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APRIL 2017 NO. 259
The Caribbean's Monthly Look at Sea & Shore

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OFFSHORE PASSAGE OPPORTUNITIES

Appreciation!
Dominica's Yacht Week..... 8

Cuba, at Last
Getting there 20



SUZANNE WENTLEY

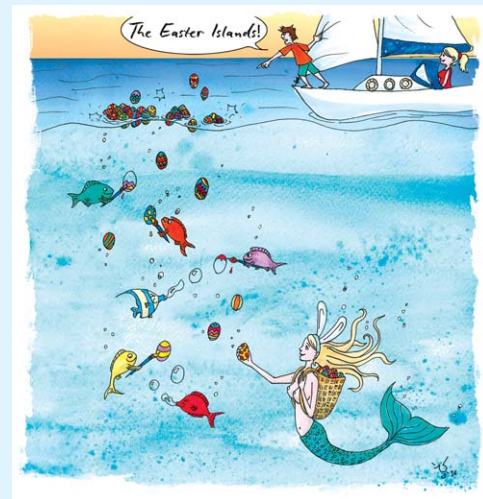
Exumas Time
Breezing through the chain .. 26

Coral Group Bay
Better in Barbuda..... 30



ANNA LANDRY

Dream Boats
The pride of Carriacou..... 31



INGA BEITZ

DEPARTMENTS

Info & Updates 4
Business Briefs 10
Regatta News..... 12
Y2A..... 18
Look Out For... 33
The Caribbean Sky..... 34
Cooking with Cruisers 36
Readers' Forum..... 38
Meridian Passage..... 40
What's On My Mind..... 40
Caribbean Market Place..... 41
Calendar of Events..... 44
Classified Ads 45
Advertisers Index..... 46

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On the cover: Foredeck action on Lionel Pean's French Volvo 70, SFS, *which placed second in IRC Canting Keel class in the ninth edition of the RORC Caribbean 600 race.*
See Regatta News on page 12



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

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Mary Heckrotte
S/V Camryka

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Info & Updates



Recompression Hotline Established in Grenada's Grenadines

Richard Laflamme reports: Following the death of Kennedy, a young father and scuba fisher who had a decompression accident, a few people from Carriacou got together to find a way to prevent such fatalities.

One or two scuba fishers get "the bends" every year in Grenada. In order to be sent to a recompression chamber, the victim needs to raise over US$10,000. It takes time to collect that money and time is something he does not have, as he needs to get into a recompression chamber within less than six hours of the accident in order to survive or reduce chances of permanent damage.

Kennedy needed ten days to raise that money. By that time he was paralyzed, with zero chance of recovery. He eventually got recompressed but died three days after he returned home. This example is not unique. In Carriacou and Petite Martinique many scuba fishers become invalids for the rest of their lives.

In all the Caribbean, there is no insurance available for commercial scuba workers.

The solution: Last November, "DecoProt" (decompression protection) was created for all scuba fishers in Carriacou and PM, whether certified divers or not. A protection fee of EC$3 is collected for each tank rented by a scuba fisher. Dive operators and scuba-tank fillers will not rent a tank without collecting for protection. This money is put into the DecoProt bank account every month. It currently takes about six months for Carriacou and Petite Martinique to collect enough money to save one scuba fisher. This program could only work if everyone contributes. (Another reason dive operators are in is that paralyzed or dead divers do not rent tanks anymore!) There is no administration fee. DecoProt is run on a volunteer basis, and thanks go to the exceptional contribution of Aaron Bartholomew, Hope Deroche, Junior Stapleton and Gary Ward.

After a year of operation if there is no accident, per tank fee will be reduced to EC$1.

A plastic card with an exhaustive list of bends symptoms and the 24/7 Hotline phone number — (473) 456-FISH — is distributed to all fishers. As soon as a call is received, the Divers Alert Network (DAN, a nonprofit scuba diving and dive safety association providing expert medical advice for underwater injuries) is contacted for a definite diagnosis and then transport to a recompression chamber and a chamber manager are arranged.

We hope that this initiative can be emulated in other Caribbean countries where scuba fishers face a risk of getting the bends.

New Flag Officers at RBVIYC

The 44th Royal BVI Yacht Club AGM took place on February 21st.

Attendees heard reports on the activities of the Club over the past year and thanks were given to all of the corporate partners, sponsors, members and volunteers who have supported the Club and the Youth Sailing Programme.

Commodore Todd Patterson, retiring after two years in the role, handed over the reins to Chris Haycraft. Giles Wood was elected as Vice-Commodore, with Clair Burke, Eddie Brockbank, Ron Gurney and Lisa Penn-Lettsome re-elected for another term.

Elected to the board for the first time was Tamara Allen, who will take on the role of Social Captain. Tamara brings a wealth of experience and will be tasked with rejuvenating the Club's social scene and reinvigorating the membership, old and new.

Visit www.royalbviyc.org for more information about the RBVIYC.

Fighting Yacht Crime in SVG

In response to the news that the Caribbean Safety & Security Net's annual summary for 2016 noted that reports received regarding St. Vincent & the Grenadines accounted for a third of all reports of violent crimes against yachts in the entire region, a group of concerned stakeholders met on March 10th at Blue Lagoon Marina in St. Vincent to address the issue.

Present from the public sector were SVG Minister of Tourism, Sport & Culture, Cecil McKie; Permanent Secretary of the Ministry of National Security, Godfred Pompey; Operations Officer of the SVG Coast Guard Service, Lt. Commander Deon Henry; Legal Officer of the SVG Maritime Administration, Chevanev Charles; …

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DOYLE CARIBBEAN

—Continued from previous page



NICOLA CORNWELL

A broad cross-section of concerned stakeholders in St. Vincent & the Grenadines gathered to address the issue of violent crimes against visiting yachtspeople

…Communication Manager of the SVG Ministry of Tourism, Jay Belmar; Marketing Manager of the SVG Tourism Authority, Natasha Anderson; Law Compliance and Enforcement Officer of the SVG Forestry Department, Bradford Latham; and Site Services Supervisor of the SVG National Parks, Rivers & Beaches Authority, Rodica Tannis.

NGO representatives included Mauricia Fessal of the SVG Chamber of Industry & Commerce; President of the SVG Hotel & Tourism Association, Fitzroy Glasgow; Chairperson of the Bequia Tourism Association, Sabrina Mitchell; and Richard Roxburgh of Action Bequia.

From the private sector were Kelly Glass, owner, and Mischorne Weekes, Administrative Assistant, of Blue Lagoon Hotel & Marina; Philip Barnard, Managing Director of Barefoot Yacht Charters & Marine Centre; James Pascall, owner of Horizon Yacht Charters; Mark Lulley, CEO of Lulley's Fishing Tackle; Yves Julien, SVG Base Manager of Dream Yacht Charters; John Jacobs, Sales Supervisor of SOL EC Ltd.; Jennie Chandler, Operations Manager, and Paul Jameson, Base Manager, of The Yacht Club/Tradewinds Cruise Club; Sally Erdle, Editor, and Shellese Craigg, Administrative Assistant, of *Caribbean Compass*/Compass Publishing Ltd.; Mark Amelang, owner of Eurosport Marine; boatowner and captain Jonathon Davis; and boatowner and former cruiser Nicola Cornwell.

After an overview of the yacht crime situation in SVG was presented, Lt. Commander Henry informed the group about SVG Coast Guard initiatives, both taken and planned, to tackle the problem. Numerous ideas going forward were presented from various stakeholders. Especial interest was taken in the model used successfully in recent years to combat yacht crime in Dominica, which was presented via conference call by Hubert Winston, president of the Dominica Marine Association and owner of the new SVG Marine Center.

All government and NGOs representatives present, as well as the individual stakeholders whose livelihoods are affected, recognized the urgent necessity to reduce the level of crime against yachts in SVG and ensure visitors' safety. To carry on the fight against yacht crime an SVG Yacht Safety Steering Committee was established, consisting of Hubert Winston, Jennie Jameson, Philip Barnard, a Coast Guard representative (to be named), Natasha Anderson and Nicola Cornwell.

We'll keep you updated on the SVG Yacht Safety Steering Committee's progress.

Eight Bells

ROB JONES

Robert "Rob" Jones, 68, was killed in a car accident on St. Croix on March 14th.

Ellen Sanpere reports: Many cruisers stayed at Jones Maritime Services (formerly Annapolis Sailing School) in Christiansted, and knew Rob Jones. My husband, Tony, and I lived on *Cayenne III* at the Jones dock for much of our time in St. Croix, 1998 through 2009. Rob helped us with boat parts and rigging suggestions, and he entertained us with his music and dry humor.

He and his wife, Kim, also managed the marina at Salt River, St. Croix and ran the restaurant there, Pirates Cove.

Back in the day, Rob and Kim lived aboard in St. Thomas. Rob sailed on *Senoj* (spell it backwards!), a Bavaria 49 he bought at a federal auction.

A new era in Christiansted will begin, but we will all miss Rob, who died too soon.

BETHANY SMITH

Bethany Smith, 18, died on March 14th after falling from the mast of the 181-foot (55.42-metre) schooner *Germania Nova*, aboard which she had been a crewmember for more than a year. The vessel was berthed at Errol Flynn Marina, Port Antonio, Jamaica.

Bethany spent her early years in Wales. Her parents, Sarah and David Smith,…

Continued on next page



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COURTESY SMITH FAMILY

… set sail in April 2007 in their 43-foot Gitana, *Cape*, along with Bethany and her younger brother, Bryn. They explored the Atlantic coasts of Spain and Portugal before spending three seasons in the Mediterranean and a year in the Canaries — working and home-schooling as they went. They spent a further two months in West Africa, doing humanitarian work in The Gambia, before crossing the Atlantic to the Caribbean in March of 2012.

Their account of their passage from The Gambia to Tobago in March 2012 was awarded The Qualifier's Mug by the Ocean Cruising Club for the most ambitious or arduous qualifying voyage by a new member as submitted for publication in the OCC journal or newsletter in 2012. (See Sarah's account on page 32 at www.caribbeancompass.com/online/march13compass_online.pdf.) Bethany and Bryn stood full watches for the whole crossing. Bethany had her 14th birthday during the crossing, and Bryn was 12, making them the youngest full OCC members.

The family then cruised the Caribbean islands extensively, writing about their travels. (Bethany, her mother and her brother all contributed articles to *Caribbean Compass*. See Bethany's "A Teen's-Eye View of Tobago" at www.caribbeancompass.com/online/july12compass_online.pdf.) Bethany continued the family's tradition of doing humanitarian work by participating in relief efforts for Dominica after TS Erika. After cruising with her family, she crewed and raced on other boats before taking a position on *Germania Nova*. Bethany's seagoing qualifications included STCW 2010 Basics & Security Awareness, MCA Navigational Watch Rating Certificate and a Slinging and Banksman's Certificate.

DEREK WALCOTT

The St. Lucian poet, playwright and Nobel Prize winner, Sir Derek Alton Walcott, died on March 17th at age 87. Walcott, famous for his monumental body of work that incorporated Caribbean history, won the Nobel Prize for literature in 1992.

He made his debut at the age of 19 with a collection of poems, and the publication of his collection of poems *In a Green Night* in 1962 was a breakthrough. Walcott won the TS Eliot prize in 2011 with his collection *White Egrets*.

Walcott was educated at St. Mary's College in St. Lucia and the University of the West Indies in Jamaica. He moved to Trinidad in 1953, where he worked as a theatre and art critic and founded the Trinidad Theatre Workshop. A 1981 MacArthur "genius" grant cemented Walcott's links with the US, and teaching positions at Boston University, Columbia, Rutgers and Yale followed. Walcott was Professor of Poetry at the University of Essex in the UK from 2010 to 2013.

Walcott also had an accomplished theatrical career, being the writer and director of more than 80 plays that often explored the problems of Caribbean identity against the backdrop of racial and political strife.

The epic poem *Omeros* — a Caribbean retelling of *The Odyssey* — has been hailed as the poet's greatest achievement.

Barbados Cruising Club Hosts Special-Needs Kids' Swim

In March, a new group of children from Barbados's School House for Special Needs joined the Bright Water Kids Foundation programme and started learning to swim at the Barbados Cruising Club, headquartered at Carlyle Bay. The Bright Water Kids Foundation is a charity dedicated to improving the lives of Barbadian children by providing swimming lessons, water sports and fun sea-based education. The Barbados Cruising Club is a proud sponsor of the foundation.



Visit www.brightwaterkids.org/ for or more information on The Bright Water Kids Foundation.

Visit www.barbadoscruisingclub.org for more information on the Barbados Cruising Club.

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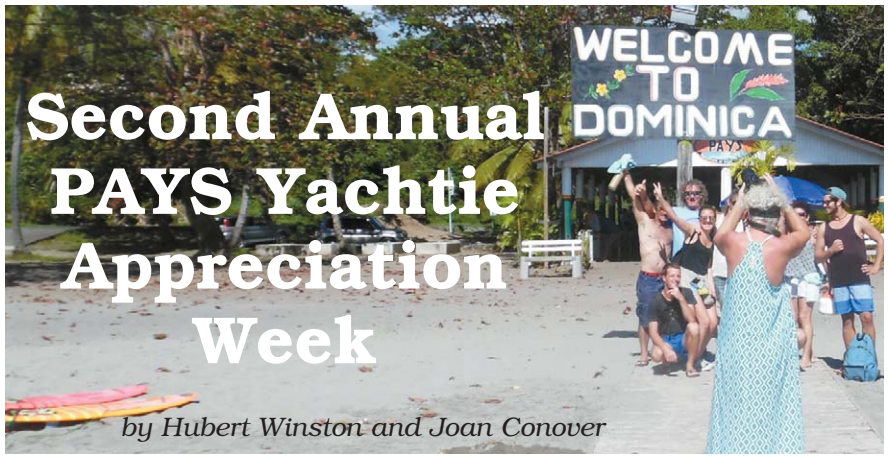
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Second Annual PAYS Yachtie Appreciation Week



by Hubert Winston and Joan Conover

CRUISERS came from all areas of the Eastern Caribbean and beyond from February 11th through 19th for Dominica's Yachtie Appreciation Week. For the second time in two years, Dominica said "thank you" to all the visiting boaters and cruisers with an event filling an entire week with tours, parties and activities.

During this week of fun-filled events, the town of Portsmouth came alive with sailors from Europe and North America as well as from other Caribbean islands. Yachtie Appreciation Week 2017 encompassed discounted tours, beach barbecues, sporting events, a market day, local Caribbean food cooking classes, community service opportunities, and Caribbean music on the beach. It ended with an appreciation dinner at Fort Shirley in the Cabrits National Park's restored 18th century British garrison. The week was a hit with cruisers and Dominicans alike.

Many of the Commonwealth of Dominica's government officials attended the event, giving presentations from the very first opening ceremony to the final days of the event. Portsmouth Association of Yacht Services (PAYS) representative Martin Carriere and Hubert Winston, president of the Dominica Marine Association, performed the honors at various venues, introducing Discover Dominica Authority and Director of Tourism, Colin Piper; the Honorable Robert Tonge, Minister of Tourism; Benoit Bardoille, CEO of Dominica Air and Sea Port Authority; and Parliamentary Representative of the city of Portsmouth, the Honorable Ian Douglas, who is also the Minister of Trade, Energy and Employment; along with other key Dominican ministers and officials who were present and gave heartwarming presentations. The government of Dominica recognizes the importance of cruisers to Dominica's tourism and is working on ways of increasing Dominica's presence in the yachting world.

Yachts arrived throughout the week, filling the harbor with a galaxy of anchor lights during the evening hours. The lights were seen far and wide, and commented on by the visiting officials; the numbers indicate that Dominica is recognized for its successful hard work over the years.

The Portsmouth Association of Yacht Services (PAYS) was also recognized for its assistance and ongoing efforts to make Portsmouth a safer place and, in doing so, being an example for other communities and islands. This was clearly evidenced by the forest of masts, hundreds of cruisers, and nearly 140 yachts who joined the community of Portsmouth to celebrate the event.

Not only had the various cruisers' radio information sources such as the Coconut Telegraph (8170 USB) and KPK (SSCA SSB Net 8104 USB) advertised the upcoming event, but also a determined information outreach occurred with Hank Schmidt's OPO. The Discover Dominica Authority, through Hubert Winston and Kathleen Jno Jules, supported advertisements in *Caribbean Compass, All At Sea* and Noonsite, and other sailing magazines provided invitations to cruisers to "come to Dominica." This resulted in a full house for PAYS moorings, which were complimentary for the week.

This year, more vessels were able to use secure moorings in Prince Rupert Bay, and cruisers assisted PAYS in installing several more moorings during the week-long event.



Sailing organizations such as the Seven Seas Cruising Association, the Ocean Cruising Club, and the Salty Dawg Sailing Association members participated in Yachtie Appreciation Week 2017's party atmosphere and friendship. Offshore Passagemaking Opportunity (OPO) founder Hank Schmidt joined the event with several of OPO's crews and boats. He and OPO provided the concept for the inaugural Yachtie Appreciation Week over a year ago. His concept is recognized as the major reason the event was commissioned.

The opening PAYS barbecue dinner included live bands, in one case a band formed by the cruising community, with many attendees jamming and dancing on the beach around the main pavilion until late in the evening. Can we say the following day's events were slightly delayed to allow for late risers? This set the tone for the remainder of the event.

Community service tours were a highlight, with cruisers able to see the results of their school-supply "boat lift" to support the public school system in Portsmouth.

—Continued on next page

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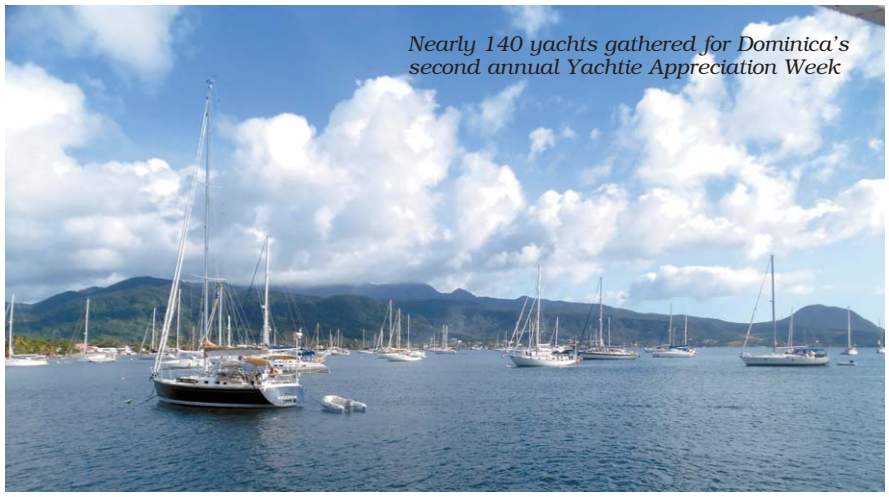
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Community service tours were provided by Magoe and Clair Johnson of Macarios Advantage (www.macarioadvantage.com), building on the successes of their past years' efforts to support the area's public schools, and provide feeding programs for children and the elderly. Another program in Portsmouth is the Center where Adolescents Learn to Love and Serve (CALLS), which attempts to assist and teach disadvantaged youth who need a second chance. Event participants volunteered and assisted by utilizing CALLS' laundry, in addition to helping with painting or other one-day projects in Portsmouth.

During the week of tours, the Monday featured the Indian River Tour and the Bush Bar Party, with complimintary drinks at the head of the Indian River. As is environmentally required on the trip, no engines are allowed; we were rowed in colorful wooden rowboats, with our licensed Indian River tour guides who described the river's history, flora and fauna during the several-hour trip.



Nearly 140 yachts gathered for Dominica's second annual Yachtie Appreciation Week

On another day, a cooking demonstration for cruisers included a visit to the Saturday market, the purchase of seafood and "ground provisions", food preparation and cooking over an open fire, and consumption of the resulting authentic Dominican fish chowder, thanks to PAYS Guide Martin Carriere.

A trip to the Kalinago Indian Territory offered not only a view back into Dominica's past and the lives of its indigenous people, but also a five-hour drive through the rainforests and coastal regions of Dominica. Visitors had the option of stopping for lunch and touring other sites such as the old rum distillery and the Japanese-provided "fishing harbor" where brightly colored boats ply the seas.

Visiting cruisers also were able to attend the community-wide celebration of Carnival on February 12th, with the parade of revelers filling the streets of Portsmouth with every person and vehicle decorated.

Sailors interested in snorkeling or scuba diving were guided by dive master Fabian as he offered unique diving tours to the underwater coral gardens of the western side of Dominica. Walking tours were also available on some of the more than 100 miles of nature trails supported by the island's Tourism Authority.

The schedule of events was expanded by potlucks, dinghy raft-ups, parties at the various beach bars and at the PAYS pavilion, which kept the nights hopping. Evenings were filled with Dominica's legendary local reggae and soca sounds, providing the perfect party atmosphere in the bay. Filled dinghy docks and fleets of dinghies drawn up on the beach were normal sights. A special lion-fish barbecue was held by special request of the Salty Dawg vessels for its more than 40 members. They also had a unique event for divers on the deeper coral reefs. PAYS was able to support many such last-minute requests and special tours. A VHF cruisers' network was set up and kept everyone informed of both scheduled and last-minute happenings, such as a gathering of the Friends of Dennis, a group of cruisers recognizing the SSB contribution of a Caribbean weather guru. A domino session was tried; it was so popular with cruisers that soon a domino challenge became part of several other events!

During the last days of the week-long party, we watched PAYS mixing concrete and building three mooring bases. The Dominican government partnered in the mooring project and provides help and support for ongoing infrastructure development. Once hardened, moorings were floated out to their final location via a unique flotation system engineered by one of the PAYS members. In place in the harbor, the mooring tackle was attached, with two bright orange floats.

Yachtie Appreciation Week 2017 was a success and a special thank you goes to all who attended.

The Dominica Marine Association president, Hubert Winston, commented, "On behalf of the Portsmouth Association of Yacht Services and the Dominica Marine Association, special thanks go to PAYS, Hank Schmitt, all the participating cruisers and the many sponsors for making this year's Yachting Appreciation Week a reality and a success. Being the Nature Island, we highlight and promote all activities that are environmentally friendly and sustainable. Dominica deserves more than a one- or two-day visit!'

We hope to see you again in 2018 — and this time, bring all your friends and loved ones!

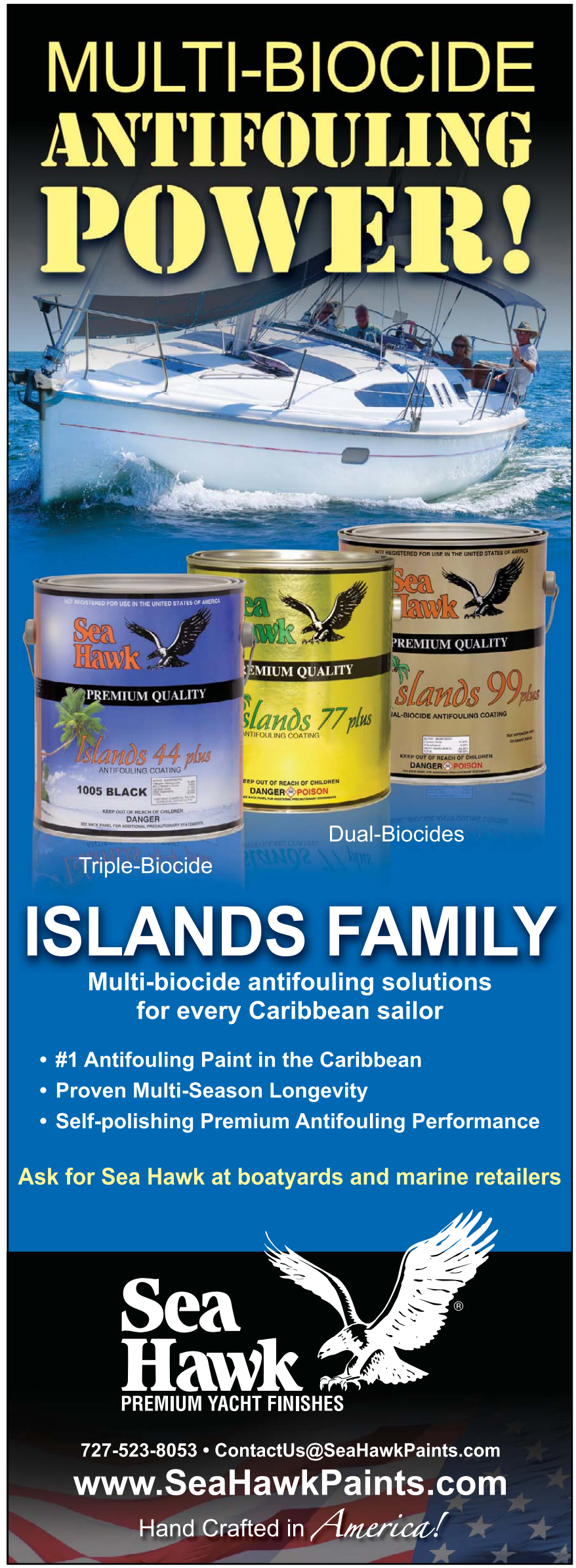
What is the Portsmouth Association of Yacht Services?

PAYS guides not only welcome boats as they arrive in the harbor and assist them in mooring or anchoring, but they also act as trained environmental guides and are licensed by the island's Tourism Authority. Brightly colored open boats, each uniquely decorated, are easily identified by guides' names and by the name badges of the individual guides.

Once in the harbor, each guide takes special pride in assisting new boats and crews. Just a call on VHF for a PAYS guide's name or boat's name — for example, Providence, Alexis, Edison, Seabird, Cobra, Unkle Sam or Charlie — and make a request for security, trash pick-up, laundry and food services, propane, or even lobsters.

Trash disposal is correctly done by the association members; it is recommended not to have trash taken by people on surfboards, no matter how helpful they seem.

The usual conglomeration of small vessels converging on an arriving yacht in some other island countries does not happen in Dominica; PAYS members help keep unwanted traffic away from visiting boats.



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Visit Curaçao in April!

Nicole van Beusekom reports: Curaçao locals call March and April "Kuarisma" It's a season that, depending on the wind forecasts, can supply challenging but fun sailing conditions. As the saying goes, "A calm sea never made a skillful sailor", so hoist your sails and come sail around Curaçao! With the northeasterly *passaat* winds blowing, the locals enjoy flying their kites with their kids. For the kitesurfers and windsurfers it also means exciting times.



It's also a good time to start heading this way, or to sail in the vicinity, so that you are already nearby when wanting to haul out for storage during hurricane season. Hurricanes don't tend to come here, so many sailors flock to the ABC islands to sit it out. Make sure you book a spot far in advance, as the Curaçao Marine yard fills up fast!

In April, the locals celebrate Easter with their families and Kings Day with their friends! Kings Day is a national holiday and falls on the 27th of April. It is widely celebrated on the island, even though it's a Dutch tradition. The celebration of "Koningsdag" in Curaçao has grown into an annual tradition that everyone looks forward to. On this day everyone comes together and celebrates in unity. It's celebrated in the same manner as in the Netherlands: the streets are decorated in orange, the people dress up in orange, and there are lots of markets and festivities, bringing all ages and nationalities together.

On our website you can read our full article on Kings Day, which includes the top three places to go on this day. And the best thing is, it's all within walking distance from our marina! Read it on www.curacaomarine.com/the-place-to-be-on-kings-day-koningsdag

For information on Curaçao Marine see ad on page 23.

'Seas the Day' at Blue Lagoon, SVG

Orman Samuel reports: April is a festive sailor's month here in St. Vincent & the Grenadines. The Blue Lagoon Hotel & Marina welcomes all sailors to our shores. It's Regatta time in Bequia and Mayreau, and Easterval in Union Island. After you have sailed to the Grenadines to enjoy the local culture, the sailing, the food and the rum, head on back north to the tranquil Blue Lagoon, get your fuel and water at our renewed docks, enjoy a meal at The Loft Restaurant and Bar — and relax!

For more information on Blue Lagoon Hotel & Marina see ad on page 29.

Sea Hawk Paints Sponsors Antigua Sailing Week

Sea Hawk Paints is now a proud sponsor of Antigua Sailing Week, which is taking place April 29th to May 7th. This is a special year for ASW as it celebrates the 50th edition of this event. Boats from around the world will grace Antigua's world-class racing environment. Shoreside will be a non-stop party atmosphere with beach parties, live music, the Lay Day Beach Party featuring the Nonsuch Bay RS Elite Challenge, and the fabled Antigua Sailing Week Final Awards Ceremony and After Party.

For more information about Antigua Sailing Week see ad on page 13.
For more information about Sea Hawk Paints see ad on page 9.

Horizon Yachts Grenada Now at Clarkes Court Boatyard & Marina

Sarah Baker reports: The yacht management team of Horizon Yachts Grenada has opened new premises at the fast-growing Clarke's Court Boatyard & Marina. In addition to their existing brokerage and reservations office at Port Louis Marina, and yacht charter base and head office at True Blue Bay Resort & Marina, Horizon will now be operating its full range of brokerage, sales, guardianage and maintenance services for private yachts from a newly built, spacious workshop and office located right behind the North Yacht Shop chandlery at CCBM.



Fedon, Calvin and Gary, at their new premises

The team at the new premises is headed by Gary Haynes, Yacht Sales & Service Manager, who joined the company ten months ago. With an engineering degree and qualifications in diesel engine mechanics; extensive knowledge of racing, cruising, sales and marketing; plus a wealth of experience trouble-shooting every part of a yacht's systems, working alongside international marine specialists across the globe, Gary is the "go-to" man to help Horizon clients both find and maintain the yacht of their dreams.

Horizon Yachts can undertake a broad spectrum of mechanical, engineering, electrical and electronic work, plus project management for any other boat work from fine carpentry, sails and rigging to anti-fouling. Now, in partnership with North Yacht Shop, Horizon will be running full commissioning, service and repairs for Suzuki outboard engines from the new workshop.

The Clarkes Court location will also become the company's centre for its guardianage operation, providing a full range of services including absentee caretaking, yard supervision, secure moorings and dockage, full maintenance and haulout, hurricane preparation and cruising-start preparation. From this base, the Horizon team will manage and maintain yachts in Port Louis Marina, True Blue Bay, Spice Island Marine Services and Secret Harbour.

James Pascall, owner and director of Horizon Yachts Grenada, says, "Moving to these excellent premises in Grenada's newest and most rapidly expanding yachting facility is a very positive step for the company. The Horizon Yachts core team of Gary, Calvin and Fedon are already doing great work and this move will allow us to extend and develop the range of work and services we offer. Watch this space for more news to come!"

For more information on Clarkes Court Boatyard & Marina see ad on page 15.
For more information on Horizon Yachts Grenada see ad in the Market Place section, pages 41 through 43.

IGY Marinas' Annual 'Inspire Giving Through You' Initiative

More than 400 volunteers gathered in late February to participate in IGY Marinas' second annual philanthropic initiative, "Inspire Giving through You". The company's corporate staff, marina associates, Anchor Club Strategic Partners, yacht owners,…

—Continued on next page

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…captains and crewmembers spent a day supporting local charitable organizations in the Caribbean and Latin America.

Says Tom Mukamal, CEO of IGY Marinas, "We have always looked for ways to support the local communities in which we have a company presence, prompting a new approach last year with Inspire Giving through You. This platform allows us to bring multiple participants to our efforts, improve the coordination of our efforts, and gain greater exposure for the charities and entities we are seeking to support."

Marina efforts in the Caribbean for this year's Inspire Giving through You initiative included:

COLOMBIA – Volunteers from Marina Santa Marta once again partnered with Fundehumac to rebuild the school's ceiling as part of its ongoing support of the facility. Local businesses in the area also supported the event by donating supplies and materials.

ST. LUCIA – Rodney Bay Marina volunteers improved the aesthetics of the New Beginnings Transit Home, which included constructing a gazebo, rewiring security lighting, and the creation of a kitchen garden.

ST. MAARTEN – Yacht Club at Isle de Sol and Simpson Bay Marina teamed up with the New Start for Children Foundation, where volunteers painted the interior and exterior of the foster home and installed a new television.

ST. THOMAS – The teams at Yacht Haven Grande Marina and American Yacht Harbor began the initial build-out on the Hydrologic Environmental Learning Center at the Addelita Cancryn Junior High School. As part of the marinas' ongoing support, plans for the completion of a greenhouse, raised beds and orchard, along with a workstation that will be used as an outdoor science lab, are underway.

Inspire Giving through You's summer outreach events are scheduled for June 10th, 2017. The company will announce more details on participating marina locations and non-profit organizations in the coming months.

For more information on Marina Santa Marta see ad on page 5.
For more information on Rodney Bay Marina see ad on page 31.
For more information on how to participate in the June Inspire Giving through You community outreach event or to make a donation, contact Vivienne Yaple at LYaple@IGYMarinas.com.

Escape from the Ordinary Boatyard!

Arlene Telesford reports: Hauling out at a boatyard to get work done or just for storage is supposed to be exciting, but at Clarkes Court Boatyard & Marina in Grenada it can also be the place to rejuvenate the mind, body and soul, as well as the yacht.



One special feature that is available at CCBM is our Mobile Spa Service. Book one of our luxury rooms on site for your stay and have your massages done right in the comfort of your own room. With treatments tailored to all skin types, you can have a Full Body Polish; Full Body Wrap; Restorative Facial; Back, Neck and Shoulder Massage; Hot Stone Treatment, Reflexology and much more.

Owners, captains and crew, check out CCBM today to book your spot for the 2017 season and beyond. We've got the fabulous haulout crew, onsite chandlery, onsite restaurant, and a wide mix of subcontractors to look after your yacht while you relax in comfort and treat those aching muscles to a massage. Contact us today so we can show you why "You Are The Reason We Haul Boats!"

For more information on Clarkes Court Boatyard & Marina see ad on page 15.

Mercury Marine Introduces Boating Lifestyle Blog

Lee Gordon reports: Mercury Marine has announced its new digital platform, MercuryDockline.com. The new blog website will focus on the boating lifestyle, featuring content that goes beyond engine specs and propeller pitches. MercuryDockline.com focuses on educational and entertaining stories, videos, photos and content intended to engage boaters.

"This new digital platform will give boaters an opportunity to interact with the Mercury brand and with each other," said Michelle Dauchy, Mercury Marine chief marketing officer. "Mercury is committed to providing an exceptional ownership experience to our customers and an important part of that effort is engaging boaters in the digital space."

The site will continue to grow as regular blog posts are added in several topical areas, including:

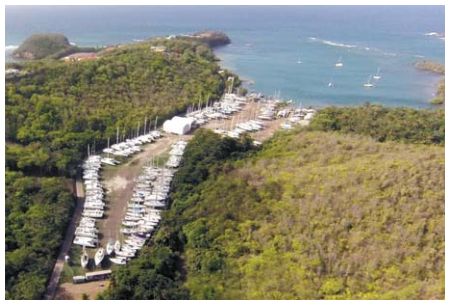
- On the Water – boating lifestyle and stories about experiencing life on the water
- Be Inspired – stories about real boaters and adventure seekers
- Gear & Technology – trending products and innovations that make boating better
- How-To – the basics of boating including tutorial videos and maintenance tips

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

Professional Boatcare for Genuine Yachtspeople

Tracy St. Louis reports: Located in the beautiful and tranquil bay of St. David's Harbor, Grenada Marine provides expertise in maintenance, repairs and refits for all yachts up to 70 tons and a complete list of services you would expect from an experienced, full-service boatyard. Grenada Marine provides:

FOR HAULING: 70-ton, 32-foot-wide Marine Travelift, 60-ton Marine Travelift Transporter and 25-ton Hostar Transporter



SERVICES: AwlGrip/AwlCraft application center, exotic composite and fiberglass work, rigging/canvas/sail loft, marine electronic/electrical/HVAC, marine mechanical work, metal fabrication and welding, custom woodworking, HotVac hull drying/osmosis treatments, Machine shop complete with CNC mill and open-ended lathe, specialty storage, in-slip fueling

FACILITIES: 100-metre service dock, 24-hour security with gated yard, shower/restroom and laundry facilities, on-site Island Water World Chandlery, on-site restaurant and bar: "Laura's"

OTHER: Mooring services, free WiFi, VHF 16, Immigration and Customs assistance, free transportation to La Sagesse Hotel

This season, we welcome you to visit us for all your boating needs. We offer an Ocean of Possibilities.

Make a reservation now and also ask about our special offers. Book early to reserve your spot for this summer season.

For more information on Grenada Marine see ad on page 17.

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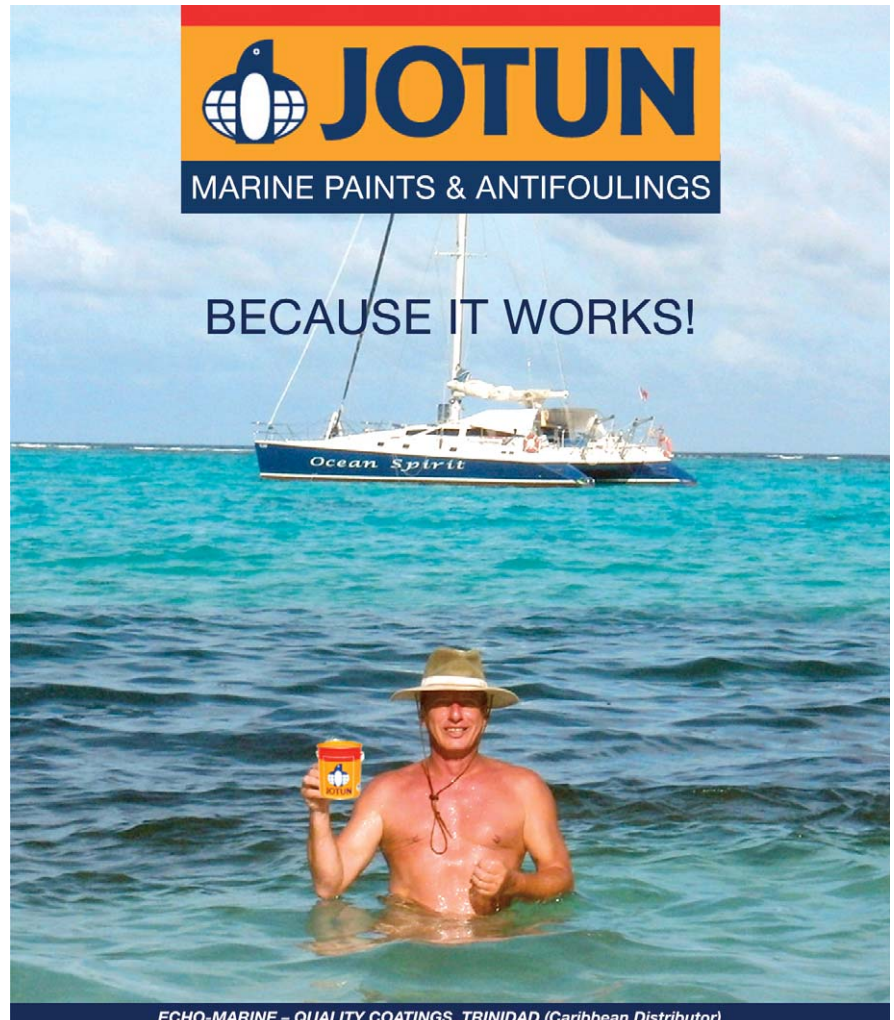
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REGATTA NEWS

Record Fleet for 2017 Valentine's Regatta

The Jolly Harbour Yacht Club reports: Two action-packed days of racing, three party nights and a Junior Regatta brought together sailors, visitors and residents of Jolly Harbour, Antigua for the 2017 Valentine's Regatta, held February 10th through 12th. This year saw a record number of 18 yacht entries with the courses being run more closely to Olympic rules and offshore starts to allow larger boats to compete.

The competitive spirits of the skippers and crew made for exciting starts and finishes, and good boat handling gave the 150 sailors taking part an exhilarating couple of days. Perfect weather with 20 knots of wind saw Richard Archer's Melges 24, *Regardless*, scoop the top Class 1 prize, and Tanner Jones's J/30, *Caribbean Alliance Blue Peter*, won six out of seven races to top Class 2. Terry Allen's Grand Soleil, *Volare*, snatched first place in Class 3.



Over the two days, the Junior Regatta had 18 youngsters competing in Optimist and Laser Taz dinghies. The winner in each class received Gill sailing gloves donated by Budget Marine.

The next Valentine's Regatta will take place February 9th through 11th, 2018.

Visit www.jhycantigua.com for full results.

Windy 33rd Round Martinique Regatta

A fleet of 37 boats raced 100 miles over three days, February 10th through 12th, in the 33rd edition of the Round Martinique Regatta. The fleet was divided into five classes: Cruising, Racing/Cruising, Racing, Surprise and Melges 24. Different courses were provided for racing and cruising divisions, and competition was hot. The Martinique Yacht Club, Le Neptune Yacht Club, the Marin Yacht Club, Ven Dan Vwèl 972 and Open the Barre all contributed to the success of this 2017 edition.

The first leg was finished in record time in strong northeasterly winds, with José Amant's Beneteau 50, *Watermelon*, finishing first overall in cruising division, and Nicolas Gillet's Melges 24, *GFA Caraïbes*, first in racing division (comprising Racing, Surprise and Melges 24 classes), where the first four boats finished within less than three minutes of one another.

Day Two saw more strong wind, with *Watermelon* still heading the fleet in the cruising category, and Nicolas Poix's Regis Guillemot Team on the Melges 24 *l'Antikri* narrowly beating *GFA Caraïbes*.

There was close competition in all classes right up until the finish on day three, with Jean-Michel Rolland's *Aito* finishing first overall in Cruising Class, Lionel Baud's *Open the Barre* in Racing-Cruising, Hervé Hejoaka's *Crédit Mutuel* in Racing, Stanley Dormoy's *Kréol Sandwich* in Surprise, and *GFA Caraïbes* winner in Melges 24 and overall regatta champion.

The 34th Round Martinique Regatta is scheduled for February 8th through 10th, 2018.

Visit www.theroundmartinique.com for full results.

***Bella Mente* Rocks 'Insane' RORC 600**

The 600-mile offshore RORC Caribbean 600 Race 2017 saw a record 80-yacht fleet sailing around 11 Caribbean islands. The race started in Antigua on February 20th.

Although George David's American Maxi, *Rambler 88*, took the Monohull Line Honours, it was an epic event for the Maxi72 *Bella Mente*. Bella Mente Racing, led by owner/driver Hap Fauth, launched its 2017 campaign season with a major victory at the RORC Caribbean 600, winning IRC Overall, CSA Overall and CSA 1. The team took home the RORC Caribbean 600 Trophy for the IRC win as well as the Bella Mente Trophy, the team's namesake award, for being the first IRC yacht to finish that is wholly manually powered.

The Maxi72 battle between *Bella Mente* and last year's overall winner, *Proteus*, saw the lead switching hands on seven occasions. *Bella Mente* counted 85 sail changes. After over two days at sea, *Bella Mente* crossed the finish line just 14 minutes ahead of *Proteus*.

Tactician Terry Hutchinson says, "It was an absolute battle all the way through. *Proteus* got the better of us in the pre-start and on the first leg up to Barbuda, but we did a good job of keeping it close, and one rain shower later we were bow-to-stern. For the next 450 miles we were tied at the hip. *Proteus* held the lead through to La Désirade (off Guadeloupe), but when we started on the 90-mile leg back to Barbuda, *Bella Mente's* upwind speed shined and we were able to slip around *Proteus* and extend. From Barbuda to the finish we were constantly looking over our shoulder; our lead never felt big enough and we were preparing for one more parking lot with no breeze on the racecourse ahead. In true *Bella Mente* form, a couple of slick sail changes at the end of our 53 hours on the water got us across the finish line."

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Hap Fauth says, "The RORC should be congratulated for organizing another great race. This was an interesting course because with the conditions it was totally new and fresh. We expected a maximum wind speed of 15 knots and at one point we were doing 25 knots of boat speed, just ripping, so it was terrific. Not until we got to Barbuda for the second time did we really establish ourselves. We had a tacking duel with maybe 15 tacks and extended out by four miles, we just kept our lead. A really good race and it doesn't get any better."

In the multihulls, after a high-speed duel with Giovanni Soldini's Italian MOD70, *Maserati,* Lloyd Thornburg's MOD70, *Phaedo3*, took Multihull Line Honours. While the multihull race record was not broken this year, *Phaedo3* won the battle of the trimarans, coming just 12 minutes ahead of *Maserati*. The lead changed hands at least four times during the race.



Full-tilt* Bella Mente *at the RORC 600

ELWI YACHT PHOTOGRAPHY

Co-Skipper of *Phaedo3*, Brian Thompson, commented on the unusual wind direction that had been predicted before the start: "We had a lot more wind speed for the race, which was a surprise. Off Guadeloupe we had huge rain squalls which are really quite dangerous in a MOD70 and we had 30 knots of wind from nowhere and shifting 50 degrees in seconds."

Once back on the dock in Antigua, Thornburg said, "*Maserati* gave us a heck of a run and it was really tough to stay ahead of a foiling boat. They kept coming at us with more pressure and they definitely have more speed at certain angles. The run down to Redonda was a real nail-biter and we knew that after that, the beat home would be in our favour and to cross the line ahead was just awesome. Every year, I get reminded how insane a race this is and after this race, our navigator, Miles Seddon, said to me that we have turned the insanity up again this year. You never get used to this race — hanging on, reaching at 36 knots, it is just incredible."

Visit www.caribbean600.rorc.org for more information and full results.

Freya and _Cuordileone_ Top Swan Cup Caribbean

After four days of racing, March 1st through 5th, at the Yacht Club Costa Smeralda's Caribbean home in Virgin Gorda, BVI, Don Macpherson's Swan 90, *Freya*, and Leonardo Ferragamo's ClubSwan 50, *Cuordileone*, were crowned cham-



STUDIO BORLENGHI

pions of the Rolex Swan Cup Caribbean 2017. In an 18-boat fleet that ranged from the 13.5-metre Swan *Best Buddies* to the 35-metre Swan 115s *Highland Fling* and *Shamanna*, and from the 1973-launched historic Whitbread winner *Sayula* to the cutting-edge Clubswan 50 *Earlybird*, the entire spectrum of Nautor's Swan yachts was well represented.

Freya, with Volvo Ocean Race veteran Kimo Worthington calling tactics, scored three wins out of four races.

Ferragamo, at the helm of *Cuordileone*, had a tough fight on his hands from the off with the second participating ClubSwan 50, *Earlybird*. The two boats finished just four seconds apart in real time on the last day, but the Italian boat with Ken Read on tactics prevailed overall, also with three wins over the four race days.

Visit www.yccs.com for full results.

St. Petersburg Yacht Club Regatta to Cuba

Amy Spencer reports: The St. Petersburg Yacht Club of Florida made history as the St. Petersburg-Habana Race set sail on February 28th after a 58-year hiatus. *FOMO*, a CK40 skippered by Lloyd Thornburg, eked out a victory over *Conviction*, a TP52, skippered by Douglas Fisher.

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They arrived at the Hemingway International Yacht Club in Havana, Cuba on March 2nd, with a time of 1:17:00:32 for *FOMO* and 1:20:21:04 for *Conviction*.

Eighty boats entered the race, but only 22 remained in contention throughout. Winds remained scarce from the start in Tampa Bay until the very finish, with many of the boats forfeiting their sails and motoring into Havana.

FOMO's navigator, Simon Fisher, says, "After what turned out to be a much more complicated race than we had anticipated, we were very happy to snatch line honors in the final mile. Having set up upwind of the opposition in a dying breeze as we approached the Cuban coast, we were able to pass *Conviction* as we reached in under Code Zero with a better angle to the finish line, overhauling them to take the win."

Although the weather made the competition challenging, the sailors enthusiastically took part in the celebratory atmosphere that awaited them in Havana. Although a regatta from the Hemingway International Marina to the Morro Castle was scheduled as part of the events, it was canceled owing to high winds and choppy seas. By departure time, weather posed another challenge. A front moved in, producing strong winds that prevented boats from leaving port and heading home. Many sailors flew back to the US and will return to Cuba to sail their boats back to Florida once weather and schedules permit.

Visit www.spyc.org, Habana Race tab, for full results.

Intense Competition at Gill Commodore's Cup

With two classes decided by countback and a third won by half a point, intense competitive racing was the order of the day for the Gill Commodore's Cup, raced in St. Maarten on March 2nd. Pewter skies and a vicious rainsquall preceded the start of racing. Then, with 20 knots of solid tradewinds, and bullets of pressure firing up the wind speed, it was an exciting day of racing for a record fleet of 89 yachts. The feisty weather soon improved, to provide sunshine and a brisk 15 to 20 knots.



The appropriately named Gill Race Team *won the Melges 24 Class at the Gill Commodore's Cup*

In the Maxi Class there was a win apiece for Tony McBride's British Farr 65 *Spirit of Juno* and Michael Teuteberg's American CnB 76 *Sapphire*. However, St. Barth's Jean Paul Laval, racing his Bordeaux 60 *Zampano*, put in a consistent performance of two podium results to take the class.



Overall winner of the Commodore's Cup, the J/122 Liquid *from Antigua & Barbuda*

Lionel Pean's French Volvo 70, *SFS II*, took line honors and corrected out to win the first race by a big margin before using the second race for crew training. The Lithuanian Volvo 60, *Ambersail*, skippered by Przemyslaw Tarnacki, won the class with a bullet in the final race; Chris Stanmore Major's Whitbread 60, *Challenger*, was runner-up. The Ocean Racing Class enjoyed a full taste of the big conditions, with the race course taking the fleet to the windward side of the island.

In the Offshore Multihull Class, Greg Slyngstad's Bieker 53, *Fujin*, revelled in the big conditions winning both races, as did *Morticia*, skippered by Shaun Carroll, which won both races in Multihull 1.

In CSA 1, Ross Applebey's British Oyster 48, *Scarlet Oyster*, scored a perfect three wins. Bruno Cardile's Italian Soto 50, *Fortunata*, was second in all three races. In CSA 2, Bernie Evan-Wong's Antiguan RP37, *Taz*, used its upwind speed to great effect, getting into clear air to take the gun for the first two races. Sergio Sagramoso's…

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…Puerto Rican Melges 32, *Lazy Dog*, hooked the top mark in the first race, but came back in Race Three to win by less than a minute. *Taz* and *Lazy Dog* ended up on equal points, with *Taz* taking the class win on countback.

Andrea Scarabelli's Melges 24, *Gill Race Team*, won the seven-strong Melges 24 Class, scoring two bullets. Erwand Le Normand's *Caraibes Diesel* was second, ahead of Frits Bus with *Island Water World*.

"We picked the shifts really well today and had nice speed going upwind," says Chris Marshall, who sailed on *Gill Race Team*. "Downwind you had to be aware of the gusts coming off the shore. As a crew, we don't really have one tactician, we all say what we see and talk to each other. We have sailed together a lot in big breeze, so the more it blows, the better for our team."

CSA 3 proved highly competitive with three teams claiming race wins. Brad Boston's American First 40, *Team Boston*, corrected out in Race 1 by just 14 seconds. Pamala Baldwin's Antiguan J/122, *Liquid*, was 53 seconds ahead in Race 2, with Bob Hillier's American J/122, *El Ocaso*, tying for second place with *Team Boston*. In the last race of the day, *El Ocaso* corrected out to claim the bullet by 17 seconds. *Liquid* won the class by just half a point from *Team Boston*, with El *Ocaso* third. CSA 5 produced another cracking battle between two equally matched J/105s: Peter Lewis' Bajan *Whistler* and Jordan Mindich's American *Solstice*. Tied on points after three races, *Whistler* won the last race to snatch the class win on count-back.

Visit www.heinekenregatta.com for full results.

Round St. Maarten Race Record Broken

On March 3rd, the first day of the St. Maarten Heineken Regatta, 164 yachts experienced strong tradewinds and four-metre seas on the windward side of St. Maarten and the Round St. Maarten Race produced a new record. Lionel Pean's French Volvo 70, *SFS II*, blasted around the course in 2 hours 10 minutes and 37 seconds, shaving two minutes and five seconds off the monohull race record set last year.

SFS II corrected out to win the Ocean Racing Class; Przemyslaw Tarnacki's Lithuanian Volvo 60, *Ambersail*, was second with Chris Stanmore-Major's British Whitbread 60, *Challenger*, in third.

With an enormous fleet of yachts taking part in the Round St. Maarten Race, and the breeze pumping up to over 20 knots, safety was of paramount concern. Race Director Paul Miller meticulously analyzed the various speeds of the classes to avoid overcrowding on the course at crucial areas. The math worked out with the fleet evenly spread out around the race course, but less than an hour separated the first and last finishers.

A pack of six Melges 24 were first away. Fritz Bus's *Team Island Water World* showed the starting strategy that was copied by many of the fleet. At the pin end, *Team Island Water World* approached the line without hoisting their spinnaker, allowing the team to stay high and in control of the yachts below them. Having nailed the start, *Island Water World* soaked down across the fleet to take up a great position. However, Andrea Scarabelli's *Gill Race Team* fought back and on the windward side of the island, showed their prowess in big breeze to take the lead and win the class by just over two minutes from *Island Water World. GFA Caraïbes was* just 49 seconds behind in third.

The largest yachts competing at the St. Maarten Heineken Regatta produced a fantastic spectacle at the start of the Round St. Maarten Race. The big boat class was won by Nico Cortlever's x-612, *Nix*, from St. Maarten.

After over three-and-a-half hours of racing, Ross Applebey's British Oyster 48, *Scarlet Oyster*, won CSA 1 on corrected time by 39 seconds from Jack Desmonds' American Swan 48, *Affinity*. In CSA 2, Sergio Sagramoso's Puerto Rican Melges 32, *Lazy Dog*, went for a bold start but their early spinnaker hoist didn't pay off, with the Puerto Rican team broaching just as they were about to take the lead. Sir Richard Matthews' Humphreys 39, *Oystercatcher XXXI*, with Olympic Gold medalist Saskia Clarke calling tactics, stayed in control and took the lead. An epic duel between the two ended with *Lazy Dog* crossing the finish line just 31 seconds ahead of *Oystercatcher XXXI*, to take the class.

In CSA 5, Peter Lewis's Bajan J/105, *Whistler*, followed up on their narrow win in the previous day's Gill Commodore's Cup with a win on corrected time by just 29 seconds from Raphaël Magras' x-34, *Maëlia*, from St. Barths. In CSA 6, Rick Gormley's First 38, *Elethea*, has been trying to win class at the St. Maarten Heineken Regatta for years, and the Antiguan team opened their account with a win to much jubilation. Fellow Antiguan competitor, Sandy Mair, racing his First 35, *Cricket*, was second by less than a minute.

Visit www.heinekenregatta.com for full results.

St. Maarten Heineken Regatta Results

Ross Applebey's Oyster 48, *Scarlet Oyster*, was the winner of the highly competitive CSA 1 Class and their epic achievement was awarded with the Most Worthy Performance at the 37th St. Maarten Heineken Regatta. It was 13th time lucky for Ross: having sailed here for 12 previous regattas, the British skipper had never won the top prize before. *Scarlet Oyster* is a head-charter boat and the team had only come together for the event, making their achievement even more commendable.

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In a fun regatta finale, crew from the winners of four selected classes raced radio-controlled model Lasers



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In Ocean Racing Class, Lionel Pean's French Volvo 70, *SFS II*, scored straight wins for the regatta, harnessing the big conditions to attain over 20 knots of boat speed in every race.

In CSA 2, the winner was Sir Richard Matthews' British Humphreys 39, *Oystercatcher XXXI*. Sergio Sagramoso's Melges 32, *Lazy Dog*, had scored straight wins going into the last day, but strayed into an exclusion zone in the last race. The Puerto Rican team retired, which meant that *Oystercatcher XXXI* was the winner. Sir Richard said, "We won by default, the boat that had beaten us soundly went the wrong side of the penultimate mark of the course, (and that) gave us the class. We sailed well, but they sailed better than us; we feel bad about it, but that's yacht racing. This is supposed to be a gentleman's sport; they had the very good grace of withdrawing from the race. That is the sign of a true sportsman and good conduct on their behalf and what makes the sport what it is."

In CSA 4, it was all knights on the podium. Sir Bobby Velasquez's St. Maarten-based Beneteau 45, *L'Esperance*, was second in class going into the last race, behind longtime rival Sir Robbie Ferron racing *Micron 99*. *L'Esperance* won the last race to take the title, ahead of Micron 99. Sir Hugh Bailey's Antiguan Farr 45, *Rebel*, was third.

After the prize giving, chart-topping British reggae band UB40 took the stage, closing the regatta for another year.

The inaugural Heineken Star Event took place the following day. Winners of selected classes from the St. Maarten Heineken Regatta were asked to nominate a member of their crew to race one of the identically prepared radio controlled model Laser sailboats. With an offshore breeze up to 25 knots, the model Lasers were on the edge of control — a challenge for crews from *Morticia*, *Scarlet Oyster* and *Kick 'em Jenny 2*. Ross Applebey from *Scarlet* Oyster was the winner.

The 38th St. Maarten Heineken Regatta will take place March 1st through 5th, 2018.

Visit www.heinekenregatta.com for full results.

ON THE HORIZON

36th Annual Bequia Easter Regatta This Month

The 36th Annual Bequia Easter Regatta will run from April 13th through 17th.



WILFRED DEDERER

The ever-popular J/24 class, sorely missed last year due to a clash of dates with an event in Barbados, will be returning, and a completely new class of small craft — the BIC dinghy, designed to be sailed by up-and-coming young sailors — will be having its inaugural race in the Southern Caribbean off Lower Bay on "Family Day" Easter Sunday.

The Easter Regatta will uphold its traditional style, featuring the famous local double-ender sailboats from Bequia and inviting those from neighbouring islands such as Canouan, Mayreau and Carriacou, as well as a solid fleet of international yachts racing from Good Friday through to Easter Monday.

On-site registration and Welcome Party will be held at the iconic Frangipani Hotel on Thursday, April 13th.

Registration is already open and for those who register online at www.bequiaregatta.com enjoy a substantial discount, so not only do you avoid the Thursday registration day crush but save serious cash (for extra beers perhaps) into the bargain!

As ever, the event needs many hands to help it run smoothly and relies very much on its volunteer helpers, so if you could spare a day or two over the Easter holiday period call (784) 431-7262 or e-mail bequiasailingclub@gmail.com.

For more information visit www.bequiaregatta.com and see ad on page 12.

30th Anniversary Antigua Classic Yacht Regatta

Antigua Classic Yacht Regatta 2017 runs from April 19th through 25th.

As a special celebration for 2017, Antigua Yacht Club is proud to partner with the Antigua & Barbuda National Parks Authority to host the 30th Antigua Classic Yacht Regatta in Nelson's Dockyard, recently designated a UNESCO World Heritage Site.

The exquisitely restored 18th century Dockyard is the perfect stage for this world-class sailing event, the first in the series of the annual Panerai Classic Yacht Challenge.

The 30th Antigua Classic Yacht Regatta will be a once-in-a-lifetime celebration.

Visit www.antiguaclassics.com for more information.



CHRIS DOYLE

Racing in Antigua over the years was the late Philip Walwyn's St. Kitts-built 12 metre yacht, Kate *— a true Caribbean classic*

50th Anniversary of Antigua Sailing Week

Kathy Lammers reports: Antigua Sailing Week started in 1968 when a group of friends got together to hold a regatta.

—Continued on next page

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—*Continued from previous page*

A number of the friends were hoteliers and part of their objective in creating the regatta was to extend the winter season by getting people to stay in Antigua a little longer — or to come specifically to participate in the event, which would in turn extend the end of the current season.

So, in 1968, the Antigua Hotel Association sponsored the very first Antigua Sailing Week which was held from the 8th through the 15th of June with participating boats from the United States, Canada and the Caribbean. Invitations were extended far and wide via travel agents. Festivities included a three-day "Lord Nelson Regatta" with sailing yachts of up to 135 feet in length, power boat races, deep sea fishing and Sunfish sailing contests. There was also a two-day race among Antigua's workboat fishermen, whose boats had been freshly painted in bold Caribbean colours specifically for the event.



TIM WRIGHT / WWW.PHOTOACTION.COM

The Antiguan Government and Antigua Sailing Week Committee went to great lengths to welcome visitors and ensure they had a good time. For those not on the water but looking for a way to be part of the action, there were beach and verandah parties from which the events could be observed; alternatively a small fee could be paid for a spot to race on a participating boat.

On June 8, 1968 everyone was invited to watch the finish of the Guadeloupe to English Harbour Race for boats coming from the southern Caribbean islands to participate in Antigua Sailing Week. That was the first of many parties and balls to be held throughout the week with the final awards party taking place in Nelson's Dockyard with a Lord Nelson Costume Ball held on June 15th.

The inaugural Antigua Sailing Week was such a huge success that it was repeated the following year with dates being moved up a week to May 31st through June 7th, 1969. And so it went over the following 47 years, with new sponsors coming on board and the program of events growing and evolving. The dates eventually changed and it became tradition for Antigua Sailing Week to officially begin on the last Sunday in April every year. Eventually the hotels became less involved, the workboat races disappeared and dinghy racing events are now held separately.

Over the years, classic designs were gradually outnumbered by faster, racier boats until it became almost dangerous for the different types of boats to race together. So in 1988 the classic sailing class split off from Antigua Sailing Week and the Antigua Classic Yacht Regatta was born.

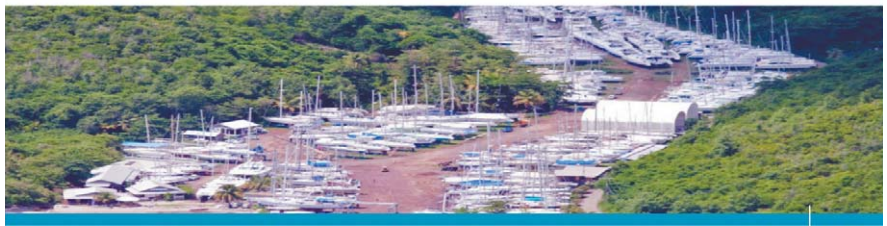
At its height, Antigua Sailing Week welcomed more than 250 participating yachts but with the evolution of yacht racing, numbers have settled at a little over 100 yachts annually. Antigua Sailing Week's tag line is now "where sailing comes first", with organizers having recognized that sailors participate first and foremost for top-quality racing. The parties and social atmosphere are still key features of any regatta, however, and at the end of every day of racing there are a variety of parties and events designed to please everyone.

The Guadeloupe to English Harbour Race has remained a fixture and is now known as the Guadeloupe to Antigua Race. The Lord Nelson Costume Ball evolved into the Lord Nelson's Ball and was held as an exclusive formal prize-giving affair at the Admiral's Inn for many years. The Ball did, however, recently give way to the more casual awards party held behind the Copper and Lumber Store Hotel in Nelson's Dockyard which is open to all and welcomes sailors, residents and visitors alike.

Regardless of evolution, however, one thing remains true. Antigua Sailing Week has and will continue to remain strong for many years to come. Participating boats and sailors come and go as do changes to the event itself, but Antigua Sailing Week is here to stay!

For more information on Antigua Sailing Week 2017 see ad on page 13

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Y2A BY ELLEN BIRRELL

Regionalizing for Youth Sailing Strength

Part One: The Scene in the South



Optimist dinghies racing at Schoelcher International Sailing Week in Martinique. 'We hope to see more Caribbean teams'

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

There is strength in numbers. Together we succeed. Both are worthy mottos and never more true than when applied to Caribbean youth sailing.

The idea of doing more regional training and sailing events — not only as a Caribbean region, but also by focusing on smaller naturally occurring regions within the Eastern Caribbean — is drawing focus and analysis. It could become a strengthening agent for Caribbean youth sailing.

The subject of regionalization for this article raised two recurring themes: prohibitive costs (for boats, equipment and travel) and the problem of different countries utilizing different class boats for their youth-sailing development, which creates a stumbling block when hosting regional regattas on a shoestring.

All island nations responding to my query on the subject indicated that regional transportation was the most limiting factor.

Voices from both the north and south of the Eastern Caribbean said that, owing to proximity, youth sailing clubs cluster in the north to include the BVI, the USVI, Puerto Rico, St. Barths, St. Maarten, Anguilla and Antigua. To the south, the congregating seems to be in Martinique, St. Lucia, St. Vincent & the Grenadines, Grenada, Trinidad and Barbados.

Based on resounding responses to my queries and the importance of understanding the particulars of where the challenges and opportunities lie, we'll examine this subject in a two-part series.



...but getting boats and sailors to other islands' regattas is a problem

This month's Part One will focus on the more southerly region. Let's hear specifics from youth-sailing advocates:

Gus Reader, President of the Barbados Sailing Association, has an interesting update: "Here in Barbados we experimented with turning youth training over to a commercial operation because of lack of volunteer manpower and money/sponsorship. It has been a dismal failure and has left us with a seven-year gap in our youth sailor population. We are in the process of starting all over again, re-building old boats and trying to squeeze a few dollars where we can.

"Interest and participation is at an all-time low and the poor state of the economy is not helping. Trinidad and Grenada are in the same situation, SVG perhaps even worse off.

"There are a few interesting ideas that we hope to get off the ground in the next few months, and I will update when I can. The Barbados Sailing Association aims to start hosting and participating in reciprocal coaching and racing events later on this year. Currently we are working on getting our Optimist, Sunfish, Laser and GP14 fleets in good working order and looking at the possibility of introducing a high-performance dinghy class to see if we can attract youth interest from those who have learnt the basics but find our older dinghy classes not 'sexy' enough.

"The costs of boats, parts, sails, air travel and accommodation are severe limiting factors to regional participation. Transporting youth on a yacht from Barbados to Trinidad or Grenada for events is not feasible, and the reverse trip even less so due to wind and current.

"Grenadian businessmen Kelly Glass and Matt Veinotte are stirring sailing interest with Grenadian and Vincentian youth by importing four O'pen Bics to Bequia and nine to Clarkes Court Marina in Grenada. Easy to rig, maintain and sail, the nine-foot Bic is a self-bailing single-hander designed for kids eight to 16 years old. We are expecting their use in the 2017 Bequia Easter Regatta, and regional participation to include Trinidad, Grenada, Martinique, and Barbados. This great initiative is on trial with the view to a new Southern Caribbean event next year."

Gus concludes, "Things have changed; many young sailors today do not want to spend the time and effort to learn to sail well. Somehow we need to build or re-build a 'culture of sailing' in these islands. Easier said than done!"

In the middle of the Eastern Caribbean, Martinique hosted its 27th Annual Schoelcher International Sailing Week (SISW) in late February. Regional attendance was poor. Michel Zougs of Cercle Nautique de Schoelcher says, "We had 130 boats on the water in eight classes: Optimist, Laser 4.7 and Radial, Sunfish, Sport Catamaran, Bic 293 OD windsurfer and, for the first time, a Cruiser Surprise. One hundred and eighty sailors participated, from Belgium, France, Corsica, Norway, Sweden, Antigua, Cuba, St. Lucia, St. Barths, Guadeloupe and Martinique. I personally regret so few sailors from the Caribbean area come to our annual regatta. I think it's really a problem for CSA to solve. We need to have an effective youth program coordinating high levels of participation of all Caribbean islands in regional clinics and regattas.

"Next year, the SISW will be held February 9th through 13th. On February 4th through 8th, 2018, an official pre-regatta clinic will feature head coach Magnus Brun. We hope to see Swiss, Swedish, Norwegian and French teams — and especially more Caribbean nation's teams."

To give an idea what first-rate French racing costs each youth, 100 Euro buys SISW registration for four days racing and three days' meals, and a one-time fee of 60 Euro buys a four-day boat charter; additionally the four-day pre-regatta clinic is 30 Euro and associated boat rental is 60 Euro.

Perusing Optimist regatta registration fees within the Eastern Caribbean, registration fees per child per day are in the US$18-to-$82 range, with daily boat charters running $16 to $50. Several clubs indicated that they allow visiting youngsters to utilize their club inventory for free.

A Different Perspective

For countries where youth sailing programs are newly developing — that is, newly developing sophistication and sustainability — regionalization can take a different tone. For instance, in St. Kitts & Nevis, which formed a national sailing federation only in recent years, persons on both Kitts and Nevis are collaborating to send young sailors to each other's island for events within their twin-island nation. This is a form of regionalization that is successful in the Bahamas, Belize, the Virgin Islands and Puerto Rico and certainly could be viable within the Grenadines region, including Petite Martinique and Carriacou.

Nicholas Dupre, coach of St. Kitts Yacht Club Youth Sailing, shares a unique rally idea. To celebrate the opening of their new facilities, they held a 7.5-mile sailing rally, creating a regional-type experience for 14 young sailors: "Spread among ten Optimists and a Laser, youngsters sailed themselves along the Southeast Peninsula. The older kids of the group led the way. Some of the younger ones, as young as six years old, followed their lead. The trip started at Spice Mill on Cockleshell Bay, with the new St. Kitts YC in Frigate Bay as the final destination. Accompanying them were three safety dinghies, three Hobie Cats and three sailing yachts carrying coaches, volunteers, parents and yacht club members. It was a beautiful day on the water."

Veering away to a western Caribbean perspective, Belize has a proliferation of youth sailing clubs dotting its coast. The clubs share resources and receive support from their umbrella organization, the Belize Sailing Association (BzSA). Roberto Pott, Public Relations of BzSA, says, "Caribbean regional exposure has been important for the sailors to gain experience in conditions that we normally don't get within the protection of our Belize Barrier Reef. This also helps the BzSA to identify the coaching support that could help sailors progress, especially after they reach the top of their fleet."

The CSA Weighs In

"The Caribbean Sailing Association (CSA) favors more regionalized training and opening the doors to youth from less privileged clubs and backgrounds. The privileged will always find their way to regional and even international competitions. The CSA, being a relatively small non-profit organization with limited income, unfortunately doesn't have the financial resources to support any regional training initiatives at the moment. But certainly the CSA Sailing Development Committee is working towards driving youth-sailing development across the region, albeit rather slowly because it's an all-volunteer committee. We are working toward a regional training syllabus and identifying potential income streams to support it. This way the CSA can assist the nations most in need," says CSA President Kathy Lammers.

She continues, "World Sailing [the world's governing body for the sport of sailing] has resources that can be tapped into, but it's not particularly easy to get to them and they need to be accessed through routes not necessarily available to islands with underdeveloped sailing programs. More initiatives, such as the Emerging Nations Youth Training program that World Sailing hosted in Antigua a couple of years ago and has hosted in other emerging nations, are a step in the right direction. Our region could use more of that type of initiative, especially in the southern islands.

"The CSA applied for a membership in World Sailing last July. Although it has been approved in principle, we await ratification by a WS Council vote. Once that membership comes through, CSA can make inroads into World Sailing funding for more regionalized training."

Regionalization can build Caribbean youth sailing through heightened communication of inventories and long-term one design acquisition strategies as well as working together to overcome boat, equipment and travel costs. There is strength in numbers. Together we succeed.

Look next month for "Y2A: Regionalization for Strength Part Two", where we will explore perspectives within the Leeward and Virgin Islands area.

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

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



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CUBA, AT LAST

DESTINATIONS

Part One: Getting There

by Ralph Trout

Alongside the Immigration inspection dock at Marina Hemingway

Cuba has always beckoned and I finally had an opportunity to sail there.

It's not that far or difficult a sail from Key West, but I never expected all the hoops that had to be traversed before going, not to mention the dotted i's and the crossed t's. I believed President Obama made history by opening the "forbidden island" once again to gringos. However, the legalities of preparing for the visit were a bit of frustrating work in a realm we all love, government bureaucracy. Getting there by boat is the easy part. Most can do a 90-mile sail and still have energy for a few brews on arrival. But after sorting out what was and wasn't legally necessary, I deserved more than a few rums.

Preparation began with contacting as many people as possible who had viable information on Cuba. Wally Moran's "Sailing and Cruising Cuba" blog on Facebook was a good start, but the fine details were missing. The more I investigated, the more confusion evolved. Reports of Cuban clearing procedures and US permit requirements varied widely. I needed the facts, only the facts.



My first phone call went to the Coast Guard base in Ft. Pierce, Florida, which pointed me to Miami. Miami pointed me to my proposed point of departure, Key West. In turn, Key West felt Miami was the best source of information. No one knew the appropriate department for Cuba travel information, but they did have an idea that "something" was necessary to allow a US-registered yacht to sail to Cuba and back. On the phone with Miami Coast Guard for the second time, someone finally sourced the correct officer in charge, Officer Wilson.

The US Permit

The "something" I needed was a permit from the US Coast Guard. Joseph Wilson, in the CG Miami Response Unit, is the Coast Guard person who channels all requests for permits to the "legal" department for "investigation" and "determination". Officer Wilson explained that the permit is necessary because a US-registered yacht sailing to Cuba and back without one is liable for a possible maximum US$10,000 fine. The process for obtaining a permit is as easy as most bureaucratic procedures. Download the form called "US Coast Guard Application to Enter Cuban Territorial Waters", known as the 3300, from www.uscg.mil/d7/docs/Cuban%20permitCG3300.pdf

Print several copies, very legibly enter the info, and e-mail or fax it to the given address. Be precise about your departure date (January through March are bad months to go, owing to regattas and snowbirds) and location. You'll need to enter all the usual info: boat name, registration, color, engine, navigation equipment. Passport numbers for some reason are excluded from the form, but add them. Besides your port of embarkation, you'll need to state your intended Cuban destination. Ours was Marina Hemingway. The permit requires the latitude and longitude; the entrance to the channel into Hemingway is 23°50.314'N, 82°30.499'W.

There must be a purpose for the voyage. "Drinking rum and having fun" is not one of the 12 acceptable categories. Most cruisers can honestly sign their name to at least one of the 12, such as "support of the Cuban people". Paying for taxi fares, meals, cigars and drinks certainly is support.

Officer Wilson can be contacted at (305) 415-6820 and answers all questions in a professional and timely manner. Expect three weeks or more for your permit to be processed. My desire to leave as soon as possible was to get far away from the very expensive Florida Keys.

Extra Info

A good website to check before heading for Cuba is the US Cuban Embassy's: https://cu.usembassy.gov/u-s-citizen-services/local-resources-of-u-s-citizens/traveling-to-cuba. Another is Noonsite: www.noonsite.com/Countries/Cuba.



Above: The drug-sniffer dog and his handler determined that we were not smugglers

Below left: Agriculture inspectors checked to see if we had any plant material aboard

A visit to Customs before leaving the US is a good idea. It was explained to me that rules are frequently changed and it was difficult for the local staff (Key West, in my case) to be current. You are allowed to bring back 40 cigars and 2.75 litres of rum.

Insurance or Not?

Whether or not to have insurance for your yacht when going to Cuba is up to you. When we left, only Lloyds provided insurance as a rider with an entirely new insurance company.

—Continued on next page

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—*Continued from previous page*

That meant you would have to get an entirely new policy. No US insurance company — at that time — would merely issue a rider, an add-on provision to a basic policy that provides additional benefits at an additional cost.

There was also talk of Cuban authorities requiring travelers' health insurance. That never was mentioned to us while in Cuba.



At our slip, we were met by a dock assistant, an electrician, a representative of the security staff, and Cesar (in blue), who handles the refuse among other duties

It is all up to the individual, what risks you are prepared to take. Rumor is that five US companies now provide insurance policies that cover Cuban waters. Do some Googling.

The Passage and Arrival

Three days before our mid-February departure date, Officer Wilson notified me by e-mail that our permit was granted. We downloaded and printed several copies, believing they would be needed.

Our weather for departure was calm with little breeze and we motored for 20 hours. The entrance to Marina Hemingway is well marked. Call on VHF 77 or 16 (77 is usually a low-power channel, so use international). This prepares everyone for your arrival. Stay inside the buoys, bear left and you will see a concrete dock with two blue bunker buildings on the port side. That is Customs and Immigration, who will help secure the boat. Have your bumpers ready. You should be flying a yellow quarantine flag and a Cuban courtesy flag.

Four officers stood on the dock. First aboard was the medical officer, who inspected the boat in minutes. We were not lethal. Then two from Immigration were nice enough to remove their boots before they checked below decks. Both spoke some English. We followed them back to their office and presented our boat papers and passports. Our photos were taken and we were given a visa paper. Don't lose it.

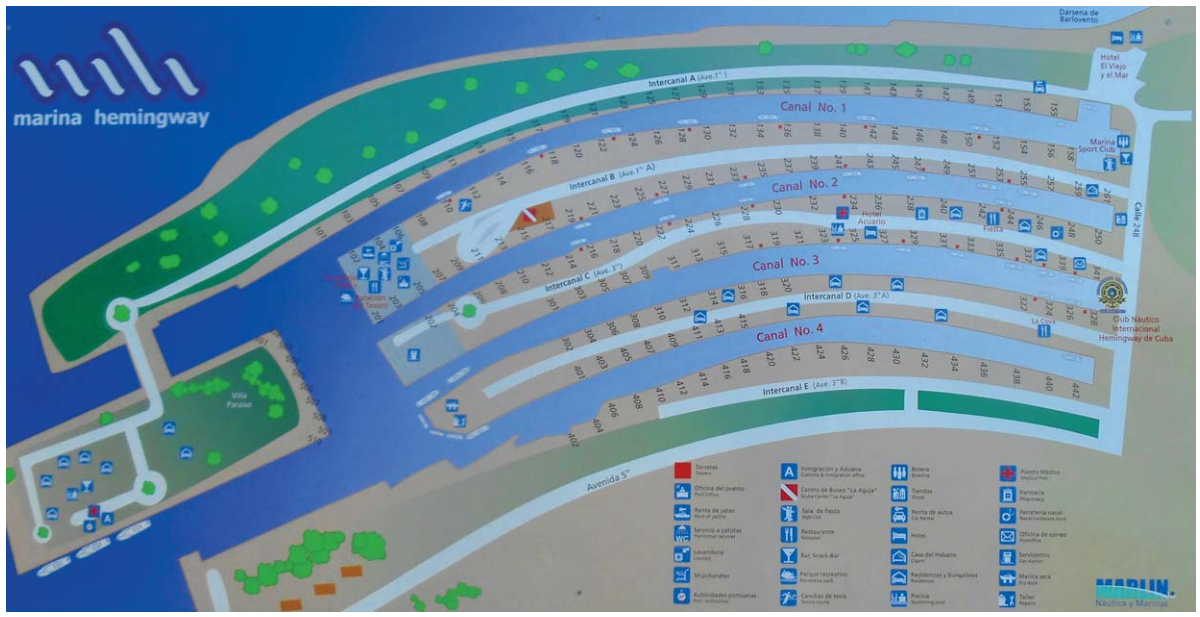
We went back to the boat and a drug-sniffer pooch spent a long 20 minutes below decks. We were not smugglers. Customs never really appeared and stores were not checked. No one asked about our US permit.

Writing pens are a necessity for these officers and make nice gifts.

A good easy-listening Cuban radio station for background music while all these inspections are happening is 96.7. If there are several boats clearing in, there is a very nice waiting area. On the west wall of the Immigration bunker is a mural of Marina Hemingway and we were told what space we were designated.

Come off the dock and take a left. There are three canals in Marina Hemingway. The first is private and you'll see the very accessible fuel dock. The second canal is for big yachts, mostly motor but there were a few big sailboats. To its left (north) there is a dry dock, the dockmaster's office, and a thatched-roof bar before you make a right turn into canal one. This is the closest to the seawall.

Below: On the west wall of the blue Immigration-Customs bunker is this accurate mural of Marina Hemingway



When we reached our designated space, the boat was greeted by four marina employees: an electrician who would connect us (plug in) to shore power, a security officer, an employee who could arrange for boat workers, and Cesar, the man who handles most things including trash removal. All trash must be immediately removed from the boat. Two agriculture inspectors came belowdecks to see if we had any plant material that might contaminate their island. We didn't, but they checked the fridge and lockers.

Every few days a medical doctor visits every yacht in the early morning, inquiring about your health.

Last on board was the dockmaster. That day it was Gabriel. During our stay, we met the other dockmasters, José and Rafael. Gabriel presented the marina's rate sheet. We had been told by other yachtsmen in Key West that the marina rates had increased erratically. They hadn't. Yachts up to 45 feet pay .70 CUC per foot per day, 47 to 75 feet pay 1 CUC, 75 to 89 feet pay 1.80 CUC, and over 90 feet is negotiable. (If you can afford a 90-foot yacht, who quibbles about a few cents for dock space?) Water costs .06 CUC a gallon and electricity is .35 CUC a kilowatt. All prices are in Cuban CUCs (Cuban convertible pesos). For international exchange purposes one CUC equals one US dollar.

A kindly tip: Do some simple math and hold back enough money for your dock fees. Signing the marina's papers guarantees they can hold your yacht for unpaid fees. Forget about using credit cards!

We walked around the marina. At the far eastern end of the first canal were a yacht being held for fees, a visible sunken motorboat, and a supposed sunken sailboat. The canal water is extremely clear and seems clean and well circulated with no algae. I saw a local man spearfishing in the canal and saw some sizeable fish. It would be good snorkeling.

We'd arrived.

Next month: Cuba, Part Two: Being There



SEAWISE BY DON STREET

DON'T LEAVE THE CARIBBEAN — YET!

Spring is in the air and some sailors are already planning a trip away from the Caribbean, heading to North America or Europe.

Many experienced offshore sailors say, "Anyone heading north or northeast from the Eastern Caribbean before the end of the first week in May is playing Russian roulette with three bullets in the cylinder." This is also my conclusion, based not only on my own experience but also on 70 years of reading about disasters, being told of disasters first hand and hearing many second-hand reports.

While waiting for mid-May to come, purchase the Imray Iolaire passage chart 100. It is a gnomonic projection, where a straight line is a Great Circle course. It covers the whole North Atlantic and also the Caribbean. On the front of the chart are shown all the normal Great Circle courses that are likely to be sailed by a yacht, with the distance to be sailed. On the back there are weather and wave-height charts for the entire year — except for the months of January, February and March, months when yachts should not be sailing in the North Atlantic.

The weather charts show wind direction, frequency and strength, and the percentage of calms plus gale frequency. Regarding gale frequency, a word of warning: "gales" mean winds of Force 8 (40 knots) or more, sometimes much more. Winter gales are usually stronger than summer gales. April gales are most likely more severe than May gales.

The weather charts also show areas and frequency of wave heights of 12 feet or over. Again, the chart does not show how much over 12 feet can be expected. It must be remembered that if the waves are running 12 feet, occasionally they will get in sync and waves of 24 feet will arrive.

On all routes the boat, skipper and crew, must all be prepared to weather a full gale at sea in COLD weather.

The Great Circle course from Bermuda to Falmouth, England leads through the southern edge of the area of icebergs, and boats heading from Bermuda to the Azores that take the northern route looking for wind will skirt the iceberg area. The passage chart 100 is a real eye-opener: it shows positions of icebergs that have been seen well south of the normal area — including four south of the Azores.

The passage from Bermuda to the Azores can be a mixed bag. On chart 100 there are three routes shown: direct, middle and northern. The direct route is the shortest. It is also straight through the Azores High. Some boats have reported not only light airs, but also long periods of flat calm, requiring much motor-sailing or motoring. But this is not always so. In 2002, delivering an Oyster 48 ketch, we left Bermuda on a southwester. One day out, the wind switched to the east and started blowing.



LCT KLUND

The passage from Bermuda to the Azores can be a mixed bag

Every time the wind shifted we tacked, but each time the wind headed us. We spent two days going nowhere. Finally the wind suddenly switched to the west and started to really blow like hell. We sailed to Flores, straight through the normally windless Azores High, under shortened sail the entire time.

Some boats departing Antigua will head northeast on starboard tack, close reaching toward the Azores: Great Circle distance 2,070 miles. When the wind dies they turn north, power across the High, pick up the southwesterlies, and sail off to the Azores. But this does not always work. In 1989, *Iolaire* took off direct to the Azores on a fast close reach. At the end of seven days we were halfway there; the wind was dying. Many boats had left Antigua the same day and we were talking on the VHF. I announced that, as the wind was dying, I was turning north to cross the High and pick up the southwesterlies. *Wet and Wild* came on and said they had weather info and there was no wind in the entire North Atlantic: the only thing to do was to continue on and fight the light airs. We all did this. The boats with engines ran out of fuel. One day when all the others were becalmed, *Iolaire* did 70 miles. How? We dropped the main, squared the boom off, and hoisted two spinnakers. We were not towing a prop. The engineless *Iolaire* took 21 days to sail from Antigua to Horta; the boats with engines took 19 days.

This article was published in a slightly different form in April 2014; the advice is timeless. For Street's tips on sailing from the Eastern Caribbean to the East Coast of the US, see page 27 of the March 2014 issue of Compass *at http://www.caribbeancompass.com/online/march14compass_online.pdf.*

Outward Bound

This month, *Compass* takes a slight detour from our usual Caribbean-only geographic focus to give readers a glimpse of what lies just outside our borders on some popular cruising routes. On the following pages we'll take a look at cruising the Azores, in the Atlantic; the Exumas, in The Bahamas; and the Perlas Islands, on the Pacific side of Panama.

Enjoy the detour — and come back soon!




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Cruising the Azores - Part One:

FLORES, FAIAL AND PICO

by Linda Lane Thornton

DESTINATIONS



An increasing number of boats coming from the Caribbean make their landfall at the Azores' most western outpost — Lajes das Flores

AS the Caribbean hurricane season approaches, many cruisers' thoughts turn to "Where next?"

Every year many choose to cross the Atlantic eastwards, whether returning to home waters or exploring new destinations. From the Caribbean one can choose to go northwards via Bermuda, or take a more direct route from, say, St. Martin, towards the Azores.

The Azores archipelago consists of nine islands, grouped into the western islands of Flores and Corvo, the central group of Faial, Pico, São Jorge, Terceira and Graciosa, and the eastern group of São Miguel and Santa Maria. It is an overnight passage between each group, with easy hops between islands within the same group.

It is approximately 2,200 nautical miles from St. Martin to Lajes on Flores or Horta on Faial. Received wisdom is to head north through the horse latitudes until one reaches the westerly wind belt. A more direct, rhumb line, route can lead to light airs but if you have plenty of diesel, or are not in a hurry, then the direct route can be taken. I have now done the passage four times, once via Bermuda and three times directly from St. Martin, and on every crossing I have experienced winds up to gale force, albeit from astern every time. Reaching with the wind aft of the beam in 35 to 40 knots in brilliant blue sky and sunshine is rather different from trying to beat into the same wind and seas when it's grey and miserable. It usually comes down to personal choice and there is really no right or wrong route — except in retrospect with 20:20 hindsight. [*Editor's note: For detailed information on this passage, see Don Street's "Leaving the Caribbean: To Europe" on page 28 of the May 2008 issue of* Compass *at www.caribbeancompass.com/online/may08compass_online.pdf.]*

All of the Azores islands are of volcanic origin and there has been volcanic activity within living memory, with the emergence of the Capelinhos volcano on Faial in the 1950s and the earthquake on Terceira in the early hours of the morning of January 1st, 1980. This year, in the week beginning February 6th, there was a magnitude 3.1 earthquake on Faial, but with no resultant damage. Consequently there are numerous volcanic cones and calderas, lava tubes and smoking fumaroles, but only Santa Maria has a unique marine sedimentary deposit, as it was submerged beneath an ancient sea before being again uplifted by orogenic activity.

As the islands are both steep-to and have rocky coastlines, opportunities for anchoring are minimal, but the reasonable price of marina berthing makes this the most attractive option. Most marinas are run by the Portos dos Açores and are publicly owned. A computerized system means that once you have checked in at one marina, the others have your details on file, although they will need to be notified of crew changes. Marina staff keep a watch on VHF channel 16, although at weekends there may be no one on duty. Without exception, marina staff are welcoming, going way beyond the usual remit. The marinas at Horta, Velas, Angra do Heroísmo, Ponta Delgada and Vila do Porto have shower and laundry facilities, the latter being most welcome after an ocean crossing. All of the islands have airports, but only Horta, Terceira and São Miguel have international flights; there are flights from Terceira to Boston, Massachusetts, on a regular basis.

If you are interested in walking, The Associaçao Regional de Turismo produces a guide to the walking and hiking trails on all the islands except São Miguel and Santa Maria. This excellent little book gives some fascinating information about the history, geology, culture and flora of the areas around the trails. It is available from most tourist offices. If you don't want the book, A4-size leaflets of individual trails are usually obtainable from both tourist and marina offices, along with maps, bus timetables and other information.

Whatever passage you plan, the RCC Pilotage Foundation's *Atlantic Islands*, by Anne Hammick FRIN and Hilary Keatinge, will be invaluable (ISBN 978-1846236495, www.imray.com; online supporting files and updates can be found at www.rccpf.org.uk). This not only gives advice about passage planning and weather forecasting, plus chartlets of harbours and anchorages (no excuse, though, for not having your own charts), regulations and the like, but also information about the history of the islands, what to see and do, what to expect. The fully revised sixth edition includes Bermuda for the first time.

Flores

An increasing number of boats coming from the Caribbean make their landfall at the Azores' most western outpost — Lajes das Flores, on the southeast corner of the island of Flores, whose name means flowers. I can recall being puzzled on my first approach to the island, wondering what the blue dry stone walls were made of: they are made of hydrangeas, an alien plant brought in to form hedges, but regarded with affection now as the local flower of the Azores.

The marina in Lajes das Flores is very small, with little room to manoeuvre, so if you have a large boat or a catamaran in the 12- to 15-metre range, you would be wise to anchor outside. If there is any swell from the north to east quadrant, the conditions in the marina can vary from being uncomfortable to untenable, so if you think anchoring would be uncomfortable, don't even think of entering the marina. If a strong swell is likely, you may be asked to leave, but there is usually plenty of warning. If a northerly or easterly comes in and you are not quite ready to head east, anchorage can be found on the west coast at Fajã Grande, although you need to be ready to move again should the wind move back into the west.

The pontoons in Lajes were put in for the convenience of local fishing boats, but the island has proved to be entrancing for visiting yachts. The entrance to the marina is narrow, between the end of the breakwater and some rocks which extend from the shore. There is then a sharp turn to port to enter the marina proper. It is possible to get a berth if your boat's beam is less than four metres, otherwise you may have to moor alongside the wall.

PROVISIONING: Lajes has two small grocery stores where you can buy just about everything you are likely to need by way of food and drink.

EATING OUT: The café above the marina offers snacks, and there are a couple of restaurants, while the Beira Mar Restaurant is within easy walking distance.

INTERNET: As with all of the Azorean islands, together with Madeira and Porto Santo, free WiFi is available in many places, it being a product of the Azorean government's policy to ensure that the islanders are able to keep in touch with the outside world. In Lajes, WiFi is available at the café above the marina.

—Continued on next page

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WALK TO DO: From Lajes to the Fajã de Lope Vaz. The *fajãs* are areas of flat and fertile land, which may be the result of either lava flows or slumping of cliff faces. They are usually intensely cultivated, and Fajã de Lope Vaz has a microclimate that enabled the growing of yams, bananas, papayas and grapes to supplement maize as a staple crop. There is no vehicular access to the fajã, and as with most of them, the steep walk down also means a steep walk back up.



Above: The volcano at Capelinhos appeared out of the sea in 1957, and went on to partially bury the lighthouse

Faial

The little town of Horta has long been a meeting point for transatlantic yachties, with Peter's Café Sport the centre of attention. Next year sees the 50th anniversary of the start of the Café Sport, quite a modest affair at the time but now a large and thriving business, incorporating whale-watching, bicycle hire, a retail outlet and a scrimshaw museum.

The marina is often very busy in the season, so you will probably have to raft up against the wall — not always easy for those who are not too nimble. Horta is a port of entry, and all formalities may be completed with the marina office building, which also houses Customs and Immigration.

Mid-Atlantic Yacht Services is the one-stop shop for chandlery items, and if they do not have what you want, then they will get it in for you. Their shop is a short walk from the marina on the main road overlooking the harbour (tel: +351 292 391 616, e-mail: mays@mail.telepac.pt, see add in the Market Place section pages 41 to 43).

Faial was the site of the largest volcanic eruption of recent years, when the volcano at Capelinhos appeared out of the sea in 1957, going on to engulf the lighthouse and resulting in over 50 percent of the population leaving the island. Much of this new volcano has now been eroded away (there is a fascinating interpretive centre sited *underneath* the ash cover), so it has little impact on the vista as a whole, while the old lighthouse stands half buried in ash. The volcano is still active, releasing toxic gases and vapour, but much of the area can be visited via a marked trail. It is as sobering to visit as the town of Plymouth on Montserrat. Faial also gives its name to *fayalite*, the iron-rich olivine mineral that was first described here in 1840 and which is a common constituent of many volcanic igneous rocks.

PROVISIONING: There are a couple of small grocery stores within easy walking distance of the marina, plus a branch of the Continente supermarket chain just a short walk out of the town. In addition, there are some excellent butchers and a small vegetable market at the northern end of the main street.

EATING OUT: Horta has a vast number of cafés and restaurants to choose from. My favourite is Mergulhas, which is on the main town road towards the market. Peter's Café Sport, overlooking the marina, provides snacks and more substantial meals, while the Taverna do Pim overlooks the old whaling station.

INTERNET: WiFi is available at the café at the northern end of the marina and in many bars and cafés throughout the island.

WALK TO DO: Take a taxi to the caldera, walk around the crater rim, and then stroll back to Horta (or make sure you have the taxi driver's number!).

Pico

The second largest of the Azores archipelago, Pico is most distinguished by its shapely volcanic cone, the highest point in Portugal. Locals from the island have been known to comment that the best thing about Horta, on the neighbouring island of Faial, is the view one gets of Pico. It is indeed an arresting sight. Pico has no marinas as such, simply fishing ports, but it is feasible to use the pontoons at Lajes do Pico, or the harbour wall in Santa Cruz das Ribeiras. Here the *Atlantic Islands* guide comes into its own.

Many yachties (myself included) visit Pico by taking the ferry from Horta to Madalena, and then hiring a car for a couple of days. Pico is the second largest of the islands, and its scenery is magnificent, particularly if you enjoy volcanic scenery. Also of note are the tiny, walled vineyards from which come the grapes for Pico's famous wines; my own favourite is Basalto, a rather dry red.

PROVISIONING: All settlements have at least a small grocery shop, so provisioning for a short stay is quite easy.

EATING OUT: The variety of food available is splendid, in addition to sampling the local wine.

INTERNET: Free WiFi is available in most cafés and restaurants.

WALK TO DO: An ascent of Pico is a strenuous hike from the visitor centre about halfway up the mountain. Good walking shoes or boots are essential, as the cindery footpath is hard work and makes coming down almost as difficult as going up, as the pebbles are inclined to move underfoot. Walking poles are advantageous. However the sense of achievement when one reaches the summit more than makes up for the climb, and there are one or two places on the summit where warm air rising from deep within the volcano escapes, a reminder that there is still seismic and volcanic activity on the islands. In fine weather it is possible to camp within the old caldera so as to catch the sunrise — unforgettable!

Below: A view from Horta of Pico's shapely volcanic cone



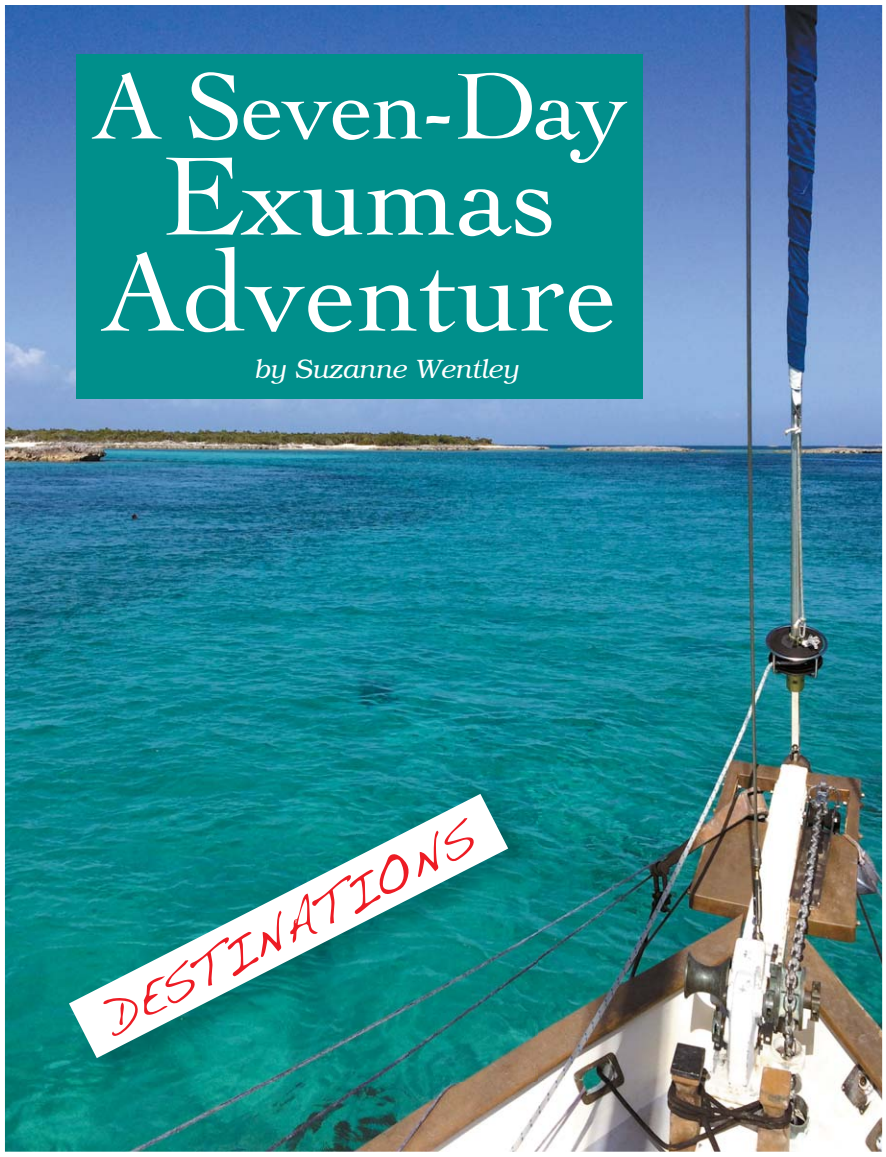
Next month: São Jorge, Terceira, São Miguel, and Santa Maria.



São Jorge, which we'll visit next month, is famous for coverlets woven on ancient looms

A Seven-Day Exumas Adventure

by Suzanne Wentley



Say you only have a week in the Exumas, with its waters so clear and inviting the green entices you miles away with subtle reflection in the clouds. Fish, lobster and conch are found within minutes of jumping in. And once on dry land, you'll find friendly folks just as easy to meet.

Only a week? Most dedicated sailors do (and should) stay much longer, but not everyone has such luxury. Some charter a catamaran for the week to see the sights, and others, like my boyfriend and myself, must breeze through the narrow chain of Bahamian islands on a dash to beat the approaching hurricane season.

While the threat of storms restricted the time of our visit to one of the most popular cruising destinations, we packed in adventures worth recreating.

My boyfriend and captain, Brad Flowers, and I had been adding to our future cruising kitty and improving our Down East 32 named *Tortuga* in the Abacos for the previous six months. Also a gorgeous and fun chain of islands in the Bahamas, the Abacos is known (besides a few spectacular fishing spots and cute Loyalist villages) for various bars and their signature cocktails. But there are only so many Nippers, Blasters, Grabbers, Wreckers and other variations of rum punch a liver can handle.

So we followed the stars in the eyes of fellow liveaboards and shopkeepers in the Abacos raving about the Exumas, where, they say, someone on the bow could almost check the wristwatch of the person diving the anchor. But that's silly, why would you wear a wristwatch while cruising?

With only one week, time is of the essence. Our trip to the Exumas was in June, the "off season," when most every other boat has already found safe harbour from storms, but it is easy to find deserted anchorages and adventure any time of the year.

Arrival at Exumas

Approaching the Exumas chain of islands from the north, boaters get a first taste of the famously clear waters and sometimes-treacherous reef. While admiring the aquamarine hue, skippers must rely on VPR, or visual piloting rules, to navigate around coral heads that darken sections of the sea with just a few feet of clearance. I stood on the bow and jutted my arm in safe directions, shouting "port!" and "starboard!" as Brad worked the helm. The GPS charts helped, as well, and our VPR skills were honed later in the week as we continued along the Exumas Bank.

By far, the best choice for cruisers is to travel along the westerly side of the islands in the relatively shallow bank, rather than the Exumas Sound. Along with providing a shield from strong east winds, the path also makes it simple to check out anchorages nearly all along the way south to George Town.

For the first night of the week, skip the rolly Ship Channel Cay to anchor between Leaf and Allens Cays. There is exceptional holding, despite a strong current, for about a half-dozen boats. We shared the anchorage with one other boat — and scores of wild iguanas. After greeting the curious lizards, which approach visitors quite closely perhaps hoping for a handout, we walked over Leaf Cay to the much-deeper Exumas Sound. Donning snorkel gear, we swam north along the coast and came to a rapid, narrow cut that allowed us to fly past corals and ride the current river back to the little cove where our boat was anchored.

When boats arrived from Nassau packed with tourists all pointing iPhones at obliging iguanas, it was time to go. A crisp ten-knot southeast wind offered us a fun close-haul sail for 20 miles to the next stop, Shroud Cay.

Enjoy the Park

We dropped anchor on the southern tip of the island, which is inside the Exumas Cays Land & Sea Park. Be sure to troll for dinner before entering the park, which at Shroud has a narrow waterway trail perfect for paddleboards and kayaks.

With starfish, puffers and shorebirds as guides, we fought the increasingly strong current to a dramatic cut where the bright blue waters of the Sound once again met the sandy shoals of the Bank. The reward for the challenging paddle was a carefree drift home; we even ditched our vessels early and hiked in so we could float on our backs for the first leg of the return trip.

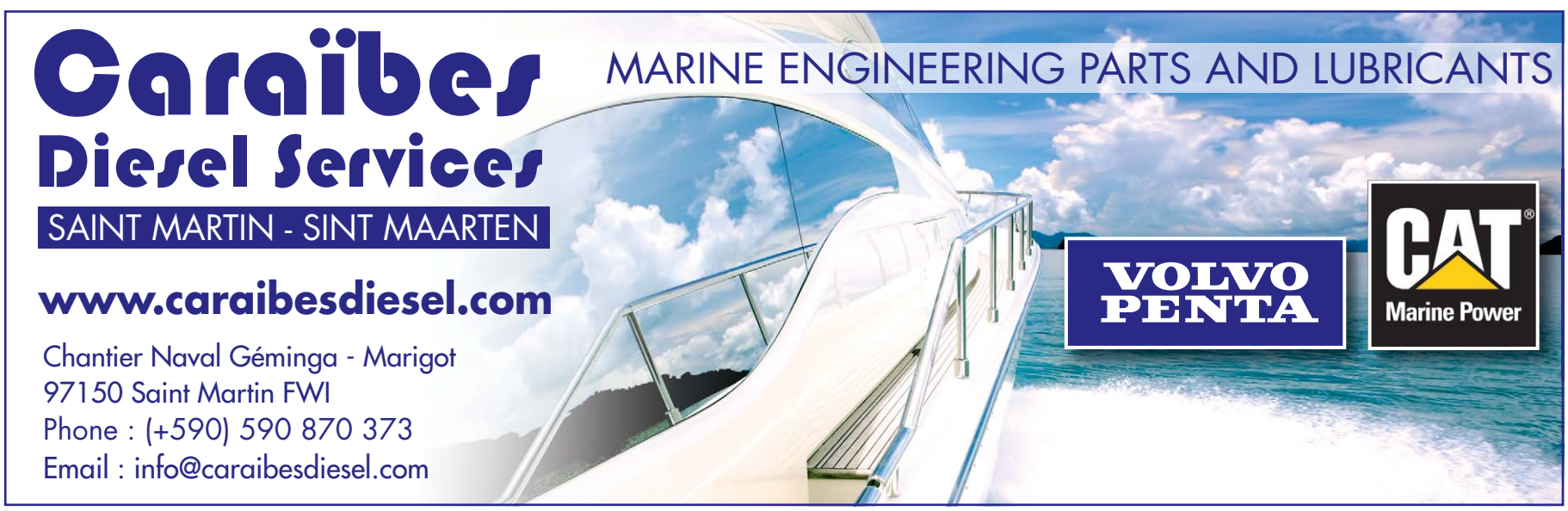
Oftentimes the mooring balls at the park are filled (call early in the day on VHF 9 to reserve a spot), so anchoring at Shroud, Hawksbill or south along Warderick Wells Cays are good ways to enjoy the preserve in busy times. Our third day of the week, we were able to get a ball in the park for US$20. It's also possible to log on to the Internet for an additional $15/day to check e-mail, but that's almost as bad as wearing a watch.

—Continued on next page

Left: Approaching a wide-open cut — a taste of the famously clear waters

Below: The snorkeling is fine in the Exumas Cays Land & Sea Park





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Have an Authentic Experience

Skip Staniel Cay, unless you need to snap a photo with the famous wild swimming pigs. The locals told us that years ago, there was talk of an impending economic depression that would have left the community without meat. So entrepreneurs brought pigs to the beaches of nearby Big Majors Spot. When the downturn never happened, these enterprising folks instead taught the pigs to swim and gullible tourists flocked in by the hundreds. Evidently the pigs were also supposed to learn how to dance, but that never transpired. It's novel, for sure, but as authentic as when pigs fly.



Brad relaxing aboard the Down East 32 Tortuga *in the Exumas*

Instead, head around the corner to the quiet anchorage of Black Settlement Point. We were pleasantly surprised by this delightful community, where golf cart rides and fish fry invitations are offered within minutes of arrival. There, a celebration of the Bahamian Independence Day was capped off with fireworks at midnight.

Spending time with the locals is worth scheduling into even a short trip to the Exumas, and real conversations often happen off the beaten path. Stop by Little Farmers Cay, heading south, to see hundreds of little white butterflies on the hill heading to Ocean Cabin and its proprietor, Terry Bains. Over a delicious rum punch, Terry treated us to a lively philosophical debate from the perspective of someone born just one hill over from where we sat.

Sharpen Your Sailing Skills

The Exumas Bank is an ideal place to hone navigational skills, as the VPR route becomes the norm after Cave Cay Cut. Since *Tortuga* has a 4'9" draft, we decided to try our luck meandering south through the narrow, twisting paths currents carve into the shallow sands and jagged coral heads. It seemed like a better alternative than fighting the tradewinds in a tiring beat south.

Check the tides and be sure to have good light if you transverse around Darby and Pimlico Cays, where the charts come in second to a pair of good, old-fashioned eagle eyes. The challenge pays off by being one of the few boats in the quiet waters off Barreterra. In that small town on our sixth day in the Exumas, a local grandmother demonstrated traditional Bahamian platting methods used to make straw bags and baskets.

Toasting a piece of bread from a loaf we bought from her, Brad and I pulled anchor that afternoon for an easy sail to George Town. We left out of Rat Cay Cut, one of the easiest inlets to the Exumas Sound in east winds, thanks to its rare north-south configuration. There were barely any waves as we turned south. With a double-reefed main and half a jib out, *Tortuga* danced the 30 miles to George Town for our last night in the Exumas.

With all the stores needed for provisioning or fixing before the next passage, as well as ample drinking holes for meeting friends, George Town is considered home for many cruisers throughout the winter. But we didn't have that kind of time. It was time to sail on.





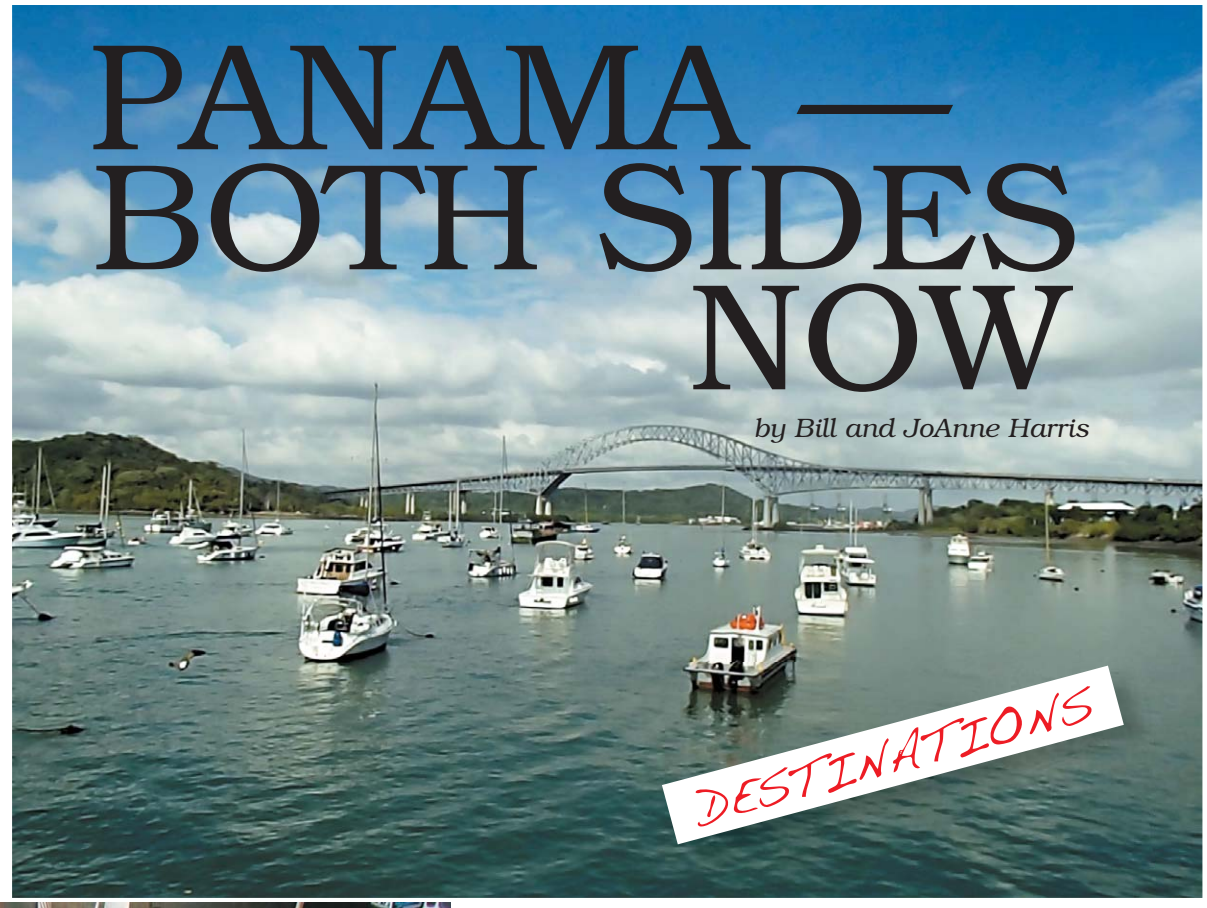
Top: Time for fun. 'Why would you wear a wristwatch while cruising?'
Center: Boo Boo Hill is named for the ghosts that come out at full moons
Below: Fish, lobster and conch are found within minutes of jumping in





PANAMA — BOTH SIDES NOW

by Bill and JoAnne Harris



Several months ago, we were in Shelter Bay Marina, Panama, aboard our cruising trimaran, *Ultra*, waiting for a safe weather window to sail once again to the spectacular San Blas Islands. We continued to whittle away at our never-ending list of boat projects, and organized many social events for the cruisers and guests of the marina. We also had an excellent surprise reunion with our friends Steve and Sandra aboard S/V *Yonder*. We had met them in Roatan a few years previously, met up with them in Bocas del Toro, and were pleased to see them again. During a breathtaking jungle hike out of Shelter Bay, the *Yonder* crew invited us to be line handlers for them during their Panama Canal transit. We were delighted to accept. We had made the transit a little over a year before with our French friends aboard their Lagoon 45 catamaran, *Phileas*, and were excited to transit again.

Our Second Panama Canal Transit Experience

On January 7th, 2016, we began our second transit adventure aboard a sailboat through the Panama Canal. We staged at The Flats and awaited the arrival of our first Advisor. Both Advisors we had during the transit were fantastic. The weather was perfect for us to have an excellent passage.

As we transited the Canal, *Yonder* was rafted together with another sailboat, *Hokule'a*, belonging to Jake and Jackie. We had also met them in Shelter Bay Marina and were so happy to have them be part of this amazing experience. In the locks, their sailboat was rafted to a small tour boat that spends its days transiting the Canal with tourists. To everyone's surprise, during the second day an enormous cruise ship full of passengers joined us in all of the locks for the last part of our transit!

Right: The Bridge of the Americas and the Balboa YC anchorage and mooring field at Pacific end of the Panama Canal
Below: Lock us up — or down! The authors enjoying their second canal transit



At the end of the transit, we passed under the Bridge of the Americas and into the Balboa Yacht Club anchorage and mooring field. The Balboa Yacht Club has been around for more than 80 years. *Yonder* picked up a US$40-per-night mooring and we immediately got out shot glasses for everyone. We had brought along a special bottle of Dominican Republic rum that we had been carrying for years aboard *Ultra*. We toasted to both a spectacular and memorable transit, and to fabulous friends! Afterwards, we had a delicious dinner aboard, complete with several glasses of wine for each of us, and then we all headed to our berths.

The next morning we had coffee and breakfast in the cockpit. Shortly after breakfast, we received a VHF call from our friends Alice and Steve aboard S/V *Ocean Star*. We had buddy-boated with them off and on as we island-hopped our way from the Eastern Caribbean to the Western. They had made their Panama Canal transit a few months previously, and had been exploring the Pearl Islands (Islas Las Perlas) on the Pacific side of Panama. We had made arrangements to rendezvous with them after the *Yonder* transit, and would sail with them aboard their boat and explore the Pearl Islands.

Along with the mooring fee, the Balboa Yacht Club offers free transportation via water taxi to and from their dock. The water taxi transferred us, with our backpacks, to *Ocean Star*. Although we had communicated with them through e-mails and Skype, we had not seen Alice since the previous October, and had not seen Steve since March 2015. Nothing beats catching up with friends in person.

Las Perlas Archipelago Islands Explored

We set the sails and headed for the extremely tranquil and beautiful Las Perlas. Many cruisers stop here after leaving the Caribbean to prepare for a Pacific crossing. There are more than 200 islands and islets to explore in this archipelago. Since we were only there for a short time, we were only able to see just a handful of the islands. We visited Contadora, Chapera, Mogo Mogo, Bayoneta, and Pedro Gonzales. The most populated island is Isla del Rey, where limited provisions can be purchased.

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~ Speciality Cocktails, Happy Hour Specials & Afternoon Tea

—*Continued from previous page*

We had a fantastic adventure exploring this scenic paradise. It is hard to fathom it is only an hour and a half ferry ride from the booming Panama City. Some islands were cloaked in coconut palms, enormous trees and underlying scrubby bushes. Others looked like nothing more than barren jagged black masses, but were filled with small crustaceans, mollusks and adorably colorful "sea rabbits". Those islands' terrain reminded us of the iron rock that we saw all throughout The Bahamas.

Even though the endless white sand beaches look extremely inviting, it is not recommended to just beach your dink and leave it while you go beachcombing. Great consideration must be taken, owing to the 17- to 20-foot rise and fall of the tide. A dinghy anchor is a must.



We snorkeled in clear waters teeming with fish and an array of other sea creatures. We saw numerous iguanas of all sizes, and a tremendous variety of birds, some we had never seen before. There were countless flocks flying overhead during all hours of the day.

One of our highlights was being there during the turtle-hatching season. Along the remote sugar-white beaches were the nests and the wonderful telltale signs of eggshells that showed us evidence of very recent hatchlings. We also admired the tremendous scroll marks left by the numerous ghost crabs making their intricate designs in the sand.

We only saw one other boat the entire trip — a French sailboat that was based at Isla Contadora full time. One day, the owner took advantage of the crazy tides. He was able to careen his boat, scrape the bottom, let it dry and paint the bottom, all in one day — an amazing sight!

Isla Contadora

One of the most popular islands within the Pearl Islands archipelago, this charming destination is a resort island and was named after the accounting office that existed during Spanish colonial days. Contadora translates to "the one that counts" and is the island where the pearls that were harvested from the other islands in the archipelago were sent by the natives, and then were counted by the Spanish before being shipped off to Spain. The islands produced pearls of many different colors and sizes. Pearls were there long before the Spanish. Unfortunately, at the beginning of the last century, an underwater disease killed most of the pearl oysters.

In the 1980s, the exiled Shah of Iran, Mohammed Reza Pahlavi, lived on Contadora for a period of time.

At Contadora Island, we picked up a free mooring ball, launched the dinghy and headed ashore. As there was no floating dock or other place to safely leave the dinghy with the high tides, Alice dropped us off and waited for us to call her on the VHF to pick us up. The island has a number of resorts, but they are beautifully done and there are no gigantic high rises. We spent the day hiking all over the island and visited several of the beautiful beaches. It is quite wild, with unmanicured forests in several areas and for that we loved it! To our amazement, we even saw two wild deer running through the woods.

From late July to October, humpback whales, as well as other whale species, migrate from cold waters for breeding. There are dive operators that can provide you with equipment to experience some gorgeous snorkeling or scuba diving opportunities in the sapphire waters.



San Telmo and the Lost American Submarine

If you are passing through the archipelago, be sure not to miss the island of San Telmo to check out the Lost Submarine. It was long believed to be a WWII Japanese submarine, and only after research by archeologist Dr. Jim Delgado and his team was found to be American. They discovered that the submarine was in fact the *Sub Marine Explorer*, which was built in 1865 by Julius H. Kroehl and was later bought by WH Tiffany in New York to harvest pearls.

After numerous descents, the submarine encountered serious issues with the crew. The crew was dying, and the problem was believed to be caused by the submarine. The submarine was abandoned and it still sits in the same place today. Later it was ascertained that the crew were either getting the bends (decompression sickness) or carbon dioxide poisoning.

To learn more about this incredible find, check out the great documentary created by Delgado and his team on our YACHTULTRA1 You Tube Channel playlists. Just click on the Lost Submarine Las Perlas Smithsonian Delgado Documentary or the link www.smithsonianchannel.com/videos/the-find-of-a-lifetime/12170.

Memories of this Archipelago

After our fantastic Pearl Islands adventure, we boarded the fast ferry back to the Balboa Yacht Club. The ferry turned out to be a Gold Coast Catamaran that was built in St. Croix. We had met and visited with the owners there many times several years ago when we were looking into purchasing an additional charter boat. We met up again with *Yonder* and stayed a few more nights aboard with them, before returning on the bus to Shelter Bay Marina.

The Pearl Islands are a paradise that should not be missed. There are so many pristine islands to explore, both inhabited and uninhabited. The best part is that there are hardly any boats there — you will probably not see another boat for weeks. You will have the exquisite islands, the dazzling sunsets, and the unbelievable fishing opportunities all to yourself.

Oh, yes — one more blissful moment we experienced while there was seeing a spectacular green flash at sunset. We had seen countless green flashes in the Eastern Caribbean and during our passage to Panama; however, upon our arrival on the Caribbean side of Panama we no longer saw them. Therefore, we were delighted in Las Perlas to see our first perfect green flash in more than two years.

The Perlas archipelago is simply a paradisiacal place.

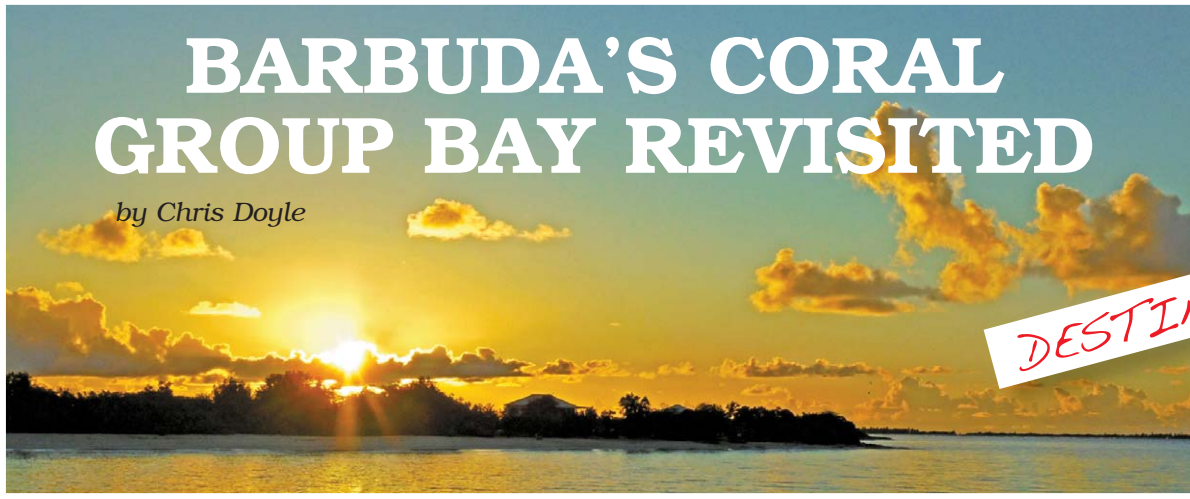
Left: The beaches in Las Perlas are inviting, but owing to the rise and fall of the tide a dinghy anchor is a must

Below: The fast ferry back to Balboa Yacht Club — turns out the ferry was built in St. Croix!



BARBUDA'S CORAL GROUP BAY REVISITED

by Chris Doyle

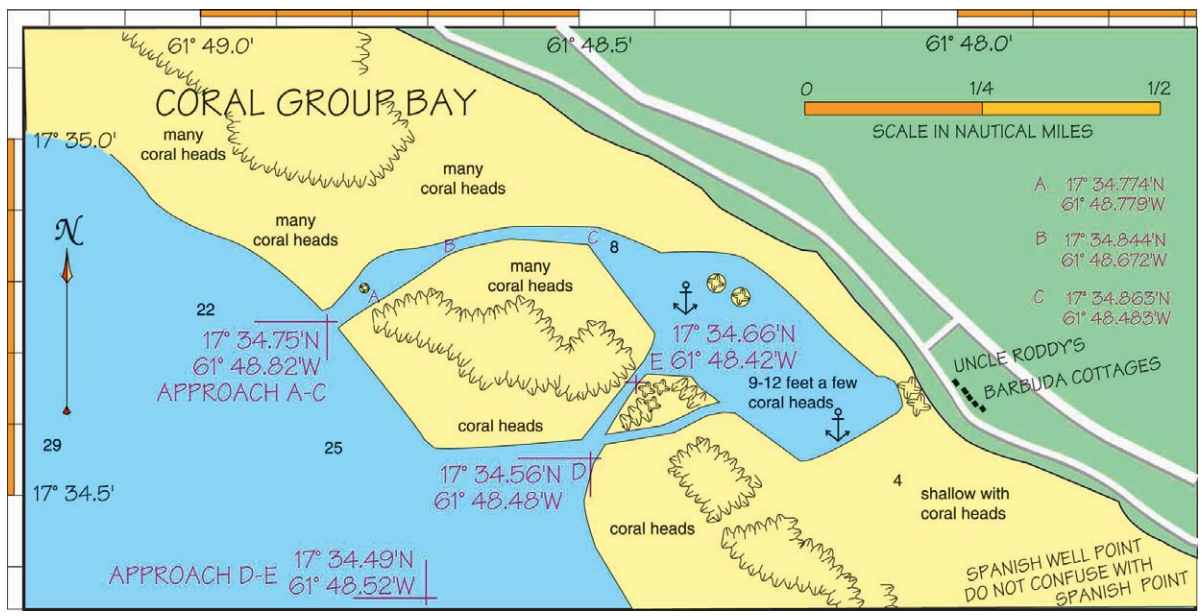


DESTINATIONS

Above: Dawn at Coral Group Bay

TWO years ago I wrote up a new anchorage in Barbuda that local resident George Jeffrey showed me, called Coral Group Bay. That year I entered the bay with George aboard, anchored for lunch, made a sketch chart and published it in *Compass* [see the April 2015 issue of *Caribbean Compass* at www.caribbeancompass.com/online/april15compass_online.pdf]. I am happy to say since then, about a dozen boats have been in and none had problems. George and Uncle Roddy, who has a little restaurant ashore, concluded they would mark the entrance to help more boats enter.

I had a letter, part of which read as follows: "I am Kim on *Kewaydin*. We just had lunch at Uncle Roddy's on Barbuda. We tried to use your waypoints to get in, but there were buoys marking a way in. We used them, but they lead in through a very dangerous part of the reef." (Happily they got in and out okay and enjoyed the lunch.)



This year we returned to Barbuda and anchored *Ti Kanot* off Low Bay, to check on changes there. I had downloaded a Windguru forecast before coming from Antigua, and all looked good for a few days. Even when it is calm off Low Bay, the beach landing makes me nervous: there is always some swell and it is easy to get crashed by a wave when trying to land. To simplify things I take the outboard off the dinghy and row in. Even then, everything valuable goes in a waterproof bag. I also anchor a fair distance from the beach. My crew, Lexi and Anne, were with me, which was just as well, as the wind was quite strong and progress toward shore slow till Lexi took one oar.

We had a great day ashore visiting the frigate birds, Two Foot Bay, and the new hotel on the north coast, which seems great. We also visited the Lighthouse hotel, with the sea lapping ever closer to its front wall. (It is now closed and for sale. Good luck with that.)

I was surprised the next morning to find a pretty huge swell rolling in. It seemed way more than I would have expected from the forecast I was working with. I downloaded a new edition and saw that the 1.9-metre east-northeasterly swell with a period of ten seconds had become a 1.9-metre northerly (with a touch of west) swell with a period of 11 seconds.

We were not uncomfortable sitting out there on the boat, being lifted by these giant swells and watching them crash along the shore, but it seemed a great time to revisit Coral Group Bay, which I had touted as being much more protected.

I was a little apprehensive, as I did not know how much the swell would affect Coral Group Bay's entrance. I went in by our original route, using the waypoints given on my sketch chart, and it was an easy ride with no breaking seas and virtually no swell. It is eyeball navigation, but very clear, staying in sand and avoiding the reefs. You do need to wait for the sun and do it with the light above or behind you.

We anchored, and took the dinghy ashore for lunch at Uncle Roddy's. There was no problem landing while leaving the outboard on (meanwhile I was told people were capsizing out on Low Bay). Later that afternoon the swell came up a bit more (period 12 seconds), but it was still a very peaceful place to be and landing still would not have been a problem. You can see this quite clearly by all the short trees and shrubs that grow close the shoreline.



Right: Uncle Roddy and his daughter Kelcina

We were here a couple of days, and could see the other routes that George and Roddy marked, so we went in and out a few times. The best one is a straight shot. They have put a fairly large white buoy at point D on our sketch chart; from here you head to point E. It is rather narrow at point E and you stay as close as possible to the surface reef on your north (port hand) as you go in. You can keep in at least eight feet of water here, but if you go off course a little it can come to about 7.5 feet. You may also have to go over a little deep coral and grass, which from a purely eyeball point of view is not as clear as being over bright white sand. Keep in mind that buoys move a lot more easily than coral! If the buoys are not in place I recommend the original entrance.

I think next time I visit Barbuda I might skip Low Bay and come to Coral Group Bay for my shoreside ventures instead. Uncle Roddy's is a great bar and restaurant (closed Mondays), though Roddy has now retired and Kelcina, his daughter, runs it. Jonathan, who used to have the bike rental store, died recently, and Kelcina has taken over the rentals, calling it Jonathan's Rentals in his honor. So if you are bike minded you can rent bikes and go that way. Or for the more relaxed, a taxi from here to Codrington is US$25 and you can make a deal to include Two Foot Bay.

I also noticed that fisherman zoomed down the coast in the direction of Barbuda's Boat Harbour, so that might be easily accessed. We saw turtles in the bay, and the reefs, though not prime snorkeling, are worth exploring.

Chris Doyle is the author of the Cruising Guide to the Leeward Islands *and other saolirs' guides. Visit his website at www.doyleguides.com.*



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THE DREAM BOATS OF CARRIACOU

by Chrystal Young

Carriacou is part of the tri-island state of Grenada, Carriacou & Petite Martinique in the Windward Islands. With its unspoiled beaches, lack of major development and friendly locals, it's the real Caribbean. It's also home to an active traditional boat-building community.



COURTESY JAMBALAYA

Craftsmanship in general is a dying art. Most kids are more interested in their electronic gadgets than crafting a boat out of wood. Wood? Who even uses wood anymore to build a boat? Yet, the majesty of a classic wooden cargo sloop or schooner sitting quietly at anchor in an idyllic palm-tree-lined bay is the stuff dreams are made of.

Oh, not just any wood, but exotic woods with names such as greenheart, West Indian white cedar and silverballi. These are woods with a purpose. You need just the right shape, just the right curves and just the right density for the various parts of the boatbuilding process to earn the right to be an authentic Carriacou boat.

Knees, frames, keels, decks and planks are the language of the shipwright. Each stage is precise and orchestrated. You can't skip a step because of deadlines. The boat is done when it's done and you would never ask "Are we there yet?" to a master shipwright. (Well, you could — but it might take even longer!)

So, where did the builders learn their craft? How can an island isolated in the southern end of the Eastern Caribbean island chain have such a rich history of boat building? During the 18th century, Scottish settlers gathered near the northern end of the island, establishing the village of Windward. "Dem" say the Scots were brought by the plantation owners to build boats for inter-island commerce, or as indentured servants after slavery was abolished, or as part of the Scottish policy of sending "unwanted elements" to the West Indies. The beginnings don't matter as much as the rich reward of master boatbuilding on this tiny island. Just east of Windward you will find a graveyard washing away into the sea. The grave makers have names such as McLawrence, McCloud, MacIntosh, McLaren, McFarlane, McKensie and McQuilkin, which are testament to the Scottish heritage of Carriacou.

Open double-enders, decked sloops and schooners are all popular models of Carriacou boats. Some have distinguishing characteristics specific to the Carriacou builders. For instance, the Carriacou schooners have an extended overhang on the stern. This adds to the sleek line and unique look of such boats as *Jamabalya*, built by Alwyn Enoe. The movie "Vanishing Sail" chronicles his three-year journey building *Exodus*, thought by some to be one of the last Carriacou sloops.

For transporting goods between the islands in the days of sail, the Carriacou sloop was the fastest and most beautiful of all the workboats. The run up the island chain would include cargo such as limes, cotton and sugar. The sail back down would often include items such as liquor and cigarettes that were landed without benefit of Customs clearance.

Now, these boats can mostly be found in the charter trade or racing in classic regattas. With the charter option, you have the opportunity to sail on one of these beauties without the obligations that go with boat ownership. Or you can try before you buy if you're in the market for a classic yacht. You can find these boats under full, glorious sail at the Antigua Classic Yacht Regatta and West Indies Regatta.

If you are planning on going to the Antigua Classic Yacht Regatta (April 19th through 25th), look for the Carriacou schooner *Jambalaya*. It is one of the last schooners built by Alwyn Enoe, in 2002, and the only Carriacou schooner built as a passenger vessel. You might also look for the newest Carriacou sloop, *Free in St. Barths*, built in 2015. She won last year's West Indies Regatta, followed, in third place, by another Enoe sloop, *Genesis*. Another well-known Windward boat is *Mermaid of Carriacou*. Built in the 1960s by Zepherin McLaren, she dominated the winner's circle for over a decade in the early days of the Carriacou Regatta and is still sailed by her long-time owner, John Smith, now in the Western Caribbean.

Some "old heads" say the boats from Anguilla are the strongest but Carriacou-built boats are definitely the prettiest. "Dem" say the boats hand-built in Carriacou are built with a soul. Watch one sail across the sunset and you will agree!

Above: One of the few schooner-rigged vessels built in Carriacou in recent times is Jambalaya, *now a popular charter boat*

Right: More usual are the decked sloops, often seen on race courses in Antigua and St. Barts as well as in home waters



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LOOK OUT FOR...

The Pride of Barbados — PROUD AS A PEACOCK!

by Lynn Kaak

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

Caesalpinia pulcherrima is one of those plants whose species name fits so well. The name is derived from Latin for "most beautiful." Then again, they could have picked Latin for "quite prolific" just as easily. It might have been a toss-up. However, the English-language names tend to illustrate its beauty. Pride of Barbados, or Barbados Pride, Peacock Flower and Paradise Flower all make a nod to its eye-catching blossoms. Dwarf Poinciana (or just Poinciana), Spanish Carnation and Flower Fence are also common names throughout the Lesser Antilles.



It is uncertain where this plant originated. Some sources cite Indonesia, others the Americas. Either way, it is now at home everywhere in the tropics and through much of the subtropics. Mankind has seen fit to plant it everywhere. With seeds that can remain viable for over a year, it was a willing traveller.

The brightly coloured flowers can be red, orange, yellow, or a combination of these colours. Each bloom has five crinkly-edged petals, and long red filaments that extend well beyond the petals. One petal is a little smaller than the others, which is not atypical for plants in this member of the pea family. They grow on a raceme, or extension, that can project up to 20 cm (seven to eight inches) beyond the branches. They can often be seen growing in a circle, presenting a crown-like appearance. The flowers are both male and female, so self-pollination is easy; but these flowers are extremely attractive to bees, butterflies and birds, so there is no difficulty for them to be cross-pollinated. In fact, Pride of Barbados is recommended as a butterfly garden shrub. In the tropics, this showy shrub flowers year round.

The fertilized flower eventually develops into a pod of about 10 cm (four inches) long, and looks very much like a pea pod. Once the green pod turns brown, ten or more seeds are launched from the plant when the ripe pod splits open. These seeds can survive without germinating for over a year.

The oval-shaped leaves grow side-by-side on a stem, with four to eight pairs typical on each branch. They are a fairly light green in colour, but do not drop off seasonally, which makes the Peacock an evergreen.

In this warm climate, it can grow to be a sizeable shrub, and may even be considered a tree, attaining heights of three to six metres (ten to 20 feet) and spreading two to four metres (seven to 15 feet) wide. The stems start out green, but turn brownish as they become woodier. They have thorns, which swell and become thicker at the base of the shrub. This beauty has a bite!

The Pride of Barbados is a popular plant for landscaping, and requires very little care. It isn't overly fussy about the soil, as long as it is well drained; it can even handle a little salt, so close proximity to the sea isn't a major problem. It has been found growing at altitudes of 600 metres (2,000 feet) and can even take a frost, although it will lose its foliage then. Because of the thorns, the Flower Fence can make an effective boundary hedge that responds well to pruning.

The pods and seeds are toxic when ripe, but have been used for food by some cultures when they are still green, or after cooking. Various parts of the plant have found uses as medicine, including the treatment of fever, sores, intestinal trouble, and some respiratory problems. Studies show that the leaves have an anti-bacterial agent that has demonstrated success with new strains of antibiotic-resistant microorganisms. It's definitely more than just a pretty face.

However, there is a downside to this useful and eye-catching plant. It is so effective at reproducing that it is becoming borderline invasive in some places, and is considered a weed in others. I suppose it is possible to have too much of a good thing!



The Sky from Mid-April to Mid-May

by Jim Ulik

"Hey! We're the Guardians of the Galaxy and we're here to-- #%@&!! We're too late, aren't we?"
— Peter Quill (Marvel Comics)

In the Guardians of the Galaxy, the Fallen One is a messenger that became empowered with dark energy. After acquiring this power, his plan was to destroy all the planets he could. His only motivation was to embolden himself. What he didn't realize was that every planet he destroyed removed some of his power and made him weaker. The Annihilation Wave, an immense army commanded by Annihilus, is bent on conquering the "positive matter universe". Enter the Guardians of the Galaxy to help control the evil.

When Earth needs help, will the Guardians of the Galaxy be too late? What about the crew aboard the starship *Enterprise* that can travel five to nine times warp speed? Of course, that is science fiction. If aliens located anywhere in the Milky Way galaxy wanted to reach us they would have to travel a great distance. Earth and our solar system are neither the center of the universe nor the center of the Milky Way galaxy. Our Sun is 26,000 to 28,000 light years from the galactic center. The Milky Way is 100,000 light years across.

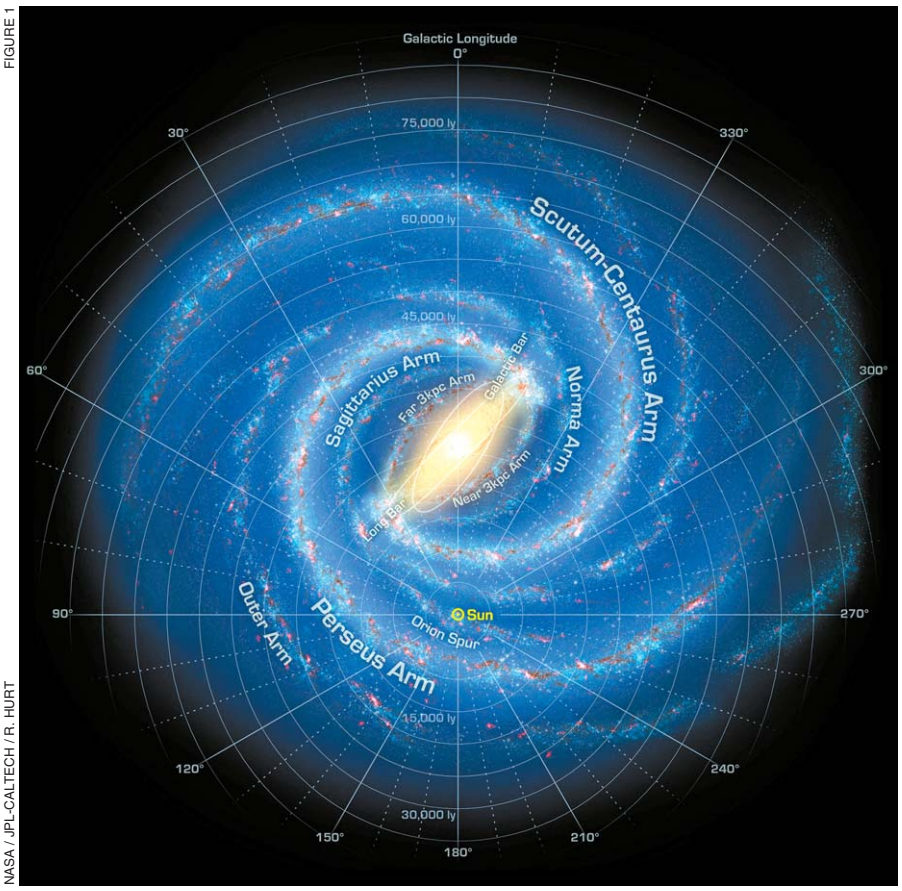
Sunday, April 16th

It's Easter. The night sky will display a few constellations that portray symbols of Easter and the start of spring. These constellations are not directly related to Easter. As the clock advances past midnight April 15th, the Southern Cross (Crux) will stand upright in the southern sky. Another symbol of Easter is the bunny. The bunny (rabbit) constellation can be seen in the western sky after sunset right next to or south of Orion. Two constellations that may be associated with spring are Lepus and Virgo. The fertility of rabbits becomes quite apparent in the spring. Virgo, Latin for virgin, is sometimes associated with fertility.

Venus has made its transition to the morning sky. At 0500 hours it will be located above the horizon at 90 degrees east. Turn towards the west and Jupiter will be setting along with Virgo. Later in the evening, around 2200, watch for the rise of Scorpius, the scorpion. Antares, the main star in Scorpius, will precede a fully illuminated Saturn. The Moon will follow, rising just before 2300.

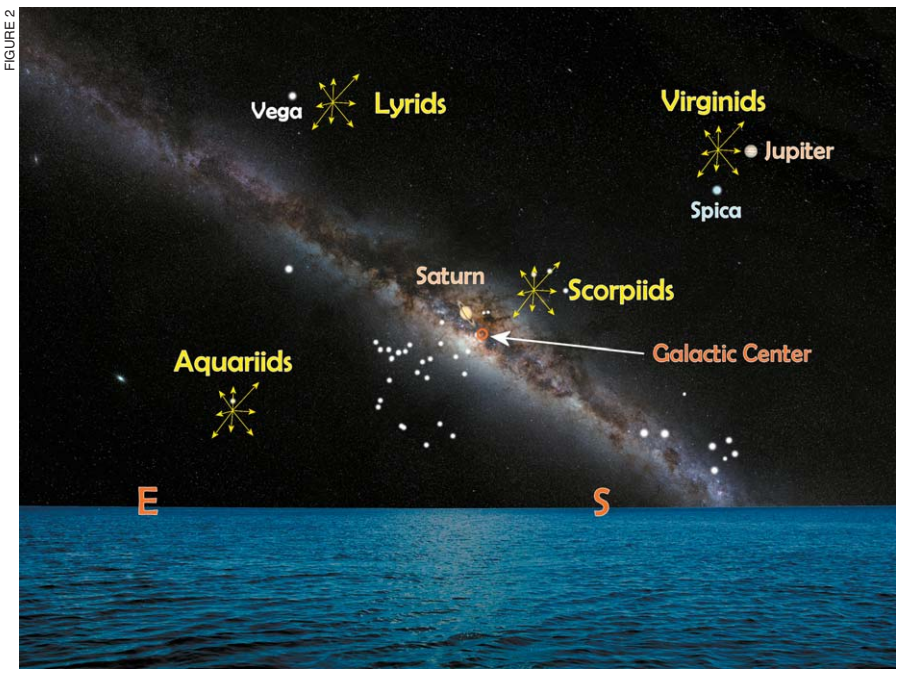
—Continued on next page

FIGURE 1



NASA / JPL-CALTECH / R. HURT

FIGURE 2



Above: The sky after midnight on April 22nd. Here you see the location of the center of the Milky Way galaxy in Sagittarius

Left: This artist's concept depicts the most up-to-date information about the shape of our own Milky Way galaxy

GRENADINES SAILS & CANVAS • BEQUIA



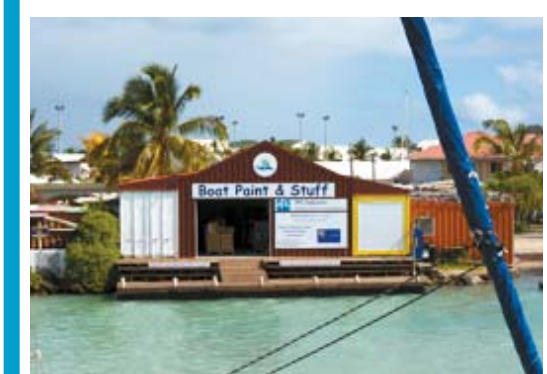
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—*Continued from previous page*

Monday, April 17th

Over the next few nights Mars moves closer to the Seven Sisters. As the Sun sets, Mars will continue to brighten above the western horizon. Pleiades, or the Seven Sisters, will be to the right, or north, of Mars in Taurus. Aldebaran is located above Mars. Look east and there is Jupiter rising for the night, still the companion of Virgo the virgin.

Wednesday, April 19th

Today marks the last quarter Moon. The Sun and Moon are at right angles in relation to Earth. The range or difference between high and low tides is diminished during this configuration. The Moon will rise at 0026 and set at 1217. The Moon reaches last quarter at 0556.

Saturday, April 22nd

There are four active meteor showers radiating out of the eastern sky. See Figure 2. The Virginids are coming to an end. The Scorpiids shower will peak on April 28th. Peaking on May 6th are the Aquariids, which can produce up to 85 meteors per hour. Finally, the Lyrids will peak just after midnight this morning to dawn. It is a fickle shower so the number of meteors could range from zero to 90 per hour. In any case, find the star Vega in the constellation Lyra and that is where the shooting stars will originate. Be sure to watch the skies over the next few nights because a barrage of meteors from the Lyrids could happen on any date between April 16th and April 25th.

Sunday, April 23rd

Venus is rising. Venus can be seen rising along with the sliver Moon shining brightly in the eastern sky early this morning.

Wednesday, April 26th

Today we won't see the first Supermoon of 2017. The Moon would appear larger as it reaches its closest orbital point to Earth this afternoon. We can't see it because it is a New Moon. The Moon and Sun are now in line, so the combined gravitational pull will lead to an increased effect on tides.

Thursday, April 27th

The first signs of the Moon increasing in brightness can be seen in the west after sunset. Over the next couple of days the Moon will be located near Mars, Pleiades and Aldebaran.

Monday, May 1st

This evening may be a good one for star identification. Use the Moon to find a few of the brighter stars that share the night sky in the west. These stars (circled in red) are also used in celestial navigation. As seen in Figure 3, the stars closest to the Moon are Procyon in Canis Minor and Pollux in Gemini.

Wednesday, May 3rd

The Moon was at First Quarter phase yesterday. It passed through Cancer and is now positioned near Regulus in Leo. The Moon will be directly overhead at 1900 with Regulus towards the east. Above the eastern horizon is Jupiter, continuing to keep Virgo company near Spica.

Friday, May 5th

Another early morning brings one more meteor shower peak. The Eta Aquariids shower is variable but has the potential to produce 45 to 85 shooting stars per hour. Wait for the Moon to set and then keep an eye out. These meteors are traveling almost 150,000 miles per hour (241,000 km/h).

Sunday, May 7th

The Moon meets Jupiter this evening. Both objects are nearly fully illuminated, but Jupiter should still be visible south of the Moon.

Wednesday, May 10th

The Moon is twice hanging in the balance. The Moon stays in orbit because Earth's gravitational pull and the Moon's orbital speed are in balance. If Earth's gravity were too strong, the Moon would crash to Earth. If the Moon's orbital speed were too fast, it would escape into space. Actually the Moon is getting farther from Earth by 1.5 inches (3.8 cm) per year.

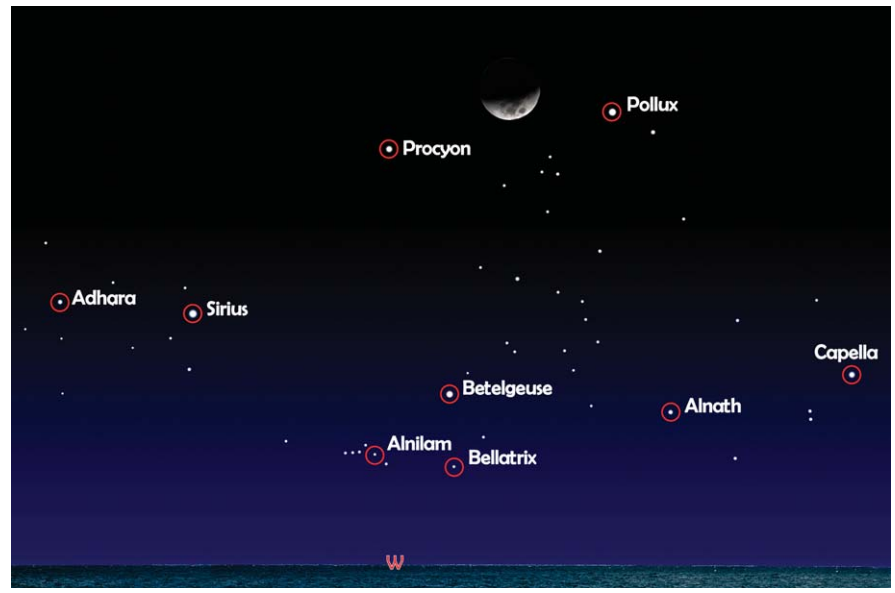
The Moon is also hanging in the balance while positioned in the constellation Libra, "the balance or scales". Now you have two "fun" facts for your Full Moon Party tonight. The Full Moon is at 1742.

Saturday, May 13th

Saturn and the Moon are close together this evening. Even though the Moon is just past full, there should be enough separation between the pair to spot Saturn. Named for the Roman god of agriculture and wealth, Saturn is situated south of the Moon.

In the News

Gaia is the European Space Agency's (ESA) mission to chart a three-dimensional map of the Milky Way. The onboard instruments will determine the positions, motions, brightness and colors for about one billion stars.



Above: The western sky on May 1st at 2000 hours. The stars circled in red are used for celestial navigation

Below: Gaia *mapping the stars of the Milky Way*

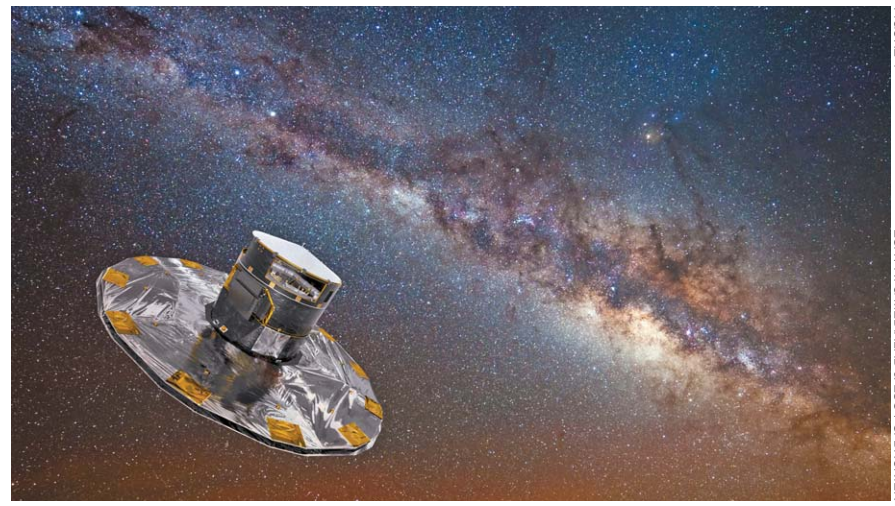


FIGURE 4

ESA / ATG MEDIALAB & ESO / S. BRUNIER

Are you concerned about asteroids striking Earth? So far, in 2017, there have been three or four new asteroids discovered by observatories each day. Last year averaged just over five new asteroid discoveries per day. Gaia is not only providing information crucial to understanding known asteroids, it has also started to look for new ones, previously unknown to astronomers. Now the functions for Gaia include finding and cataloging new and known asteroids that may potentially impact Earth.

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

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





Tide's Table

BY ROSS MAVIS

Memories are Made of This

I never was much of a hardened drinker, even in my misspent youth. Food has always been my passion and alcoholic beverages in excess seemed to interfere with the enjoyment of fine dining.

That being said, I have some wonderful memories of exquisite beverages relating to the exotic location where I first encountered them. In my more than 30 years sailing in parts of the Caribbean, I always relate a special dining experience to both the location and the accompanying beverage.

My first memory of the Abacos is of Great Guana Cay with barbecued pork from Nipper's Bar and Grill and a crisp, cold bottle of extra-strength Kalik Gold beer. I can still taste the wonderful flavour that was an excellent foil to the tanginess of the pork from the island barbecue. Marsh Harbour's conch burger and an icy bottle of Wadadli was a taste sensation also not to be forgotten. This was my first Wadadli but not my last while we cruised the Bahamas and the Caribbean.

The island of Montserrat had flying ash from the Soufriere Hills volcano's pyroclastic flows that tumbled occasionally down the mountainside while we were there. This warranted a regular afternoon repast of chilled white wine and ceviche. The volcanic activity was not disturbing, but was enough to require quenching one's thirst and dry throat.

Mojitos, expertly made by our Cuban friends in Guardalavaca, we found to be second to none. The fresh lime juice and mint leaves, with the addition of sugar to our liking, were muddled with white rum and club soda using a piece of sugar cane as a muddling stick. Wowser! Nothing beats this afternoon refresher, especially when topped with crushed ice. The simple lunch of barbecued mackerel and flat bread seemed as natural as the Cuban rum.

The island of Vieques easily competed with Puerto Rico's piña coladas with its simpler but equally delicious Coco Locos, an uncomplicated mix of white rum, coconut water and squirt of lime juice. Chilled with the addition of crushed ice, and sweetened to taste, this island cocktail made the hot days lounging at the water's edge in Esperanza an experience to be remembered. Caesar Salad at the roadside El Quenepo café was the perfect accompaniment to this simple cool beverage.

More complex but equally delicious, Jamaica's ginger-beer cocktails made to our bartender's private and exclusive recipe had our heads spinning after just one. Then again, maybe it was a combination of the unrelenting sun and spicy rice and curry that contributed to our vertigo. Either way, the memory is enjoyed almost as much as the first time we tried this hot but very cool combination.

The list goes on and on, and each experience reawakens the taste and enjoyment of our Caribbean memories. Seeing a recipe for a Caribbean Compass Cocktail in last month's issue also brought back thoughts of being at anchor before supper and enjoying a concoction that was refreshing and rejuvenating at the same time. Here is a beverage recipe you are encouraged to try no matter where you are anchored.



Swallow the Hook
1 ounce freshly squeezed lime juice
1 ounce tequila
1 ounce Cointreau
1 Tablespoon white sugar or honey
4 ounces ginger beer

In a shaker or mixer, add lime juice, tequila and Cointreau plus sugar or honey. Shake or mix well before topping up with ginger beer. Add crushed ice if you wish. Enjoy in a shady place seated in the cockpit. Now that's what life is all about!

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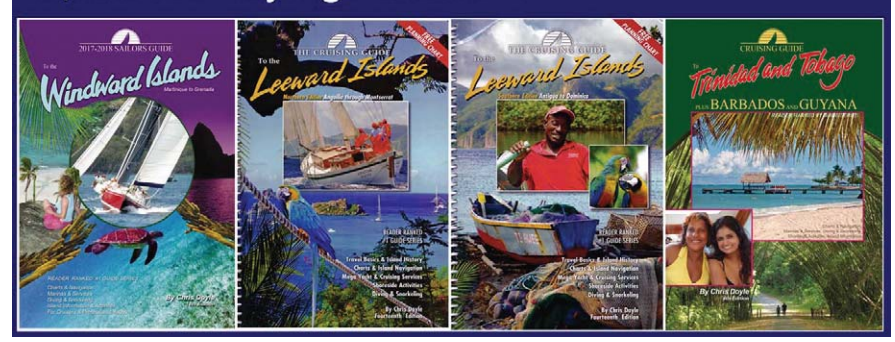
Other guides are best for shore-side information & are provided to the charter fleets so what harbours & anchorages they do include are more crowded. Street's pilots include: south east & east coast Grenada, the south & east coast of Carriacou, & the east coasts of Cannouan & Martinique. These are not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

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NO, Roger Moore 007 was not onboard the *Wildcat* for sundowners. This special Martini recipe comes to us from our good friends Kathy and Greg from the sailboat *Indigo*. They are way cooler than Roger Moore could ever be.

Greg is the rum connoisseur of the sailing duo, preferring a glass of El Dorado 12 Year Rum served neat to Martinis. Kathy finds rum too sweet for her liking. Evidently she is already sweet enough, so she has embarked on a scientific research journey to create the perfect island Martini. It looks like she has achieved her dream. Here



Wildcat Boat Drinks: One 'Gizmo Martini'
CHILLED, SHAKEN, NOT STIRRED

by George Todd

is how you can make your very own perfect island Gizmo Martini.

Start by loading the Martini shaker with your favorite vodka. Onboard the *Wildcat*, we serve Texas-made Tito's Vodka. If you are on a French island, you will be sold Grey Goose. It's your choice. But in Texas, I wouldn't use Grey Goose to clean the windshield of my pickup truck. Just kidding. I like to rib my French friends every chance I get. Just because you Frenchmen have a cool accent that makes some American women melt, doesn't mean that you have good taste in vodka. Use the best vodka you can find. If you can't get Texas Tito's, settle for the French stuff.

Add one part unsweetened pomegranate juice to the Martini shaker for every four parts of vodka. It is hard to find unsweetened juice but it is well worth the effort. Most pomegranate juice has sugar added. We are making a serious Martini with it, not a tooty-fruity punch for college girls on spring break, so hold the sugar. Once the Martini shaker is loaded, set it aside, preferably in the freezer.

The next step in the process is to chill the Martini glass to the perfect temperature. Through years of *Wildcat* experimentation, we have found that loading the glass with chipped ice yields the fastest results. No doubt this is why the PAYS boat boys on Dominica only sell chipped ice. Cubed ice will work, but the heat transfer is slower due to the limited amount of ice actually contacting the surface area of the glass. Those of you who endured thermodynamics in college will understand why surface area contact is important. Gee, that means that I finally learned something useful in that tough thermodynamics course.

We have found that proper glass chilling may take up to 47 percent longer using non-chipped ice, so plan in advance. Martini drinkers can be an impatient group. If all of the rum punch drinkers are halfway through their sundowner drink, and the Martini drinkers are still staring at their glass of ice impatiently watching the cubes melt, you may have an Unhappy Hour mutiny on your hands.

What is the perfect Martini glass temperature? There is a great deal of debate amongst experts on this subject. I don't want to kick open the fire ant mound and receive a hundred e-mails arguing this point. I am just going to give you my opinion on choosing a Minimum Acceptable Temperature (MAT). And, once again, the MAT may depend on how much patience the bartender and Martini drinker have. Onboard the *Wildcat*, we believe that it is not necessary to wait for frost to form on the outside of the glass. We do not have that much patience. We target a MAT of 3°C. You do have a temperature gun onboard, don't you?

While all of this ice chilling is going on, load ice into the Martini shaker and give it your best professional bartender's over-the-shoulder shake. Don't get carried away and throw the shaker up in the air or toss it over your shoulder and catch it behind your back. You are not auditioning for the bartender position in the movie 'Cocktail'. Tom Cruise already has that position sewn up. Don't do anything that could risk having to lick the Martini off of the floor.



Once the ice has chilled the Martini glass to the MAT, (based on temperature gun readings) it is time to exercise the Vermouth option. If you want Vermouth, pour some over the ice in the Martini glass, then toss out the ice and Vermouth, leaving a hint of frosty Vermouth on the interior surface of the glass. Kathy went one step further and just waved the open bottle of Vermouth at the glass. Over time, through careful experimentation, you will develop your own Vermouth measurement system. Once the Martini glass is devoid of ice, carefully pour in the chilled Vodka Pomegranate elixir from the Martini shaker.

If you are not a Vermouth drinker, just dump the ice out of the Martini glass into your friend's rum punch cup before adding the chilled Vodka Pomegranate elixir from the Martini shaker.

Kathy's Gismo Martini was served at a chilly 15.9°C, which is very refreshing on a 29° tropical day.

Sip, smile, exhale, enjoy life.

George and Jan Todd spend winters floating around the Eastern Caribbean in the Wildcat *aggravating the French, reading the* Compass *and writing humorous stories about repairing sailboats in paradise. George Todd's eBook,* Island Sailing is not all Rum and Bananas, *is available for download at most eBook retailers including Amazon, iBooks and Smashwords.com. E-mail wildcater777@gmail.com.*



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Read in Next Month's *Compass*:

St. Thomas Cruising Life

Portobelo's Devils and Drumbeats

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... and much, much more!



MORE ON MORE MOORINGS

Dear *Compass*,

Further to letters in recent issues about the proliferation of mooring balls.

Sadly, the trend to "privatization" of lovely anchorage sites continues. On our tenth winter of cruising the Eastern Caribbean aboard *Spray*, our Tartan 3700, we have come across two more examples.

There is a great spot in a corner of Clarkes Court (Woburn) Bay in Grenada. Over the years we have dropped the hook for a few days and enjoyed the clean water and wind protection. It was last year, I believe, that I noticed the mooring balls for the first time. There are about 12, and so arranged to effectively blockade the bay, forcing anyone who wished to anchor out into 30- to 40-foot depths and into the wind and swell. This year on principle, and with some difficulty, I anchored amongst the balls, but nicely spaced and well clear of them. Needless to say, shortly thereafter I was politely given serial reasons, each one more sketchy, why I should move. Having made my point, I did eventually move to avoid stress.

The other privatization technique is to "fence off" an anchorage with buoys and influence the government to declare a "marine protected area". This appears to have been the modus operandi at Corbay, a lovely little two- or three-boat spot on Canouan, in order that members of a private restaurant with an imported sand beach may enjoy unobstructed sunset views. Fortunately, there are many anchorages. But vigilance is necessary as big money speaks loudly.

Devlin McIntyre
Spray I

Dear *Compass*,

I live full time with my partner on our 40-foot sailboat. We winter over in Grenada and are very aware and affected by the mooring versus anchoring dilemma.

The laws of water rules are set by the local port authorities. I have spoken to several Grenadian boatowners and they are just as frustrated as we part-time boaters are. Several locals have questioned the port authority and have met dead ends. It seems like there is presently no office or officer to appeal to about the situation. In September 2016, I submitted a letter to the Marine and Yachting Association of Grenada (MAYAG), stating my concerns about the Grenada anchorages of Prickly Bay, Mt. Hartman and Hog Island, as well as Tyrrel Bay, Carriacou, becoming over-run with mooring balls.

I also asked the following questions: Who has priority over the space designated as an anchorage: a boat on a mooring or an anchored vessel? If a vessel anchors near an unregistered mooring with no boat on it, can the vessel be required to move? What is the legal requirement that will stand up in a court of law in the case of a dispute? What is required of a business or individual to place a mooring, maintain it, identify it and insure it?

No answers have been forthcoming.

This is a real problem and will get worse and conflicts will end up in the courts with insurance companies making the decisions and rulings.

William Reynolds
S/V Baidarka

Dear Devlin and William,

We asked Robin Swaisland, President of MAYAG, for commentary, which follows.
CC

Dear *Compass*,

Thank you very much for an opportunity to comment. We are well aware of the issue, and are grappling with it. But it will come as no surprise to any sailor with Caribbean experience that finding a sensible resolution is proving to be long-winded, complex and difficult. It is true that the Grenada Ports Authority (GPA) is the National Agency responsible for mooring issues. But our current interpretation of the law is that it applies only to official Ports of Entry. It seems that GPA are not keen to get involved. MAYAG has recruited a lawyer with maritime law experience to its Board of Directors to improve our capacity to understand all the angles, and strengthen our ability to negotiate with Government. We are on the case.

We want to maintain a choice between anchoring and mooring for all our visiting yachts. Apart from the proliferation of mooring balls by those who want to make money from them, we also face a strong environmental lobby that believes yacht anchors cause too much damage to the seabed. The Woburn area is part of a designated Marine Protected Area, and when its management team is operational we can expect further pressure to reduce anchoring. MAYAG's position is to ask the marine scientific community to be more specific about the seabed features that really need protection, rather than to demand a blanket ban for a whole Marine Protected Area. We are having the same discussions about the anchorage outside St George's Harbour, which is in the recently declared Grand Anse Marine Protected Area.

We sincerely hope that this situation will not put off visiting yachts, and through the pages of your great publication we shall keep everyone informed of progress.

Kind regards,
Robin Swaisland
President, Marine and Yachting Association of Grenada

TOO MANY CATS!

Dear *Compass*,

Further to letters in recent issues about cat-feeding programs in marinas.

I had left my boat stored on the hard. When I came home to *Angelos* after an absence of six months, someone had taken over. Down below, I stepped on fresh and old fecal matter everywhere, and bird feathers were all over. At least one cat had given birth on my bed. I can't even describe the smell and the mess!

The boat had been covered and closed, but I did not close one bull's eye that I normally leave open for ventilation. I don't know how the cats got up onto the boat; there was no ladder.

I was extremely upset, and I went to the management of the boatyard. They said they already knew about the cat problem and showed me a written report that stated that in the last few months, 30 stray cats had already been eliminated. But then they had problems with other customers, who wanted to feed the cats as pets.

As I write, plenty of cats are running around everywhere in different yards, jumping on and off boats. I have watched some owners of boats on the hard presenting the cats with dinner on a plate, small morsels accurately cut in cubes, and the top nicely decorated! I've seen as many as 20 cats at once come to be fed. And exactly here is the problem. Feeding cats makes them stronger, and without ongoing spay-and-neuter programs they multiply — fast.

Come on people, this is not normal! Can you imagine 50 and more cats running around in one single boatyard? A boatyard is not a zoo. Animal hoarding is a mental disorder. But the boatyards get blamed for that; their business gets damaged. Do you want to store your floating home where there are more stray cats than boats?

Don't get me wrong: I love cats, but one or two per boatyard should be enough. Yards want to keep a cat to get rid of mice and rats. But if the cats get fed like gourmands there is no necessity to lift even a paw for a mouse.

Please think the matter over carefully. There is nothing against feeding animals as long as it does not get out of control. And I guarantee, if what happened to me happens to you when you come back to your boat home, you will definitely see my point.

Angelika Grüner
S/V Angelos

SEARCHING FOR FATHER, BOAT

Dear *Compass* Readers,

Can you help me? I'm searching for information about my father, Hans Christian Heinrich Frohlich, and also for his sailing vessel, *Isabelita Betancor*. The last I know is that she docked at Recife in Brazil in the early Seventies.

Isabelita Betancor is still Spanish registered, as far as we know. I know from the Spanish Official Lists of Vessels of 2002 and 2009 that her distinguishing mark, EA4872, was registered in folio 583 fifth list and registered in Las Palmas.

The vessel was built in 1948, of traditional wood construction, in Las Palmas. It was registered with the number 2041 of the third list, fishing vessels, and rigged as a ketch. It was a pure sailing vessel. The first owner was Ramón Betancor Villalba. The main dimensions were 15.26 metres length, 4.97 metres beam, and 2.28 metres depth. The gross tonnage was 23.14 TRB and the net tonnage 12.80 TRN. The cost of the construction was 50,000 pesetas.

—Continued on page 46



Letter of the Month

DICK AVERY, SOME FOND MEMORIES

Dear *Compass*,

Dick Avery, who died in February at age 83, arrived in St. Thomas, USVI in 1959.

In late October of that year, as a result of a broken anchor shackle, my 1905-built yawl, *Iolaire*, drawing seven feet, was aground, lying on her side in 18 inches of water in Lindberg Bay. Marv Berning and I were hard at work jacking her upright with the aid of scrap timbers we had scavenged from building sites, two greenheart wedges made by the West Indian Company timber shop, and two ship's jacks borrowed from Creque Shipyard.

Dick, right off the plane from New York, showed up, looked over the situation and with the voice of doom said, "You will never get her upright." He revisited regularly; the beach bar of the Caribbean Hotel was right above *Iolaire*.

When we got her upright, again Dick's voice of doom intoned, "The floating crane will not be able to get to *Iolaire* — the water is too shallow."

He did not realize how resourceful was the late Roar Pedersen, dockmaster at West Indian Company. Roar brought the floating crane as close to *Iolaire* as possible and put slings around the hull. When he lifted her out of plumb, she swung toward the crane, which grounded from her weight. Roar then lowered *Iolaire* so she was standing on the bottom. Once the load came off, the crane refloated. Roar winched the crane out about 15 feet and lifted *Iolaire* again. Again she swung out and was lowered until she touched bottom, the load came off, and the crane refloated. Finally *Iolaire* was lifted and the crane stayed afloat. *Iolaire* was carried to the West Indian Company dock and I set up my own little shipyard.

Dick, yet again the voice of doom, came along and pointed out that because of the grounding and broken frames, the port-side shearline was humped by the chainplate: "If you succeed in rebuilding her, you will not do well racing! She is hogged on the port side; she will not sail well on port tack."

With the aid of three shipwrights from Tortola — Ruben Petersen, Stout and Titely — *Iolaire* was rebuilt with 11 new planks, seven main frames, six intermediate frames, a new bilge stringer and a new rudder. The copper sheathing was removed and thousands of nail holes filled by match sticks inserted by a number of US prep school kids in St. Thomas for vacation. Thirteen weeks and three days after I bought the wreck from the insurance company for $100 — as is, where is, with the responsibility of removal — we were out on charter.

We raced *Iolaire* and never took first prize but often won a podium place. Each time we did, I would raise a toast to Dick Avery, saying he was a great sailor but a poor predictor of the future. Dick had a good sense of humor and we would have a laugh over his predictions.

When Dick first arrived in St. Thomas, in November 1959, finding accommodations was difficult and expensive. The ever-resourceful Dick got together with Captain Tony, a marine captain badly injured in the Korean war; Augie Hollen, who was always building something; and Don Greise the sailmaker. They built four houseboats, which they moored off Frenchtown. They lived there happily beginning in 1962. In the middle '60s the local government started passing rules to force them to move. But for many years Dick succeeded in out-manoeuvring them and stayed on his houseboat until 1970, when he bought land on which he designed and built his house.

The bareboat fleet in those early days was a miscellaneous collection with no interchangeabilty of parts or equipment. Local stocks of spares was minimal and obtaining parts from the States all but impossible. Alternators had not yet been invented, and incandescent lights sucked batteries flat with amazing rapidity, and Dick spent a lot of time charging around bringing batteries to boats and getting engines to start. Wooden boats needed to be hauled, but what facilities there were were unreliable.

Dick had a piece of land in Frenchtown for his bareboat base and maintenance shop, so he decided to build a slipway. The standard slipway with two rails required a strong cradle to carry the weight of boats with beams of seven or eight feet. Dick was ingenious. He built a monorail slipway. A single heavy beam, about 15 feet long, had wheels mounted on the bottom and two horizontal arms about five feet long attached to the center beam. There were small wheels under the arms and uprights at the end of the arms. He then laid a single heavy track to take the wheels on the bottom of the heavy central beam, then two light tracks to take the small wheels on the bottom of the arms. A winch was found in a Krum Bay junkyard; a motor to power it came out of a wrecked car. It worked. Dick hauled boats on it from 1967 to 1987, when it was destroyed by Hurricane Donna.

He had a good maintenance and repair shop, but he was a frustrated boat builder. He built a wonderful little about 18-foot replica steam tug. It was diesel powered but produced fake steam through the funnel, and it had an authentic steam whistle, but air rather than steam powered.

With his good friend the late Rudy Thompson he had various interesting boatbuilding or boat-altering projects. Their best was altering Rudy's short, fat boat with high freeboard. Dick, Rudy and Dick's son Morgan took a skill saw and cut the top off the bottom. Then they cut 18 inches off the bottom, and then rebonded the top to the bottom. The result was not only a a much better looking boat, but also one that for well over 20 years was the boat to beat in all St. Thomas Rolex and BVI regattas. Needless to say, headroom was lacking. When I asked Rudy's wife, Sheila, about that she replied, "If we are having a good party after a race and it starts raining we rush below and just continue drinking sitting down!"

Dick was a frustrated boat designer. In 1987 he bought a 41-foot bare hull built by Duffy & Duff and designed by Joel White of Brooklin Boat Yard in Maine. For ten years, Dick had been sketching deck structures and interior layouts. Dick and his son Morgan finished the boat as a beautiful trawler-type yacht with the pilot house and the interior to Dick's own design. A local Maine magazine published a beautifully illustrated article about Dick's trawler yacht. The article was written by a naval architect. In the article he stated that when amateurs start redesigning boats the result is usually either a step backward or a complete disaster, but Dick Avery's alterations to Joel White's design were a definite improvement.

After rebuilding *Iolaire* in Venezuela in 1995 and taking her to Europe, I began cruising the Caribbean on *Li'l Iolaire*, a 28-foot J Francis Jones sloop. She was a little rocket ship, but I felt she would be easier to handle as a yawl. While in St. Thomas at the late Timi Carstarphen's dock, discussing this with Timi and Dick, Dick said, "No problem; I have the solution." The next day Dick arrived in his dinghy with an aluminium mast from one of the St. Thomas Yacht Club's Mercury sailboats that had been wrecked in a hurricane. We got out the tape measure, drew up *Li'l Iolaire's* sail plan and sketched up a mizzen and mizzen boom. We shortened the Mercury mast, went into the junk pile under Timi's treehouse and came up with enough wire turnbuckles to rig the mast and a boom we shortened; some blocks were found, and some spare line. In a day *Li'l Iolaire* became a yawl, with total cost a very reasonable bill from Dick for four hours' labor, and a big beer bill for Heineken for the three of us.

Each year until *Li'l Iolaire* was eaten up by a big cat in the closing hours of Hurricane Ivan, I would pick her up in Grenada in late October, slowly work my way north, and leave her at Timi's dock over Christmas and New Year. I would see Dick before I left, giving him a list of odds and ends to be done in my absence. When I returned, all would be done and off I would go.

One year I asked Dick to touch up the deck as necessary then give it one coat of paint overall. I arrived back and the deck looked beautiful. I complimented Dick on an excellent job. Dick replied, "It was a tough job, and I cannot figure it out. The port side of the deck needed only a little bit of touch-up, but the starboard side — especially back by the cockpit — was so badly worn that it took three coats of touch-up before I could give it a final coat. Do you have any idea why the starboard side of the boat was so badly worn compared to the port side?"

I replied, "I know you are a good sailor and think your parents were also sailors but neither they nor you were brought up in proper yachting fashion and traditions. Paid hands and tradesmen board a yacht from the port side, owners and guests on the starboard side. Since *Li'l Iolaire* has no paid hands nor do tradesmen visit her, the port deck is not worn, but since everyone comes aboard on the starboard side it gets well worn!"

Dick sucked on his moustache, and then we had a beer and a good laugh.

Dick, I hope you enjoy sailors' Valhalla, where the winds are fair, the seas smooth, the boats are beautiful and there are no catamarans.

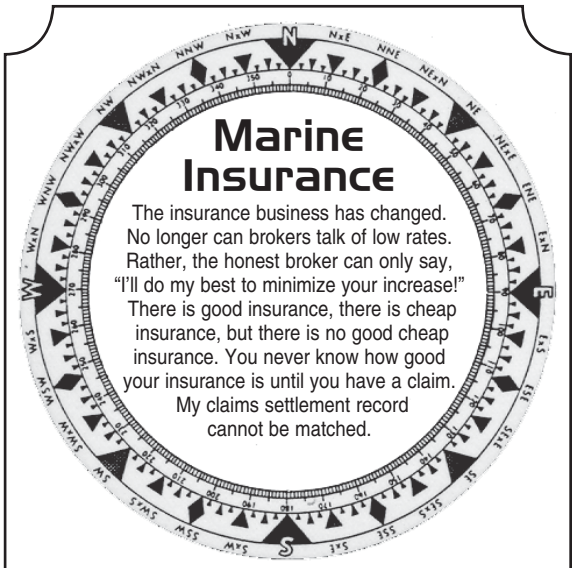
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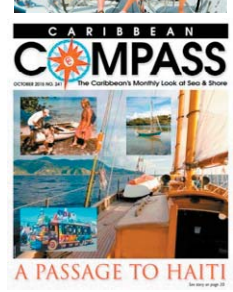
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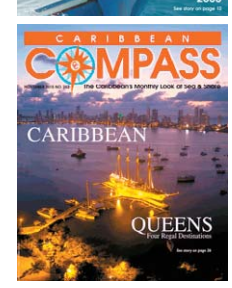
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MERIDIAN PASSAGE OF THE MOON

APRIL - MAY 2017

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

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

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

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

April 2017	
DATE	TIME
1	1614
2	1712
3	1819
4	1908
5	1959
6	2051
7	2139
8	2226
9	2311
10	2356
11	0000 (full moon)
12	0040
13	0124
14	0209
15	0255
16	0342
17	0429
18	0517
19	0606
20	0656
21	0744
22	0834
23	0924
24	1015
25	1108
26	1203
27	1301
28	1700
29	1501
30	1601

May 2017	
DATE	TIME
1	1700
2	1756
3	1840
4	1939
5	2025
6	2110
7	2154
8	2248
9	2322
10	0000 (full moon)
11	0006
12	0052
13	0138
14	0225
15	0313
16	0403
17	0446
18	0537
19	0625
20	0714
21	0803
22	0854
23	0947
24	1042
25	1141
26	1243
27	1345
28	1447
29	1546
30	1642
31	1734

WHAT'S ON MY MIND

Weather Windows and Cruisers' Forecasts

by Chris Doyle

I have been noticing the weather has been changing a lot recently. Well, not so much the weather, but how we feel about it.

I arrived here in the Caribbean in 1969 and soon got involved in the charter industry, starting with renting out my 30-foot *Rustler* as a bareboat and going on to skippering various crewed yachts. The great thing about sailing in the Caribbean was (and for some of is), bar hurricanes, we never worried too much about the weather. Oh yes, we used to listen to the great old "Radio Antilles" with its long weather reports, sometimes so long you would lose concentration and miss your area, but we would listen not to decide whether to sail, but just to have an idea what to expect. This was especially important for the charter cooks, so they could decide what they could serve for lunch. I was really sorry when the volcano took Montserrat-based Radio Antilles out.

One of the reasons the Caribbean has such great sailing is there is nearly always wind. In the winter, when we get the full blast of the tradewinds, it is sometimes strong. We fairly often have winds of Force 5 and 6 (17 to 27 knots), rarely a Force 7 (28 to 33 knots), but no sustained gales out of season. We do have some very strong squalls, but they hit us and pass by.



I never — and I think this is true of everyone in the charter industry — ever, waited for a "weather window". We sailed every day that we had charterers, which was most of the time, come rain or shine, wind or calm (well, we did have motors for the calm). And it was never a problem. The people who rented my little bareboat were just the same. I got occasional stories of "giant 20-foot seas" off Kick 'em Jenny, but then *Rustler* was only 30 feet long, so a 15-foot sea felt like 20.

The first time I heard the expression "weather window" was about 20 years ago when I was clearing out in Dominica and got talking to some others also clearing out. They said they were leaving earlier than they planned because there was a good "weather window". "What is that?" I asked. "Oh, the wind will be stronger in a few days." Well, to each his own.

It goes without saying that everyone should feel free to choose the kind of weather they want to sail in. However, I cannot help thinking our attitude to weather has started to erode our freedom of the seas by adding an unnecessary cautionary note to what is in essence a good breeze. This mainly happens in the cruisers' net weather forecasts. I recently heard on the St. Lucia net, "It seems that Friday will be your first chance to head to Martinique." As if to give lie to this statement, two small French charter cats set off with reefed mains. This kind of interpretive forecast is getting more common. Then there are those who love to chime in and say with great emphasis, "Today there is a small craft warning!" as if it were an impending storm, rather than a caution to the little open fishing boats that ply our seas.

Forecasts can definitely have a chilling effect. I was in St. Pierre, Martinique this year, heading for Dominica. The local French forecast for the passage was winds of 33 to 37 knots. That gave even me pause, especially since a monohull went out and came back reporting 40-knot winds. However, there was no change in the predictions for several days, so we set off the next morning. The seas were not that bad; we had mainly 23- to 30-knot winds, and were very comfortable with a double reef in the main. (We even caught a fish, but it was challenging enough that none of us wanted to try to catch the second.) As one of my crew said, "Sure beats sitting in St. Pierre watching the rain." The wind picked up on the Dominica side of the channel and we got an hour of 30 to 37 knots till we came in the lee, but the seas were not bigger. We all had fun and it was a passage to remember.

I have had many lovely Caribbean sails in 16 knots, and while I remember sailing in such conditions, no single sail is memorable enough to stand out my mind. I have, on the other hand, vivid memories of some of the full tradewind days when the wind was thrumming in my ears, seas were piling up all around in magnificent heaps and the boat picked up on a wave and shot off in a mad rush down the other side.

I hope we cruisers do not reach the point where we are frightened of a good tradewind, and build that trepidation into our culture, so we only go out when the wind is less than 18 knots, because we will be poorer for it both in experience and seamanship. I know our local net forecasters do a great job hunting down the info and transmitting it. But please, while giving a forecast, let us know the conditions, but don't scare us by saying it would be unwise to go. If someone is that kind of sailor, they are going to wait for a weather window anyway.

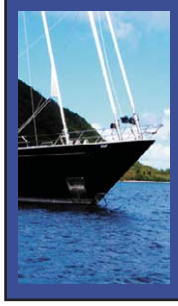
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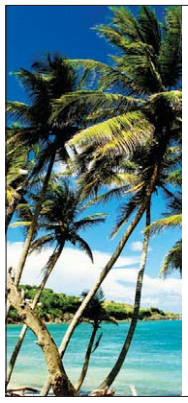


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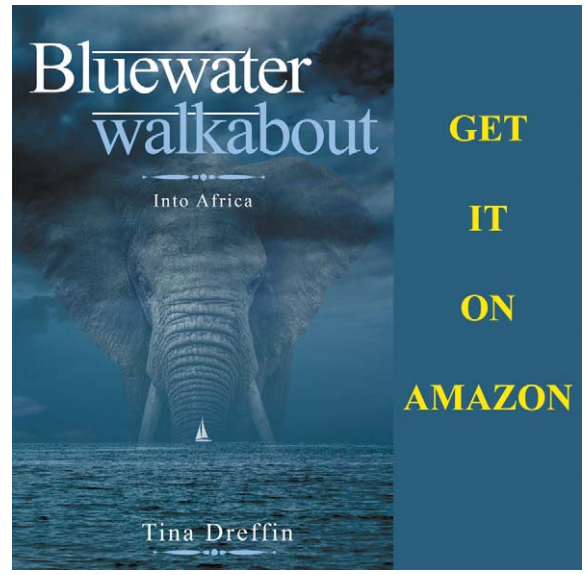


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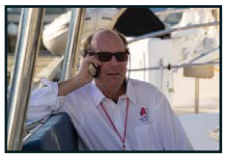
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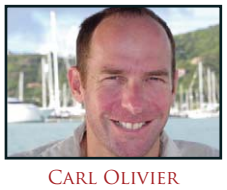
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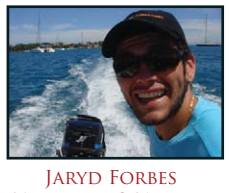
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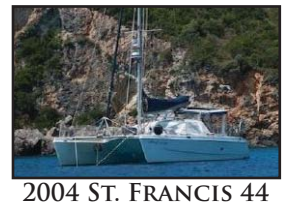
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1 – 8	Martinique Surf Pro international surfing competition, pierre.r@martiniquesurfpro.com
4 – 7	Optimist Easter Camp, Antigua. Antigua Yacht Club, (268) 460-1799
5	St. Maarten Yacht Club AGM. smycmanager@gmail.com
5 – 9	Curaçao International Film Festival, www.curacaoiffr.com
7 – 8	Nevis Blues Festival, www.nevisbluesfestival.com
8	Festival del Tinglar, Luquillo, Puerto Rico. www.corredorecologicodelnoreste.org
10 –15	Les Voiles de Saint-Barth, www.lesvoilesdesaintbarth.com
10 – 15	Oyster Antigua Regatta. www.oysteryachts.com/events
11	FULL MOON
13 – 17	Bequia Easter Regatta, www.bequiaregatta.com. SEE AD ON PAGE 12
14	Public holiday in many places (Good Friday)
16	Easter Sunday
17	Public holiday in many places (Easter Monday; in Puerto Rico Birthday of José de Diego)
19	Public holiday in Venezuela (Declaration of Independence)
19 – 25	Antigua Classic Yacht Regatta, www.antiguaclassics.com
22	International Earth Day
22 - 30	Tobago Jazz Experience, www.tobagojazzexperience.com
23	Juni Regatta, Fajardo, Puerto Rico, BriSA, www.brisaweb.net
25 - 30	St. Barth Film Festival, www.stbarthff.org
27	Public holiday in Dutch islands (King's Birthday)
27 - 30	Mayreau Regatta, www.facebook.com/mayreau.regatta
28	Public holiday in Barbados (National Heroes' Day)
28	Guadeloupe to Antigua Race, www.sailingweek.com
28 – 29	St. Thomas Carnival
28 - 30	Carriacou Maroon & String Band Music Festival, www.carriacoumaroon.com
28 – 1 May	West Indies Regatta, St. Barth, westindiesregatta.com
29	Round Antigua Race, www.sailingweek.com
29	Cayman Islands Carnival children's parade
30	Public holiday in Bonaire (Rincon Day)
30 – 1 May	Booby Island Regatta, Nevis, www.boobyislandregatta.com
30 – 5 May	Antigua Sailing Week, www.sailingweek.com. SEE AD ON PAGE 13

MAY

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

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

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23' JEANNEAU CAP CAMARAT 675 2 x 85hp 2 stroke Yamahas w/ 70hrs use, bimini, VHF, CD, anchor, life jackets, trailer. Lying Mustique, EC$60,000 ONO. Tel: (784) 533-0213 E-mail: mfindlay@mustique.vc



43" YOUNG SUN 1979 Center cockpit, 2 private cabins/hds, spacious galley/ salon. Beautiful Taiwanese teak throughout. Comfortable to live aboard/ charter. Recent haul out, complete sails, newer inflatable, solar panels, icebox, professional mooring. Lying Tyrell Bay, Carriacou. US$48,000. OBO. Info/photos, Tel: (607) 216-5692 E-mail: pfaithbee@gmail.com



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33' CROWNLINE SCR 315 Twin 377 MAG 8 cyl engines, 260 hrs. US$69,000. Lying St. Lucia. Tel: (758) 484-6999 E-mail: kouly@att.net See video: https://goo.gl/ypjuPV See photos: https://goo.gl/UKHze2

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ST. LUCIA- RODNEY BAY Luxury marina waterfront villa with private pier & pool. 4000 sqft. house on 11,434 sqft. of land. 4 bed/4bath w/ gourmet kitchen. E-mail: kouly@att.net Video: https://goo.gl/xNFsz2 Pictures: https://goo.gl/31pFkW

ST. VINCENT - NEAR GEORGETOWN About 4 miles from the Argyle International Airport. 182 acres of good, arable land. Lots of fruit trees, private road, no neighbors, bounded back to crown lands. Lots of clean drinking water, water supply comprises of 3 rivers & 4 springs. SVG's indigeous parrot present on land. Land sold per sq/ft (EC$3), by lots or in its entirety (with a price reduction). Contact Cardan Knights Tel: (784) 456-0867 or (784) 528-2483

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

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

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

WANTED

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

MISC. FOR SALE



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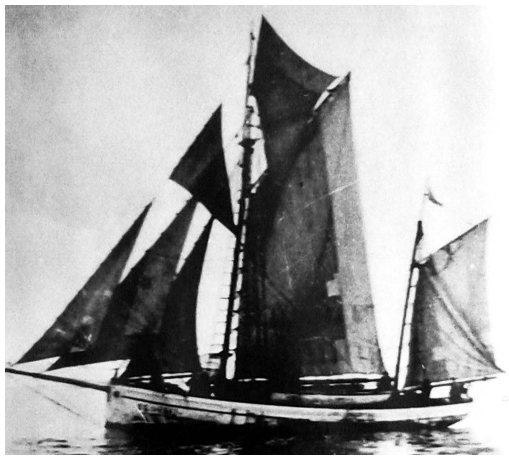


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—*Continued from page 38*

On May 27th, 1969, the boat was changed to the pleasure register, fifth list, with the number 583. On June 15th, 1970, the boat was sold to two Swedish citizens, Hans Christian Heinrich and Mari Anne Moller for 20,000 pesetas. Two engines of 25 horsepower each were installed before the trip to South America in 1971.

I am grateful for all information about *Isabelita Betancor* and her crew.

This is how you can help: If you know people who sailed or have contacts in the world with other sailors, tell them about this. In this way, I hope that as many people as possible get to read this, and then the chance that I'll get to know something about what happened to the boat and the crew will increase. If you have access to newspaper archives, you can help me by searching for *Isabelita Betancor* and my father in the archives.

Please visit my page on the search on Facebook: www.facebook.com/Searching-for-SY-Isabelita-Betancor-779690195523594

Thank you, Ingrid Fröhlich

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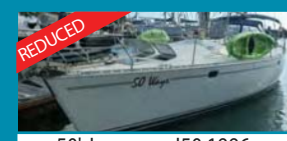

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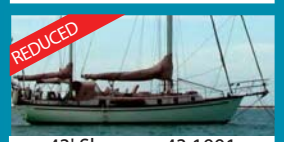

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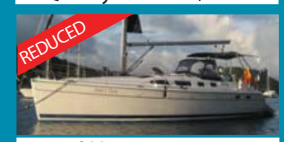

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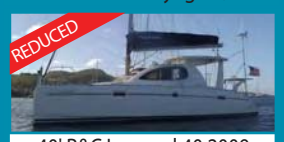

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Antigua Sailing Week	Antigua	13	Doyle's Guides	USA	36	Le Phare Bleu	Grenada	27	Rodney Bay Marina/ IGY	St. Lucia	31
Art Fabrik	Grenada	MP	Echo Marine	Trinidad	11	LIAT	C/W	10	Sea Hawk Paints	C/W	9
Barefoot Yacht Charters	SVG	20	Edward William Insurance	C/W	45	Mac's Pizzeria	SVG	38	Slipway Restaurant	Grenada	MP
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Blue Lagoon Hotel & Marina	SVG	29	Fernando's Hideaway	SVG	MP	Marina Santa Marta	Colombia	5	St. Maarten Sails	St. Maarten	16
Bluewater Walkabout	C/W	MP	Food Fair	Grenada	38	Marina Zar-Par	Dominican Rep.	35	Sugar Reef Bequia	SVG	MP
Boat Paint & Stuff	St. Maarten	34	Free Cruising Guides	C/W	44	McIntyre Bros	Grenada	39	Sunbay Marina	Puerto Rico	6
Budget Marine	St. Maarten	2	Gonsalves Liquors	SVG	37	Mercury Marine	C/W	47	Technick	Grenada	MP
BVI Yacht Sales	Tortola	46	Grenada Marine	Grenada	17	Mid Atlantic Yacht Services	Azores	MP	The Nature Conservancy	C/W	32
Camper & Nicholsons	Grenada	19	Grenadines Sails	SVG	34	Multihull Company	C/W	43	Tobago Cays	SVG	MP
Captain Gourmet	SVG	MP	Guyana Tourism	Guyana	33	Neil Pryde Sails	Grenada	MP	Turbulence Sails	Grenada	17/ MP
Caraibes Diesel Services	St. Maarten	26	Horizon Yacht Charters	Grenada	MP	Off Shore Risk Management	Tortola	12	Venezuelan Marine Supply	Venezuela	MP
Clarkes Court	Grenada	15	Hydrovane International Marine	C/W	MP	Peake Yacht Services	Trinidad	7	WIND	Martinique	35/ MP
Clippers Ship	Martinique	22	Iolaire Enterprises	UK	36/39	Perkins Engines	Tortola	8	YSATT	Trinidad	MP
Curaçao Marine	Curaçao	23	Island Dreams	Grenada	MP	Piper Marine	SVG	MP			
Dominica Yacht Services	Dominica	MP	Island Water World	St. Maarten	48	Plantation Hotel	SVG	28			
Doolittle's Restaurant	St. Lucia	37	Johnson's Hardware	St. Lucia	30	Power Boats	Trinidad	MP			
Down Island Real Estate	Grenada	MP	La Playa	Grenada	MP	Regis Guillemot	Martinique	21			

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