Dock Gas/Diesel
Mega Yacht Facilities
Pump Out Station

shopping

22 Shops Dockside
Banking
Restaurant/Pub
Dive Shop
Provisioning

chandlery

Pettit, International and Seahawk Paints & Varnish
A wide range of Seachoice Products for Boaters, Boatyards & Maintenance
General Accessories
Safety Equipment

boatyard

Full service, security patrolled, repair facility





VIRGIN GORDA YACHT HARBOUR

CRUISE THE BRITISH VIRGIN ISLANDS
with added peace of mind!

T 284-495-5500 • F 284-495-5706
www.virgingordayachtharbour.com
facebook.com/VGYHarbour
@VGYHBVI
www.pinterest.com/vgyh

'Bring Your Loved Ones!'

Featuring three days of racing with three races on each day, plus a party with a live band every night, this year's Jolly Harbour Valentine's Regatta, hosted by the Jolly Harbour Yacht Club, made Antigua the place to be from February 12th through 16th.



TIM WRIGHT / WWW.PHOTOACTION.COM

In addition to the three days of competitive round-the-buoys keelboat racing scored in the series, there was also fun Laser Pico racing for all ages, plus a new offshore race to Redonda featuring *Phaedo3*, one of the world's fastest multihulls. The action continued ashore, with top live acts and a vibrant party scene supported by Mount Gay Rum and Banks Beer. The Square at West Point Bar was open to the public with a Happy Hour each evening to get the party started.

Budget Marine once again sponsored this regatta, which continues to gain momentum as an event driven by an enthusiastic amateur club where "fairly ordinary" boats can have a fun weekend of racing on flat water. The keelboat fleet of 16 entries ranged from a Grand Soleil 43 to a Jeanneau 20, and from a classic Luders yawl to an RP37. Three races per day were held for all four classes — CSA 1, 2 and 3, and Pocket — racing under the Caribbean Sailing Association (CSA) rating rule.

The first day of racing at the 2016 Jolly Harbour Valentine's Regatta was held in Five Islands Harbour. The sheltered location, just outside Jolly Harbour, produces flat water but the wind oscillated sporadically during the day, with the wind speed pumping up from 15 to 20 knots. With the wind in the south, the higher hills of the west coast of Antigua produced unstable conditions at first. When the wind backed to the east, stability returned, as well as the wind speed whipping up to 20 knots.

The second day of racing was held just outside Jolly Harbour Marina, where unsettled weather with numerous squalls provided difficult conditions for the race officer, Paul Miller, and for the competing yachts. With gusts topping out at 25 knots, boat handling was at a premium and those competitors that stayed under control reaped the rewards.

The final day was blessed with fantastic conditions in Five Island Harbour, with solid tradewinds providing exhilarating sailing for the competitors. Podium places for three classes were up for grabs as the fleet headed out.

In CSA Class 1, Performance Yacht Charter's First 40, *Southern Child*, skippered by Lucy Jones, won the first race of the last day, putting pressure on Pamala Baldwin's J/122, *Liquid*. However *Liquid*'s crew held their nerve to win the remaining two races, despite fierce competition from Christian Reynold's Grand Soleil 43, *Performance Yacht Racing – Quokka*.

"A fabulous regatta," commented *Liquid*'s owner, Pamala Baldwin. "The team had to sail really well to beat the competition, the sailing conditions were divine and we had a lot of fun. This regatta has it all — and to win our class just puts the icing on the cake!"

In CSA Class 2, Tanner and Shari Jones' J/30, *Caribbean Alliance Insurance*, had a titanic battle with Hans Lammers' Luders Naval Academy yawl, *Frolic*. Sandy Mair's First 35, *Cricket*, also got in the mix, but the duel between the leading pair was to decide the class winner. Although *Caribbean Alliance Insurance* won all three of the last day's races, *Frolic* was less than a minute behind in every encounter and the last race was only won by eight seconds.

"That was tough," admitted Tanner. "The crew had to really dig deep to hold off *Frolic*. She is a fast and well-sailed boat and had the advantage on us upwind, but we were able to make up our time downwind. I lost count of the number of times the lead changed hands today and it has been the same every day. Although the wind speed has been right up there for the last two days, we have had our two children out sailing with us; they are only five and six years old, and this is the perfect regatta to get youngsters out sailing."

In CSA Class 3, Tony Sayer's First 42, *Augustine*, continued in impressive form with three straight wins on the final day to win the class. Terry Alan's Grand Soleil 343, *Volare*, finished the regatta tied on points with John Wills' Sweden 42, *Ocean Harmony*, but *Volare* was awarded second place after countback.

"The team has sailed a lot and we have never won this regatta before, so that is a great feeling," Tony said. "A big thank-you to the organizers, who have put on a fantastic regatta."

In the two-boat Pocket Class, *Budget Marine/Micron 99*, a Jeanneau 20, swept the class with eight bullets. The crew, consisting of Robbie Ferron, Guy Chester of Australia and Shakeil Norris of Budget Marine Antigua, was also awarded the prize for Best Start of the Regatta for a port-tack flyer on the last day.

The Saturday night's live performance drew a crowd of hundreds to The Square at Jolly Harbour Marina, with Asha Otto & Itchy Feet reeling off a string of rock numbers and their own compositions. The Sound Citizens were the closing act.

Commodore of the Jolly Harbour Yacht Club, Grahame Williams, welcomed Sir Rodney Williams, Governor-General of Antigua & Barbuda, as guest of honour at the Jolly Harbour Valentine's Regatta Prizegiving. Sir Rodney Williams awarded the prizes, assisted by the Regatta Director, Gordon Cossar.

"It is a pleasure for me to be here for the second year running," said Sir Rodney. "Jolly Harbour is a yachting destination and when visitors come to Antigua, they come to the heart of yachting in the Caribbean. Congratulations to the organizing committee of the Valentine's Regatta for the event, and to all of the competitors who have taken part. I urge you to bring your friends next year, so that it will be bigger and better. After all, it is the Valentine's Regatta, so bring your loved ones!"



Above: Fun on the flat! The protected waters of Five Island Harbour provided a literally 'level playing field' for the Valentine's Regatta yacht-racing lovers. Sleeper, *at left, finished third in CSA Class 1*

Below: Shakeil Norris, Guy Chester and Robbie Ferron of the Jeanneau 20 Budget Marine Micron 99

Jolly Harbour Valentine's Regatta 2016 Winners



CSA Class 1 (5 boats)
1) *Liquid*, J/122, Pamela Baldwin, Antigua & Barbuda
2) *Southern Child*, Beneteau First 40, Lucy Jones, UK
3) *Sleeper*, J/11S, Jonty and Vickie Layfield, Antigua & Barbuda
CSA Class 2 (4 boats)
1) *Caribbean Alliance Insurance*, J/30, Tanner and Shari, Antigua & Barbuda
2) *Frolic*, Luders Naval Academy yawl, Hans Lammers, Antigua & Barbuda
3) *Cricket*, Beneteau First 35, Sandy Mair, Antigua & Barbuda
CSA Class 3 (5 boats)
1) *Augustine*, Beneteau First 42, Tony Sayer, Antigua & Barbuda
2) *Volare*, Grand Soleil 343, Terry Allan, UK
3) *Ocean Harmony*, Sweden 42, John Wills, Canada
Pocket Class (2 boats)
1) *Budget Marine Micron 99*, Jeanneau 20, Robbie Ferron, St. Maarten
2) *Miss Bliss*, Hawk 20, Trish Webster, Antigua & Barbuda

Visit regattaguru.com/valentines/100174 for full results.
Visit www.jhycantigua.com for more information.
Thanks to Louay Habib, Nicole Corvellec and others for information in this report.

'SMASHING' FLEET AT CARIBBEAN'S TOP OFFSHORE EVENT

The eighth edition of the RORC Caribbean 600 offshore race started on February 22nd in spectacular style with the record 70-yacht fleet gathering outside English Harbour, Antigua. Under the Pillars of Hercules, the magnificent collection of yachts began the 600-mile non-stop race around 11 Caribbean islands. Five highly competitive starts thrilled hundreds of spectators lining the cliffs at Shirley Heights and Fort Charlotte. Not only was this a record fleet for the RORC Caribbean 600, it was undoubtedly the highest quality of participants since the inaugural race in 2009.



TIM WRIGHT / PHOTOACTION.COM

***Phaedo3* Smashes Record After Epic Duel**

Hurtling around the Caribbean at speeds in excess of 30 knots and topping out nearer 40, often barely a boat length apart, the epic duel between MOD70s *Concise 10 (Ms. Barbados)* and *Phaedo3* came to a conclusion after 32 hours of red-hot racing. Lloyd Thornburg's *Phaedo3*, co-skippered by Brian Thompson, crossed the finish line at Fort Charlotte in an elapsed time of 31 hours, 59 minutes and 4 seconds, breaking its own multihull race record, set last year, by 1 hour, 34 minutes and 26 seconds. Tony Lawson's *Concise 10*, skippered by Ned Collier Wakefield, was just 9 minutes and 52 seconds behind.

Says Lloyd, "Since we set the record last year we have got a lot better: our manoeuvres are improved and we are sailing a better course. This is the best group of sailors I have sailed with — there is nobody I would rather sail with than this group of guys. We weren't thinking about the record at any stage because we were so focused on match racing *Concise*. We had to dig deep and they were doing the same; they gave us a hell of a race."

***Comanche* Takes Monohull Line Honours**

Jim Clark and Kristy Hinze Clark's US-flagged VPLP-Verdier 100, *Comanche*, crossed the finish line with an elapsed time of 40 hours, 53 minutes and 2 seconds, taking monohull line honours for the race, just 33 minutes outside record pace.

"*Comanche* is built to come in first to finish and when Mother Nature co-operates we have the pedigree to break records," was skipper Ken Read's reaction to the wind coming from the southeast, making the leg from St Marten to Guadeloupe a beat, which for previous record holder *Rambler 100* was a fast fetch. "Going around these islands is a ball; whales breaching, volcanoes smoking, it doesn't get any better than that. We will be back, I promise you — this is a great race," he continued.

Maxi72 *Proteus* wins RORC Caribbean 600 Trophy

A thrilling race between four Maxi72s came to a conclusion on the third day of the RORC Caribbean 600. With the lead changing hands on numerous occasions, George Sakellaris' *Proteus* was the first Maxi72 to finish the race, just over 20 minutes ahead of Dieter Schön's *Momo* with Sir Peter Ogden's *Jethou* third. Last year's overall winner, Hap Fauth's *Bella Mente*, retired with keel problems.

Proteus completed the course in an elapsed time of 48 hours, 22 minutes and 16 seconds to score the best time after IRC correction to win the RORC Caribbean 600 Trophy. *Proteus* was also the winner of the highly competitive IRC Zero class.

Her owner/skipper says, "We have beaten some great boats and the sailing was great, and we had a beautiful venue. During the race we had boat-on-boat action with all of the Maxi72s; *Bella Mente*, *Jethou* and *Momo* and their teams are all great sailors. I would like to congratulate all competitors for attending such a great, great event. I am glad to have been part of it. We hope to be back next year."

Team *Teasing Machine* Show Their Class

Eric De Turkheim's French A13, *Teasing Machine*, finished the race in an elapsed time of 68 hours to win IRC One and claim third overall for the race. In eight editions of the RORC Caribbean 600, no other boat under 50 feet has made the podium for the overall prize.

Eric says, "It was a big trip to get the boat here from Australia, including sailing 1,500 miles upwind from Panama, but we knew we had the potential to do well in this race. This is a great race and I will always remember the leg from La Desirade to Barbuda, averaging 15 knots for 140 miles with full sail and warm water cascading down the deck — it couldn't be better. We like to win, but not at any cost. The ambience on board is fantastic and we were often toasting our performance with a small glass of red wine!"

Fourth Class Title for *Scarlet Oyster*

Ross Appleby's British Oyster 48, *Scarlet Oyster*, finished in an elapsed time of 78 hours, 11 minutes and 12 seconds to win IRC Two for the fourth time.

"That was not an easy victory," he admits. "At Saba we were last but one on the water. The crew dug in deep for the beat to St. Barths; we clawed our way through the fleet and got into a good position for the big reach to Guadeloupe. *Scarlet Oyster* is very well set up for reaching and we edged ahead. The whole IRC Two fleet was south of Guadeloupe together, so we were never comfortable, especially as Andy's (Middleton) *EH01* stayed with us all the way.

"I am never going to pretend *Scarlet Oyster* is a Maxi72, but we are proof that you can come to play on a charter boat and win at one of the world's greatest offshore races. *Scarlet Oyster* has a regular core crew and I always tell new members to the team that "the 600 is a tough race and we push hard"."

Irish Eyes are Smiling

After a tremendous battle between Conor Fogerty's Irish Sunfast 36, *Bam*, and Susann Wrede's German Swan 44, *Best Buddies*, *Bam* took line honours in an elapsed time of 83 hours, 1 minute and 7 seconds. *Bam* also won IRC One by just over six minutes.

Says *Bam* crewmember, Simon Knowles, "Conor and all the team were over the moon; we have never sailed together as a crew before, so to come here and win our class is brilliant. As the smallest boat racing in IRC and an amateur team, we knew it was going to be tough and the most important thing was just to keep going. *Best Buddies* kept reeling us in on the upwind legs and we were faster downwind. It was very tense at the finish. From a navigational point of view this is the toughest race I have done, the course is fabulous and you are always thinking about the next move."

Spanish Success

The magnificent 213-foot Spanish schooner *Adix* completed the race in an elapsed time of 2 days, 19 hours, 33 minutes and 5 seconds to win the Spirit of Tradition Class. Gonzalo Botin's Spanish Class 40, *Tales II*, finished over three hours before *Adix*. Both yachts are sailed by the same Spanish family. *Tales II* was also the winner of the Class 40 division for the third year in a row, breaking its own Class 40 record by 11 minutes and 23 seconds to set a new Class 40 record of 2 days, 16 hours, 26 minutes and 29 seconds.

Above: Looking dangerous, the Maxi 72s Highland Fling, Proteus *and* Jethou. Proteus *emerged winner of the RORC Caribbean 600 Trophy*

Below: The course weaving among the islands provided challenges on every point of sail



"We had to do the last beat with our staysail, so we thought the record was out of reach. On our family duel with *Adix*, all I can say is that I always thought it would be close in spite of the size and other differences. We did worry when we saw her lights off Guadeloupe only five miles astern. Fortunately at the end we managed to pull away. I can't wait to hear what the guys on the big boat have to say!" commented Gonzalo.

Great Eights

Antiguan sailor Bernie Evan-Wong, racing the RP37 *Taz*, is the only skipper to have competed in all eight editions of the race. He says, "I had an awesome crew for this race and it is the fastest that I have ever done, so that is just great. We pushed really hard, we blew out a few sails but I didn't want the crew to say we didn't really go for it. The most memorable moment for me was passing within a boat length of the 100-foot *Comanche* at night — absolutely amazing. She was gone in a flash. I was very thankful that we had a night moon and that they saw us!"

The ninth edition of the RORC Caribbean 600 will start in Antigua on February 20th, 2017.

Visit the RORC Caribbean 600 mini-site: www.caribbean600.rorc.org for more information.

Thanks to Trish Jenkins and others for information in this report.



Port Louis Marina, Grenada: The perfect place to spend the Caribbean summer

Lying just above 12°N, Grenada is south of the main hurricane belt, which is why growing numbers of yacht owners are enjoying a warm welcome in the 'Spice Island' during the summer months.

Port Louis Marina provides a safe, secure berth with all the amenities you'd expect from a full-service marina run by Camper & Nicholsons.

- Water and electricity
- Free broadband
- 24 hour security
- Bar, restaurant and swimming pool
- Haul-out and technical facilities nearby
- Excellent air links

Anyone arriving in April or May and staying consecutively with us until the end of August will receive 40% off the standard daily rate for April and May. An additional Low Season Discount is available to vessels booking and paying for 90 days or more in advance.

Contact us for details (conditions apply).

Call Danny Donelan on +1 (473) 435 7431
or email danny.donelan@cnportlouismarina.com

www.cnmarinas.com/plm

New rates: 1 June to 30 November 2016

LOA in feet	Daily $/ft/day	Weekly $/ft/day	Monthly $/ft/day
up to 32	$0.87	$0.79	$0.43
up to 40	$1.12	$1.01	$0.52
up to 50	$1.22	$1.10	$0.57
up to 60	$1.33	$1.19	$0.63
up to 65	$1.48	$1.34	$0.70
up to 75	$1.53	$1.38	$0.71
up to 80	$1.68	$1.52	$0.87
up to 100	$1.73	$1.56	$0.89

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. Weekly and monthly rates apply to yachts staying consecutively for 7 days or 30 days respectively.

port louis marina
GRENADA WEST INDIES

Camper & Nicholsons Marinas
YACHTING SINCE 1782

1782

SVG: A NEW NATIONAL SAILING ASSOCIATION

For St. Vincent & the Grenadines, the enormous sailing heritage made up of fishing, whaling, boatbuilding and servicing, from the colonial-period commerce of clipper ships and the trade triangle between the Americas and Europe all the way to today's commercial interests of modern yacht racing, cruising, chartering and preserving their double-ender (open wooden boat) racing makes for a mighty swirl.

Bequia Sailing Club has put on the wonderful Bequia Easter Regatta annually for many years. Bequia Youth Sailors (BYS) has developed racing in Optimists and double-enders. Bequia Traditional Sailing Academy started in more recent years focusing on giving youths a foundation in safety, seamanship and racing of native open wooden boats. Despite these advancements, SVG did not form a national sailing federation until 2015.

As Eddie Brown, president of the newly formed SVG Sailing Association (SVGSA) says, "The idea behind it is that the push for double-enders keeps tradition alive. If we want to go further afield, we need to do it in Optis and other international classes. That was the idea behind forming the association. That is the idea, to be able to move forward with assistance from ISAF (now World Sailing). The traditional boats are not recognized outside the Grenadines."

SVG's Governor General, Sir Frederick Ballentyne, will explain the mandate of SVGSA and conduct election of new officers at an April 10th meeting.

SVGSA Board member Louise Mitchell explains the value of the new national body: "Having a national sailing association that is a member of the International Sailing Federation (now known as World Sailing) can mean the transformation of sailing as a sport in St. Vincent & the Grenadines. For years our young men have been involved in sailing purely as a local community initiative. Membership in ISAF will now be a bridge to link these young people to fellow sailors and sailing in the rest of the world. Our sailors will be able to benefit from training sessions on sailing throughout the world and also be able to now compete in sailing competitions worldwide. Right now our only ISAF-registered sailor is Phillip Barnard, which he achieved all on his own. Having a national association will make this possible for many young sailors.



Members like these of the Bequia Youth Sailors and other youth-sailing programs in St. Vincent & the Grenadines will now benefit from being part of a national sailing association recognized by the global sailing body ISAF

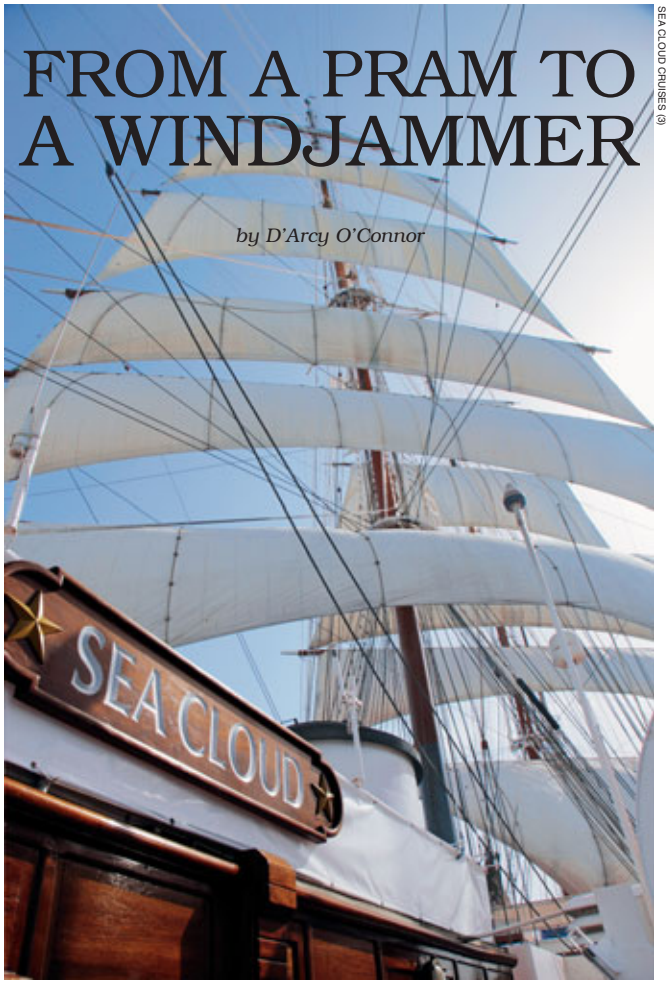
"Sailing has been a sport that has been limited to one or two activities per year — such as the Bequia Easter Regatta and the Canouan Regatta," she adds. "Sailing will now become a year-round sport. The Association will be able to give support to community sailing clubs like the Bequia Traditional Sailing Academy, the Bequia Youth Sailors, the Bequia Sailing Club and other clubs in the Grenadines. Now that the framework has been set up it is for the young community leaders to step up and get elected to the Sailing Association executive and develop this sport."

—Continued on page 35



FROM A PRAM TO A WINDJAMMER

by D'Arcy O'Connor



SEA CLOUD CRUISES (3)

Shortly after midnight I was standing upon a gently rolling deck under scudding clouds and twinkling stars off the west coast of the Grenadines, wondering how life could possibly be any sweeter. For (in my mind anyway) I had achieved a sailor's Nirvana. I was aboard the 360-foot barque *Sea Cloud*, perhaps the world's most exotic all-hands windjammer carrying well-heeled passengers through Caribbean and European waters.

My sailing life began when I was 11 and a friend and I took his parents' 12-foot lapstrake-hulled dinghy out on Montreal's Lake St. Louis. We dumped not 50 feet from shore. Undaunted, we kept trying, managing to make it across the lake and back a couple of times that summer. Neither of us had any idea what we were doing. But the bug had bitten me, and soon after I joined a local sailing squadron, bobbing about in eight-foot sprit-rigged Optimist prams. (Several Optis would fit comfortably in the cabin I now inhabited aboard *Sea Cloud*.)

By my late teens I was sailing 13-foot Flying Juniors and eventually bought and raced my own for several years. But in 1972 my partner at the time and I had a hankering to do some blue-water sailing. So I purchased a second-hand Royal





Clockwise from left: The eponymous cloud of sail; Captain Vladimir Pushkarev says the Sea Cloud *and her crew are 'perfect'; the 85-year-old ship is sailed 'by hands' — crewmembers must go aloft to furl and unfurl the square sails*

Canadian Navy sextant and took a correspondence course in celestial navigation (this before the advent of GPS), and through an ad in *Yachting* magazine, offered our services as "experienced" crew to help anyone sail their yacht anywhere. Over the next 13 months we virtually hitchhiked from Halifax, Nova Scotia, to Sydney, Australia, crewing on five different yachts, from a 30-foot double-ended sloop to a 72-foot yawl-rigged motorsailer.

After living in Australia for a year, I sailed from Perth to Singapore, and later skippered a 50-foot ketch on the French Riviera before moving to New York as a journalist. It was there that I saw my first parade of Tall Ships, most of them naval training vessels, as they sailed up the Hudson River and under the George Washington Bridge. I would see many of the same ones some years later when I was living in Nova Scotia. I was always entranced by those ships' graceful lines and complicated rigging; but even more so by the young sea cadets who scrambled like sure-footed monkeys up ratlines and along yards and yardarms to furl or unfurl the massive square sails.

Until now, the closest I'd gotten to a windjammer was during my hitch-hiking-under-sail odyssey, and I was navigator and crew on *Kwan Yin*, a 59-foot steel-hulled ketch berthed in Oranjestad, Aruba.

—Continued on next page



Johnson Hardware Ltd.

FOR YOUR MARINE HARDWARE, AND MORE

Chain & Rope
Anchors & Fenders
Electric Wire
Marine Hoses
Bilge Pumps
Lubricants & Oils
Stainless Fasteners
Stainless Fittings
VHF Radios
Flares & Life Jackets
Snorkeling Equipment
Fishing Gear
Antifouling Paint
Paint Brushes
Epoxy Resins
Sanding Paper & Discs
Hand & Power Tools
Houseware & Cookware

Rodney Bay, St. Lucia • Tel: (758) 452 0299 • Fax: (758) 452 0311 • e-mail: hardware@candw.lc

—Continued from previous page

Tied up nearby was the *ARC Gloria*, a three-masted Colombian Navy training barque. I met a couple of its officers in a waterside bar late that afternoon and they invited me on board. For the first time in my life I had my feet on the deck of a traditional windjammer.



SEA CLOUD CRUISES

Breakfast cereal heiress Marjorie Merriweather Post was married to Wall Street's EF Hutton, and no expense on their vessel was spared. Her palatial suite aboard Sea Cloud *is complete with marble fireplace and gold fixtures*

Both *Kwan Yin* and *Gloria* were scheduled to leave for Cartagena the following dawn, and (after too many beers) I casually suggested we make a race of it. The two naval officers readily agreed, especially when I proposed that the losing vessel buy the crew of the other rounds of beer once we reached port. Big mistake!

We cast off at about the same time as *Gloria*, and for the first few hours *Kwan Yin* was on a beam reach and well in the lead. Then the wind freshened to about 25 knots and swung abaft. That's when *Gloria* threw up everything she had and came surging past us like a runaway locomotive. Even sailing wing-and-wing day and night, we were no match for a 212-foot barque on a dead run. Suffice it to say *Gloria* completed the 400-mile passage to her home port a good half day ahead of us. Fortunately, my two Colombian friends never pressed me to make good on my rash loser-buys-the-beer wager. *Gloria's* crew consisted of 150 naval cadets, versus a mere five of us aboard the *Kwan Yin*! I can only imagine what the inside of a Colombian debtors' prison would have been like.

In recent years my summer sailing has been limited to cruising and racing a Hobie 16 in upstate New York's Lake Champlain and in northern Ontario, or volunteering with physically disabled sailors who learn to handle and race specially equipped Martin 16s on Lake St. Louis. And in the winter months I occasionally sail and match race Hobie 14s at Grenada's Petite Calivigny Yacht Club, or else crew for various friends on their keel boats.

There is no drug more powerful than the adrenalin rush I get when flying the windward hull of my Hobie 16, stretched out on the trapeze wire, jib and mainsheet in one hand and tiller in the other, while on a screaming reach at 20-plus knots. But now I was on a four-masted barque far larger than even *Gloria* and with almost twice the volume of billowing sails. And a different sort of adrenalin rush was coursing through me. This time it wasn't the thrill of speed, but the thrill of seafaring history. I'm a huge fan of any account of 18th- and 19th-century maritime explorers and traders, or European man 'o' war naval battles.

Moreover, 85-year-old *Sea Cloud* has her own fascinating and sometimes bizarre history, beginning as the world's largest and most expensive private yacht when she was built in 1931 for breakfast cereal heiress Marjorie Merriweather Post and her Wall Street tycoon husband, Edward Hutton. In the mid to late 1930s the yacht was host to ambassadors, European royalty and world leaders, before being commissioned during WW2 as a US Navy weather and coastal patrol ship. (She reportedly was instrumental in locating and tracking a marauding U-Boat that was later sunk by a US destroyer off the Carolina coast).

In 1955 *Sea Cloud* was sold to Dominican Republic dictator Rafael Trujillo who, with his playboy son Ramfis, essentially used it as a floating pleasure den for the idle rich and high-class call girls. In 1961, following Trujillo's CIA-backed assassination, his family loaded his corpse and trunks of treasury gold aboard *Sea Cloud in* a bid to escape to France. But she was chased across the Atlantic by Dominican gunships, caught near the Canary Islands and returned to the Caribbean.

Then, after a decade of ownership disputes, *Sea Cloud* was abandoned and left to rot for eight years in Colón at the eastern end of the Panama Canal. But in 1972 she was rescued by Hartmut Paschburg, a German sea captain with a passion for classic sailing ships. After getting her barely seaworthy, he returned her to the shipyards in Kiel, where she'd been launched a half century earlier. In 1978 a consortium of Hamburg ship owners and businessmen purchased the ship and spent a year and US$7 million meticulously restoring her to what she is today — a five-star cruise ship comparable to no other. She is certainly nothing like those behemoths that ferry 3,000 or 4,000 souls from port to port in an environment akin to a floating Las Vegas hotel complex.

Sea Cloud is a fully man-operated windjammer, with a crew of 61 sailors, carrying up to 64 pampered passengers on voyages through a time warp in the Caribbean, Mediterranean, Aegean, Black, Tyrrhenian, and Adriatic seas. With her 32 Duradon canvas sails blossoming from yardarms and masts that rise up to 178 feet, and her luxuriously refurbished cabins, teak decks, burnished brass fittings, oak-paneled dining room and lounge restored to 1930s elegance, she harkens to a time when only the very wealthy, eschewing steam and diesel power over the glamour of sail, could indulge themselves in a magnificent throwback to the days of Tall Ships.

My fascination with *Sea Cloud* began a year ago when I was invited to tour her while she was berthed for the day in St. George's, Grenada, where I live during the winter months. I was immediately struck by her grandeur and beauty, especially by the fact that she is a genuine 'hands-on' passenger barque, i.e. her sails are manually set and struck entirely by rigging-climbing tars. And when I went below, I felt I was on the set of the "Great Gatsby" film. Her décor and appointments have been carefully preserved or restored much as they were when Post and Hutton lived aboard her in the 1930s. Even the bridge boasts the original brass binnacle and engine-room telegraph installed in 1931, though today complemented with modern navigation and communications systems.

And now, a year later, I was actually at sea on *Sea Cloud*. I'd joined her the previous evening while she was anchored a mile out in St. George's Harbour, lit up like a Christmas tree with lights strewn from her towering masts and yardarms. (I felt this apt since I was as excited as a kid on Christmas morning!). The ship's tender brought me alongside the high white hull where I was welcomed aboard by the hotel manager, Simon Kwinta, an affable Polish sailor who's been at sea all his life and with *Sea Cloud* for 30 years, far longer than any other crewmember. (A joke among the crew is that when Simon eventually dies, his embalmed body will replace the magnificent golden eagle figurehead on the ship's prow.)

—Continued on next page



—Continued from previous page

I followed Simon to the broad canopy-covered Lido Deck, which serves as the ship's bar, and entertainment center where I met some of my fellow passengers — a mix of Germans, Swiss, Austrians, French, Russians and Americans. Interestingly, I was the only Canadian on board for this particular cruise.

We weighed anchor at midnight and most of the passengers retired to their cabins. But I was too pumped to sleep, and spent several hours wandering her stone-scrubbed teak decks, marveling at her polished brass and bronze fittings, ornate woodwork, and complicated standing and running rigging with anti-chafing baggy-wrinkles hand woven from hemp, just as it was done centuries earlier. I was also musing across a threefold time warp: back to when similar ships (although far less opulent or seaworthy) brought Spanish, French, British and Dutch colonists to these islands; to the 1930s Post/Hutton years; and to the 1970s when I first cruised these very same waters.

After motoring all night, we dropped anchor off Chatham Bay, Union Island, for a swim and an exotic beach barbecue before heading north to St. Lucia under a cloud



SALLY ERDLE

of sail. Being slightly acrophobic, I was in awe of the 18 young men and women who scampered up the ratlines and crawled out on yards and yardarms to loosen buntlines and unfurl the 22 sails, while others operated huge deck winches to trim the billowing square sails to catch a steady southeast eight-knot breeze. Highest upon a yardarm on the 178-foot main mast was 22-year-old Magdalena Szydlowska, who started sailing in her native Poland at the age of 17. As she told me, "I love being way up there where I can see forever."

The next morning we anchored off Soufriere, beneath the shadow of St. Lucia's majestic Pitons. I went ashore to check out the Petit Peak and Hummingbird, two popular sailor hangouts that were much as I remembered them from many years earlier.

By 2:00PM everyone was back on board and we headed to Bequia, 55 miles south. That evening the ship's 48-year-old Belarusian captain, Vladimir Pushkarev, hosted a cocktail party and dinner, during which the menu was more elaborate than ever.

—Continued on next page

SEA CLOUD CRUISES



Clockwise from above: 'Working the foredeck' Sea Cloud *style; the original engine-room telegraph is still on the bridge; the canopy-covered Lido Deck makes a delightful open-air bar*

SALLY ERDLE



Since 1984

Barefoot Yacht Charters & Marine Centre



BAREBOAT CHARTERS - FULLY CREWED CHARTERS - ASA SAILING SCHOOL

- Doyle Sail Loft & Canvas Shop
- Mechanical & Electrical Repairs
- Vehicle Rentals
- Ice & Water
- Island Tours
- Quiksilver Surf Wear
- On-site Accommodation
- Raymarine Electronics
- Fibreglass Repairs
- Showers
- Diesel & Propane
- Surftech Surf Shop
- Restaurant & Bar
- Wi-Fi / Internet Café
- Refrigeration Work
- Laundry
- Air Travel
- Moorings
- Hotel Reservations
- Boutique
- Book Exchange

PO Box 39, Blue Lagoon, St Vincent, West Indies
Tel. 1-784-456-9526 / 9334 / 9144 Fax. 1-784-456-9238

barebum@vincysurf.com *www.barefootyachts.com*

—*Continued from previous page*

In fact, meals on *Sea Cloud* are tantamount to eating three meals a day every day in a four or five-star restaurant. And that doesn't include the delectable teatime and midnight snacks. I have never eaten as well as I did on this voyage.

Beside me at one of the dining room's eight long tables was fellow passenger Aylin Jaspersen, a doctor from Berne, Switzerland. This was a blessing because I needed her advice on which of the four forks, three knives and two spoons were appropriate for whatever was put in front of me. It was a far cry from my cruising days when all I had to worry about was gutting and filleting a fish or opening a can of Spam without slicing my finger.

After dinner, which was followed by a chorus of ship's officers and crew singing rousing sea shanties in English, German, Polish and even Tagalog, I again spent much of the night wandering the decks while gazing up at the crystal necklace of constellations high above the swaying spars.

On the foredeck leading to the crew's quarters in the fo'c'sle, I chatted with several off-duty sailors. Alex Pajic, the ship's Chief Carpenter, said that of the many



SALLY ERDLE (2)

ships he has sailed, *Sea Cloud*, with its antique woodwork and complex rigging, provided him with much more of a challenge and variety than he'd ever had on a merchant vessel or cruise liner. A Serbian who's been on *Sea Cloud* for four years, Alex described his crewmates as "an international family". (There are 12 different nationalities among the crew.)

Interestingly, I'd heard the same metaphor earlier that day from Dick and Wanda Peters of Sabula, Iowa. The retired couple has traveled the world on many ships, and described this as their best ever. "I love the family feel of this cruise," said Wanda, referring to the passenger and crew mix on a small ship where everybody gets to know everybody within a day or two.

Indeed, we were a veritable floating family with but one common interest — to travel in a style and a time that is long past. Besides having no swimming pool, casino, fitness center, or Las Vegas-style floorshow, *Sea Cloud* is television and radio free. Instead, the ship's oak-paneled dining room walls are lined with a huge collection of books, among which is a complete collection of Patrick O'Brian's Aubrey-Maturin novels. Perfect reading for a voyage of this sort!

After anchoring in Bequia's Admiralty Bay, I visited my favorite beachside bar, the Frangipani, where I'd spent many an afternoon and evening while anchored there several times years earlier. We then set sail for our final destination of Barbados, 98 miles to the east. Shortly before sunset, another barque, the *Star Clipper*, passed a mile off our port side, with each skipper giving the other a salutary blast of the horn. A deckhand beside me scoffed and said, "That's a push-button ship". By which he meant that of the several passenger-carrying windjammers plying the Caribbean and European seas, only *Sea Cloud* is sailed "by hands". The others, while looking authentic and pretty, have sails that are raised and lowered from the security of the deck by sailors using power winches and hand-controlled horizontal and vertical power furling, and trimmed by computer-controlled servomotors.

I spent my last night again on deck, this time with Aylin and a few other passengers sprawled across the pillows of the Blue Lagoon at the ship's stern, all of us trying to identify the stars in the sky and to figure out the proper names of fixtures on the mizzen mast and shrouds.

When we docked in Bridgetown, Barbados, the next morning, I thanked Captain Pushkarev for my 370-mile amazing journey. His parting comment was: "If there is something perfect in this world, it is the *Sea Cloud* and her crew." This was from someone who, since the age of six, has sailed on every type of vessel on all of the seven seas.

And, as a sailor who has logged some 15,000 nautical miles on many different boats since cutting my teeth on an eight-foot pram, I had to concur with him.



Above: Situated abovedecks, the oak-paneled dining room has artwork, books and natural light



Left: The original binnacle has pride of place, although now the bridge is state-of-the-art

D'Arcy O'Connor is a veteran journalist, scriptwriter, TV documentary producer, published author and round-the-world sailor. He has contributed to the Wall Street Journal, People, Yachting, National Geographic *and many other publications in North America and Australia. His most recent book is* Montreal's Irish Mafia. *He lives in Montreal, and spends winters in Grenada.*



BOCAS DEL TORO, PANAMA

THE ULTIMATE HURRICANE FREE CARIBBEAN CRUISER PLAYGROUND

RED FROG BEACH
ISLAND RESORT & MARINA
an IGY destination



Caribbean side of Panama. Hurricane Free Zone.
133nm from the Panama Canal. Welcoming all vessels.
Deep water basin up to 25' draft – 84 Slips / 12 Megayacht Slips.

- Canal Passage Assistance
- High Speed Fueling
- Floating Docks
- Safe Harbor Marina Basin
- 24 Hour Security
- Black Water Pump-out
- World Class Resort & Marina
- Full Crew & Resort Amenities
- Complimentary Shuttle to Bocas Town
- Eco-Friendly Activities
- Exhilarating Zip Line Tours
- Renowned Surfing & Kiteboarding

U.S. (954) 892 5211 • Panama (507) 6726 4500 • VHF Channel 68 • marina@redfrogbeach.com
www.redfrogbeachmarina.com



IGY MARINAS
www.igymarinas.com
Book your berth today.
CONNECT WITH US:

PANAMA
Red Frog Beach Island Resort & Marina

ST. THOMAS
Yacht Haven Grande
American Yacht Harbor

ST. MAARTEN
Yacht Club At Isle De Sol
Simpson Bay Marina

ST. LUCIA
Rodney Bay Marina

TURKS & CAICOS
Blue Haven Resort & Marina

MEXICO
Marina Cabo San Lucas

COLOMBIA
Marina Santa Marta

ST. PETERSBURG, FL
Maximo Marina

IGY ANCHOR CLUB
Strategic Partners



THE DIVINE DOMINICAN REPUBLIC

by Bill and JoAnne Harris

WE thoroughly enjoyed our sailing experiences on both the northern and southern coasts of the Dominican Republic, as well as inland travel to see the countryside, too.

The countries of the Dominican Republic and Haiti share the same island, Hispaniola. In 1492, Christopher Colombus arrived and named it "la Española". This island played a significant role in the history of the pirates of the Caribbean and was fought over by the French, British and Spanish. In 1697, the western third of the island, where there was already a French colony, was ceded to France and later became Haiti.

In Haiti, the people speak French and Creole, and in the Dominican Republic, or "DR", which remained under Spanish influence, Spanish is spoken. Both countries have undergone significant political and economic unrest over the years and suffered under dictatorships. However, in recent years, the people of the DR have been able to hold free and fair elections to aid them in the formation of a more stable and democratic government.

The DR's Northern Coast

LUPERON

The first time we sailed to the DR aboard our cruising trimaran, *Ultra*, we left from the island of Mayaguana in the Bahamas and arrived on the northern coast in the town of Luperón. The year we cruised the Thorny Path was exceptionally thorny and riddled with terrible weather and seas, so we had taken advantage of a fantastic weather window. (We had to forego seeing the Turks & Caicos, but they are on our bucket list.)

We planned to be anchored in Luperón for only a short time, but Mother Nature had other ideas for us and thanks to bad weather we stayed for almost two weeks. While there, we filled our days: we visited the Yacht Club at the top of the hill for Happy Hour and live music, made some cash at the Cruisers' Swap Meet, and best of all, we began to explore the amazing hiking opportunities and outdoor fun that the DR has to offer. One of our highlights was a tour with Rosa Van Sant, a fantastic coordinator who planned a fun-filled day. We took an exhilarating hike to see the Damajagua 27 Waterfalls — a spectacular experience of hiking through the jungle, scampering up and down the waterfalls and sliding down homemade waterslides carved into the rocks. Jumping into the refreshing springs was a fantastic reward. To top off our trip, we made stops at an indigenous village, a local artisans' shop, and a restaurant for some yummy local food and cold beer.

To see more of the countryside, we hopped on the back of the *motoconchos* (motorcycle taxis that carry passengers) and also took the local bus.

For cruisers and the townspeople's entertainment, we set up our movie screen, projector and amp at Mike's Place and hosted a free "Ultra movie night" — with popcorn, of course!

SAMANA

On our night passage from Luperón eastward to the Mona Passage, we began having trouble with our main engine and explained the situation to our buddy boats. (We had a blast traveling with great friends on *Dance Aweigh*, *Sabatticus*, *Sol Mate* and *Southern Bella* for several months, and some of them for almost two years.) On our buddy-boat secret VHF channel, we advised them to go on ahead and we would see them at the next port, in Puerto Rico. We told them we would get our engine fixed ASAP and be right behind them. They all explained to us that we were all in this together and that they all would come with us and assist with the problem. Amazing! In the pitch black off of our stern, we could see the string of navigation lights behind us.

Looking out toward the anchorage from a sea cave on Isla Beata, on the south coast. Both the north and south coasts of the DR offered plenty of intriguing places to investigate

After four hours sailing to the Samaná Harbor entrance, JoAnne was on the bow and relaying to Bill what was ahead. She asked, "Do you see that boat directly in front of you?" and he said "Yes". She asked it again, and he again said, "Yes". Then she shouted, "If you continue on this course, you are going to hit it!" Turns out, he was looking farther ahead and did not see the two-storey dark gray hull of a whale-watching boat. Luckily, we dodged it, and found a clear place to drop the hook anchored among a massive cluster of whale-watching boats and went to sleep at 3:45AM.

Less than four hours later, the authorities were knocking on the hull requesting to see our *despacho* (the exit paper from our last port, required for next port of entry) and for us to check in ashore with the Port Captain. We showed them our *despacho*, and unexpectedly they took it. We kindly asked them if we could sleep a few more hours and promised we would be in soon. At the office, we unfortunately received the runaround and were asked to pay additional fees. We explained our engine situation and that our friends were very kind to follow us in and to assist with the repairs. We stated that we had not paid those fees upon our first check-in at Luperón. We explained we were very familiar with the check-in process and politely declined to pay the extra fees.

—Continued on next page

PICK UP!

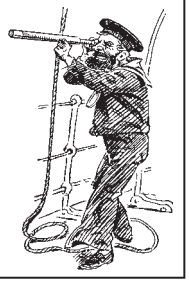
Ahoy, *Compass* Readers! When in Bequia, pick up your free monthly copy of the *Caribbean Compass* at any of these locations (advertisers in this issue appear in **bold**):

ST. JOHN'S
- Epicurean (Friars Hill Road, Customer Service Desk)
- Townhouse Megastore

JOLLY HARBOUR
- **Anjo Insurance**
- **Budget Marine**
- Epicurean
- Jolly Harbour Marina Office

FALMOUTH
- **Anjo Insurance**
- Antigua Yacht Club
- Antigua Yacht Services
- AYC Marina Office
- Bailey's Supermarket
- Cat Club Marina Office
- Falmouth Harbour Marina
- Jane's Yacht Services
- Lord Jim's Locker
- Mad Mongoose
- OnDeck (AYC upstairs)
- Sea Breeze
- Skullduggery

DOCKYARD/ENGLISH HARBOUR
- Antigua Slipway Chandlery
- HotHotHotSpot Coffee Shop
- Copper & Lumber Hotel
- Galley Bar
- Sunsail Reception Office
- The Anchorage





- High Quality Sheltered Moorings
- Slips to 120' with depth 10'
- 70 Ton Travelift (30' beam)
- ABYC certified machanics
- Shore power 30, 50 and 100 amps
- All slips with fingers
- Showers, Laundry, Restaurant, 24 hr security
- Immigration office in the marina for clearance
- Free WIFI and Free Internet
- Dinghy Dock
- 12 miles East of Santo Domingo & 7 miles East of International Airport

Visit: marinazarpar.com email: info@marinazarpar.com
Tel: 809 523 5858 VHF Channel 5

—Continued from previous page

LOS HAITISES NATIONAL PARK

With the fuel lift pump on the engine repaired, we had a short sail to one of the most amazing places on Earth, Los Haitises National Park. Along with *Sabbaticus* we dropped the hook and headed in to explore by dinghy. The scenery and vegetation looked just like the travel brochures of Thailand, with tremendous mountains shooting out from the bottom of the sea, emerald-green vegetation, and an awesome maze of countless mangrove-lined rivers to investigate. We zipped upstream along one of the rivers and at the end we discovered a fantastic ecolodge, complete with refreshing spring-fed swimming pools and a zipline. After some lunch, we did the zipline and then chilled out in the pool with some beers.



The next day, we explored the extensive cave system and inside we saw the unbelievable pictograms drawn by Taino Indians that date back before Colombus. The images had a strange likeness to Martians or Teletubbies, complete with very large eyes and antennae sticking out of the tops of their heads. There were also a number of freshwater springs all through the cave that created outstanding limestone formations.

While we explored the Park, our friends aboard the other buddy boats were in Puerto Bahia, owned by the Brugal Rum family. They called on the VHF to check on us and to tell us how wonderful the facility was — and that they had negotiated special rates for us! It was a first-class marina, complete with multiple horizon swimming pools, a gourmet shop, an extremely elegant restaurant and bar, high-end villas and immaculate docks. It was a little dicey getting into the marina, owing to the wicked concrete dock at the entrance — we were literally catapulted through the entrance by the waves and wind. Those are the times when timing is everything! We fueled and watered up, and were in a comfortable slip in no time. Because of the high seas, we were in the marina for three days. However, it was a great place to be.

Note: At the marina, we did not have any issues with "extra fees" such as the authorities tried to charge in Samaná.

The DR's Southern Coast

Two years later, we returned to Hispaniola to explore the DR's southern coast, en route to the western Caribbean by way of Puerto Rico after making our passage up the island chain from our adventure in the Eastern Caribbean. (We had decided to take the northern route versus the ABC route, in order to avoid the dangerous Venezuelan coast. We will save the ABCs for another time.) The DR's south coast is full of great beaches and, outside of Marina ZarPar, we saw only a handful of boats the entire time.

ISLA SAONA

We departed Arrecife Romero, Puerto Rico, and set the spinnaker to sail through the Mona Passage to Isla Saona. To our surprise we saw a US Coast Guard cutter in the distance near Isla Mona, and shortly after were approached by a seven-crew USCG inflatable requesting a routine safety inspection. We doused the spinnaker and started our engine in order to keep our arrival time the same. After a one-hour safety inspection, we were given a stellar report.

Upon our 7:00AM arrival time, our friends Alice and Steve and their family aboard *Ocean Star* greeted us on the VHF and invited us to go scuba diving with them. Of course we are game for everything, so, after a quick nap and getting our gear together, at 8:30 the dive boat picked us up for two spectacular dives in the marine park.

BARAHONA

In Barahona, we encountered a treasure-hunting vessel from North Carolina named *Osprey* that was exploring wrecks off of the shallow banks and had already found lots of treasure. They had great stories of shipwrecks and lots of treasure to still be discovered. The captain offered to let us tie *Ultra* up to his boat, as the commercial wharf was quite broken and some parts were nothing but jagged concrete and metal.

Our newfound companion, Raul, who had paddled up to sell us mangoes in the anchorage, was now our tour guide for the town. After we obtained our *zarpe*, he showed us where to purchase the best and least expensive produce.

LA ROMANA - CASA DE CAMPO

We had been having trouble with our Westerbeke generator during our time in Puerto Rico. We needed to pick up fuel and also to fix the generator. We were able to fix it for the time being, until it or something else breaks again… (a little boat humor for ya).

Casa de Campo Marina was a fantastic experience for us. The Director General, José Gonzalvo; Frank, the Harbormaster; Raul, Resort Activities Director; and Elvis,

The people we met in the DR ranged from hardworking fishermen on the beach at Salinas (left) to new friends José and Vilma at the Casa de Campo Yacht Club (below; we're on the right)



the CDC Yacht Club bartender; and the entire CDC support staff provided impeccable service during our entire stay. We checked out all of the amenities at Casa de Campo and rode our bikes all over the extensive property to see the multimillion-dollar residential neighborhoods that looked like Beverly Hills. The marina hosted a few complimentary VIP events for marina guests, complete with free gourmet buffet, cocktails, as well as a great party at the Casa de Campo Yacht Club.

—Continued on next page



—Continued from previous page

We took a shuttle bus up to the legendary Altos de Chavón, a replica of a 16th century Mediterranean village, built almost completely from stone, that overlooks the Chavón River. Artists' studios and craft shops, restaurants, boutiques, and more line the cobblestone streets. There is also the Altos de Chavón School of Design and a 5,000-seat amphitheater where Frank Sinatra, Carlos Santana and countless other luminaries have performed. For Bill's birthday celebration we took a boat ride up the Chavón River, then had a great dinner and birthday party aboard *Ultra*. The sportsfishermen attending the tournaments there even loaded up our freezer with fresh fish!



The Dominican Republic's dramatic coastline is one we hope that you, too, will get to explore

SANTA DOMINGO AND BOCA CHICA

After a day stop for a snorkel at Isla Catalina, we pressed on to Santa Domingo, home of Marina ZarPar. We anchored just outside of the marina, although there were several mooring balls available. At the marina, we were able to fill our dive tanks and pick up diesel. It was Easter, so Boca Chica Beach was an extremely popular destination. We checked out the festivities comprised of booming music with countless booths selling delicious local food. In the sky above there was tremendous security, with military helicopters patrolling with armed guys in berets hanging out of the doors.

We hopped aboard a local bus into town to explore the historic sites of Santa Domingo. This is a wonderful Spanish colonial city with a church on every corner. The Alcazar de Colón dates back to 1510 and was originally the home of Diego Colombus, the governor of the colony and Christopher Colombus's son. In the Plaza de España is the famous Casa Diego Caballero and across the street is Christopher Colombus's home. The palace was the center of the Spanish Court for almost 60 years; it was the headquarters for the Spanish conquests of Mexico, Puerto Rico, Cuba, Guatemala, Peru, Florida, Colombia and Jamaica. Today it is a museum and houses European medieval and Renaissance art. Some other must-sees are the Museum of the Royal Houses, the National Pantheon, the Museum of the Atarazana, Ozama Fort, and several art museums.

There are lots of provisioning opportunities in Santo Domingo, too!

By the way, in Santo Domingo we used an ATM, which we affectionately call a slot machine — sometimes you win and sometimes you do not! Bill was kneeling down before it, saying, "Please work, please work!" Well, luck was not on our side that day, and the machine was out of order. But soon after trying the ATM we heard loud sirens in and around the bank building. "EEK! Are we being arrested? Are we going to be locked up abroad?" Turns out it was just a false bank alarm and we just happened to be standing there. We kept thinking though: Headline in the local paper might have read, "Tourists from Texas charged with bank robbery — or for kneeling down in front of an ATM!"

SALINAS

From Santa Domingo we sailed on to Salinas to pick up fuel. We loaded up into the back of the pickup-truck taxi were off to the gas station. The highlight for us in Salinas was the salt pond and salt mine. The salt looked like snow all over the ground.

ISLA BEATA

We sailed on to Isla Beata to an excellent anchorage complete with a fishing village. Strung between the palm trees the fishermen had clotheslines filled with fish they were drying in the sun. We walked the beautiful beach and fed the Rottweiler-sized iguanas. We had great fun exploring this area with the fantastic snorkeling and extravagant sea caves.

BAHIA DE AGUILAS (BAY OF EAGLES)

This was our last stop before jumping off on our passage to Ile-à-Vache, Haiti. It has a picturesque five-mile white sand beach fronted by water of every shade of blue. We snorkeled there and could barely see, thanks to the number of fish blocking our view! We traded the fishermen T-shirts and cans of tuna and Vienna sausages for a bucket of lobsters and yummy hogfish.

This country is full of fabulous hiking and ziplining, an abundance of waterfalls, beautiful beaches, great anchorages, dense jungle, excellent fishing and spectacular snorkeling and scuba diving opportunities. We hope you get the chance to explore the Divine Dominican Republic, too!

Local Knowledge and Notes



A vessel is required to check in and out of each port they visit in the Dominican Republic — i.e., an entrance and exit paper from each port is required to move from port to port inside the country.

We thoroughly enjoyed this country, but we cannot stress enough the importance of making copies of all of your documents: *zarpes*, cruising permits, etcetera, just in case you lose your original copy.

The Navy thoroughly checked inside our lockers, under the floorboards, and in the cabinets, looking for stowaways.

Upon our checking in and out with the Port and Immigration authorities during our short stays in the marinas, we were not asked to pay any additional fees. We feel that the marinas had a great influence and better control over the authorities' process. We even had to request an additional *despacho* when the first one expired during a weather delay.

Presidente is the official DR beer, however, the two other very popular brands are Brahma and Bohemia. On a hot day, all three are perfect to quench your thirst. Both Presidente and Bohemia are offered in regular and "you are gonna need a bathroom in 30 minutes" sizes. The super size is so big they even give you a bamboo holder to keep your beer cold, since it is 40 fluid ounces — the equivalent of four glasses of beer — versus a regular 12-ounce beer. We would get a jumbo size bottle of beer and split it.



Welcome to €uro Islands ... Welcome to €uro Islands ... Welcome to €uro Islands ... Welcome to €uro Islands ... Welcome to €uro Islands ... Welcome to €uro Islands ... Welcome to €uro Islands

CARENE SHOP
MARTINIQUE

Centre de carénage 97290 Le Marin herve@careneshop.fr

LE GRENIER DU MARIN
MARTINIQUE Dépot-vente - Accastillage - Boulonnerie Visserie Inox - Electricité - Mouillage
ACCASTILLAGE NEUF ET OCCASION

Centre de carénage 97290 Le Marin
magasin@legrenierdumarin.fr

KARENSHOP
ShipChandler Guadeloupe

Marina bas du fort 97110 Pointe à Pitre
magasin@karenshop.fr

PLYWOOD
bruynzeel
Sapelli or Okoume

KING STARBOARD
ALTUGLAS ARKEMA

Cut to order

RANDEX
Available from 1/2" to 2"



vetus
12V 105AH
Maintenance free battery
_185.00 €_



International
yachtpaintonline.com
Antifouling MICRON 77
SPC (Self Polishing Copolymer)
5 liters
~~375.00€~~
_299.00€_
20% OFF



Offer valid until April 30 2016

ANAFGROUP
ABC 1 KG
Powder Fire Extinguisher
19.95€

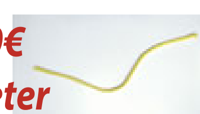


marinetech
Metric Chain Stainless Steel
10mm ISO4565
28.00€ / Meter*



*price for more than 49 meters

LANCELIN
CORDERIE HENRI LANCELIN S.A.S.
DYNEEMA ROPE
« Punch » 10mm
5.90€ by Meter



Chaîneries LIMOUSINES
Metric Chain Galvanized
ISO 4565
Made in France
6.80€ by Meter*
*price for more than 49 meters



Lancelin · vetus · Trojan · LALIZAS · SEASENSE · Lalizas · euromarine · marinetech · AkzoNobel · Lechler · Sea Hawk · International · Boero · 3M · Yachticon · TIKAL · RANDEX · Riviera S.r.l. Genova · attwood · SHURflo · bruynzeel · ALTUGLAS · STARBOARD · ANAFGROUP · Chaîneries Limousines · Majoni

... Welcome to €uro Islands ... Welcome to €uro Islands ... Welcome to €uro Islands ... Welcome to €uro Islands ... Welcome to €uro Islands ... Welcome to €uro Islands ... Welcome to €uro Islands

W.I.N.D

Yachtsmen visiting
Martinique or Guadeloupe marinas or anchorages
will find it's not only our customs clearance procedure that is low cost and pleasant :

The quality & value of our EU
sourced products are worth checking out too!



Clearance sale
on antifouling SEAJET 034
*(SPC Copper Free) (5L)**
320.00€ 192.00€ incl. VAT

Clearance sale
on antifouling SEAJET 034
*(SPC Copper Free) (2.5L)**
178.00€ 106.80€ incl. VAT



Epoxy resin WIND
(by Resoltech)
(kit 750ml)
30.49€ incl. VAT



Epoxy underwater
putty Epicol-T
(kit 2x200gr)
24.70€ incl. VAT

seajet



NEW "Eco-sustainable"
antifouling SEAJET 038
(SPC Copper Free) 5L
290.00€ incl. VAT



KÖMMERLING

Marine adhesive
and sealant P.U Kömmerling 925
(cartridge 300ml white or black)
9.60€ incl. VAT



Sika

Marine adhesive
and sealant P.U Sikaflex 291i
(cartridge 300ml withe or black)
15.00€ incl. VAT

vetus



Dual purpose
AGM Battery Vetus 100a/h
319.00€ incl. VAT



Drinking Water
tank Cleaner Puratank
16.00€ incl. VAT





Deep cycle battery
Banner ENERGY BULL 96351
(12v/180a/h)
395.00€ incl. VAT



Purifying tablets
Aquaclean 10000 liters
29.70€ incl. VAT

For prices and availability,
call or email us at wind@wind.mq or wind@wind.gp and arrange free delivery to your berth.

WIND GUADELOUPE
IMM SOCOGAR – Z.I JARRY 97122 BAIE-MAHAULT
GUADELOUPE
(+590)590.99.27.69
wind@wind.gp

W.I.N.D
site web : http://www.wind.mq

WIND MARTINIQUE
Z.A L'ESPERANCE – 97215 RIVIERE-SALEE
MARTINIQUE
(+596)596.68.21.28
wind@wind.mq

*Mentions : *within the limits of available stocks*

elcome to €uro Islands ... Welcome to €uro Islands ... Welcome to €uro Islands ... Welcome to €uro Islands ... Welcome to €uro Islands ... Welcome to €uro Islands ... W

Welcome to €uro Islands ... Welcome to €uro Islands ... Welcome to €uro Islands ... Welcome to €uro Islands ... Welcome to €uro Islands ... Welcome to €uro Islands ... W

At the Movies with Maurice Bishop

by William Pringle



Grenada in 1973 was on the cusp of major changes. The island was an "Associated State" of Great Britain — not quite a colony, but not yet independent. Yachting, centered at Grenada Yacht Services, where Port Louis Marina now stands, was booming, but the political situation was tense. The Premier, Eric Gairy, had deployed his "Mongoose Gang", thugs that attacked his opponents. The New Jewel Movement (NJM) under the leadership of Maurice Bishop was the main opposition party.

In 1979, the NJM overthrew the government of Eric Gairy, which had ruled the country since independence in 1974, and Bishop became Prime Minister of the new People's Revolutionary Government. In 1983, an internal take-over attempt by a hard-line faction of his party resulted in Bishop's death (along with several of his cabinet ministers and an untold number of civilians), followed by military intervention by US and Caribbean Regional Security System forces.

The international airport in Grenada is named after Maurice Bishop.

It was late 1973 sometime when I took Maurice Bishop to see Jimmy Cliff's movie "The Harder They Come" at the old Drive-In Theatre in Grenada. You may ask, "How was that possible? He was a wanted man, his face on a hundred posters looking sort of like Che Guevara, the Mongoose Gang chasing the New Jewel supporters, a man hiding in the bush!"

Here's how it happened. I was an American hippie who arrived in Grenada in 1972, not too long after the fateful protest march in which Maurice Bishop's father was killed, to buy a charter yacht at the old Grenada Yacht Services in the lagoon in Belmont, St. George's. A few years earlier, I had been involved in "radical" politics in the US, even pursuing a PhD in Political Science at the University of California at Berkeley in 1968 during the riots and boycotts of that era. I got totally burnt out on 20-hours-a-day caucuses and endless strategy sessions, so I decided to go with my first love — sailing, which brought me to Grenada, where I have lived, worked (I had a work permit!), and visited since then. I owned Windward Marine Ltd. in Carriacou from 1999 to 2003, and paid into the social security system for my employees, which I totally believed in.

In the Grenada of 1972, I needed big-time help to get my somewhat run-down 60-foot cutter, *Clover*, back into charter condition. Fortunately, the lagoon was teeming with talented Grenadian sailors, some soon to become internationally famous for their skills. I hired what were to become lifetime friends: Ian Cecil (Mousey) Byer, my son's eventual godfather and later Commander of the Grenada Coast Guard; and



Moviegoer Maurice Bishop, at right, in later days as head of Grenada's short-lived Revolutionary Government

Herman (Baby Face) Thompson from Caliste, widely known as the best varnisher/painter in the Caribbean — maybe the world. We worked like demons in the summer sun, drinking rum at night at Daddy Bull's bar on Lagoon Road, and also at Mamma's Bar in the old Chinatown.

It was there that one night we met a somewhat straight-laced (tie and coat, short hair) light-skinned fella with whom we began chatting, as bar patrons will do, and it became obvious, as the Clarkes Court diminished in our glasses, that he was, at the very least, a New Jewel sympathizer, for he shared our antipathy for "Uncle" (Grenada's then Premier,

—*Continued on next page*





—Continued from previous page

Sir Eric Gairy), who, at that time, was trying to institute an anchor tax on all foreign yachts, a very short-sighted policy considering the money they pumped into the local economy.

Our new acquaintance's name was Selwyn Strachan. Over the next few months, we saw him again a few times at Mamma's, always talking radical politics (which Mamma hated; she was a Gairy supporter), until one evening a light-skinned guy showed up with him, dressed in an obvious wig and weirdo mustache. It was most obviously Maurice Bishop. He sat down and ordered a Carib; I saw Mamma turning her face away. He asked Mousey, his old classmate, if he was going to see Jimmy Cliff's "The Harder They Come" at the drive-in that weekend. We were cordially introduced, a few surreptitious "arrangements" were made, and he was gone in five minutes, accompanied by a few bodyguards in mufti. I was committed now.



On the morning of the not-so-fateful day (as it turned out), Selwyn came down to *Clover* to finalize these "arrangements", which included a late-model black Rover sedan, since my only vehicle was a Mini-Moke, unsuitable for the scheme that we had in mind. This was to have Maurice Bishop hide in the trunk until we were parked at the designated spot at the drive-in. But we had to go early, as it was obvious that the show would be sold out, which meant getting in line early, and getting Bishop into the trunk even earlier, which we were hoping would be after dark. That was not going to be possible, however, so we met outside the old Caribana Bar in Belmont. Maurice Bishop still had on his wig and mustache, and was in high spirits; with a little wink he disappeared into the trunk. We closed the lid over his head, and headed towards what we knew would be an adventure.

In the front seat were me, driving, and my soon-to-be-wife Deborah (also a white American); in the back were Mousey and a woman that I didn't know (Bishop's wife? Girlfriend? I asked no questions). The line was long, and the sun hot, even in the late afternoon. By the time we got to the ticket gate, we were all sweating, and not just from the sun. But we had "the look" in pre-independence Grenada: the colonial masters in the front seat indulging their servants in the luxury of seeing a movie in their car. At the ticket gate, although they had checked some other cars' trunks (all black Grenadians), they waved us through.

We found our spot, and by now it was starting to get dark, and the promos were cranking up. We gathered around the trunk, as pre-arranged, and Maurice Bishop quickly leapt out, ducking his head, and then accepted a Carib, like he'd always been part of the party. No one noticed; indeed, there were a few other surreptitious exits from other trunks that hadn't been checked at the gate, and the staff tried in vain to catch the miscreants.

Maurice Bishop retreated to the backseat of the Rover and chatted a bit with Mousey and the unknown woman. Then, when it was quite dark, still wearing the outlandish wig and mustache he headed for the main concession area, which I thought very risky. He was gone a good while, causing us some anxiety, only returning to the Rover after the movie was well underway. He sat there for its duration, occasionally laughing or making pointed remarks, and drinking some beer. It certainly seemed as if he enjoyed himself, and I must say that we smoked a few spliffs, as was happening in many of the other cars judging by the wafting aroma of ganja.

When the movie was over, he didn't bother to get back in the trunk, and we drove out in style, heads up. Nobody cared. We drove back to the Caribana, Deborah and I got back in my Mini-Moke, the others drove away in the Rover, and the only time I ever saw Maurice Bishop again was at public appearances or on TV. That was the last time I got together with Selwyn as well, since *Clover* had been put back in order and we sailed away on charter, and by the time we returned he had become a Big Man. We never saw him at Mamma's again, either.



FEDON PUBLISHERS

Far left: The author — 'I was an American hippie who arrived in Grenada in 1972'

Left: April 1979 marked Bishop's first visit to Carriacou after the Revolution

Basil's Bar Mustique

EST since 1976

Visitors to Mustique are invited to:

BASIL'S BAR AND RESTAURANT: Basil's Bar in Mustique was named one of the World's Ten Best Bars in 1987 by Newsweek and today lives up to that tradition. Recently renovated, the new face of Basil's Bar in Mustique is all that and more: offering fresh seafood, lobster in season, steaks and the best beefburger in the Caribbean. Equipped with WIFI, you can enjoy sunset cocktails and catch up on the web. Breakfast service begins at 8:00am. Lunch 11:00am - 6pm, and Dinner 7:30 until late. Come to Basil's for cocktails anytime and plan to attend the Wednesday Night Jump Up and BBQ. Basil's Bar is home of the only Blues Festival in the Caribbean. Next year's Mustique Blues Festival takes place from January 18 - February 1, 2017. Call (784) 488-8350 or VHF 68.

BASIL'S BOUTIQUE: Fabrics as bright as the sea and as light as air... perfect for island joy. Elegant island evening and playful day wear. For women, men and children, plus lots of T-shirts to take home. Basil's Boutique also offers silver and gemstone jewelry.

BASIL'S GREAT GENERAL STORE: There is nothing general about Basil's Great General Store. Bountifully stocked with fine French wines, cheese from Europe, gourmet jams and sauces. Imported cigars and an unusual collection of books not to be missed. Fine foods in Paradise. Call (784) 488-8407.

ACROSS FOREVER: Imagine decorating your home with antiques from Bali and India. Across Forever has a magnificent collection of furniture from Asia and beyond, contemporary pieces, home furnishings, fabulous lighting accessories and more. Shipping is easily and efficiently arranged. Call (784) 488-8407.

Visitors to St Vincent are invited to:

BASIL'S BAR: Located in Kingstown in an 18th century building named Cobblestone. Air conditioned, you will enjoy cocktails most delightful, the staff most welcoming and the meals are some of the best on the island. Now offering full catering services. Call (784) 457-2713.

AT BASIL'S: Collection of beautiful bamboo furniture, contemporary pieces from Asia and beyond, and more.
Call (784) 456-2602.

Visit Basil's in Mustique or St. Vincent

www.basilsbar.com *basils@vincysurf.com*

WE SHIP AROUND THE WORLD!

St. Kitts Marine Works

BOAT YARD - *Haul & Storage*

LOCATED AT NEW GUINEA, ST.KITTS *Long 62º 50.1' W Lat 17º 20.3' N*

"QUALITY SERVICE AT A GREAT PRICE"





Special - 5% discount for full payment. Haul and Launch $ 11 / ft.
Storage $ 8 / ft / month. Beat the Hurricane season rush. Have access to your vessel to be launched at any time and not get stuck behind other boats.

Tie down available ($3/ft), backhoe available ($100/hr) to dig hole to put keel down in etc. Pressure wash, Mechanics ($45/hr), Electricians ($45/hr), Welding and Carpenters available. **Our 164 ton Travel Lift has ability to lift boats up to 35 ft wide and 120 feet long.**

We allow you to do your own work on your boat. No extra charge for Catamarans.
Payments – Cash (EC or US$)
Visa, Mastercard, Discover & travellers checks (must sign in front of us with ID)

24 hr manned Security, completely fenced property with CCTV.
Water and electricity available. **FREE high speed Wifi.**

www.skmw.net
E-mail: Bentels@hotmail.com
Cell: 1 (869) 662 8930

REGULAR HOURS FOR HAUL:
Monday to Thurs 8am to 3pm, Fridays 8am to Noon

Agents for: BUDGET MARINE

—Continued from page 11

The rally will likely continue this as an annual rendezvous, providing continuing help to Dominica for years to come."

To support Dominica's event, the Salty Dawg Rally organized a Salty Dawg Rendezvous in Dominica; rally boats left the British Virgin Islands heading to Dominica for the first week of February, arriving in Dominica on February 9th, ready to help as necessary. Along the way, the news about the rally was spreading. Several Salty Dawg vessels including *Kaliani, Persistence, Caris, Destiny, Pratique* and SSCA vessels including *Lagniappe* all rallied together on their way from BVI, St. Maarten and Guadeloupe to the shores of Portsmouth in Dominica. On entry, they contacted Martin Carriere of Providence Boating by hailing him on VHF 16. Martin then switched to a working channel and guided the boats to their reserved moorings, the new set directly in front of the PAYS office.



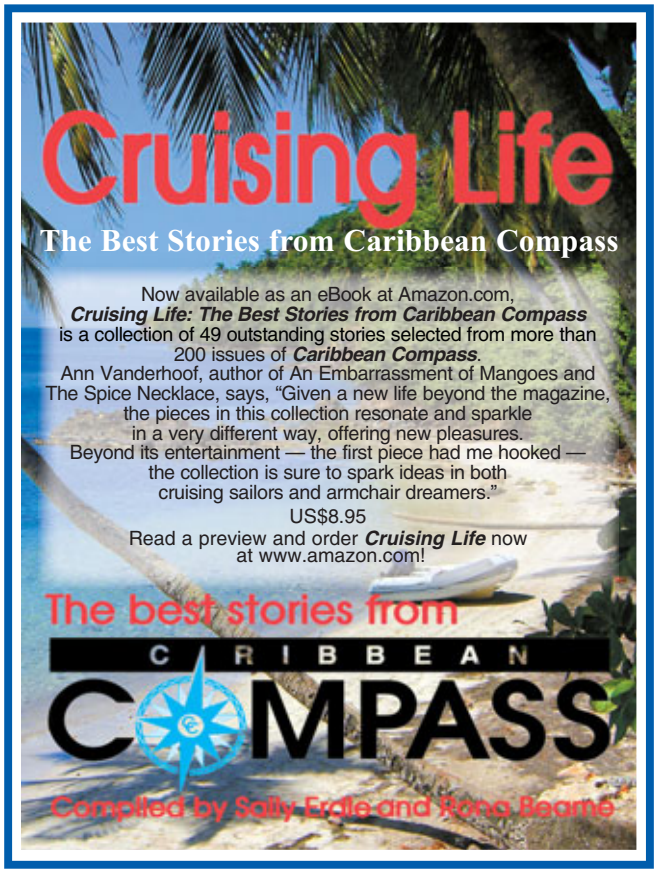
The night before, the Conovers' S/V *Growltiger* had dragged anchor several times, owing to the presence on the seabed of an invasive sea grass that recently migrated to the Caribbean (see details in this month's Caribbean Eco-News, page 12), so the moorings are a real asset, as is the PAYS' security boat. (In deeper waters in the harbor, over 30 feet, no weed survives, so it's good holding in those areas.) The new moorings and PAYS oversight makes it possible to take longer tours inland to visit Dominica's beautiful interior and its innumerable shades of green.

Next year's Yachtie Appreciation Week will be celebrated from February 12th through 19th, 2017, so please mark your calendars and do not miss it!





Clockwise from above: Dominica's beaches are still uncrowded; 'Welcome, yachties!' Tour guide Octavius Lugay, better known as 'Sea Cat', in Roseau; Visiting the Emerald Pool, one of the many waterfall-fed feature attractions of The Nature Island



FREE
CRUISING GUIDES

DOMINICAN REPUBLIC
CAYMAN ISLANDS
HAITI
CUBA
JAMAICA
TRINIDAD
ABC ISLANDS
PUERTO RICO
LESSER ANTILLES IN 3 VOLUMES



www.freecruisingguides.com

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

THE INFLATABLE

We love them. We hate them. And unless we are hardcore rigid-dinghy aficionados, we just can't do without them. Cruising cartoonist Inga Beitz takes a lighthearted look at life with the rubber duck...



Caraïbes Diesel Services
SAINT MARTIN - SINT MAARTEN
www.caraibesdiesel.com
Chantier Naval Géminga - Marigot
97150 Saint Martin FWI
Phone : (+590) 590 870 373
Email : info@caraibesdiesel.com
MARINE ENGINEERING PARTS AND LUBRICANTS
VOLVO PENTA
CAT Marine Power

IT'S MUCH MORE THAN A MARINA: IT'S HOME!
IGY SIMPSON BAY MARINA



WE OFFER

Full service marina where IGY's experienced and friendly staff will take care of you!

- 24-hour security
- 125 concrete slips
- Electricity: 30amp, 50amp, 100amp SP, 100amp 3P, 480v 100amp 3P
- 12ft deep access channel
- Fuel dock and bunkering
- Free Wi-Fi and cable TV at each slip
- Restroom and shower facilities
- Banks and laundry within the complex
- Pick-up and drop-off from major supermarkets

IGY MARINAS
P.O. BOX 4540, AIRPORT ROAD, SINT MAARTEN, DUTCH CARIBBEAN
TEL: +1(721)544-2309 WEB: WWW.IGYMARINAS.COM
E-MAIL: SBM@IGYMARINAS.COM

MOVING FORWARD

ULLMAN SAILS CARIBBEAN

St. MAARTEN SAILS
St. Maarten's Sailmaker since 1979



More technology.
More expertise.
More service.
The same sailmaking team

St. Maarten Sails and Canvas N.V has teamed up with Ullman Sails

Biminis and Dodgers
Cushions
Upholstery
General canvas work





Opposite Island Water World
+1(721) 544-5231 / +1(721) 520-6484
rgilders@ullmansails.com / admin@stmaartensails.com
www.stmaartensails.com

—*Continued from page 12*

On February 12th, staff of the St. Maarten Nature Foundation conducted research on the possible presence of *Halophila stipulacea* in Simpson Bay Lagoon. The first unconfirmed, anecdotal report of a specimen of *H. stipulacea* being present in the Lagoon was given by researchers of EcoVision in 2010, who were conducting an environmental impact assessment on the construction of the Lagoon Causeway. Though no photos or documentation were produced showing the presence of the species, it was decided that based on the disconcerting nature of marine plant invasions, research be conducted on the presence of the species. On St. Maarten the most likely vector for transportation is the boating and yachting industry, particularly those vessels originating in the Mediterranean or travelling from Grenada, St. Lucia and/or Dominica.

It is unclear how the invasion of *H. stipulacea* will influence near-shore ecosystems. The presence of a seagrass that is tolerant to a wide range of environmental factors could occupy open space and thus re-shape the local marine resources, such as near-shore fisheries. If *H. stipulacea*, a fast-growing species that can form dense stands, expands into existing seagrass beds, it may result in the loss of biodiversity. In hurricane-prone areas and in biologically depleted zones, the rapid colonization of recently disturbed habitats by *H. stipulacea* could interfere with natural seagrass succession. Likewise, if *H. stipulacea* is displacing native seagrasses on the island, a loss of seagrass diversity may occur.

Further studies of *H. stipulacea* will be needed to resolve the question of its ecological impacts in the Caribbean Basin. Research is currently being conducted as to the possibilities of seeding areas with native grasses in an attempt to control the invasion.

The species has been found on only four Caribbean islands so far, thus research on controlling measures in the region is still in its infancy. The Nature Foundation of St. Maarten is constantly monitoring the development of controlling methods.

Visit www.naturefoundationsxm.org for more information.

CARIB Tails News Flash: Saba Humpback Match!

Nathalie Ward reports: Following on last month's news on humpback whale fluke identification [see "Sailors' Tales and Humpback Tails Make a Splash For Science" in the March 2016 issue of *Compass*], comes the news that the Saba Conservation Foundation contributed this winter season's first humpback tail fluke photo on February 20th for the CARIB Tails project — and it's a match!



CANDICE VOLNEY, SABA CONSERVATION FOUNDATION

This whale was photographed in 1980 and 2004 in the DR, and in 2016 in Saba

The patterns on the undersides of humpback whale's tails, or flukes, are as unique as a human's fingerprints, and likewise are used to identify individuals. This tail fluke, compared with those of more than 8,000 known individuals in the North Atlantic Humpback Whale Catalog (NAHWC), has been seen on three occasions in the West Indies breeding grounds. First seen on Silver Bank (Dominican Republic) in March 1980, it was re-sighted on Silver Bank in 2004, and then seen in February in Yarari, Saba's Marine Mammal and Shark Sanctuary. The individual is at least 36 years old! Thanks to the crew of the *Lady Rebecca* for submitting the image and thanks to the researchers from Allied Whale at the College of the Atlantic for the match!

Tail fluke photos gathered and analyzed from CARIB Tails and sister sanctuary research partners offer new perspectives to the timing and movement patterns of humpback whales from the southeastern Caribbean. The Caribbean Netherlands' Yarari MMS is one of five marine sanctuaries in UNEP's Sister Sanctuary Program/ Marine Mammal Protected Areas Network.

Visit www.caribtails.org for more information.

Call for Plastic Beach Debris Data!

Plastic pollution of the world's oceans is a rapidly increasing issue, with an estimated five trillion items currently floating in the surface layer and an estimated 275 million tonnes of new plastic accidentally or intentionally entering the ocean every year. Data on the distribution and abundance of this debris assists research scientists and politicians to develop management strategies to deal with this enormous, international issue. Beach clean-up data, largely coordinated by volunteer groups, provide valuable information on the types and amounts of debris present, in relation to factors such as distance to cities.



In 2014, data on the density of beach debris were collected on inhabited and uninhabited islands in the Grenadines with the support of Environmental Protection in the Caribbean (EPIC). In 2015, additional data were collected on islands further north, from St. Maarten to the central Bahamas. Together, these data will form the basis of a Masters student research thesis, supported by the University of Dundee in Scotland.

Additional data from beaches throughout the Caribbean is being solicited to help in this research.

HOW TO HELP

Map out your survey area: Using a transect tape (or measuring tape), run a 20-metre-long transect parallel to the waterline, at approximately the same height as the high-tide line. When searching for debris items, you will search within one metre either side of this tape only. Items outside this area are not to be counted.

Fill in the survey forms available at http://jenniferlavers.org/links.

E-mail your beach debris data to Jennifer.Lavers@utas.edu.au by April 30th.

—Continued from page 19

According to BYS coach Andy Mitchell, his son Drew, at only ten years old, was the youngest of the 175 participants in the July 2015 Optimist North Americans held in Antigua. Drew plans to go back again next year but he is rapidly outgrowing the Optimist. BYS is working to raise funds to send Drew, along with Eltino Bynoe, also now 11 years of age, and Oton Compton who is 14. Last year, junior sailors, coach and chaperones sailed from Bequia to Antigua on a large catamaran, using it for transportation and housing. Owing to various challenges, they only arrived the afternoon before the start of the championship. Next year, they plan to arrive days early, for rest and practice before the big event begins. With a sign-up sheet (including donor and yacht name, e-mail address and donation amount) in hand, Drew approaches yachties in the harbor asking for donations for his Opti North American campaign. "He has raised EC$2,000 so far," says Andy. "It gets exhausting to keep going after funding."

BYS has a website: www.bequiayouthsailors.org. They keep supporters informed of their endeavors and accomplishments.

Louise Mitchell says, "It is ironic that only in 2016 is sailing becoming an official national sport in SVG as it has been in the blood of the people of the Grenadines for generations, but as the saying goes here, 'nothing before its time'. I expect to see all sailing enthusiasts at the meeting of the Sailing Association on April 10th at 11:00AM at Gingerbread Hotel restaurant, Bequia."

Y2A Featured Youth

Jojo Adams, 16 years old
Junior Sailing Program: Bequia Youth Sailors (BYS)
Port Elizabeth, Bequia, St. Vincent & the Grenadines
Favorite Boat: Laser

Of Jojo Adams, his coach Andy Mitchell says, "Jojo has a very steady hand. He works hard, is very calm and is a very natural sailor."



Jojo has been sailing with Bequia Youth Sailors (BYS) since he was ten years old. Mostly on weekends, Jojo, along with other youths, sails Optimists, a Laser and double-enders within well-protected Admiralty Bay. It started out with fun practice races where, as a group, they'd sail down to Lower Bay to De Reef restaurant. Andy Mitchell would buy them lunch. Then they'd race back upwind to where the boats are stored just off the main dinghy dock in Port Elizabeth.

When asked about his racing, Jojo says it came "very easy." In school, he likes geography. As he started sailing, he found out how the compass is used in sailing.

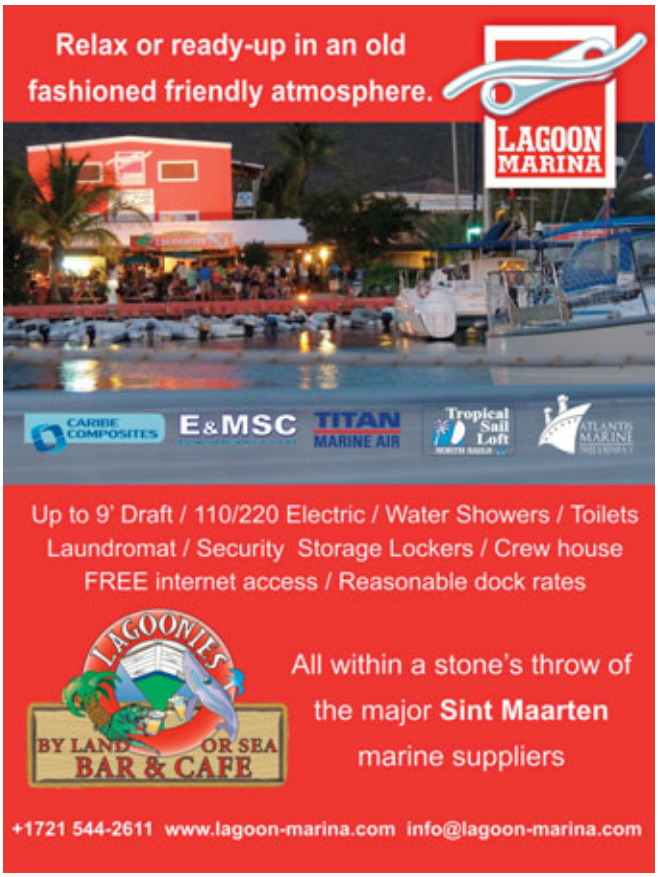
Jojo's mother works at Jack's Bar on Princess Margaret Beach. His father regularly goes to Rhode Island in the summer, performing varnish and other marine repair work. In Bequia, he drives a taxi during the rest of the year.

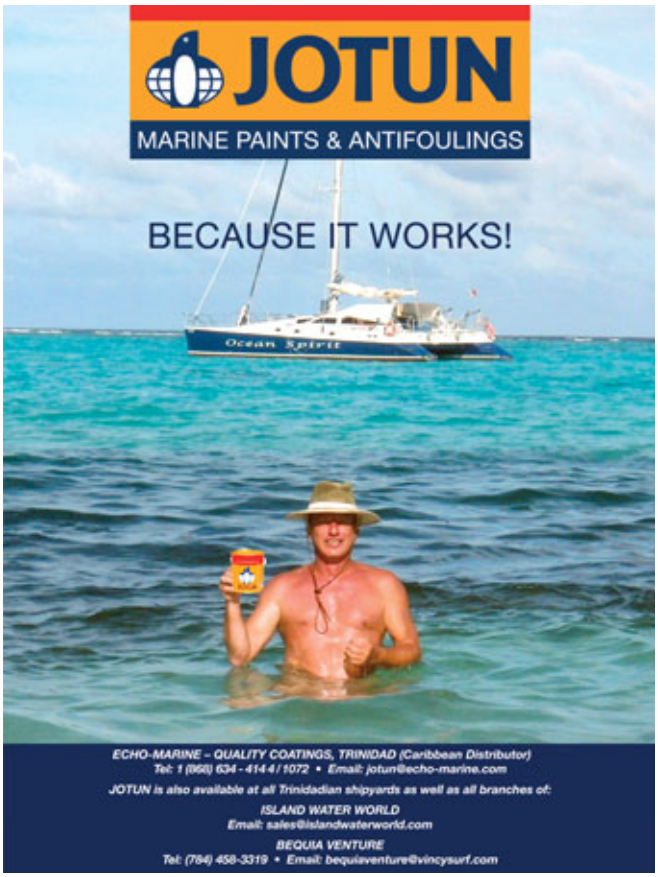
Jojo raced Optimists in the 2013, '14 and '15 Carriacou Regattas. He, Drew Mitchell and Oreakay Joseph raced in the June 2015 St. Lucia Nationals. Jojo also has been helmsman on 12-foot, 16-foot, 18-foot and 28-foot double-enders during Bequia's annual Easter Regattas and races held in Mayreau. According to Andy, Jojo will be the youngest person ever to captain a 28-foot double-ender in the upcoming Bequia Easter Regatta when he skippers *Crystal Claire*.

Commenting on the physical strength built in the upper body and legs from hiking out in strenuous winds that normally blow through the bay, Jojo says, "We practice roll tacks and discuss right of way. Sailing is a good way to stay fit, to upgrade yourself and remain strong." He'd like to become a professional sailor one day. "I see myself in ocean-crossing races."

Ellen Ebert Birrell attributes her opportunity to cruise the Caribbean aboard Boldly Go *with partner Jim Hutchins to life skills built in childhood. Believing swimming and sailing are essentials for island youth, she supports junior sailing and serves on the Caribbean Sailing Association Sailing Development Committee. Visit caribbean-sailing.com/youth/youth-programs for more information.*

Youth2Adult – Y2A – is a series of articles celebrating sailing's role in youth development. If you know of a Caribbean youth sailor or adult candidate for featuring in Y2A, please contact ellenbirrell@gmail.com.







See why the Caribbean is worth defending.

Join The Nature Conservancy and help us Defend Paradise.

The Nature Conservancy works throughout the region to protect seas, coastlines, and coral reefs on which we all depend. We need your help to protect our waters and our way of life. To find out how you can make a lasting impact on conservation in the Caribbean and to join our campaign to Defend Paradise, visit **nature.org/defendparadise**.

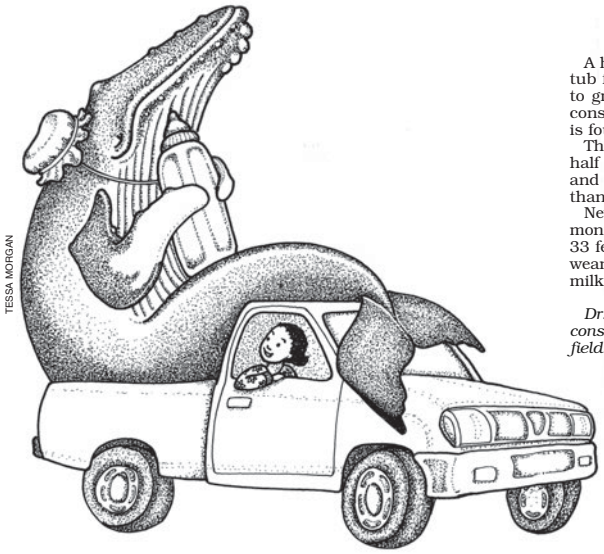
The Nature Conservancy

DEFEND Paradise



A Mother's Milk: A BIG Bottle!

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



TESSA MORGAN

A humpback whale calf drinks more than 50 gallons of milk a day — that's a bath-tub full! Mother whales nourish their young with super-rich milk that allows calves to grow at phenomenal rates. Humpback milk is 50 percent fat and is almost the consistency of yogurt. In comparison, cow's milk is three percent fat and human milk is four-and-a-half percent fat.

The growth of a humpback whale calf is impressive! At birth, the calf weighs about half a ton — the weight of a pickup truck. Daily it grows almost three centimetres and gains on average nearly 40 kilograms (about 88 pounds). That comes to more than 1.4 kilograms an hour!

Newborns are about three to five metres (ten to 16 feet) long; when weaned at ten months, they may double their birth length to reach an average of ten metres (about 33 feet). The calf will have ingested up to nine tons of the precious milk before it is weaned. Weaning is a ten-month process, wherein a humpback calf's diet of mother's milk is gradually replaced with a solid diet of fish.

Dr. Nathalie Ward is a marine biologist, conservation educator and marine policy consultant. She has authored numerous scientific publications and marine mammal field guides as well as children's books on whales, dolphins, sharks and coral reefs.



The Caribbean Cutlass — Much More than a Machete

by Shirley Hall

Machetes — oh, no! Visitors to the Caribbean often associate a large, handled blade with criminals. But every farmer, gardener and fisherman and almost every homeowner in the Caribbean has what we call a cutlass.

In past centuries, the steel companies in Britain supplied her colonies with efficient tools for the sugar, tea, copra and rubber industries and made different blade models for her Asian, Caribbean and African colonies. The word cutlass developed from a 17th-century English variation of *coutelas*, a 16th-century French word for knife. The French word is itself a corruption of the Italian *coltellaccio*, or large knife, derived ultimately from Latin *cultellus* meaning small knife. The Spanish colonies had the *machete*, and although machete comes from the word "macho", meaning male or strong, the machete is a much lighter and narrower blade than the cutlass.

Pirate lore made the "cutlass" famous. These broad, flat blades are believed to evolve from the hunting knife of the French buccaneers on Hispaniola. The blades had to be sturdy for work aboard a ship, including dividing silver coins into "pieces of eight": that's actually how they made change in those days, by chopping off a chunk of a silver coin.

Although we know the cutlass well in Trinidad as the giver of "chops" — a deadly weapon — it is essentially a tool. Woodsmen and soldiers in the 17th and 18th centuries used a similar short and broad sword called a hanger. Once the hand guard or hilt disappeared, it was no longer considered a weapon. (Those who stopped considering the damage a cutlass can do to a person have never been "planassed", or beaten with the flat side of the blade.)



Whatever you call this wicked-looking long blade, it's a must-have tool for the Caribbean. When sugarcane was king, men with cutlasses did the harvesting of hundreds of acres. Although the sugarcane harvest is mainly a thing of only memories, banana, plantain and cassava growers still require a cutlass. Watching a fisherman quickly slice a big fish into steaks with a cutlass is a sight to behold.

In addition to being a common farmer's and fisherman's tool, it's great to have on board. If you have any consideration of going into "the bush" or forests, don't leave the boat without your water bottle, wearing your boots and carrying a cutlass.

When my husband and I were aboard one day, our boat was searched by an island coast guard patrol. When asked if we had any weapons, we showed our cutlass. The officer said, "That's okay — it is just a three canal." The "three canal" — so-called for the three grooves along its blade — seems to be indigenous to Trinidad. The reason for the three canal grooves on both sides of the blade is to make it easy to pull the blade from thick, wet, sappy wood.

Now that we live ashore in Trinidad, we use our "three canal" for everything from peeling grapefruit to digging holes to plant seedlings, from pruning fruit trees to cutting grass and chopping bamboo.

A cutlass is one piece of steel with a wooden handle attached. Recently I got an education from the owner of an agricultural shop. As with everything in this modern world, there are genuine cutlasses and counterfeits, usually made in China. The genuine cutlass is known as the "Crocodile" cutlass and the blade is made from British steel. The blade strip is tapered to increase the cutting performance with the weight of the tool.

The quality British cutlasses are made from hot-rolled, high-quality steel. This means the blade is rigid and doesn't wobble if you shake it and won't bend or break in use. The most important reason to buy a top-quality cutlass is it is made from tempered steel and should keep its edge, or stay sharp longer. The handle grip is made from a hard wood such as beech or maple.

The Crocodile brand cutlass will usually be marked with a red sticker, but beware there are also counterfeit stickers. Look for a manufacturer's name, such as Sheffield or Martindale, imprinted on the blade. A counterfeit will be lighter and the blade will wobble. A counterfeit should cost a bit more than half of a true cutlass and last about a quarter as long.

Today, those who use the cutlass daily have the handle wrapped in either black electrical tape to help keep the grip when sweaty, or in rubber sliced from an old bicycle inner tube to lessen the shock to the arm and shoulder while chopping hard wood or bamboo.

Only in Trinidad have I seen the "brushing" cutlass. The brushing has the handle cut off and the blade bent at a certain angle before being inserted into a wooden pole handle. The pole is split at the bottom to accommodate the bent blade and then wire known as "cutlass wire" is wrapped tightly around the wood to hold the blade secure. The men who make these custom brush cutters adjust the angle of the bend in the blade depending on the land being cleared. Flat land needs an almost 90-degree bend while hillsides need a less sharp bend.

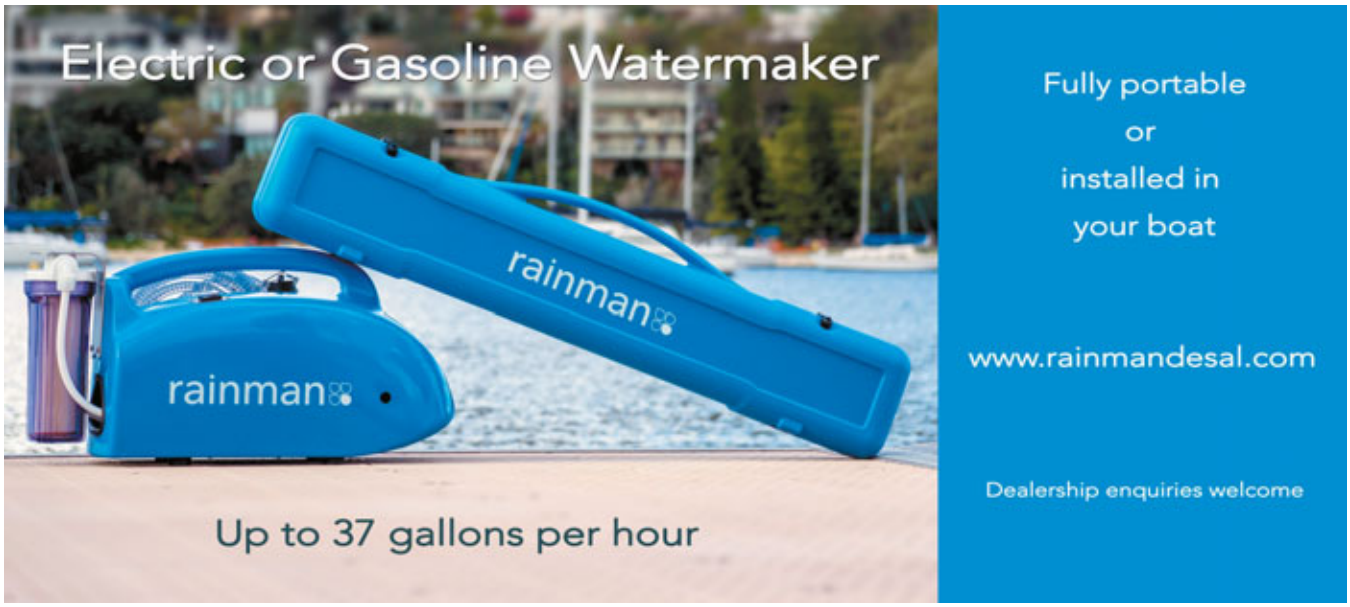
The safest way to keep track of where you have your cutlass is to get a sheath that can be worn on your belt or with a shoulder strap. Often I have finished a job and walked off, forgetting where I stuck my cutlass. Once I was clearing land and piling wood for a fire and burned my cutlass before I remembered where I had left it.

A sheath or other covering is also necessary in some places, such as Kingstown, St. Vincent, where it is illegal to carry an unwrapped cutlass.

One more essential for all cutlass owners is a file to keep the blade edge sharp. After so many whacks you will know when to stroke it with a file. The file is a steel bar with a case hardened surface and a series of sharp, parallel teeth. Most files have a narrow, pointed tang at one end to which a wooden handle can be fitted. The type used to sharpen a cutlass is termed a "bastard", because of the unusual or irregular teeth that smooth and sharpen. Always have the cutlass blade facing away from you and stroke the file so your fingers do not run up to the edge of the blade. A sharp cutlass is unrelenting; one slip will have a bleeding fingertip that will be sore and tender for a month. Again look for quality in a file as they can be counterfeited; Nicholson is the name to seek.

In my youth there was a man with a sharpening wheel in our village in Trinidad. Once a month we would bring all our blades to have him hone them to a good edge. The sharpening wheels were big stones, usually more than a foot in diameter, that spun by pedaling. The wheel's bottom would splash through a tub of water, lubricating the stone adding to the speed of sharpening the blade. But those days, like the days of pirates, are gone.

Shirley Hall is the author of The New Caribbean Home Garden Handbook.



LOOK OUT FOR...

The Coconut Palm, Globe Trotter

by Lynn Kaak



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

... such as the coconut palm, that cliché of the tropics. How could we ever see that idyllic picture in our mind's eye of a tropical beach paradise without some coconut trees, swaying in the breeze while casting their highly recognizable shadows? Truly, could there be a more refreshing beverage than coconut water straight from the nut (with, or without, your favourite alcohol in it)?

Coconut palms have a long history with the human race. Their cultivation stems back to the early Australasians and the peoples of the subcontinent of India. It has few peers in its usefulness to humans, as a food source, fuel, building material, tool... well, it is the Swiss Army Knife of trees. The nut's portability and keeping qualities made it a must-have travel companion from the early days of man's expansion throughout the Pacific and Indian Oceans and the Caribbean Sea.



Cocos nucifera has two basic varieties, *niu kafa*, which originated in the Indian Ocean, and *niu vrai*, the coconut of the Pacific. *Niu kafa*, which is more triangular and has the large, quite fibrous husk, is the coconut that we tend to find in the Caribbean. The Europeans spread these Indian Ocean natives westward, eventually bringing coconuts to the New World, like so many other things they brought along. On a side note, the Spanish brought the Pacific variety, *niu vrai*, to the west coast of the Americas, which is why you find a difference depending on which side of the continent you are on.

Coconuts themselves are technically drupes, as opposed to nuts. It has the three layers that a fruit has, with the innermost layer being the white meat of the mature "nut". Before that, the genetic material basically floats around in what we know as coconut water until it hardens up on the inside of the shell. The three little indentations on the shell allow the new tree an exit point from the protective layer. While walking, you can see the young trees growing out of the remnants of the shell. Given time and the right environment, they can grow up to about 20 metres in height; there is a dwarf variety that will top out at around three metres in height.

The trees have an atypical root system that is more frequently seen in grasses. Rather than a large central root system, a tentacle-like system reaches out into the ground, spreading out in a mass rather than branching off from central trunks. This is quite obvious to see when you observe a tree that has toppled over from age or excessive wind.

Copra, the dried "meat" of the coconut, has numerous uses, and makes coconut a lucrative crop. Coconut oil that is extracted from the copra may be used in cooking or in a multitude of personal care products. Coconut milk, and dried and fresh coconut meat also have many commercial uses. The usefulness of the charcoal that can be made from the shells cannot be underestimated, and the numerous uses of the fibrous husk for making ropes and fabrics has been known for centuries. The shells can be used as eating utensils and vessels, as well as being artfully crafted into ingenious designs for everything from bird feeders to ornaments.

This wide-ranging usefulness is why coconuts are found inland, as there is no natural way that the large seeds would find their own way inland without human intervention. Beaches on uninhabited islands will have coconut palms as well, as the fibrous husks are perfect for floating the seed along in the sea for a while, just waiting to be deposited on a welcoming shore.

The trees have no difficulty dealing with a salty environment, and are quite content in sandy soil, as long as they stay warm enough (consistently over 15°C or 60°F) and get enough to drink. While they prefer lots of rain, with about 1,000 millimetres (about 40 inches) worth of water, as long as their environment is humid enough, they will still flourish. The one thing they are picky about is sun, as they love the sunlight. This is why they do so well on beaches, as the environment is right for them.

Unfortunately, the presence of "lethal yellow" has affected some of the trees in the region, especially those in Antigua, with a few incidences in Jamaica. While the trees can normally live up to about 70 years, this bacterium can kill them within months. Some of the islands have developed a more stringent policy on the importation of trees, and the cultivation of resistant plants has been proposed. While antibacterial treatments can be administered, it can be a rather expensive proposition over the lifespan of a tree, or multiple trees. Controlling the insects that spread the disease is not an option.

The coconut palm has traced a path across the globe, travelling with humans for many centuries while searching for other lands. Lucky us, we can find it just by pulling up our dinghy on almost any beach.





The Sky from Mid-April to Mid-May

by Jim Ulik

It's Geekfest! May the fourth be with you. The day of celebration is approaching for the fans of Star Wars. If you don't want to dress up in Star Wars costumes you could watch the complete film series. You can also look forward to participating in Space Day or Astronomy Day. Still not convinced? How about a galactic gala called Astronomy Week? Yes, seven full days of celestial celebration. Coming back down to Earth you can also participate in Earth Day on April 22nd.

This period's calendar lists some space and science events. Maybe these events will inspire you to dust off your sextant and practice some celestial navigation skills. At the very least you might brush up on your coastal navigation skills using your old navigation tools and paper charts. After all, there is the potential loss of GPS signals due to solar flares or Coronal Mass Ejections (CME). These days there is also the threat of cyberattacks on Global Positioning System satellites. The Russian GLONASS satellites and the navigation satellites put into orbit by the European Union, India, China and Japan are all at risk because of attacks from hackers. "... it is a historical fact: Sharing the world has never been humanity's defining attribute," says Professor X from X2: X-Men United.

There is navigating by the stars and there is navigating the stars in space. If you think either technique is difficult, think about navigating below the surface of an ocean on a distant planet or moon. The Cassini spacecraft has been studying the depths of the Kraken Mare on Saturn's moon Titan. The Titan Submarine will make a 90-day, 1,250-mile voyage exploring Kraken Mare. The sea is comparable in size to the Great Lakes in the US. Figure 1 displays a tentative cruising route for the Titan Submarine.

Sunday, April 17th

The Moon and Jupiter will pair up for the first time this period. They will be within two degrees of each other. They will begin to move away from each other over the next few days only to come together again on May 14th and 15th.

Monday, April 18th

This is the best time to view Mercury, since it will be at its highest point above the horizon. Look for the planet low in the western sky just after sunset.

Friday, April 22nd

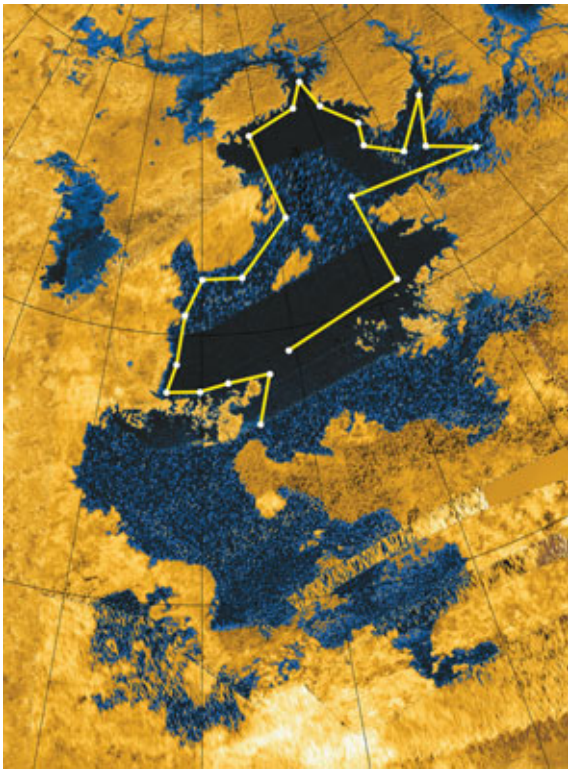
Today marks the Full Moon and Earth Day. The Full Moon occurs precisely at 0123 hours and will set at 0610, just after sunrise. The modern environmental movement actually started in 1948. Earth Day was founded by Wisconsin Senator Gaylord Nelson in 1970. The first Earth Day event was coordinated by Denis Hayes, who later took the movement international. The Earthrise photograph, taken in 1968 from *Apollo 8*, became an image that would represent the renewed environmental movement of the 1970s. New federal legislation in the United States made great strides in cleaning up the skies, lands, lakes, and oceans. President Richard M. Nixon declared, "The great question of the '70s is: shall we surrender to our surroundings or shall we make our peace with nature and begin to make reparations for the damage we have done to our air, to our land, and to our water."

Friday & Saturday, April 22nd & 23rd

The Lyrids meteor shower produces about 20 meteors per hour. The shower is usually present April 16th to April 25th. It should peak overnight from April 22nd into the 23rd. The meteors are bright, leaving long trails that last for several seconds. The Full Moon will block all but the brightest meteors.

Sunday, April 24th

As shown in Figure 2, there is a conjunction between the Moon, Mars and Saturn. The star Antares will also be nearby. Historically, Antares has been confused with Mars because it is similar in color. Hence the name Antares, which means like Mars or like (Ant) the Greek god of war (Ares). Mars, Saturn and Antares will remain together throughout this period.



The possible cruising route of the submarine below the surface of Kraken Mare on Saturn's moon Titan

Thursday, April 28th

The peaking meteor shower for tonight is the alpha Scorpiids. Expect to see some shooting stars associated with this shower each night from April 20th to May 19th. The meteors will appear to radiate from a point near Antares. Tonight that point is between Antares and Mars.

—Continued on next page





—*Continued from previous page*

Saturday, April 30th

Today is the 1,010th anniversary of the appearance of Supernova 1006. It was widely observed on Earth in AD 1006. The supernova was the brightest stellar event in recorded history and documented by astronomers in China, Japan, Europe and the Middle East. Even at 7,200 light years away, the explosion was brighter than the planet Venus. The material ejected is now expanding at seven to eleven million miles per hour. Figure 2 shows its location in the night sky. The latest image of the event, released in 2013, can be seen in Figure 3.

Wednesday, May 4th

Star Wars Day has finally arrived. This is an international celebration of the Star Wars film series (not the Strategic Defense Initiative (SDI) proposed under Ronald Reagan). The first organized celebration of Star Wars Day took place in Toronto, Ontario, Canada in 2011. May the force (fourth) be with you?

Thursday & Friday, May 5th & 6th

The Eta Aquarids meteor shower will peak tonight. The Earth is passing through the debris field left behind from Halley's Comet. The best time to view any meteors will be between 0200 and 0500. The meteors will originate from the constellation Aquarius as it rises in the east after midnight. The number of shooting stars can total 30 per hour.

Friday, May 6th

Today is the New Moon. This phase occurs at 1529. This is the best time of the month to observe faint objects such as galaxies and star clusters because there is no moonlight to interfere.

Recovered from Star Wars Day? That's good because today is International Space Day. It was created by Lockheed Martin Corporation in 1997 as National Space Day. The goal is to promote math, science, technology and engineering education in young people to inspire them to pursue a career in science, especially a career in space-related jobs. In 2001, owing to its extreme popularity, former astronaut and Senator John Glenn expanded the event to International Space Day.

Sunday, May 8th

In the west just after sunset the Moon will be located just above Aldebaran. At only two days past new, the Moon will only be seven percent illuminated.

Monday, May 9th

The planet Mercury will move directly between the Earth and the Sun. The transit begins at 0712 and ends at 1442. The transit of Mercury across the Sun is a rare event. The next two transits will occur in 2019 and then in 2032. Figure 4 shows the path of Mercury's transit.

Friday, May 13th

The alpha Scorpiid meteor shower will reach its second peak this period. The meteors will radiate from the space between Mars and Antares.

Saturday, May 14th

Today is Astronomy Day. In general astronomical societies, planetariums, museums, and observatories sponsor public viewing sessions, presentations, workshops, and other activities to increase public awareness about astronomy and our universe. If you are near Puerto Rico, the Astronomical Society of the Caribbean (SAC, www.sociedadastronomia.com) may be a source for activities.

In the News

The European Space Agency and Airbus Defence & Space have placed the first relay satellite using high-speed laser communications into orbit. Fully operational in mid-2016, the relay satellite will transfer high-volume data from existing Earth observation satellites, drones or other surveillance aircraft and from the International Space Station. The data transfer rates will be up to 1.8 gigabits per second (compared to my current download speed of 1.3 megabits per second). For maritime, intelligence surveillance and reconnaissance as well as emergency response and weather forecasting, the system will provide near-continuous global surveillance in real time. With respect to maritime surveillance, authorities can investigate illegal or undisclosed activities in a timely and effective manner and alert the coast guards.

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

Jim Ulik of S/V Merengue *is a photographer and cruiser currently based in Grenada.*

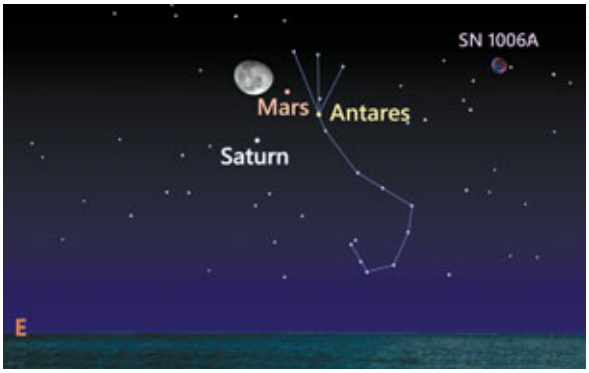


FIGURE 2

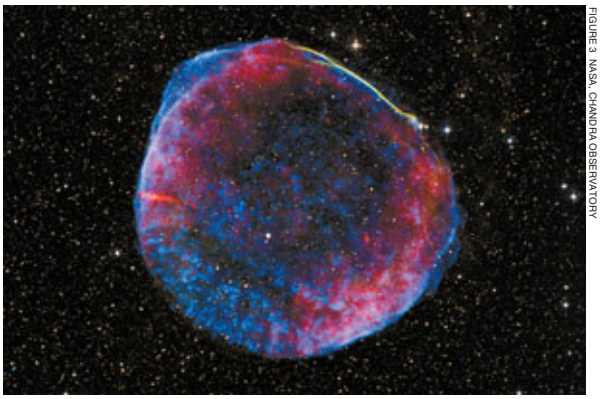


FIGURE 3 NASA, CHANDRA OBSERVATORY

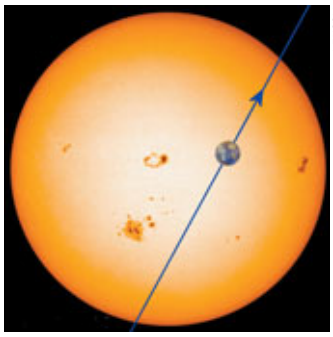


FIGURE 4

FIGURE 2
The Moon, Mars, Saturn and Antares rising in the east near the location of the brightest supernova in recorded history

FIGURE 3
The current image of Supernova SN1006A

FIGURE 4
The transit of Mercury as viewed from space

BOAT PAINT & STUFF
Time Out Boat Yard Saint Martin
Next to the French Bridge



ANTIFOULING SPECIALIST:

PPG Amron COPPERCOAT
Permanent Antifouling
(10 years and more…)

Fiberglass + Epoxy & Polyester Resins
Epoxy primer + Polyurethane Top Coat
Phone: + (590) 690 221 676
info@boatpaintstuff.com
www.boatpaintstuff.com

GRENADINES SAILS & CANVAS • BEQUIA



Services provided:
NEW SAILS
SAIL REPAIRS
U/V COVERS
& FOAM LUFFS
BIMINI, DODGERS
& AWNINGS
DINGHY COVERS
UPHOLSTERY
TRAMPOLINES
STACKPACKS &
LAZY JACK SYSTEMS

NORTH SAILS
REPRESENTATIVE

DINGHY CHAPS IN A DAY
Tel (784) 457-3507 / 457-3527 (evenings)
e-mail: gsails@vincysurf.com VHF Ch16/68

Authentic Caribbean Ways with Fish

Fish: healthy, delicious, versatile and traditional, it's the protein dish of choice across the Caribbean, served any time of the day.

Escoveitched Fish goes way back to colonial times. Similar to ceviche, except that the fish is fried, the fish is basically pickled — a way of preserving foods in the days before refrigeration. Now it's a popular breakfast or brunch treat.

Fish Broth is also popular at breakfast, and has a reputation as a powerful hang-over cure.

Note: When a traditional Caribbean recipe says "fry", it means fry. This is no time for any namby-pamby sautéing. It doesn't mean, however, that the fish should be overcooked or dry, just sealed and perhaps a bit crisp on the outside.

Grenadian chef Desmond Thomas has shared the following time-tested local recipes with us, which we know you will enjoy!

Escoveitched Fish

3 pounds fish, sliced in half-inch thick slices (recommended: kingfish, snapper, jack, dorado or marlin)
juice of 2 or 3 limes or lemons
4 teaspoons black pepper and 4 teaspoons salt, combined
1/2 Cup oil for frying
2 Cups cane or malt vinegar (white or brown)
2 large onions, sliced thinly
1/2 scotch bonnet pepper, cut in strips, or 1/2 teaspoon dried Tabasco pepper
1 teaspoon pimento seeds or whole allspice
1/2 teaspoon whole black peppercorns

Wash fish thoroughly in water to which the juice of limes or lemons has been added. Dry thoroughly. When absolutely dry, coat the fish on both sides with the combined salt and black pepper and set aside on paper towels.

Heat oil in a frying pan and fry fish on both sides until nice and crisp. Set fish aside in a deep Pyrex dish or other non-reactive bowl.

In a saucepan, combine vinegar, sliced onion, pepper, pimento seeds (or whole allspice) and whole black peppercorns and bring to a boil. Simmer until onions are tender. Remove from fire and cool. Pour over fish and leave to steep overnight.

Fish Chowder Caribbean



1 pound fish fillets (fresh or frozen)
3 slices bacon, diced
2 Tablespoons butter
1/3 Cup chopped onion
1/3 Cup chopped sweet pepper
2 Cups diced potatoes
3 Cups boiling water
1 green hot pepper, whole
2 teaspoons salt
pinch of sugar
1/4 Cup cubed pumpkin
1/4 Cup rum
dash of Angostura Bitters
2/3 Cup evaporated milk
Chopped parsley to garnish

You can use all one type of fish for this chowder, or a variety. Cut fillets into chunks about an inch and a half square.

In a deep saucepan, sauté bacon until crisp, and then add butter, onion, sweet pepper, potatoes, water, whole pepper, salt and sugar. Cover and boil gently for 10 minutes, until potatoes are almost tender.

Add fish, pumpkin, rum and bitters. Cover and simmer for 10 minutes more. Remove the whole hot pepper. Add evaporated milk and reheat but do not allow to boil. Garnish with chopped parsley. Serve hot.

Yields 6 to 7 Cups.

Fish Broth

1 small onion
1 medium-sized tomato
1 Tablespoon grated fresh ginger
1 clove garlic, crushed
1 bay leaf
1 sprig fresh thyme
2 Tablespoons butter
1 medium-sized red fish (snapper), cleaned and sliced
4 Cups water
salt to taste
1 lime
2 Tablespoons Angostura Bitters

Chop onion and tomato, combine with grated ginger, crushed garlic, bay leaf and thyme, and fry lightly in butter, avoiding browning.

Add fish pieces, water and salt to taste. Heat to boiling, lower heat and simmer for 30 minutes. Remove bay leaf.

Add lime and bitters. Adjust seasoning with salt and pepper if necessary. Serve hot.

Calypso Fish

1 pound fish fillets
herbs and/or spices of your choice
2 teaspoons minced garlic
1 teaspoon freshly ground black pepper
1 Cup coconut milk powder
1 egg
1 Cup crushed cornflakes
1 Cup crushed pineapple (canned or fresh), thoroughly drained
Oil for frying

Wash fish fillets, pat dry, and season with herbs and/or spices, black pepper and garlic. Set aside.

In a medium bowl, mix coconut milk powder with egg. Set aside. With fingers, combine crushed cornflakes and drained crushed pineapple in another medium bowl.

Dip fish fillets into coconut powder mixture and then coat with crumb-and-pineapple mixture. Fry coated fillets for about three minutes on each side depending on thickness, or until golden brown. Drain on paper towel and serve immediately.

Yield 4 servings.

Poached Fish with Orange Sauce

4 fish fillets (fresh or frozen)
1 medium cucumber
1 teaspoon finely shredded orange peel
1 Cup orange juice
1 medium carrot, shredded
1/2 teaspoon salt
1 Tablespoon cornstarch
1 Tablespoon water

Thaw fish if frozen. Rinse fish and dry with paper towels. Measure thickness of fish. Set aside.

Chop enough of the cucumber to equal 1/2 Cup. Slice the remainder. Set aside.

In an ungreased 10-inch skillet, stir together orange peel, juice, carrot and salt. Bring the mixture to a boil, reduce heat.

Add fish fillets. Cover and simmer for 4 to 6 minutes per half-inch thickness of fish or until the fish flakes easily when teased with a fork.

Place sliced cucumber on a platter. Use a slotted spatula to transfer fish to platter atop cucumber slices. Cover with foil to keep warm.

For the sauce, in a small bowl, stir together the cornstarch and water. Stir into the mixture in the skillet. Cook and stir until the mixture is thickened and bubbly. Cook and stir for 2 minutes more. Stir in the chopped cucumber. Spoon the sauce over fish.

Classic Creole Fish

6 Tablespoons oil, divided
1 clove garlic, crushed
1 hot green pepper, seeded and finely chopped
1 3/4 Cups chopped tomatoes
2 bay leaves
1 Tablespoon crushed allspice
Juice of 2 limes
1 Tablespoon hot pepper sauce
Salt to taste
1 Tablespoon brown sugar
2 Tablespoons Angostura Bitters
4 small red snappers
2 Tablespoons seasoned flour

Heat half the oil in a frying pan. Add garlic and hot green pepper and cook for 2 minutes, then add the tomatoes, bay leaves, allspice, lime juice, hot pepper sauce and salt. Cover and cook gently for 15 minutes, stirring occasionally.

Coat the fish in seasoned flour. Heat the remaining oil in a large frying pan and fry the fish on both sides until just cooked through. Serve the fish with the sauce.

Grenadine Escape

'A TRUE IDYLL AWAITS'

Private Villa | Caribbean Sea
Beachfront Cottage | Palm Island

Price: USD 650,000

2 bedroom property on a private island resort with outstanding 180 degree views.
Tamarind Villa is for sale through its exclusive agents Grenadine Escape Ltd.





Contact: sales@grenadine-escape.com Phone: + 44 203 468 5592
For viewings quote OPH20 and receive 20% discount on island accommodation

BEQUIA BENCH

It starts with a mango tree —
why build four legs
when two come ready-made,
for free,
with built-in shade?

Two narrow pieces of wood
nailed to either side
of the trunk
run out to two legs,
driven into the ground; a plank

lies over them,
making the seat.
Above the seat, across the rear stakes,
run two more planks,
making its back. No leg is plumb,

no plank straight,
no two pieces of wood are of the same stock,
nor are the colors of paint,
where there is any, matched.
Level is not a concept that applies.

The whole thing relies
on scrap wood, although closer inspection
reveals a boat
whose bones had drifted
into the bush and were uplifted.

Doubling as a work bench
on which to paint
or plane, this improvisation
once beat to windward, fragrant
with a fishy stench.

You can bet your last breath it's there,
this hillside bench, not missing or stolen,
and can this be said
of the wrought-iron chairs
imported from the lawns of Wimbledon?

— *Richard Dey*

Island Poets

Happiness Is. . .

I do like a party, a fête or a lime,
But to be honest, my favorite time
Comes after fighting a rough, restless sea,
Buffeted, salty, then I like to be
At anchor at last in some calm, quiet bay,
Jib sheets and mainsail tucked safely away,
Showered and refreshed, rum 'n' soda in hand,
With some simple dinner prepared or just planned,
No chatter or challenge, but stillness and peace,
When the sounds of the day's wild activities cease,
When the pale moon is rising, and puts on its show,
Casting ribbons of silver, and wavelets aglow.
For me, this is happiness. This is the best;
My turbulent spirit and soul are at rest.

— *Nan Hatch*









Accommodation & Event Packages:
Weddings, Vow Renewal, Honeymoon, Anniversary & Birthday Packages

Summer Packages: Valid Apr 30th – Oct 31st 2016
~ 3 nights & 7 nights Specials
~ Day Pass
~ Staycation packages for Local and Caricom nationals

Bequia Plantation Hotel
Bequia, West Indies
telephone: 1 784-534-9444 or 1 784-534-9333
email: info@bequiaplantationhotel.com
www.bequiaplantationhotel.com

Beachside Restaurant & Bar:
~ Daily breakfast, lunch & dinner using fresh local & seasonal ingredients
~ Wholesale breads, pastries, cakes & quiches from our onsite pastry chef
~ Fresh local fruit juices daily
~ Speciality Cocktails, Happy Hour Specials & Afternoon Tea

BOOK REVIEW BY J. WYNNER

From Trinidad to the Galapagos:

AN INNER AND OUTER VOYAGE

Archipelago *by Monique Roffey, ©2012, Simon & Schuster UK Ltd, 360 pages, ISBN 978-0-85720-310-6.*

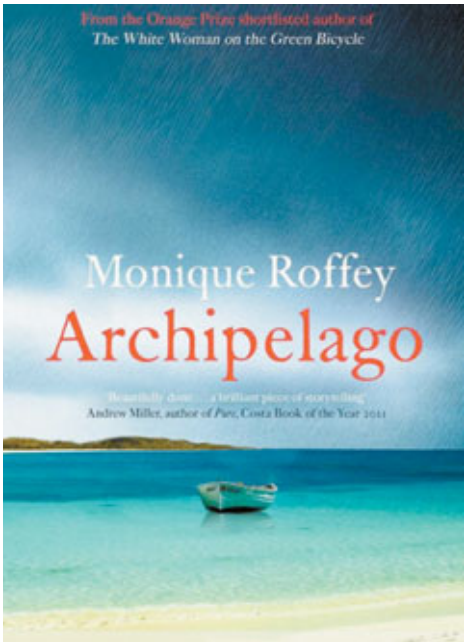
"White mountains glimmer into view. A Trinity of cones — snow or sugar — but he knows they're neither. They are peaks of harvested solar salt, dazzling and miraculous, rising up like unicorn horns, or hills of a distant moon.

"They are at odds with everything he knows in the Caribbean and they strike an unlikely picture on his eye. They could be the Swiss Alps deposited in a mixed-up dream. The mineral is found in great quantities here. In the south, Bonaire is more or less one large salt-infused wetland. When the seawater evaporates in the searing sun, piles of salt are left behind…."

Yes, as if with wide-angle lens and in high definition, Trinidadian author Monica Roffey's *Archipelago* gives a picture of both the land and sea vistas of the Caribbean when her protagonist Gavin Weald, his six-year-old daughter, Océan, and their dog, Suzy, set sail westward in the Caribbean Sea from their home in Trinidad aboard the 28-foot sloop *Romany*, visiting some of the islands and the mainland of Colombia, and then transiting the Panama Canal on their way to the Galapagos.

"On Bonaire's east coast, the sea isn't flat and gentle and full of beckoning sea forests. This coast is rough, so swimming can be dangerous, sailors cannot moor, divers will encounter predatory sharks…. They track the coast and drive through well-watered desert, tall candle cactus, prickly pear cactus and wild donkeys, brought by the Spanish five hundred years ago, wild goats, too, and lizards, more lizards. These ones are grey and wattled, the males almost five feet long. They lounge in the green bushes by the side of the road like concrete statues, basking in the sun. They are like conquistadors with their spiked helmets and pewter body armour which catches and reflects the colours of the rainbow…."

In *Archipelago*, Roffey, author of the acclaimed *The White Woman on the Green Bicycle*, captures the wonders in the sea, too. "There's a splash, to starboard now. Fifty feet away, the sea parts again. Then they see a creature rise upwards like a tower from the sea, gigantic, like a space ship. But it's sleek and has a fluted stomach, ridged like the hull of a dinghy. It has an enormous mouth, yes, like the gullet of a pelican; and a tiny eye next to it, quite blue. And it has wings, this creature or maybe they are oars; they are fretted — no, they are giant flippers. And the chin of the beast has buttons, maybe, barnacles or crustaceans. It seems to be up on its tail, rowing itself backwards in the air, smiling and saying *here I am*. And the creature is completely white. White all over, like milk. White like peace."



Though the book reads like a travelogue, Roffey has skillfully blended in an escape story in which the archipelago can be breezily sailed through; it's a leisurely read, though by no means a leisurely sail for skipper Gavin Weald. Besides the elements, he has to deal with his own inner demons.

"It was then his old life ended…", a year ago, after the torrential rain one December night which had the water flowing off the hillside behind Gavin's house causing the massive brown wave that swamped his home and took the life of his infant son. "When he held his wife and felt her body stiffen and knew that something had already set in… He and Claire didn't manage to speak about their son's death; her grief was turned in on itself. It was like she'd lost her wiring, the electricity that makes a human spark, live, talk, smile, sing. Her soul had vanished. And, to be truthful, he had similar feelings in his heart."

With these feelings in his heart Gavin flees to sea. But Gavin's inner turmoil sails with him. "He was scared of his wife, of catching what she had, that she'd spread it; that he was already a little contaminated… Depression ran in her family. It did not run in his family. But these things can catch and he did not want to get what his wife had…. He let her go back to 'her mother's house'…."

Océan, though a child, is acutely aware of her mother's condition and the brown wave that took her brother away from them, and is very much part of Roffey's narrative. And, like her father, she is an escapee. However, she possesses a child's unique awareness of the wonders of everything experienced on the trip.

But there is always the internal questioning by Gavin. Near the voyage's end the queries are still there: "Is this what he planned on, quietly, wished for, silently, when they left Trinidad? To be out here, this much out of his depth? Is this the dream he'd conjured all his adult life, this journey, this escape? Why did he want to be out here, in the middle of the biggest sea on earth?"

There is the inner enquiry about his boat, too, in which Gavin parallels the previous owner's situation to his: "What of the man who owned *Romany* before him? Was he so easily lulled? Did the boat pitch — did he fall over the rails, into the bewitching sea? Did he die in the arms of his beloved? Or, like him, did he have a good reason to flee, leave town?"

This is a story about sailing and heartbreak: "What Trinidadians call heartbreak. *Tabanca fer so*, a man or woman will declare when gripped by this particular emotion. People laugh or smile at the word because it rolls so well on the tongue; it could be the name of a cocktail, or a flower, something enjoyable, but no, there's nothing enjoyable about being in a state of tabanca…."

But with its exquisite descriptions of both psychological and geographical views as the story unfolds, *Archipelago* sure is an enjoyable read.

The best anchorages are only in Street's Caribbean Cruising Guides



When cruising the Caribbean be sure to have Street's guides on board as your primary pilot. Only Street has:

- Inter-island and harbour pilotage
- Tidal information
- All eastern Caribbean anchorages

Street's pilotage information is timeless and is your key to a quiet night's sleep in unspoilt anchorages!

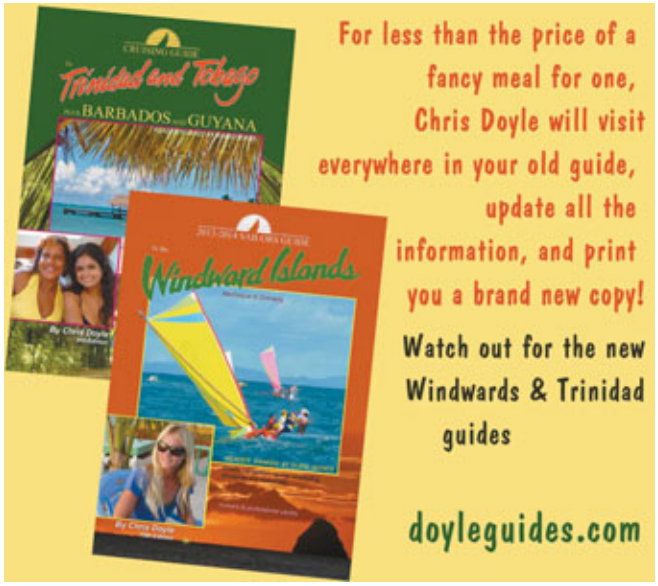
Other guides are best for shore-side information & are provided to the charter fleets so what harbours & anchorages they do include are more crowded. Street's guides include: south east & east coast Grenada, the south & east coast of Carriacou, & the east coasts of Cannouan & Martinique. These are not covered by other guides but Street considers them the best in the eastern Caribbean now Venezuela is no longer safe.

The perfect navigation companion for all the other guides

Order online

USA/Caribbean: iUniverse or Amazon (search Donald M. Street)

UK/Europe: www.imray.com (search: Don Street)





OPEN LETTER TO DON STREET

Hi Don,

I would love to have visited all the neat anchorages in your new guide, but my crew (my wife) is not comfortable in waves, so we have only been to about half of them. However, each time, we have had such a substantially better experience than 99 percent of sailors in the Eastern Caribbean. I think you would have loved to be a "fly on the wall" during this time. Here is usually what has happened.

1) I try to persuade my wife that we should go to one of your spots.

2) She asks everybody we meet about their thoughts on going to those areas, and they all tell her that it's too dangerous.

3) About half of the time, Gail reluctantly agrees to go.

4) We come to the area and there are no boats there, so Gail gets nervous that nobody else is there.

5) We drop anchor, and find out what a great spot it is! If we're visible to other boaters, we'll have two or three other boats arriving within a few hours and we wish they would not be there.

6) We fall in love with the area, and we tell other people about it. Most of them consider the spots too risky.

7) Back to #1…

We feel very good about ourselves for doing so much great sailing, and we do it all safely following all your advice down to the "t". The good news is that Gail has, reluctantly, started to like your advice, so it's easier each time to persuade her.

Our latest "Don Street adventure" was the east side of Martinique [*see "The East Side of Martinique" by Don Street in the December 2015 issue of* Compass *at www.caribbeancompass.com/online/december15compass_online.pdf*]. We spent about a week there and not only had a great time but also made several local friends. We're continuing our northward route, and we just left Dominica.

Thanks again!
Walter Lundstrom

WHY NOT PORT BOLIVAR?

Dear *Compass*,

"Columbia for Cruising — Work in Progress" by Priscilla Packer in the February issue of *Compass* [*www.caribbeancompass.com/online/february16compass_online.pdf*] reminds me of *Iolaire's* early cruises to Venezuela in the late 1960s. The situation of sailing in an emerging destination was similar except that we had no guidebooks to give us information (or misinformation) — it was almost all virgin exploration.

In the last few years *Compass* has had about a dozen articles and letters to the Readers' Forum about the problems that sailors have encountered when they anchored somewhere before clearing Customs and Immigration at a port of entry. If Pricilla Packer and her husband wanted to stop at Five Bays before they were to reach Santa Marta, they should have stopped at the big commercial port of Puerto Bolivar and entered with Customs and Immigration. Details of that port and ports in the Gulf of Venezuela are on the back of Imray Iolaire chart 1. The port captain has been very helpful to yachts. If coastwise clearance is required in Colombia, they could have then cleared for Santa Marta and *puntos intermedios*. They then could have stopped anywhere without fear of having problems with Customs and Immigration.

Don Street, formerly of *Iolaire* and *Li'l Iolaire*
Glandore, Ireland

Dear Don,

Unfortunately, things aren't as simple in Colombia as they used to be in Venezuela, where a yacht skipper could do his or her own clearance. According to the Cruising Guide to Colombia: Its Exotic Caribbean and Pacific Coasts, *produced by the Colombian government, "The ship-owner of every single foreign craft arriving in port shall [use] an authorized maritime agent." Unfortunately, although Puerto Bolivar is nominally a port of entry, maritime agents aren't listed as being available there, so it's not clear whether or not a yacht can clear in.*

Also the guide tells us, "Presentation to immigration authorities shall be in person and it is a requirement to be fulfilled ASAP after arriving in Colombian territory", but there is no Immigration office listed in Puerto Bolivar, either.

The guide adds, regarding Puerto Bolivar, "There are no provisions or services available for the cruisers and their boats, but in some cases such services have been provided…" one gathers, in an emergency.

Why have a port of entry with no yacht agents or Immigration office? Puerto Bolivar has one essential purpose: it's the largest coal-export port in all of Latin America, a private terminal owned by the Cerrejon Coal Company. According to Sourcewatch, two 120-car trains make an average of four daily runs between the [coal] mine and the port, transporting 48,000 metric tons of crushed coal per day to the loading pier, which can handle vessels up to 150,000 dead weight tonnage. This massive, single-minded operation just isn't geared toward clearing yachts.

Finally, the guide notes that it is not possible to anchor at Puerto Bolivar.

Pursuing the idea that it might be advantageous to clear in somewhere before Santa Marta when coming from the ABCs, according to the guide, the city of Riohacha farther along the coast (at 11°34'31.638"N, 72°55'08.541"W) is a port of entry and has both maritime agents and an Immigration office. However, shoals, reefs and wrecks are navigational considerations, and "logs and other obstructing elements can be found in the navigable areas (approximately 35 nautical miles from the coastline close to the towns of Manaure, Riohacha and Camarones), endangering boats." And although you can anchor there, the guide warns, "The Riohacha harbor is not attractive for sailboat or motor yachts, as waves are constant and unpleasant."

All in all, it's not surprising that most yachts proceed directly from the ABCs to Santa Marta to clear into Colombia, although it's a shame to miss a lot of anchorages on the way.

CC

CRUISERS AGAINST CANCER

Dear *Compass*,

My partner, Michael Fussey, and I went to a Jumble Sale at Secret Harbour, Grenada, on February 7th, where fellow cruiser Wendy Ulik was soliciting donations from the stallholders and others attending the jumble sale to raise money for the Pink Ribbon Society of Grenada. Wendy was also promoting the annual domino tournament to raise money for the Pink Ribbon Society of Grenada, an organization that offers financial and emotional support to cancer patients and their families.

Judi Thomas, a burlesque dancer from London who is living with her partner on their yacht, *Calypso 1*, at Prickly Bay, had her last year's Carnival costume with her and offered to pose for pictures with anybody in return for a small donation to The Pink Ribbon Society. The idea was welcomed and quite a few people had their picture taken with Judi and a modest number of donations were received. Michael was the first person to have his picture taken with Judi to start the ball rolling.

Christine Alexander
Hannah of Pompano Beach

YELLOW FLAGGING IT

Dear *Compass*,

Having cruised through the Caribbean island chain for a number of years now, there remains a question that I've never managed to get a consistent answer to, and it relates to "yellow flagging it" while on passage from one island nation to another. Let me explain with an example:

Let's imagine that I've checked out of Customs and Immigration in Bequia (part of St. Vincent & the Grenadines) and am setting off at first light the following day for the French island of Martinique. An average boat speed of six knots or so sees me off the northern end of St. Lucia at dusk. With just two of us aboard (my wife and myself), it would seem seamanlike to drop the hook in Rodney Bay, St. Lucia to get a good night's sleep before setting off early the following morning for Martinique. I've no wish to go ashore, so that's what I do, making sure that I fly the Q flag under the starboard spreaders.

The question is, am I operating in accordance with International Maritime Law?

I've discussed this many times with other cruisers, typical answers being:

"Sure, that's what we do", or "Definitely not. You have to clear in", or even "You'll be in trouble if you do. I've heard of cruisers getting hefty fines for doing just that."

So who's right?

Dick McClary
S/Y Alacazam
www.sailboat-cruising.com

—*Continued on page 52*



The Food Fair

Stock Up

on the widest selection and the best prices in Grenada at our two conveniently located supermarkets. Whether it's canned goods, dairy products, meat, fresh vegetables or fruits, toiletries, household goods, or a fine selection of liquor and wine, The Food Fair has it all and a lot more.

Hubbard's

JONAS BROWNE & HUBBARD (G'da.) Ltd.

The Carenage:
Monday - Thursday
8 am to 5:30 pm
Friday until 8:45 pm
Saturday until
1:00 pm
Tel: (473) 440-2588
Grand Anse:
Monday - Thursday
9 am to 5:30 pm
Friday & Saturday
until 7:00 pm
Tel: (473) 444-4573

McINTYRE BROS. LTD.
True Blue, St George's Grenada
Call 1 (473) 444 3944 macford@spiceisle.com



YAMAHA GRENADA
Revs Your Heart

We service what we sell!
2 & 4-Stroke Engines Genuine Parts & Service
Yamaha Certified Technicians
Duty free deliveries & reliable service for Yachts
Honda, Mazda and Ford Dealership
Vehicle Sales & Service
Book your Car rentals & Island Tours with us
Discover Grenada with
Caribbean Horizons Tours & Services
info@caribbeanhorizons.com
www.caribbeanhorizons.com

Read in Next Month's *Compass*:

Learning the ABCs

Hog Island, Grenada — a cruisers' Mecca

A Diver's Dilemma: Are fish to watch or to eat?

… and much, much more!

Better Boat Insurance is Here!



Any boat. Anywhere. Anytime.

www.offshorerisk.com
800-773-0105 or 284-494-8925
Caribbean • North America • Bahamas • Saipan • Europe

ORM | Offshore Risk Management

ARE BUGS IN YOUR DIESEL ?
Protect Your Engine
Clean Your own Fuel
MLS PURIFIERS

Keeping your diesel fuel free from water and other contamination is fundamental to ensuring the life of your engine.

•Avoid fuel/water related breakdowns
•Remove solid/semi solid contaminants such as dirt, rust and sludge
•Prevent fuel line blockages
•Can clean your own fuel
•Maintain exhaust emission standards
•Extend engine rebuild period and life

•Cleaner engine combustion
•Significantly extend the life of the standard fuel filter
•Save on paper consumables as the Fuel Purifier is filter-less
•Fewer unscheduled repairs and call outs
•No loss of Diesel



For more information and Ordering :
Caribbean Distribution:
ims.stmartin@gmail.com
+590 690 350 355 / +1-721 553 0207

Trinidad and Tobago:
sales@quipsol.com
Fax:(868)223-7418 Phone:(868)681-9888



Letter of the Month

WE DIDN'T KNOW, BUT NOW YOU DO

Dear *Compass* Readers,

During Dominica's Yachtie Appreciation Week [*see story on page 11*], my husband and I had the opportunity to visit Roosevelt Douglas Primary School (RDPS), a local elementary school on Sandwich Street in Portsmouth, with Magoe Johnson of the community-development NGO Macario Advantage (www.macarioadvantage.org).

We discovered a school that has had funding cut to an extreme level because of last summer's Tropical Storm Erika. The island's roads and other critical infrastructure were severely damaged by flooding and landslides, and the government is currently only able to fund a minimum of public services as it deals with the financial aftermath of that natural disaster.



For a public school, these cutbacks even come down to needing toilet paper for the restrooms. Fifteen classrooms have been made out of the space for 12. Administration areas have moved to small storage areas to let children have room for classes. The PTA works to provide a type of lunch or snack for the children, but there is no cafeteria: children stand outdoors to munch on packaged snacks. The outside standing area is open to the sun and rain; it's not paved, and can be either very dusty or very muddy.

Having said all that, the school is spotlessly clean; things that can be done by parents and PTA volunteers are done. We found a devoted principal, Teddy Wallace, and his staff, working to provide high-quality education while facing tremendous logistical issues. Sometimes money for school supplies, food or clothes for a student, if needed, is coming directly out of Mr. Wallace's pocket. The school has dedicated teachers and administrators who care desperately; every item is treasured in the library with their carefully organized reading materials. The children are well dressed in uniforms and smiling; they trust that the adults will correct the issues.



Top: The school's outdoor 'lunch room'
Above: Teddy Wallace, Magoe Johnson and Joan Conover (with the hat)

While I am sure these students will obtain an education, it would be so much better if some of the financial pressures could be eased for students and administrators. Unfortunately, those yachts coming to Dominica for Yachtie Appreciation Week did not know beforehand of these needs; the boats that came south for the event could have carried assistance in the way of supplies.

However, I'm glad to have the opportunity to now spread the word. If the immediate shortages facing the school can be alleviated, it could prevent many future problems for these children.

Boats could bring the following items as "gifts" (the Customs word) to help:
Dry erase markers for whiteboard (assorted colors)
Construction paper
Glue/glue sticks
Toilet paper
Thumbtacks
Paper clips (small and large)
World maps, Caribbean maps and globes
Heavy-duty staplers
Chalk (white and assorted colors)
Pencils, pens and crayons
Pencil sharpeners
Rulers
Correction tape/fluid
First-aid kits
Packages of white copy paper (for Xerox copier)

Yachts bound for Dominica can contact Mr. Wallace at rosezelle05@hotmail.com, or Hubert Winston (SSCA Cruising Host) at info@dominicamarinecenter.com. If they know a vessel is coming with school supplies, they can make arrangements for Customs clearance and for pickup. Items can also be marked "for Roosevelt Douglas Primary School" and left at the Portsmouth Association of Yacht Services (PAYS) office in Prince Rupert Bay, Portsmouth, Dominica.

This school needs help and if cruisers can bring items or funds, it will take one more stress off the principal, who is doing everything he can to make ends meet.

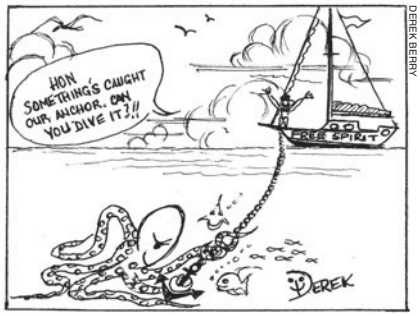
Joan Conover
S/V Growltiger
Cruising Station Coordinator
Seven Seas Cruising Association

DRAGGING THOUGHTS

by Cap'n Pugwash

While at anchor in a prolonged squall recently, a boat dragged past us with an attractive lady on board — on her own and obviously distressed. Cap'n Pugwash leapt/creaked into action and along with several other cruisers helped re-anchor the boat. The anchor, it turned out, had picked up on one of its flukes a discarded conch shell and once that was removed the problem was over. The husband then arrived back (there is always one around) and we were warmly thanked and rewarded with a drink or two. I suggested that they keep the conch as a memento.

Back on *Tickle Yer Fancy* it struck me that all the rescuers were pensioners, some really quite well on in years, who had gone to sea in their dinghies with big swells and winds gusting close to 30 knots. It was in fact a heartwarming experience: people going to help, cooperating, and gratitude being warmly expressed.



DEREK BERRY

It set me thinking that I've seen this scenario several times and nearly always played out with the same goodwill. We have been dragged upon a handful of times and only once was there any unpleasantness: a modern boat came down on us in the middle of the night and the very inexperienced skipper accused us of dragging upwind. It was more akin to the response of the car driver who was at fault, but briefed not to admit liability, than that of the cruiser. As I say, that was an exception.

Catch Cap'n Pugwash in an unguarded moment and even he will admit to an occasional lack of adhesion to the seabed. I would like to recount an incident that befell the good ship *Tickle*. Mrs. Pugwash and I were ashore at the time in the Canaries, Puerto Naos, to be exact. When we returned, the boat was in a different spot but securely anchored. It turned out that despite being anchored for two days in strong winds, as soon as we left for a theatre outing, the boat started to drag. During our stay there we had made the acquaintance of a fellow Brit who was anchored nearby, later to become a good friend. Now a very experienced cruiser, he was at that time limited in his confidence in rescuing drifting boats. His first reaction was to call the Spanish harbour master, only to find that that individual did not speak English and understood not a word of the problem.

This resourceful friend was a man of action and felt he had to act fast. He remembered in the heat of the moment that he did have an acquaintance who was bilingual, but who at that time was living on mainland Spain. He grabbed his mobile phone and....

The result was that the harbour master in Puerto Naos in the Canaries received a phone call from Madrid on mainland Spain telling him that if he looked out of the window he would see that there was a yacht adrift in his harbour.

I would love to have heard his response. What's the Spanish for "How the hell do you know?"

However when he had digested this call and looked out of the window all was peace and light — no boats adrift. This was because, yet again, a group of unknown cruisers had seen a problem and sorted it out without fuss.

The problem, by the way, was a discarded child's pram, firmly attached to the anchor and which we discovered left on our foredeck by our rescuers. No, we did not keep it as a memento!

Down but Not Out!
(The Lament of the Old CQR)

I'm only an old CQR
Whose galvanizing's below par.
I've been tested in many a blow
Some hurricane force, you might know!
My skipper and I are like friends:
Each on the other depends.
If he gives me the scope for which I hanker
I'm damned if he'll have to re-anchor.

So it brings me, I admit, close to tears
When another new anchor appears
And tells me I'm only scrap metal —
That he is the one in fine fettle,
That all of us gone before
Just ain't worth nothing no more,
That *he* has passed all of the tests
And his video shows he's the best.
"You're old fashioned technology — take a rest!
"Your holding power is pathetic.
"Your setting at best is erratic.
"The best you can hope for, you lot,
"Is Treasures of the Bilge: find a spot!"

But, but, but I've heard it all before,
Bruces and Deltas, many more;
These flashy new anchors are all very well,
And I've heard that the Rocna's good in a swell,
But I've proven myself over many a year —
You can measure in decades my career —
And I'll be around for a wee while yet,
Drop-forged, made in Scotland, as strong as you get!

— *Anon*





Anguilla
MADCO
St. Martin
+590-590-510-540

Antigua
Paradise Boat Sales
St. Johns
+268-562-7125

Bahamas
Lightbourne Marine
Nassau
+242-393-5285

National Marine Ltd.
Marsh Harbour
+242-367-2326

Out-Board Services Ldt.
Freeport
+242-352-9246

Spanish Wells Marine & Hardware Co. Ltd.
Spanish Wells
+242-333-4139

Barbados
Marine Power Solutions Inc.
Barbados
+246-435-8127

Belize
Belize Diesel & Equipment Co.
Belize City
+501-223-5668

William Quan & Co.
Belize City
+501-2-27-2264

Bermuda
Pearman Watlington & Co. Ltd.
Hamilton
+441-295-3232

British Virgin Islands
Marine Power Service Ltd.
Tortola
+284-494-2738

Cayman Islands
Scott's Industries Ltd.
Grand Cayman
+345-949-4186

Dominica
Dominica Marine Center Inc.
Roseau
+767-440-BOAT (2628)

Dominican Republic
Auto Marina S.A.
Santo Domingo
+809-565-6576

French Guiana
Sovale s.a.s.
Cayenne Cedex
+594-594-359-777

French West Indies
MADCO
St. Martin
+590-590-510-540

Maximarine SAS
Martinique
+596-696-454-502

S.A.D
Guadeloupe
+590-590-269-797

Grenada
Anro Agencies Ltd.
St. George's
+473-444-2220

Guyana
W&H Rambaran Marine
Georgetown
+592-226-4523

Haiti
Aquabois
Haiti
+509-3438-8333

Matelec S.A.
Port-au-Prince
+509-2813-0829

Jamaica
Jamaica Offshore and Marine Supplies Limited
Kingston 5
+876-383-4809

Netherlands Antilles
Boat and Fishing Paradise
Aruba
+297-588-1316

Caribbean Nautical Sales and Service Distribution
Curacao & Bonaire
+599-9-563-7478

Panama
Chikos Internacional
+507-2-25-6331

Inversiones Mabeba (Frank's Marine)
+507-6104-1320

Acqua Marine S.A.
+507-262-4824

Puerto Rico
Marina Costa Azul
Lajas
+787-899-1179

Powerboat Marine LLC.
Toa Baja
+787-510-2550

The Marine Store at Industrial & Marine Service
Fajardo
+787-725-5946

Vita's Marine Center
Aguadilla
+787-691-0669

Saint Kitts & Nevis
Dominica Marine Center Inc.
Roseau
+767-440-BOAT(2628)

Saint Lucia
A1 Island Marine Supplies Inc.
Castries
+758-452-9404

Saint Martin
MADCO
St. Martin
+590-590-510-540

Saint Vincent & The Grenadines
Dominica Marine Center Inc.
Roseau
+767-440-BOAT(2628)

St. Vincent Yacht Club
+784-528-8422

St. Barts
MADCO
St. Martin
+590-590-510-540

Suriname
CHM Suriname N.V.
Paramaribo
+597-471-166

Howard Marine N.V.
Paramaribo
+597-474-897

Tomahawk Outdoor Sports
Paramaribo
+597-422-682

Trinidad & Tobago
Corsa Marine
San Fernando
+868-657-4723

Turk & Caicos Islands
Sherlock Walkin & Sons
Providenciales
+649-9-46-4411

Venezuela
A&F Marine Center
Maracaibo
+261-752-9511

Corporacion Alba
Valencia
+241-842-1644

Engine Service Marine
Caracas
+212-267-9398

Protienda C.A.
Barcelona
+281-286-5843

U.S. Virgin Islands
St. Croix Marine Corporation
St. Croix
+340-773-0289

Ruans Marine Service
St. Thomas
+340-775-6595

MERCURY
Latin America & Caribbean

Caribbean Compass Market Place

Azores

MID ATLANTIC YACHT SERVICES
PT-9900-144 HORTA / FAIAL, AZORES
Providing all vital services to Trans-Atlantic Yachts!
Incl. Chandlery, Charts, Pilots, Rigging
EU-VAT (16%) importation
Duty free fuel (+10.000lt)
TEL +351 292 391616 FAX +351 292 391656
mays@mail.telepac.pt
www.midatlanticyachtservices.com

Dominica

DOMINICA YACHT SERVICES
- Relax! Leave the work to us -



Hubert J. Winston

18 Victoria St.
Roseau & Bay St. Portsmouth
Dominica

+767-275-2851 Mobile / 445-4322
+767-448-7701 Fax
info@dominicayachtservices.com
www.dominicayachtservices.com

Grenada

ART FAB RIK
seldom seen
arty boutique
backstage ART gallery
locally made
wearable art
handpainted batik
workshop



shop on famous Youngstreet
www.artfabrikgrenada.com 473 440 0568

TechNick Ltd.
Engineering, fabrication and welding. Fabrication and repair of stainless steel and aluminium items.
Nick Williams, Manager
Tel: (473) 536-1560/435-7887
S.I.M.S. Boatyard, True Blue, Grenada
technick@spiceisle.com

NEILPRYDE Sails Grenada
NEILPRYDE
Check out our website or contact us directly for a competitive quote on rugged and well-built sails that are well suited to the harsh environment of the charter trade and blue water cruising.
Jeff Fisher – Grenada (473) 537-6355
www.neilprydesails.com

Grenada

GUARDIANAGE & YACHT MANAGEMENT GRENADA
C&N Port Louis Marina & Le Phare Bleu Marina
+473.415.2138 +473.443.3603
info@islandreamsgrenada.com
www.islandreamsgrenada.com
Island Dreams

CARRIACOU REAL ESTATE
Land and houses for sale
For full details see our website:
www.carriacou.net
Contact: islander@spiceisle.com Tel: (473) 443 8187

Open 11.30 - 2.00 for Lunch
6.00 - 9.00 for Dinner
Tuesday to Saturday
Sunday Brunch 11.30 - 14.30
Reservations recommended
Phone (473) 443 6500 or call CH 16
Situated on the South Side of Tyrrel Bay.
Bar open all Day
Tyrrel Bay, Carriacou
Use our new Dinghy Dock
Slipway RESTAURANT

LAZY TURTLE
CARRIACOU TYRELL BAY
Not just a pizzeria – we also create a range of home made specialities
PIZZERIA & BAR
Open for lunch, dinner, drinks & serving the best thin crust pizza in the Caribbean
Free High Speed WI-FI & Dinghy Dock
Open 6 days a week
10:00am – 10:00pm, closed Tuesdays
For reservations call: (473) 443 8322 or VHF CH 16

THIS COULD BE YOUR MARKET PLACE AD
Book it now:
tom@caribbeancompass.com
or contact your local island agent

TURBULENCE Ltd.
(473) 439 4495
turbsail@spiceisle.com
www.turbulenceltd.com
DOYLE SAILMAKERS
PROVEN QUALITY
FIVE YEARS /50,000 MILES GUARANTEED
Good for the economy
Made right here in the Caribbean
Minimal Co2 Print No International Air Freight

La Playa
Beach Bar & Bistro
The Pink House on the Beach in Hillsborough
Open for Lunch, Snacks, Dinner and Drinks
Live Music on Saturdays – Sun Splash!
Free WiFi
Call: (473) 443-9399 www.LaPlaya-Carriacou.com

Martinique

CLIPPERS SHIP
Onan Official dealer
caribe Large choice
YAMAHA New in Marin
Martinique FWI – Le Marin - clippers-ship@wanadoo.fr - +596 696 71 41 61

LOOKING FOR FLAGS?
Specializing in flags since 15 years in the Caribbean. Any country, any size, customized wide stock, fast delivery.
W.I.N.D
+ (596) 596 682 128
www.wind-flag.com

Caraibe Marine
team spirit at your service
Martinique FWI - Le Marin Marina
+596 (0)596 74 80 33
www.caraibe-marine.fr contact@caraibe-marine.fr

continued on next page →

Caribbean Compass Market Place

Martinique

MARINE CONSUMABLES
Composites . Paints & Varnishes . Marine batteries
Teak . Glue & Caulking . Maintenance products
W.I.N.D.
Martinique +(596) 596 682 128
Guadeloupe +(590) 590 992 769
www.wind-flag.com
WHOLESALE & RETAIL

St. Lucia

International Inflatables
BUDGET MARINE AGENT
Duty Free Sales
Part Exchange Deals on Dinghies and Outboards
Free Online Valuations
Free Storage & Insurance
Free Boat Name in Hypalon
No Quibble Guarantee
Warrantee claims dealt within 24 hours
Full after sales service
Slip available to take up to 30ft dinghies
TOHATSU
International Inflatables Ltd.
Rodney Bay
St. Lucia W.I. 00124
Tel: (758) 715 9671 / (758) 285 8408
info@internationalinflatable.com

St. Maarten

SLURPY
SEWAGE PUMPOUT SERVICE
ST. MAARTEN
VHF 10 +1-721-544-3315
pumpoutsxm@gmail.com

THIS COULD BE
YOUR
MARKET PLACE AD
Book it now:
tom@caribbeancompass.com
or contact your local island agent

SVG

Formal Marine Litter System
Mayreau .Tobago Cays Marine Park. Union Island
Mon - Fri from 9:00 am - 3:00pm
The Southern Grenadines Water Taxi Association through grant from the Global Environment Facility-Small Grants Program has put in place a formal marine garbage collection and disposal system in the marine park to protect the marine environment from the amount of garbage entering the sea.
Use the system and be a part of promoting a clean & healthy environment for all!
On Call - 532-3822 for more info: https://www.facebook.com/sgets

CAPTAIN GOURMET
YACHT PROVISIONING
full provisioning + delivery our speciality
CAFE TERRACE FREE WIFI
UNION ISLAND
St. Vincent & the Grenadines
Tel/Fax: (784) 458 8918
capgourmet @vincysurf.com
VHF Ch 08

FERNANDO'S HIDEAWAY
in Lower Bay, Bequia
★ Come and find us amongst the trees!
Candlelight Dinners
Monday to Saturday
PLEASE RESERVE!
Tel: (784) 458-3758

Sugar Reef
restaurant & boutique hotel
Farm and fisherman to table at a beachfront coconut plantation. Open daily for lunch and dinner.
Call 784.458.3400 for directions or reservations.
Crescent Beach, Bequia
(Industry Bay)

PIPER MARINE STORE
Bequia - Port Elizabeth
Lifeline and rig swage
Racor filters
Rule & Jabsco pumps & parts
West epoxy
Marine paints, varnish, and much more!
(784) 457 3856 · Cell: (784) 495 2272 · VHF 68

Trinidad

THE ELECTRONICS EXPERTS!
ELECTROPICS
AUTHORISED DEALER & SERVICE CENTER FOR
SCS
FURUNO
B&G
SIMRAD
MASTERVOLT
SkyMate
ACR
and too many more to be named here
Tropical Marine, Chaguaramas
868.634.2232 info@electropics.com

www.powerboats.co.tt
Power Boats
"the Place for Yachts"
60 Ton Hoist
Fuel Dock
Yacht Storage
Apartments
Stern-to Docking
Dockside Food Mart
Boaters shop
Power Boats Mutual Facilities Ltd. | Tel 868.634.4303 | Fax 868.634.4327
PO Box 3163, Carenage, Trinidad, WI | Email pbmfl@powerboats.co.tt



MarcOne
MARINE SUPPLIES LTD.
SPECIALIZING IN FIBREGLASS REINFORCED PLASTICS
Stainless Steel Boat Fittings
Epoxy Resins
Polyester Resins
1st Ave South, Mariners Haven, Chaguaramas, Trinidad & Tobago
Tel/Fax 868 634 2259 Email marconeltd@tstt.net.tt

Venezuela

Venezuelan Marine supply
Vemasca, C.A.
Marine Distributors
Venezuelanmarsupply@cantv.net
Vemasca@c-com.net.ve
ECHO Tec Watermaker
Av. Raul Leoni, Playa Concorde, Sede Asovene
Porlamar - Isla Margarita
P 58 295 2642837
F 58 295 2647293

continued on next page →

Caribbean Compass Market Place

Caribbean-wide



BEQUIA LAND FOR SALE

Beautiful views of the Grenadines on this secluded plot.

A gentle gradient for easy building.

Only US$5 ft. *bequialandforsale@gmail.com*

LAND FOR SALE

LOTS 1/4 ACRE AND LARGER

CARRIACOU

Spectacular Views of Tyrrel Bay & the Southern Grenadines to Grenada

Contact:

473-443-7058 / 404-9280

www.caribtrace.com

www.hydrovane.com

FEEL THE FREEDOM

With Independent Self Steering AND an Emergency Rudder



- Your best crew member - doesn't eat, sleep, or talk back!
- Completely independent - no lines into the cockpit!
- No problem to install off centre - with davits, arch, dropdown!

HYDROVANE SINCE 1969

HYDROMAX · ECH2O Tec Watermakers · watt&sea

STEERING THE DREAM

DON'T LEAVE PORT WITHOUT IT

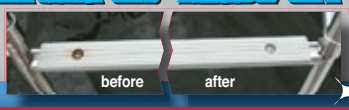
CARIBBEAN COMPASS

SPOTLESS STAINLESS

Makes Stainless Steel Sparkle.

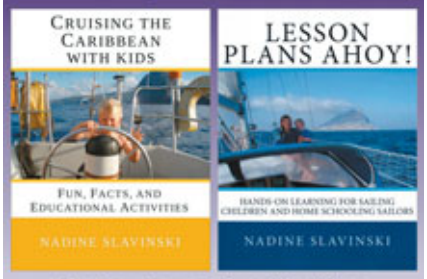
No Rubbing. No Scrubbing. No Polishing.

Brush ON Rinse OFF



Available at Caribbean Chandleries or SPOTLESSSTAINLESS.COM

Cruising with Children



Books for active families and curious minds

amazon.com / nslavinski.com

THE MULTIHULL COMPANY

THE WORLD'S LEADER IN MULTIHULL SALES, SERVICE AND CHARTER

BROKER SPOTLIGHT



ALEXIS DE BOUCAUD
ST MARTIN
+590 690 58 66 06
ALEXIS@MULTIHULLCOMPANY.COM



CHRIS RUNDLETT
GRENADA
473-440-1668
CHRIS@MULTIHULLCOMPANY.COM



CARL OLIVIER
VIRGIN ISLANDS
268-717-4536
CARL@MULTIHULLCOMPANY.COM



JARYD FORBES
TRINIDAD & TOBAGO
868-680-8909
JARYD@MULTIHULLCOMPANY.COM



ANTOINE LELIEVRE
GUADELOUPE
+590 690 34 20 60
ANTOINE@MULTIHULLCOMPANY.COM



JEFF JONES
FORT LAUDERDALE, FL
954-557-4050
JEFF@MULTIHULLCOMPANY.COM

FEATURED BROKERAGE LISTINGS



2002 CATANA 581
$829,000



2013 LAGOON 52
€895.000



2003 CATANA 521
$895,000



2004 LEOPARD 47
$295,000



1997 CATANA 471
$449,000



2007 DOLPHIN 460
$579,000



2009 CATANA 50
$879,000



2006 PRIVILEGE 745
$2,600,000



1990 PROUT QUASAR 50
$295,000



2002 GUNBOAT 62
$1,500,000



2000 CATANA 471
$495,000



2006 DOLPHIN 460
$499,000

WWW.MULTIHULLCOMPANY.COM

NEED ASSISTANCE? HAVE QUESTIONS? CONTACT US! 215-508-2704

—Continued from page 45 ... Readers' Forum

Dear Dick,

Good question. The answer seems to be "it depends": some countries turn a blind eye to "yellow flagging it" and others don't. We haven't been able to poll every Customs department in the Caribbean for their stance, but here's what we can tell you:

Starting with the basics, flying the Q flag doesn't mean, "I want to stop for the night, stay aboard, and move on in the morning". According to the International Code of Signals, flying the Q flag means, "My vessel is 'healthy' and I request free pratique." There are some slightly different interpretations and applications, but basically pratique is the permission given to a ship to enter port on assurance from the captain that she is free from contagious disease. Free pratique (i.e. the freedom to go about your business once in port) is granted after clearance formalities. So, by flying the Q flag, you are essentially asking to enter a port and clear in. If you don't intend to clear in, this is at best disingenuous.

A related issue is "right of innocent passage", covered by the United Nations Convention on the Law of the Sea (UNCLOS). This allows for anchoring without clearing in, provided that "Passage shall be continuous and expeditious. However, passage includes stopping and anchoring, but only in so far as the same are incidental to ordinary navigation or are rendered necessary by force majeure or distress or for the purpose of rendering assistance to persons, ships or aircraft in danger or distress." What makes this risky is that the authorities can interpret "incidental to ordinary navigation" and "rendered necessary" as they choose — if you are challenged, you'll be relying on somebody's judgment as to whether or not you've broken the law.

Anecdotal evidence suggests that the French islands are pretty laissez faire *on this, while US territories are more hard line.* **CC**

WE WANT TO HEAR FROM YOU!

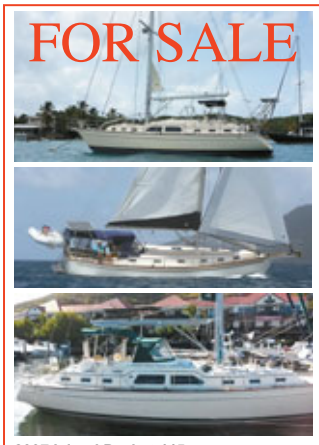
Dear Compass Readers,

We want to hear from YOU!

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

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

Send your letters to sally@caribbeancompass.com.



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

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

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

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

DYNAMITE
YACHT MANAGEMENT SERVICES
SKINNER'S YARD, CHAGUARAMAS, TRINIDAD, W.I.
TEL: (868) 634-4663 / 634-4868 FAX: (868) 634-4269
Contact Frances at dynamitemarine@gmail.com
www.yachtworld.com/dynamitebrokerage
www.dynamitemarine.com

Bay Island YACHTS

Large selection of Yachts & Power Boats
List available on request













CALENDAR

APRIL

4 – 9	Maxi Yacht Rolex Caribbean Cup, Virgin Gorda, BVI. www.yccs.it
4 – 9	Oyster Antigua Regatta. www.oysteryachts.com/events
5 – 10	Pure Grenada Music Festival. www.grenadamusicfestival.com
6 – 10	Curaçao International Film Festival. www.curacaoiffr.com
11 –16	Les Voiles de Saint-Barth. www.lesvoilesdesaintbarth.com
11 – 17	Rincón International Film Festival, Puerto Rico. www.rinconfilm.com
13 – 19	Antigua Classic Yacht Regatta. www.antiguaclassics.com
14 – 16	Nevis Blues Festival. www.nevisbluesfestival.com
16 - 24	Tobago Jazz Experience. www.tobagojazzexperience.com
17 – 24	Martinique Surf Pro, Basse-Pointe, Martinique. www.martiniquesurfpro.com
18	Public holiday in Puerto Rico (Birthday of José de Diego)
19	Public holiday in Venezuela (Declaration of Independence)
22	FULL MOON. International Earth Day.
22	Guadeloupe to Antigua Race, www.sailingweek.com
23	Round Antigua Race, www.antiguayachtclub.com
23	Governor's Cup Race, Tortola, BVI. www.royalbviyc.org
23 – 24	Martinique Cup Regatta. cnn.leneptune@wanadoo.fr
23 – 29	Antigua Sailing Week. www.sailingweek.com
25 - 30	St. Barth Film Festival. www.stbarthff.org
27	Public holiday in Dutch islands (King's Birthday)
28	Public holiday in Barbados (National Heroes' Day)
28 – 30	St. Thomas Carnival
28 – 1 May	West Indies Regatta, St. Barth. westindiesregatta.com.
28 – 1 May	Mayreau Regatta. www.facebook.com/mayreau.regatta
29	Carriacou Maroon & String Band Music Festival. info@puregrenada.com
29 – 8 May	25th St. Lucia Jazz Festival. www.stluciajazz.org
30	Public holiday in Bonaire (Rincon Day)
30 – 2 May	Booby Island Regatta, Nevis. www.boobyislandregatta.com

MAY

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

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*

CLASSIFIEDS

BOATS FOR SALE



BERTRAM 28 FLYBRIDGE 1983 2x Yanmar 2007 w/ 2000 hrs. Very good condition, completely renovated at Ottley Hall, St.Vincent. Well equipped w/ AP, fish finder & large iceboxes. US$40,000. For quick sale E-mail: gardenboutique@hotmail.com or mausmed@yahoo.it. Tel: (784) 458-3518 or (784) 430-5021



GALAPAGOS 43` STEEL KETCH Center cockpit. Recently hauled out and refurbished, ready to sail, lying Bequia. US$39,500. Robin, E-mail: robinfixman@gmail.com



42' SEARAY SUNDANCER 1992 New 250hp. 4 strokes, very economical, quiet & clean running. Sleeps 6 in 3 cabins, perfect for overnight charters. US$40,000. Sale or trade for a smaller boat Tel: (784) 528-7273



43' VIKING EXPRESS 1998 Excellent working condition. 2x630hp DDEC low hrs. SMOH generator, radar, chart plotter, fully AC, etc. Tel: (868) 771-6991 E-mail: jarostant@gmail.com

41' ROGER SIMPSON Light weight cruising catamaran. Fast & easy to sail. One of her sister ships "Ti Kanot" owned by the famous Chris Doyle for his Caribbean Cruising Guides. US$95,000. Marc One Marine Supplies Ltd. Tel: (868) 684-7720 (Luc) E-mail: ldemontbrun@hotmail.com



48' STEEL KETCH "FOLKLORIC" 1971, Ford diesel, in fair condition. Lying St. Martin lagoon. €15,000. E-mail: dudleypaints@gmail.com



48' VIKING CONVERTIBLE 1985 excellent working condition, 6V 92 J&T, approx. 3000hrs. Radar, fish finder, 2x GPS, fully equipped & ready to fish. Full a/c, washer/dryer, water maker. Reg. Barbados, US$120,000 Tel: (246) 256-4637. E-mail: james@ellcorentals.com



46' BENETEAU 1999 ready for world cruising, refitted 2013, large inventory. Lying Bahamas US$99,000 Tel: (514) 570-5207 E-mail: linodilullo@hotmail.com



1991 CATALINA 34 Sloop with tall rig & wing keel. Lying Bequia, St. Vincent & the Grenadines. US$39,900. OBO, Deborah. E-mail: debonbequia@gmail.com



1989 THOMPSON MARINE 45' Sport Fisher, V-berth, sleeps 4, shwr, elec. head, 2 x 350 Cummings. US$30,000 OBO. Tel: (784) 457 3986 Cell: (784) 454 3750 E-mail: nicola111@bequia.net.



1999 JEANEAU SUN ODYSSEY 37 Yanmar 27hp, good condition. US$34,000. Lying Trinidad. Tel: (868) 634-4346 E-mail: don@powerboats.co.tt

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



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

PROPERTY FOR SALE

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

BEQUIA- MT. PLEASANT Bequia Estate, 10,000 sq/ft. with a wide view of Admiralty Bay. Optional architect designed approved, plans available for a 2 bdrm house. US$95,000. Tel: (784) 458-3656

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



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

RENTALS

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

BEQUIA - TIARE'S COTTAGE is available all April due to cancellation. Fantastic view over Bequia Harbour and Friendship Bay. Tel: (784) 458-3072/ U.S.A (508) 524-2322. tmzoffoli@gmail.com

HELP WANTED

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

WANTED

BEQUIA - USED CHAIN Any size, length or condition. Tel: (784) 495-3797 E-mail: seawalllanding@gmail.com

MISC. FOR SALE



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



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



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



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

WWW.
CARIBBEANCOMPASS
.COM

MERIDIAN PASSAGE OF THE MOON

APRIL - MAY 2016

Crossing the channels between Caribbean islands with a favorable tide will make your passage faster and more comfortable. The table below, courtesy Don Street, author of Street's Guides and compiler of Imray-Iolaire charts, which shows the time of the meridian passage (or zenith) of the moon for this AND next month, will help you calculate the tides.

Water, Don explains, generally tries to run toward the moon. The tide starts running to the east soon after moonrise, continues to run east until about an hour after the moon reaches its zenith (see TIME below) and then runs westward. From just after the moon's setting to just after its nadir, the tide runs eastward; and from just after its nadir to soon after its rising, the tide runs westward; i.e. the tide floods from west to east. Times given are local.

Note: the maximum tide is 3 or 4 days after the new and full moons.

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

April 2016		21	2354	11	1643
DATE	TIME	22	0037	12	1726
1	0642	23	0000 (full moon)	13	1814
2	0734	24	0122	14	1900
3	0828	25	0209	15	1944
4	0911	26	0237	16	2027
5	1016	27	0345	17	2109
6	1111	28	0446	18	2152
7	1207	29	0527	19	2235
8	1304	30	0619	20	2320
9	1403			21	0006
10	1501	**May 2016**		22	0000 (full moon)
11	1559	1	0711	23	0034
12	1656	2	0803	24	0143
13	1751	3	0856	25	0234
14	1842	4	0950	26	0324
15	1931	5	1046	27	0415
16	2018	6	1143	28	0506
17	2102	7	1242	29	0557
18	2146	8	1342	30	0649
19	2228	9	1442	31	0739
20	2311	10	1540		

CARIB TAILS

HELP TRACK HUMPBACK WHALE MIGRATION
Your contributions of tail fluke photographs of humpback whales from the Caribbean region are critical for conservation efforts.

INTERESTED in Helping? Go to www.CARIBTAILS.org

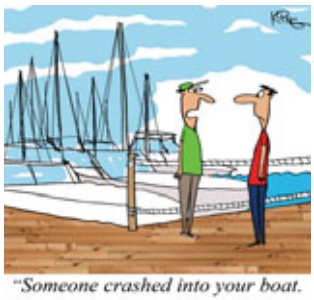
CARIBBEAN COMPASS

CLASSIFIEDS

US 50¢ PER WORD

Include name, address and numbers in count.
Line drawings/photos accompanying classifieds are US$10.
Pre-paid by the 10th of the month
e-mail: shellese@caribbeancompass.com

COMPASS CARTOONS



"Someone crashed into your boat. But if it makes you feel any better, the marina has a grief counselor on the premises."



"When I said you could use other materials with the sand, I was thinking of shells and driftwood."

CARIBBEAN COMPASS
www.caribbeancompass.com
FREE on-line version!

"The Informative Brokers"
www.bviyachtsales.vg
TEL: 1-284-494-3260

B.V.I. YACHT SALES

SELLING MORE BOATS IN THE CARIBBEAN!


65' Irwin Charter Layout 1983
Great charter or similar! $279K


60' Moschini Mostes 60 '90
Great Performance Cruiser $260K


60' Southern Ocean #19 '79
True Passagemaker $250K


REDUCED
56' Nautical Development '80
Ideal Crewed Charter $129K

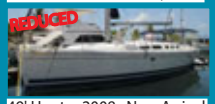

REDUCED
54' Jeanneau 54DS 2005
Loaded! $295K

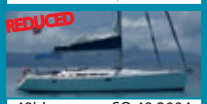

REDUCED
54' Jeanneau 54DS 2005
Amazing Price! $230K


53' Amel Super Maramu '90
New Engine/Gen $212K


53' Bruce Roberts 53 2011
Steel is Real! $159K

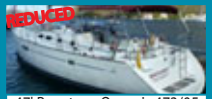

50' Gulfstar CSY Walkover '87
Huge Galley, Teak Decks $99K


REDUCED
49' Hunter 2008. New Arrival
From Fresh Water $295K


REDUCED
49' Jeanneau SO 49 2004
Very Clean $109K


48' Nautitech Dufour 475 '98
Superb Value $199K


51' Privilege 515 2011
Private, With Everything! $ 1.4M


REDUCED
47' Beneteau Oceanis 473 '05
Nicely Outfitted & Priced $119K


REDUCED
47' Ben. Oceanis 473 '03
Gen/Air, Amazing Refit! $129K


47' Tayana 47 1991
Offshore Passagemaker $149K


46' R & C Leopard 46 2009
Heavily Upgraded $395K


45' Privilege 45 1995
True Cruising Cat $229K


45' Freedom 45 1992
Quality Cruiser $149K

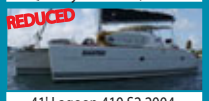

45' Scheel 45 1974
Well Maintained $69K


45' Dufour 455 Gran' Large '12
Light Charter, Well Equipped $149K


43' Pan Oceanic 1986
Brewer World Cruiser $89K


Sistership
43' Nautivela Veleros Roy '86
Beautifully Constructed $59K


42' Bavaria Cruiser 42 2001
Loaded For Cruising $80K


REDUCED
41' Lagoon 410 S2 2004
Private w/ Nice Upgrades $189K


40' R&C Leopard 40 2009
Owner's Version $319K


38' Sabre 386 2004
Quality Cruiser. $215K


36' Beneteau Oceanis 361 '00
Wind, Solar, All Furling! $55K


REDUCED
36' Jeanneau SO 36i 2009
Modern, Fast, Clean $59K


32' Beneteau First 32s5 1990
Young Engine, Upgraded $35K

To see all of our listings, visit www.bviyachtsales.com

ADVERTISERS INDEX

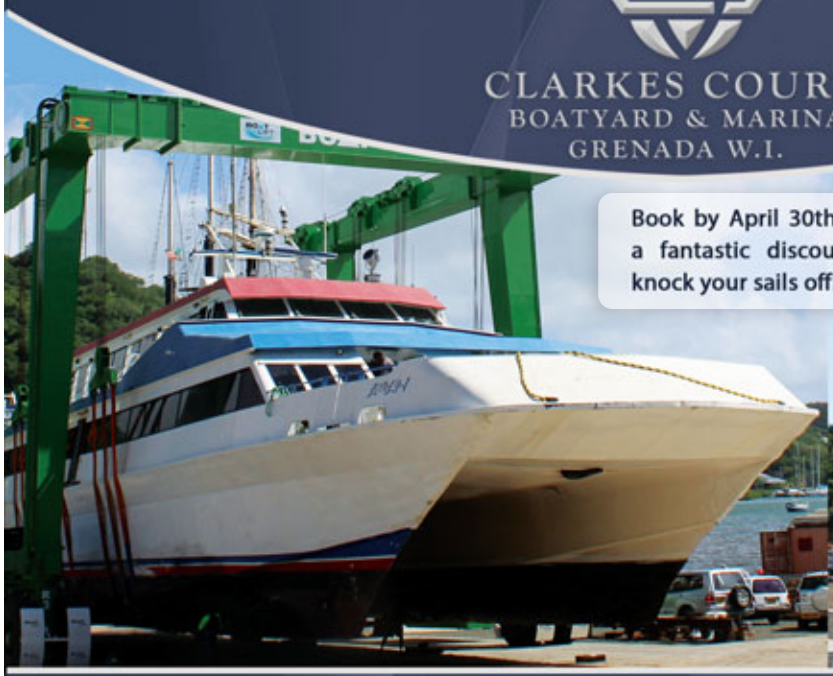
ADVERTISER	LOCATION	PG#	ADVERTISER	LOCATION	PG#	ADVERTISER	LOCATION	PG#	ADVERTISER	LOCATION	PG#
Aero Tech Lab	C/W	12	Down Island Real Estate	Grenada	MP	La Playa	Grenada	MP	Simpson Bay Marina	St. Maarten	34
Anjo Insurance	Antigua	40	Doyle Offshore Sails	Tortola	4	Lagoon Marina	St. Maarten	35	Slipway Restaurant	Grenada	MP
Art Fabrik	Grenada	MP	Doyle's Guides	USA	32	Lazy Turtle Bar & Restaurant	Grenada	MP	Slurpy Pump Out	St. Maarten	MP
Barefoot Yacht Charters	SVG	22	DYT Yacht Transport	C/W	14	LIAT	C/W	10	SpotlessStainless	C/W	MP
Basil's Bar	SVG	31	Echo Marine	Trinidad	35	Marc One Marine	Trinidad	MP	St. Kitts Marine Works Limited	St. Kitts	31
Bay Island Yachts	Trinidad	52	Edward William Insurance	C/W	40	Marina Santa Marta	Colombia	6	St. Lucia Tourist Board	St. Lucia	19
Blue Lagoon Hotel & Marina	SVG	23	Electropics	Trinidad	MP	Marina Zar-Par	Dominican Rep.	25	St. Maarten Sails	St. Maarten	35
Boat Paint & Stuff	St. Maarten	41	Fernando's Hideaway	SVG	MP	McIntyre Bros	Grenada	45	Sugar Reef Bequia	SVG	MP
Budget Marine	St. Maarten	2	Food Fair	Grenada	45	Mercury Marine	C/W	48	Sunbay Marina	Puerto Rico	5
BVI Yacht Sales	Tortola	54	Free Cruising Guides	C/W	32	Mid Atlantic Yacht Services	Azores	MP	Technick	Grenada	MP
Camper & Nicholsons	Grenada	18	Gonsalves Liquors	SVG	39	Multihull Company	C/W	51	The Nature Conservancy	C/W	36
Captain Gourmet	SVG	MP	Grenada Marine	Grenada	30	Neil Pryde Sails	Grenada	MP	Tobago Cays	SVG	MP
Caraibe Marine	Martinique	26/MP	Grenadine Escape Property	SVG	42	Off Shore Risk Management	Tortola	46	Turbulence Sails	Grenada	30/ MP
Caraibes Diesel Services	St. Maarten	33	Grenadines Sails	SVG	41	Perkins Engines	Tortola	8	Venezuelan Marine Supply	Venezuela	MP
Carene Shop	Martinique	28	Guyana Tourism Authority	Guyana	11	Piper Marine	SVG	MP	Virgin Gorda Yacht Harbour	Virgin Gorda	15
Clarke's Court	Grenada	55	Hydrovane	C/W	MP	Plantation House Hotel	SVG	43	WIND	Martinique	28/29/ MP
Clippers Ship	Martinique	MP	International Inflatables	St. Lucia	MP	Power Boats	Trinidad	MP	WOW Expedition	C/W	39
Cruising Life	SVG	32	Intouchable Marine Services	St. Maarten	46	Rainman Desalination System	C/W	38	YSATT	Trinidad	MP
Cruising with Children	C/W	MP	Iolaire Enterprises	UK	12/44	Red Frog Marina	Panama	24			
Curaçao Marine	Curaçao	7	Island Dreams	Grenada	MP	Regis Guillemot	Martinique	27			
Diesel Outfitters	St. Maarten	12	Island Water World	Sint Maarten	9/56	Renaissance Marina	Aruba	13			
Dive Saint Lucia	St.Lucia	37	Island Yachts Charters	St. Thomas	52	Rodney Bay Marina/ IGY	St. Lucia	21			
Dominica Yacht Services	Dominica	MP	Johnson Hardware	St. Lucia	20	Sea Hawk Paints	C/W	47			

MP = Market Place pages 49 to 51
C/W = Caribbean-wide

CARIBBEAN BOAT STORAGE

CLARKES COURT
BOATYARD & MARINA
GRENADA W.I.

Book by April 30th and receive a fantastic discount that will knock your sails off!





FOR ALL YOUR MAJOR REFIT, REPAIRS AND SHELTERED SANCTUARY FOR THE HURRICANE SEASON AND BEYOND!

With our **242 TONS TRAVEL LIFT** affectionately called "THE HULK" with max lifting beam 37ft., max draft 13ft. to haul you with ease.

- **HAULOUT ▪ HIGH PRESSURE WASH ▪ CHOCKING ▪ TIE DOWN ▪ CRADLE ▪ FREE WIFI ▪ 24 HOUR SECURITY**
- **ON SITE SUBCONTRACTORS TO ADDRESS YOUR NEEDS**
  (Mechanical, Electrical, Rigging, Canvas, Woodwork, Composite/ Finishing, Design & Structural Engineering, General Maintenance)
- **NO SURCHARGE FOR SUBCONTRACTOR'S WORK**
- **NO SURCHARGE TO DO YOUR OWN WORK**
- **DIVERS AT NO ADDITIONAL COST FOR EVERY HAULOUT**

NO VAT ON YACHT SERVICES

AND THATS A FACT!

Contact us today to make your booking right away! Call us on 1-473-439-3939 or email us info@clarkescourtmarina.com or visit our website www.clarkescourtmarina.com

CLARKES COURT BOATYARD & MARINA
YOUR 1ST STOP FOR CARIBBEAN BOAT STORAGE & MAINTENANCE

Clarkes Court Bay Rd, Woburn, St. George's Grenada W.I
Phone: 473-439-3939/ Fax: 473-439-3939
Email: info@clarkescourtmarina.com

WHAT'S NEW?

EVINRUDE E-TEC G2 OUTBOARDS



The outboard of the future. 200, 225, 250 and 300HP.
20 % more torque, 15 % better fuel economy and 75 % lower emissions than the best outboards in this category, thanks to a redesigned combustion chamber and refinement of the E-TEC direct-fuel-injection (DFI) system.
Includes integrated steering system and I-touch control gauges.

Priced from **$18,300.00**

WAECO COOLMATIC CRX FRIDGE FREEZERS



12/24 Volt. 50, 65 and 80 Liter versions.
3-in-1 solution with removable freezer compartment: cooling, freezing or both at the same time. Intelligent electronic control of the compressor speed - up to 25 % less energy consumption. Perfect temperature control.
Door with stainless steel effect front.

Priced from **$1,075.00**

NAVISAFE COMPLETE DINGHY NAVIGATION LIGHT KIT



All-in-one solution for most boats up to 12 meter in length. Allows for masthead light 1 meter above sidelights. Includes LED Tricolor and LED all round light, 4 piece pole, attachment kits and stowaway box.

Priced at **$164.25**

Get your FREE Advantage Card now - Valid in all Island Water World stores!



20% OFF

WHAT'S ON SALE IN STORE?

ALL OCEAN AIR BLINDS AND SCREENS



Supplying the world's leading production boat builders, designing and manufacturing elegant solutions, fully optimized for life at sea. Oceanair offers shading solutions for windows, hatches and portlights.

Priced from **$50.80**

20% OFF

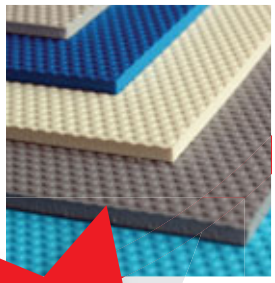
ALL PLASTIMO LIFERAFTS



We carry a broad range of Plastimo Coastal, Cruiser and Transocean Liferafts. 4, 6 and 8 man – available in canisters and valise.

Prices start at **$2,185.00**

ALL SEADEK DECK COVERINGS



SeaDek offers a complete line of cut pads that are perfect for any area on a boat that requires improved non-skid or padding in areas frequently used for sitting or kneeling. Made from soft, durable, UV resistant EVA foam specifically designed for the marine environment.
Easily trimmed and applied.

Kits priced from **$32.25**

20% OFF

Island Water World
keeps you sailing!

St. Maarten, Cole Bay + 721 544 5310, VHF 74 • Bobby's Marina + 721 543 7119 • St Martin, Marina Royale + Marina Fort Louis + 590 590 51 32 06
St. Lucia + 758 452 1222 • Grenada, St Georges + 473 435 2150, St David's Harbour + 473 443 1028 • Curacao + 599 9 461 2144
islandwaterworld.com • Store prices good while stocks last and for the month of April only.

Published by Compass Publishing Limited, Anguilla, British West Indies, and printed by Guardian Media Limited, Trinidad & Tobago