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COMPASS
AUGUST 2017 NO. 263
The Caribbean's Monthly Look at Sea & Shore

St. Thomas's 25th Opti International

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Story on page 16

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SANTTALIKAN

Around Guadeloupe

Traditional boats race..... 17

Shore Leave

Havana good time!..... 18



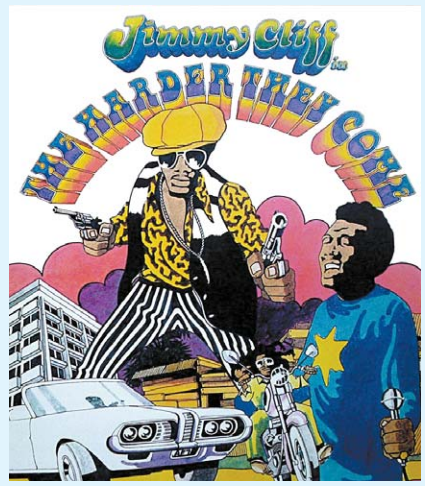
MCINTYRE

Sailing Solo

Tricks & inspirations..24 and 25

Antifouling Test

Doyle says, 'Eco works!'..... 26



Film Fest

Island movies galore 33

Readers' Survey

Tell us what you think!..... 39



INGA BEITZ

DEPARTMENTS

Info & Updates 4
Business Briefs 8
Regatta News..... 12
Book Reviews..... 30
Island Poets..... 32
The Caribbean Sky..... 34
Meridian Passage..... 36
Cooking with Cruisers 36
Caribbean Market Place..... 41
Calendar of Events..... 45
Classified Ads 46
Advertisers Index..... 46

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On the cover: Here they come! Photographer Matias Capizzano captures young sailors on the move at the 25th International Optimist Regatta in St. Thomas, USVI. Story on page 16



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

Info & Updates

Antigua & Barbuda to Adopt SailClear

The Antigua & Barbuda Marine Association (ABMA) has been informed by the Antigua & Barbuda Department of Customs and Excise that it is now testing SailClear as the new Customs clearing software into Antigua & Barbuda.



CHRIS DOYLE

Antigua & Barbuda had been the last user of the eSeaClear system, launched in 2008, which other Eastern Caribbean nations have since abandoned in favor of the newer SailClear.

SailClear is an online system to facilitate yachts' clearance in and out of ports and is already being used across most of the Eastern Caribbean as well as in the Turks & Caicos, Bermuda, Curaçao and the Dominican Republic.

With Antigua now adopting this system, it will make the process of clearing in and out of Antigua faster for boats cruising around the region and moving from island to island.

The system is operated by the Caribbean Customs Law Enforcement Council (CCLEC), an inter-governmental organization that was established in the early 1970s to improve the level of co-operation and the exchange of information between and among its 39 members. The mission of CCLEC is to upgrade the effectiveness and efficiency of its member Customs administrations in pursuing their mandates, through cooperation, sharing of best practices, human resource development, modernization, automation, harmonization of processes and procedures and information/intelligence sharing.

Raju Boddu, Comptroller of the Customs and Excise Department of Antigua & Barbuda said, "We are requesting agents and individuals clearing in and out of Antigua to test SailClear and let us know of any concerns. This is to enable us to iron out the wrinkles before going live with the new system prior to the start of the season."

If anyone has any feedback about the system they are asked to send it to Randy Baltimore at Randy.Baltimore@ab.gov.ag and copy to boarding.customdockyard@gmail.com and Morjave.Michael@ab.gov.ag.

Visit www.sailclear.com for more information about SailClear.

Visit www.abma.ag for more information about the ABMA.

Caribbean Safety Net Has New Website

Kim White reports: The Caribbean Safety and Security Net's dedicated team of volunteers has just launched our new website, www.safetyandsecuritynet.org. The primary mission of the Caribbean Safety and Security Net (CSSN) is the collection and dissemination of accurate information relating to crimes against yachts in the region.

It's time to update your bookmarks! To better reflect our independent and non-commercial mission, we have changed our domain name from .com to .org. Those who go to .com will be automatically redirected to .org for a period of time, but go ahead and make the update now. And you will see that there has been much more than just a name change.

The new site is designed to deliver our wealth of content and features with improved speed and performance as well as other enhanced usability features. The site now utilizes the latest in web design to allow you the option of seamlessly navigating by scrolling down the home page to our most popular features. There are new report capabilities with more options to more easily select the information that is most relevant to you. And it's all even more mobile friendly.

As always, you can stay informed by subscribing to our popular and free e-mail Alerts! Or follow us on social media; choose the channel that best suits you. Tell a friend (or two or three) about CSSN — our community grows stronger as awareness, usage and participation grow.

We welcome and appreciate feedback, so take a look and explore the newly designed and improved CSSN site — and know before you go!

—Continued on next page



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DOYLE CARIBBEAN

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Eight Bells: Reg Potterton

Reg Potterton died on July 7th at age 81. A skipper for Stevens Yachts charter company in St. Lucia in the 1970s who had sailed his own wooden Hillyard-designed



PRESS GAZETTE UK

ketch to the Caribbean from his native England, Reg was known in the wider world as a journalist. He worked as a feature writer for *Playboy* magazine and for the *National Enquirer*, and as a correspondent for Reuters news agency, before becoming editor of the Florida-based magazine *Yachts International*. He also ghost-wrote travel articles for novelist Len Deighton and co-wrote, with Lynda Milito, the biography *Mafia Wife: My Story of Love, Murder and Madness*.

Ian Cowan, who was manager of Stevens Yachts when Reg was a skipper, recalls: "Yes, Reg was actually a skipper — hired, I am sure, by (company owner) Bill Stevens based entirely on the fact that Bill saw a good chance of good `decorations' on the yacht Reg was on!

"The couple of things I remember among many was the day Reg said he was having a lot of trouble in un-furling his main. I took a look and found that the lead block on the coach-roof was almost cut to the axle, acting like a jam cleat; Reg looked and admitted he had never considered any oil being needed. I still have a couple of the replacement sheaves we got from Scheafer, made in bronze to ensure they would not be a problem again.

"Then there was a deal where Reg went off to Bequia where, he assured me, he would find a charter cook. The single day he had there proved enough, I understand. He managed to acquire the new wife of a honeymoon couple he ran into at the Frangipani bar. I think he retained her for a while as well!

"I am not sure, however, that he actually navigated the Gulfstar 50 from Annapolis to St. Lucia on his own: he would have thought a sextant must have some other function, more related to its name."

Reg was married three times and also had a longstanding relationship with Sigmund Freud's great-granddaughter, Nicola Freud. His children Graham and Jane were born to his first wife, Valerie, and Alexander Tom to his second wife, Sallie. Another son named Tom (he once said he wanted to be the person with the most children named Tom) was born to Nicola. His third wife, Sharron, survives him, as do his sister and brother and eight grandchildren.

Serial Yacht Robbery Suspects at Large

In a letter from Chris and Sandra Mennem in last month's Readers' Forum, the Mennems noted that the three men charged with the violent assault and robbery aboard their yacht in the Tobago Cays in May of 2016 — Jordan Forde (age 23), Ulrick Hanson (age 26) and Joe Lewis (age unknown), all residents of the island of Mayreau in the Grenadines — will not be prosecuted. The Mennems wrote, "The Public Prosecutor declared that there was not enough evidence to proceed. This was down to the fact that the Police made absolutely no effort to obtain any evidence; they did not attend the scene of the crime and therefore did not take any photos (we did that ourselves), no fingerprints were taken of the assault weapon and incriminating evidence that we found on the boat was dismissed." This despite the fact that, according to a June 3rd, 2016 report in the local newspaper *The Vincentian*, these "three men were remanded after being denied bail when they appeared at the Serious Offences Court on Monday,



CHRIS DOYLE

Two violent crimes against yachts in the usually peaceful Tobago Cays are as yet unsolved

charged with the robbery of an English couple… In objecting to bail, Senior Prosecutor Adlophus Delpleche highlighted that police are carrying out a series of investigations into matters of a similar nature, and the three accused persons are of interest to them."

A search by the Caribbean Safety and Security Net (CSSN) of their own records and local press articles has established that Forde and Hanson had been charged with previous violent crimes against yachts in St. Vincent & the Grenadines. Forde and Hanson were charged in a very similar assault and robbery of cruisers Allen and Kate Barry aboard their yacht, *Mendocino Queen*, in the Tobago Cays on July 2nd, 2011, which was reported to CSSN and Noonsite, and in the September 2011 issue of *Caribbean Compass* (see www.caribbeancompass.com/online/september11compass_online.pdf, page 30).

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Hanson and Forde were at that time arrested and charged with Assault Bodily Harm, Aggravated Burglary, Burglary and Robbery. The victims in that case were never informed of, and CSSN could find no press mention related to, convictions for this crime or any of the other crimes alleged at the time against Forde and Hanson.

An article in the July 29th, 2011 edition of another local newspaper, *The News*, added that, in addition to the assault and robbery of the Barrys: "It is alleged that on June 30th, 2011, Hanson and Forde were on Union Island armed with a gun and a knife when they robbed 48-year-old Joel Daniel, a security guard of Chatham Bay. It is further alleged that they were armed with a gun and a knife when they also robbed 44-year-old Lennard Moses, a mason of Union Island on the said date."

Further, on August 17th, 2012, Forde and a different set of accomplices were convicted of theft from an unoccupied charter yacht in the Tobago Cays. Forde was sentenced to nine months for that offense.

St. Vincent & the Grenadines' Minister of Tourism, the Honourable Cecil McKie, has told *Compass* that, "The Government is cognizant of the importance of the yachting sector to our tourism industry and continues to put measures in place to address crimes in this sector."

CSSN advises anyone who is a victim of serious crime outside their home country to report to local authorities and to concurrently advise and enlist the support of their own consular officials. Beyond facilitating communications, their involvement and familiarity with local officials and processes can lend important oversight and support to efforts that could lead to successful conclusion and prosecution.

Dive In to Grenada's 'Pure Dive Fest 2017'

Explore beneath the surface of Grenada's pristine blue waters during the first ever Pure Dive Fest taking place from October 11th through 14th. From free beach dives and beginner lessons to charity dives and a closing party, this four-day festival appeals to divers, visitors and spectators wishing to support Grenada's diving industry. In addition to the robust schedule of activities, the event is also designed to increase awareness of the island's marine environment and sustainable tourism efforts.

The festival commences with the launch of an underwater photography competition at Coconut Beach Restaurant. The competition will run for the duration of the festival and prizes will be distributed at the closing party for most creative selfie, best reef picture, best wreck picture, and many more categories. The second day of the festival is divided into either a wreck diving day for experienced divers or a local diving day for those who are ready to make the plunge for the first time with professional instructors.

One of the unique events is an Environmental Day with Marine Protected Area Diving on October 13th in collaboration with Project AWARE — a campaign that focuses on global ocean protection and conservation through sustainable, eco-friendly, and conservation-conscious dive practices. In the morning, dive centers will participate in community and school outreach sessions in order to share information on scuba diving and freediving in Grenada as well as details on marine biology and conservation. Afternoon activities will include dive centers participating in a "Dive Against Debris" event to collect as much ocean trash as possible.

The festival concludes on October 14th, designated "Invasive Caribbean Lionfish Day", with a boat parade at the Morne Rouge Bay/BBC Beach. In the evening, there will be a final party at Coconut Beach Restaurant, where lionfish will be served and photos from the underwater photography competition will be on display, along with a few surprises throughout the night.

For more information about the Pure Dive Fest visit www.facebook.com/grenadadiving and follow the Instagram and Twitter pages.



Grenada's underwater sculpture park remains a popular draw for divers and snorkelers

Readers, It's Your Chance to Take Part!

Once again, it's your opportunity as a *Compass* reader to tell us what you think, what you like, and what you want!

Ever since the *Caribbean Compass* was founded in 1995, every three years we've asked our readers for their input via a Readers' Survey published in print editions of the *Compass*. The results, thanks to your informed, intelligent and sometimes iconoclastic responses, have allowed us to increase "customer satisfaction" on an ongoing basis. You do a great job of plotting the waypoints that keep us on course!

In 2014, we responded to an often-repeated request: "We'd like to be able to complete future Compass Readers' Surveys on line."

Your wish is our command, so this year you have a choice: you can complete the Caribbean Compass Readers' Survey electronically or fill in the hard copy on page 39 and drop it in the mail. See page 39 for details.

We look forward to your input.

Welcome Aboard!

In this issue of *Caribbean Compass* we welcome new advertisers Downwind Yacht Sales of Puerto Rico on page 44, and Save-A-Lot supermarket of Carriacou on page 37.

Good to have you with us!

SAILING SCHEDULE

Upcoming sailings 2017

FLORIDA – MEDITERRANEAN

Ft. Lauderdale	Sept. 2017	Palma de Mallorca	Oct. 2017
Ft. Lauderdale	Sept. 2017	Genoa	Oct. 2017
Ft. Lauderdale	Oct. 2017	Genoa	Nov. 2017
Ft. Lauderdale	Nov. 2017	Palma de Mallorca	Nov. 2017

CARIBBEAN – MEDITERRANEAN

St. Thomas	Nov. 2017	Palma de Mallorca	Nov. 2017

CARIBBEAN – FLORIDA

Martinique	Nov. 2017	Ft. Lauderdale	Dec. 2017
Martinique	Dec. 2017	Ft. Lauderdale	Dec. 2017

MEDITERRANEAN – FLORIDA

Genoa	Aug. 2017	Ft. Lauderdale	Sept. 2017
Taranto	Aug. 2017	Ft. Lauderdale	Sept. 2017
Tuzla, Turkey	Sept. 2017	Ft. Lauderdale	Sept. 2017
Palma de Mallorca	Sept. 2017	Ft. Lauderdale	Sept. 2017
Genoa	Oct. 2017	Ft. Lauderdale	Oct. 2017
Palma de Mallorca	Oct. 2017	Ft. Lauderdale	Nov. 2017
Genoa	Nov. 2017	Ft. Lauderdale	Dec. 2017

MEDITERRANEAN – CARIBBEAN

Palma de Mallorca	Oct. 2017	St Thomas	Nov. 2017
Palma de Mallorca	Nov. 2017	Martinique	Dec. 2017
Genoa	Nov. 2017	Martinique	Nov. 2017

FLORIDA – CARIBBEAN

Ft. Lauderdale	Nov. 2017	St. Thomas	Nov. 2017

FLORIDA - SOUTH PACIFIC

Florida	Dec. 2017	Central America	Dec. 2017
Florida	Dec. 2017	Golfito	Dec. 2017
Florida	Dec. 2017	Papeete	Dec. 2017
Florida	Dec. 2017	Auckland	Jan. 2018
Florida	Dec. 2017	Brisbane	Jan. 2018

Note: For exact dates check with our booking agencies.

For further information please visit our website or call us to discuss your specific needs.



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BUSINESS BRIEFS

Bermuda: More Sailing Events in Wake of AC35

The Bermuda Tourism Authority (BTA) has announced that a number of sailing events have been added to the island's schedule following the 35th America's Cup.

As reported in the July 3rd edition of IBI News (plus.ibinews.com), Kevin Dallas, chief executive of the BTA, said, "Using the momentum of the America's Cup to set the stage for future tourism growth has always been a goal of the Bermuda Tourism Authority."

The Oyster Regatta Bermuda will be there next May. The Moth World Championship will take place in June 2018 and the Atlantic Anniversary Regatta will be held the same month.

The BTA is now "actively vetting the feasibility" of hosting sports-related events that will include superyacht and J Class regattas, similar to those that took place during AC35.

"The 2017 superyacht regatta attracted about twice the number of entrants that raced in San Francisco during the 34th America's Cup, while the convergence of eight J Class boats in Bermuda was the largest gathering in history — even more than raced at any one time in the 1930s and 1940s when the majestic sailing vessels competed for the America's Cup," said Dallas.

The agency also said that it plans to recommend to Members of Parliament legislation that would encourage superyacht owners to come to Bermuda. More than 80 came during the America's Cup alone. "It's very clear that the relaxed legislation put in place during the America's Cup was a huge incentive for superyachts to visit Bermuda, stay longer and spend more into our local economy," said Dallas. "We will encourage Parliamentarians to create a similar environment on a permanent basis, while also protecting local charter operators. This is an absolute necessity if Bermuda is going to seize superyacht tourism as an America's Cup legacy benefit."

Dan Durbin Retires from Parts & Power

Dan Durbin retired from Parts & Power on July 1st after 23 years of service to Parts & Power customers in the Caribbean and around the world. Dan joined Parts & Power in 1994 as service manager. He became director of technical services, and then spent the last few years working as lead sales engineer.

Dan's career started with being a generator instructor at the US Army engineer's school and serving as a generator technician in Vietnam and in Germany. After being honorably discharged, Dan held many technical posts including that of technical service manager at Cummins NW and international service manager for Alaska Diesel Electric, manufacturers of Northern Lights generators. Dan was instrumental in the development of the Northern Lights generator design and focused the product on reliability, simplicity and durability. It was the philosophy that has made the Northern Lights product so successful, especially in megayachts and charter vessels, where down time for a generator is unacceptable.



Dan was also instrumental in developing Parts & Power as the premier engine and generator distributor in the Caribbean. His wide range of experience and technical experience helped Parts & Power expand from marine engines and generators to land-based generators, automatic transfer switches, electrical distribution products, power quality products, JCB excavation equipment and marine air conditioning and refrigeration.

Dan was active in several local community service organizations, and never denied any customer, or competitor, technical advice whenever asked. Although Dan will be relocating to South Florida to be near his family, he will remain on retainer with Parts & Power for future projects and training.

Parts & Power Ltd, based in Tortola, British Virgin Islands, was founded in 1973.

Visit www.partsandpower.com for more information on Parts & Power.

IGY Marinas Personnel Promoted

IGY Marinas has recently promoted two company team members to regional directors. They will oversee marina operations and planning in the Caribbean, Latin America and the United States.

Brian Deher will direct IGY Marinas' operations in the Caribbean and Latin America. Deher is the former director of marina operations and planning for IGY Marinas' St. Maarten locations: Yacht Club at Isle de Sol and Simpson Bay Marina. He began his career at IGY in 2005 and will now help transition additional Caribbean and Latin American marinas into the company's portfolio. Additionally, Deher will implement IGY Marinas branding and operational standards and will oversee the management at each regional property. He will assist with prospective planning for potential retail and leasing space, food and beverage operations and renovations.

Gili Wojnowich will now be responsible for overseeing the operations at IGY marinas in the United States, Bahamas, and South America. Wojnowich has been the general manager for several IGY marina locations, including the company's flagship superyacht facility, Marina at Yacht Haven Grande in St. Thomas.

Meanwhile, former general manager of Rodney Bay Marina in St. Lucia Simon Bryan will support IGY's expansion efforts in the Mediterranean.

Visit www.IGYMarinas.com for more information on IGY Marinas.

New Management's Improvements at Curaçao Marine

Nicole van Beusekom reports: In continuation of our last Business Briefs news item, in the July issue of *Compass*, where the exciting news was shared that Curaçao Marine has been sold, the new management would like to further inform you about the current developments at the yard. After an extensive analysis and identification of opportunities the new board categorized their priorities and started implementing improvements right away.

The first action taken was to literally "start with a clean slate" — the yard was thoroughly cleaned and an accumulated 84 cubic meters of trash was disposed of.

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Next, the managing director, Marc Rooijakkers, opted for a more sustainable light source by changing to LED lights 1n the yards.

A very important upgrade was outsourcing the security to a professional security company. At the same time the number of security cameras quadrupled: 18 new security cameras have been installed!



Another improvement many of our loyal customers will be happy to hear about: an extra, separate bathroom was built. There are now separate bathroom facilities for our customers and our employees. And the guest bathrooms also have an increased cleaning schedule.

Three hundred new hurricane straps arrived just in time for Caribbean hurricane season. Though Curaçao is a hurricane-safe destination, it is of utmost importance to the new management to take precautions and to be well prepared.

Important maintenance was carried out on the hauling equipment; among other things, the tractor has new tires that will provide the best traction to cope with heavier loads. Further maintenance on both the 40- and the 60-ton trailer will also be carried out.

These are just a few of the latest improvements. Again, this news item is almost coming to its maximum of words, but there is still more news to share! In the next issue of *Caribbean Compass* you will be filled in on the future plans of Curaçao Marine, and in the one after that the new management will be introduced.

If you don't want to wait for the next two issues, look up Curaçao Marine online! Visit their website www.curacaomarine.com, follow them on Facebook: curaçao.marine, or Instagram: curacaomarine, or, better yet, receive yard updates in your mailbox by subscribing to their quarterly News Flash.

For more information on Curaçao Marine see ad on page 12.

Young Grenadian Diver Wins Sandals' 2016 Diamond Award

A young Grenadian's commitment to personal improvement and service excellence has been recognized by Sandals La Source. Curtis Bailey, a certified member of the Professional Association of Diving Instructors (PADI) was named the Sandals La Source 2016 Diamond Winner at its annual Sandals Prestige Awards held recently.

Curtis began his service with Sandals La Source in 2014 as a beach attendant. His manager, Devon Boota, recognized his potential and encouraged him to begin training in scuba diving. The Grenada Boys' Secondary School graduate signed up to be PADI certified, an opportunity provided to all Sandals' staff free of cost. From there, he moved from Open Water Diver to Rescue Diver within one year.



He did as much diving as he could and in 2015 became a certified Dive Master, officially joining Sandals Aqua Center Dive Team, then took on the challenge of the Sandals/PADI Scuba Instructor program in St. Lucia and excelled. Last year Curtis was awarded by PADI as the top certification salesman in the entire Sandals chain.

"Curtis Bailey is humble, diligent and disciplined. He is the employee who goes the extra mile to serve when called on. He also carries out his job with a high level of professionalism, which leads return visitors to request to dive with him specifically," noted Boota.

CEO of the Grenada Tourism Authority, Patricia Maher, attended the Sandals La Source Prestige Awards and delivered a presentation on the ten qualities that employees can control for their own excellence. She said, "Curtis's story is certainly an inspirational one, showing young people in the service industry that hard work and dedication pays off."

Grenada's Minister of Tourism & Civil Aviation, Hon. Clarice Modeste-Curwen, who was guest of honor at the Prestige Awards, congratulated young Curtis and wished him the best in his bright future in making memorable experiences for visitors to Grenada

Curtis Bailey will represent Grenada at the Sandals Ultimate Awards, which will take place later this year in Jamaica.

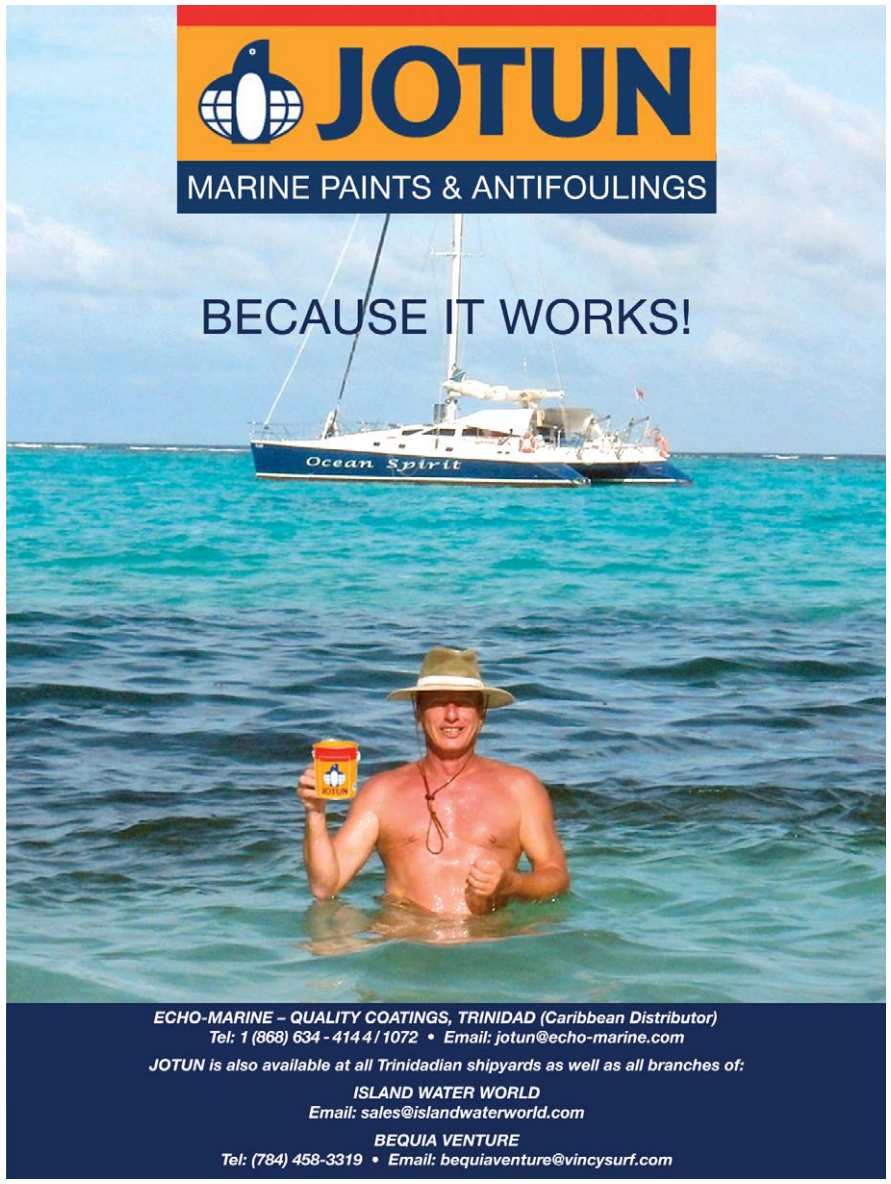
2017 USVI Charter Yacht Show in November

The 2017 USVI Charter Yacht Show in St. Thomas will be hosted by the Virgin Islands Professional Charter Association (VIPCA) from November 11th through 14th. The show will feature more than 50 yachts available for charter in the Virgin Islands, plus a marine trade show, various competitions and more. The Marina at Yacht Haven Grande will serve as the venue.

VIPCA is the recently established non-profit organization that represents the interests of charter yachts in the US Virgin Islands. The association will be introducing Schools Open Day for the first time during the charter show, which will encourage the Virgin Islands youth to join the marine industry, as well as provide them with industry development opportunities.

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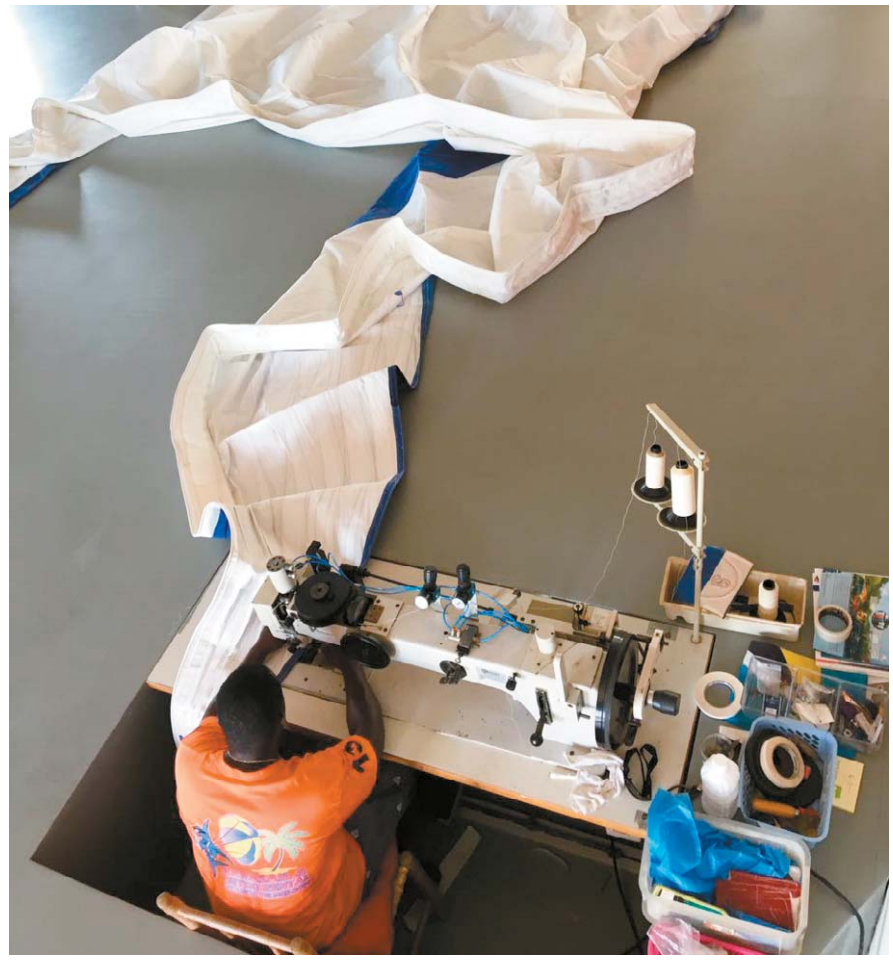
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VIPCA will be inviting 40 to 60 high school students on the final day of the show for a dock walk, which will allow the youth to meet the crews and learn about career opportunities within the industry.

Contact VIPCA's Executive Director Oriel Blake at info@vipca.org for more information about the USVI Charter Yacht Show 2017.

New North Sails Loft in St. Lucia

Andrew Dove reports: A new North Sails Caribbean loft is being opened in St Lucia. Under the management of Valentine Vitalis, this loft is run by Buckley Polius and is situated on the canal entrance of Rodney Bay Marina. If you are in St. Lucia please do drop in and make contact.



This new loft comes at the same time as North Sails prepare to extend the 3Di product into the smaller boat cruising range. Please do not hesitate to ask for information in St. Lucia as well as at North Sails' established lofts in Martinique, Guadeloupe, Antigua and St. Maarten.

Contact valentine.vitalis@northsails.com for more information.

Reserve Your 2018 Spot at CCBM Now!

Arlene Telesford reports: Are you planning for next year as to where you will haul out for storage or for work on your yacht?

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NEIL DEDIER



At the Newport Charter Yacht Show in the USA, CCMB's Arlene Telesford invites Fair Skies *to visit Grenada*

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For more information on Clarkes Court Boatyard & Marina see ad on page 14.

Voices from Bonaire's Seafaring Past

by Patrick Holian





Above: Stormvogel *at work in 1964*

Inset: Jan Felida explains how trees were chosen to build Stormvogel

They are tales of storms and shipwrecks, smuggling under the cloak of night and solving the mystery of a ship's name. Five men from the original crew of *Stormvogel*, the last of the sailing cargo boats from the ABC islands, spoke for hours on camera about their time at sea when locally built wooden ships were the lifeline for the islands. *Stormvogel* hauled goats, salt, charcoal and occasional passengers from Bonaire to Curacao, Aruba and ports south. They returned with propane gas tanks, clothing, medicine and other commodities.

The crew's exploits provided the core of an ambitious oral history project started three years ago by the Bonaire Maritime Heritage Foundation. Funded by Funds for Cultural Participation in the Netherlands, the video crew recorded interviews with the aging *Stormvogel* sailors, now all in their 80s. They included Luis Coffi (ship's cook), Jan Felida (boatbuilder), Balentine Frans (deckhand), Ismael Soliano (captain) and Lucio Soliano (deckhand).



The seamen were asked to discuss the six specific topics about *Stormvogel* in their native language of Papiamentu. These included daily life aboard a cargo boat, trade among the ABC islands, storms and shipwrecks, smuggling at sea and boatbuilding. The final topic was how *Stormvogel* got its name. Shipwright Jan Felida told how captain and owner, Martins Felida, named his boat after a tiny bird called a storm petrel, one that only sailors usually see because the bird lives far out at sea. Bonaire's national park director, Herman Sieben, was then filmed to explain the habits and the migration patterns of the storm petrel in the ABC islands. Hours of video were translated into Dutch and English and the arduous process of editing began.

The result is a series of six films titled Old Sailors Speak. The public can view these on the foundation's web site http://oldboatsbonaire.org/see-hear/old-sailors-speak in Papiamentu, Dutch and English.

The talents of many local people were needed to produce the series. Thea Winklaar and Luti Frans served as interviewers. Hendrik Wouts of Bonaire Vision Films provided video and editing services. Translations were done by Xiomara Frans. The announcers were Michiel van Bokhorst and Marie Craane. The stunning bird photos used in the film about *Stormvogel's* name were donated by British photographer, Bill Simpson.

Old Sailors Speak also provides the core of a new educational curriculum, Sails in the Schools, developed by the Bonaire Maritime Heritage Foundation. Titled Zeilen Op School in Dutch and Nabegashon di Skol in Papiamentu, the project is designed to teach students of Groups 6 and 7 (ages nine through 11) about the maritime culture and history of the islands. Through the efforts of educational coordinator Xiomara Frans, the project will start this month in schools on Aruba, Bonaire and Curacao.

Top: Balentine Frans talks about his days as a cargo boat sailor



BILL SIMPSON

Right: A storm petrel, or stormvogel, *in search of small fish*

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REGATTA NEWS

Five More Years of Caribbean Regattas!

The Caribbean Sailing Association has updated its Caribbean Winter Series Regatta Calendar with dates through to 2022. The organization has worked tirelessly over the past few years to eliminate overlap of dates between regattas in order for each event to get maximum participation and to remove, as much as possible, the need for sailors to choose between events because of overlapping dates.



ANTIGUA SAILING WEEK

Members of the CSA Calendar Committee work with regattas across the region to try to achieve the "sweet spot" on timing. Of the calendar, Committee member and professional sailor Peter Holmberg says: "Management of the calendar is working well. It provides critical date info that sailors and owners need for effective long-term planning of race campaigns."

Less overlap means that boatowners, sailors and race-charter operators from around the world who wish to campaign their boats through the islands during the winter season can move between regattas with (just) enough time to prepare and provision.

It also means that the media and sponsors can cover and be more involved on the ground at more events. Ultimately, we are all involved in the business of the sport of sailing, so it is common sense to take this approach.

Check out the Winter Series Calendar at caribbean-sailing.com/wp-content/uploads/2017/07/2018-2022cal-jpeg.png or take a look at the entire Caribbean schedule — including summer events and more regional and local events taking place year round — at caribbean-sailing.com/caribbean-race-calendar/calendar.

The mission of the Caribbean Sailing Association is to promote sailing within the region, and Caribbean sailing to the world. The CSA also administers Rating Rules to provide a simple and fair handicap system for racing. Additionally, the CSA serves as a forum for yacht clubs, regattas, sailing organizations and sailors throughout the Caribbean to coordinate interests and events, exchange ideas and best practices, and combine voices to achieve broader exposure to the international community.

Visit www.caribbean-sailing.com for more information.

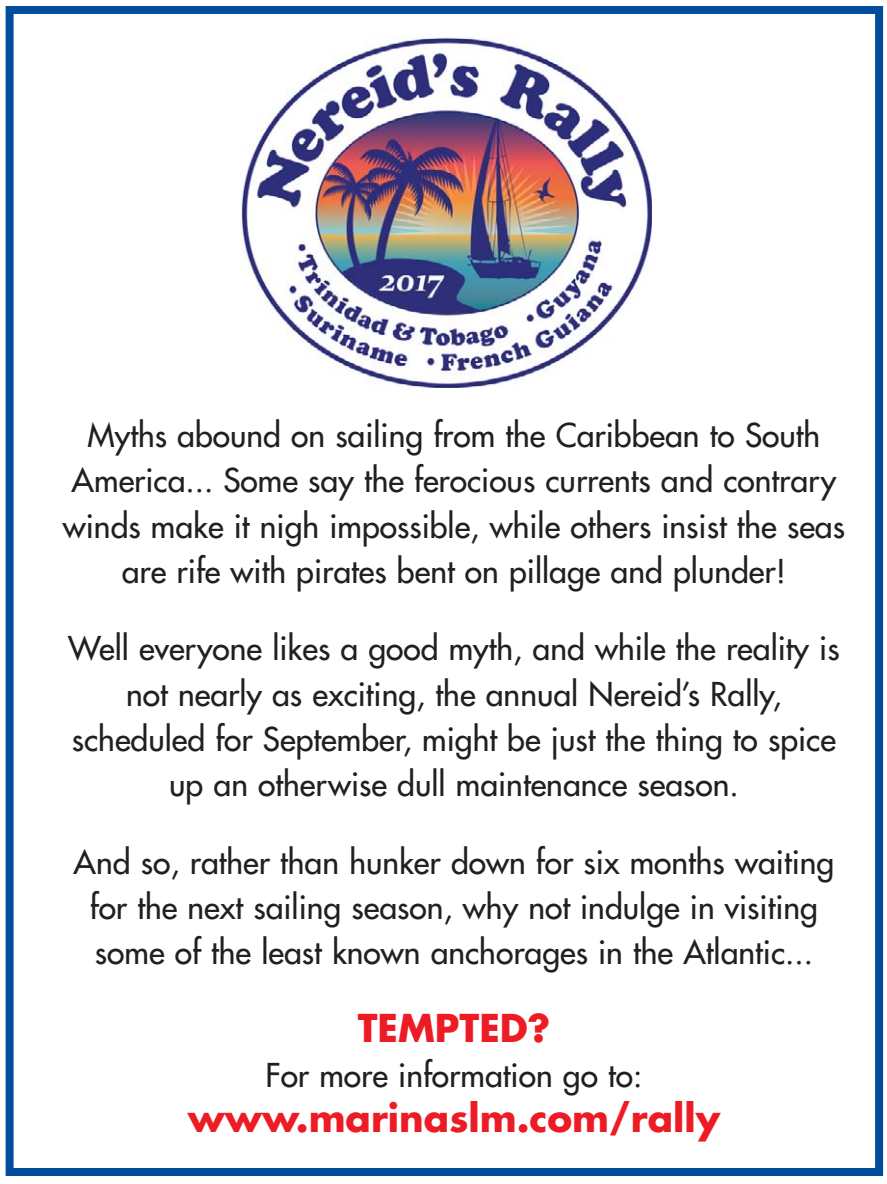
Kidz at Sea Win at Lagoonies Regatta

The third annual Lagoonies Regatta, held on June 17th in St. Maarten, was the scene of intense competition in highly variable winds. The win was taken by a team from Kidz at Sea foundation helmed by Garth Steyn, the person behind the success of this youth program.



While three of the Kidz at Sea teams were helmed by experienced yachtsmen, one was helmed by one of the "Kidz", Luke Bacon, who took a sixth place and showed enormous potential with an all-youth team.

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Second place went to the truly friendly team Friendly Sailors led by adults Ernst Looser and Bernard Sillem, supported by Nina Manley. They were the defending champions and in spite of four first places were unable to hold their position. Third place went to the team Lightweight, whose cryptically named team consisted of Han de Bruyn Kops and the Soons brothers, Pieter and Paul.

The regatta was sailed in winds that varied from drifting to more than stiff, with directions varying very substantially. The wind gods seemed to shift their location from Cole Bay to Marigot. The teams sailed 13 races in seven boats. Race Officer was Andrew Rapley and adjudication was in the hands of Andrea Scarabelli, Nettie van der Valk and Jan van den Eynde.

The Lagoonies Regatta is hosted by Lagoonies Bistro & Bar who ensure that the shore side atmosphere is convivial and sumptuous. The seven identical boats were sponsored by Budget Marine and further sponsors were Amstel Bright beer and Mount Gay Rum.

James Returns to Take Open Caribbean Laser Title

There was wet, wild and close racing in the 28th edition of the Open Caribbean Laser Championships, sailed June 23rd through 25th in St. Maarten. This is one of the oldest one-design regattas in the Caribbean.



Left to right, Laser champs Benoit Meesemaecker (second place), Karl James (first place) and Jules Mitchell (third place), with regatta organizer

Laser sailors from around the Caribbean gathered in the waters of Baie Oriental, one of the best venues — with easy beach access, easy launching and perfect sailing conditions with an onshore breeze.

Returning from a few years' absence, former winner Karl James from Antigua battled it out with another previous winner, Benoit Meesemaecker from St. Barths. But the star of the regatta was up-and-coming Jules Mitchell, a young talented sailor from Antigua, following close in third position overall. Only 19 years of age, he not only won several races but also even improved his results against the two veteran sailors in the heavier conditions on the Sunday. While Laser sailing throughout the Caribbean is struggling to get new young talent committed to the sport, Laser sailing in Antigua is again on a rise, which is showing in the results.

On the Saturday, with moderate winds of 14 knots and medium swells, Benoit and Karl were even on points, with Jules in a strong third position not far from the leaders. On the Sunday, though, the wind picked up to 20 knots with gusts up to 23 knots and Karl proved his prowess by handling these challenging conditions and winning most of the races, while Jules came closer to the second position with a few firsts.

In the Master Class, Jorge Abreu from the Dominican Republic just edged out former Master Class winner Frits Bus of St. Maarten, while trailing after the lighter air on Saturday but powering ahead in some races in front of the top finishers. Olivier Bernaz finished in third place.

Cindy Brin from St. Barths won the Radial Class in front of second-place finisher Carson Gifford from St. Maarten.

Special thanks were given to the organizers, the sponsors, and the many volunteers, with special thanks to Rien Korteknie as Race Officer, Michelle van der Werf as assistant, Simon Manley for organizing Sunsail sponsorship, Appie from Lagoon Marina as rescue operator and buoy specialist with Han as assistant, and Arthur Banting and Lorenz for equipment management. The event was sponsored by Island Water World, CC1, Presidente Beer and Dasani water, Club Orient and SunSail.

Visit https://laserchamps.com for more information.

ON THE HORIZON

Launch August with Carriacou Regatta!

• Thursday August 3rd – Yacht Skippers' Meeting at The Lambie Queen, 5:30PM. Karaoke and String Band Music at Footprints Bar, 7:00PM.

• Friday August 4th – Yacht Race One: Two-Handed Round Carriacou Race, sponsored by Doyle Offshore Sails. Start at 8:30AM in Tyrrel Bay, finish in Tyrrel Bay. Race results posted and festivities hosted at Lazy Turtle Pizzeria.

Official Opening Ceremony for local boat races at Hillsborough Town Square, 7:00PM.

• Saturday 5th August – Yacht Race Two: Fully Crewed Yacht Race, sponsored by Island Water World. Start at 10:00AM off Hillsborough, finish in Tyrrel Bay. Race results and activities at Twilight Restaurant/Gallery Cafe/The Old Rum Shop.

Local boat race off Paradise Beach, 10:00AM

• Sunday August 6th – Yachts' Lay Day; a great chance to go to Hillsborough and watch the famous local sloops race!

Local boat races off Hillsborough, 9:00AM.

• Monday August 7th – Yacht Race Three: Fully Crewed Yacht Race, sponsored by Budget Marine. Start at 10:00AM off Hillsborough, finish in Tyrrel Bay.

Local boat races off Hillsborough, 10:00AM.

Yachts' prizegiving at 5:00PM at The Slipway Restaurant, Tyrrel Bay.

Local boats' prizegiving at 7:00PM at Hillsborough.

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CSA Annual Conference Registration Now Open

Caribbean regatta organizers, measurers, race officials and others with an interest in the sport of sailing will gather in Antigua from October 13th through 15th at the Caribbean Sailing Association's Annual Conference.

The Conference will return to Antigua Yacht Club in English Harbour, Antigua this year and offer three days of activities, including the Annual General Meeting, Measurers Meeting and Regatta Organisers Conference, providing a forum for discussion about the sport of sailing in the region. Topics that will come under the microscope will include sponsorship procurement, sailing development and certification, the CSA Rating Rule and race management strategies.

The Annual Conference is a unique opportunity for people to get together and share ideas and challenges, both for their events and for how to advance yacht racing in the region. Attendees always come away supercharged and super-inspired, perfectly timed just prior to the beginning of the international racing season.

President Kathy Lammers says of the conference: "The CSA Conference provides a perfect opportunity for those of us across the Caribbean region with an interest in the sport of sailing to get together to share experiences and ideas for improving the sport and our many annual events. It's also a great opportunity for organizations that want to reach all the organizers to use this forum to do so. An event not to be missed for all of us!"

Visit www.csaconference.org for more information.

St. Croix International Regatta's 25th Anniversary

This year will see the 25th anniversary of the St. Croix International Regatta, to be held November 10th through 12th. The winners of spinnaker, non-spinnaker and Rhodes 19 classes will win their skipper's weight in Cruzan Rum!

Visit www.stcroixyc.com for more information.

Caribbean Dinghy Championship in Trinidad

The Caribbean Dinghy Championship provides sailors from the Caribbean Sailing Association member islands with the opportunity to compete against each other in a variety of different one-design boats.

This year the CDC will be held in Trinidad & Tobago from the November 24th through 26th. Expressions of interest have so far been received from Antigua & Barbuda, the British Virgin Islands, Grenada and Trinidad & Tobago. For the first time, there are places for up to eight teams this year.

Contact the Trinidad & Tobago Yachting Association at generalmanager@ttsailing.org for more information.

Women's International Match Race Final in USVI

Carol Bareuther reports: The Carlos Aguilar Match Race organizers announce that the St. Thomas, US Virgin Islands-based event will host the Women's International Match Racing Series Final, from November 30th through December 3rd. The Carlos Aguilar Match Race (CAMR), presented by the US Virgin Islands Department of Tourism, is known for bringing some of the best international match racing talent, from America's Cup veterans to Olympians, to sail in Charlotte Amalie Harbor.

"St. Thomas is one of the best places on earth we have ever sailed," says Netherlands Olympic match racing star, Renée Groeneveld, who with her Dutch team of Annemieke Bes, Lobke Berkhout and Mijke Lievens, won their first-ever WIMS event at the 2016 CAMR. "The scenery is beautiful, there are great sailing conditions and the event is so well organized."

CAMR and WIM Series organizers are excited to bring another world-class sailing event to St. Thomas.

"The Carlos Aguilar Match Race is looking forward to hosting the WIMS final event for the second consecutive year. We are honored that these top international teams want to come back and look forward to the skippers, crew and for many of their families visiting our beautiful Virgin Islands once again," says Verian Aguilar Tuttle, who co-directs the CAMR with Bill Canfield.

DEAN BARNES



A strong contingent of teams is expected to compete for the 2017 WIM Series title. The Series began on June 16th with the Women's Match Racing World Championship in Helsinki, Finland, won by Great Britain's Lucy Macgregor. Next up is the Lysekil Women's Match, August 7th through 12th in Lysekil, Sweden, followed by the Busan Cup Women's International Match Race, November 13th through 18th, in Busan, South Korea. WIM Series teams represent the five continents of North America, South America, Europe, Asia and Australia.

The format will feature a full round robin of all teams followed by knockout quarter-finals for the top eight, then knockout semi-finals, petit-finals and finals. The event will be sailed in IC 24s, a modification of the J/24.

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The Virgin Islands Sailing Association and St. Thomas Yacht Club are the organizing authorities for the CAMR, named for the late Carlos Aguilar, who was an avid sailor. Past winners of the Open Division in the nine-year-old CAMR include the USVI's Taylor Canfield and Peter Holmberg, the USA's Sally Barkow and Genny Tulloch, Finland's Staffan Lindberg and France's Claire Leroy.

The WIM Series is the first and only professional sailing series for women, hosted by the Women's International Match Racing Association (WIMRA) and joined by the world's leading women match racing sailors.

Visit www.carlosmatchrace.com for more information about the Carlos Aguilar Match Race.

Visit www.wimseries.com for more information about the WIM Series.

Win Free Entry in 2018 St. Maarten Heineken Regatta!

With all the technologies available these days, there must be a lot of video material out there from teams racing in past years' St. Maarten Heineken Regattas. By sharing your most 'Serious Fun' moment with the regatta organizers, you could get a chance to win a free entry for the 2018 edition! All videos will be uploaded to the event's Facebook page and the video with the highest reach wins.

Send your video with a maximum duration of three minutes to regatta@heinekenregatta.com and explain what made it your Serious Fun moment. They'll take videos until the end of the year 2017 and announce the winner on January 8th, 2018.

The 38th St. Maarten Heineken Regatta will take place from March 1st through 4th, 2018. *Contact racing@heinekenregatta.com for questions about the racing, classes and format.*

Visit www.heinekenregatta.com for more information.

Dates Set for 2018 Antigua Bermuda Race

The Royal Bermuda Yacht Club has announced that the second edition of the Antigua Bermuda Race will start on May 9th, 2018.

The 935-mile offshore race is organized in association with Antigua Sailing Week and is supported by the Bermuda Tourism Authority. Yachts of 40 feet and over will be racing under the IRC Rating Rule, MOCRA and the CSA Racing Rule, with the latter amended to permit boats to use their engines, subject to a time penalty. The Royal Bermuda Yacht Club, with many years of experience hosting the Newport Bermuda Race, will guarantee a fantastic welcome and a great party.

"We have had great feedback from the competitors who took part in the first race," commented Race Chairman, Les Crane. "The America's Cup put Bermuda in the spotlight as a superb sailing destination and the Antigua Bermuda Race is designed to carry forward this legacy. The race will start just a few days after Antigua Sailing Week — on May 9th, 2018 — a time when a lot of boats gather in Antigua before returning to North America and Europe. The Antigua Bermuda Race gives sailors an opportunity to safely experience about a thousand miles of Atlantic Ocean racing in company, at a time of year when conditions should be ideal."

"This is exactly the result we planned for when the Bermuda Tourism Authority supported the inaugural Antigua Bermuda Race this year," said Pat Phillip-Fairn, chief product and experience development officer at the Bermuda Tourism Authority. "The America's Cup inspired the Antigua Bermuda Race in the first instance and Bermuda's high-quality nautical experience is what has them coming back in 2018. This is an exceptional America's Cup legacy event and we are excited to welcome it back to the island in May 2018."

Competitors are invited to express their interest in the Antigua Bermuda Race at https://antiguabermuda.com/contact-us/survey

Visit www.antiguabermuda.com for more information.

YOUTH SAILING NEWS

2017 TOTE Team Champions: Team USA Worlds

Carol Bareuther reports: Staying focused, putting new start tactics into practice and accurately sizing up the shifty wind conditions were the skills junior sailors on Team USA Worlds used to win the TOTE Maritime Team Racing Championships. The Championships were sailed on June 15th out of the St. Thomas Yacht Club and were prefaced by the three-day TOTE Maritime Clinic.



Team USA Worlds, left to right: Liam O'Keefe, Justin Callahan, Stephan Baker, Mitchell Callahan and Charlie Leigh

Sixteen teams of five sailors each participated in the TOTE Maritime Team Racing Championships. In extremely close racing, the champion title came down to a best-of-three contest between Team USA Worlds and Team ISV 4. Team ISV 4, composed of the Virgin Islands' Mia Nicolosi, Rayne Duff, Julian van den Driessche and Mathieu Dale, took the initial lead by winning the first race. Then, Team USA Worlds, made up of Mitchell Callahan, Justin Callahan, Charlie Leigh, Liam O'Keeffe and Stephan Baker, followed with a win to tie the score.

—Continued on page 28



USA Sailor Triumphant in St. Thomas's Big Winds

by Carol Bareuther

Mitchell Callahan was in a sweet spot heading into the third and final day of windy racing at the 25th International Optimist Regatta (IOR), presented by Electronic Merchant Systems (EMS) Virgin Islands and hosted by the St. Thomas Yacht Club, USVI, June 16th to 18th. The 14-year-old sailor from Cape Coral, Florida, was sitting pretty five points in front of his closest competitor, twin brother Justin. Considering that Mitchell ultimately placed no lower than third in the ten-race regatta, he felt confidant that he could hold on to his first place. Indeed, he did just that and was named the regatta's Overall Champion.

MATIAS CAPIZZANO (2)



Big winds, young sailors; 119 sailors from the USVI, the BVI, Puerto Rico, Antigua and the USA competed



"Going into today, I knew I could be pretty aggressive because of my lead," says Callahan, who sails out of the Lauderdale Yacht Club. "So, my goal in the last two races was to start in the middle of the start line and then reach to the left so that I could get the first lift, accelerate and cross in front of the fleet to get clear air. That's just what happened. I won both races."

A near-record 119 sailors from all three US Virgin Islands, the British Virgin Islands, Puerto Rico, Antigua and the USA competed in the IOR/EMS. Sailors who ranged in age from seven to 15 years raced either in the Advanced Fleet in one of three age groupings: Red (ages 13 to 15), Blue (ages 11 and 12) or White (ages ten and under), or in the Green (Beginner) Fleet. All sailed an eight-foot long, single-sail Optimist dinghy. This boat is sailed in over 120 countries and is one of only two boats approved by World Sailing for sailors under the age of 16.

Callahan bested the Red Fleet, while Sebastian Spinelli-Sax, from Bayshore, Florida, who sails with the Manatee River Pram Fleet at the Bradenton Yacht Club, earned first in the Blue Fleet. "Sailing fast, keeping the boat flat in the water and getting good speed," is how 12-year-old Spinelli-Sax described his game plan and secret to success. "I also liked having a lot of wind, because I was able to control my boat where others couldn't and I was able to beat them."

In the White Fleet, St. Thomas's ten-year-old Tanner Krygsveld won by an incredible nearly 200 points. "I wasn't so much thinking about winning the White Fleet as I was about doing the best as I could in the overall," says Krygsveld. "My goal was top 15 and I finished 16th, so I'm pretty happy. What really helped was the clinic earlier in the week, where I learned more about how to handle the wind shifts and more about where to start on the starting line."

Puerto Rico's 11-year-old Roger Casellas, from Guaynabo, won the Green Fleet. "Having a nice start is what really helped me a lot," says Casellas. "That and trying to keep with the flow of the other boats. The big winds were tough though, but I had a lot of fun."

St. Thomas's Mia Nicolosi was awarded Top Girl. "There was a lot more competition this year, having the USA Worlds Team here," says Nicolosi, who won the IOR/EMS in 2016 and finished fourth overall this year. "If they weren't here, I probably would have won again. But then again, I wouldn't have learned as much without having them here to sail against."

In other awards, the USA's Peter Foley, representing the Coral Reef Yacht Club in Florida, earned the Chuck Fuller Sportsmanship Award, and Justin Callahan was presented with the Pete Ives Award, given for a combination of sailing prowess, sportsmanship, determination and good attitude both on and off the water.

The IOR/EMS is organized under authority of the Virgin Islands Sailing Association and it is a Caribbean Sailing Association-sanctioned event.

The week started off with the TOTE Maritime Clinic, June 12th to 14th. The Clinic was run by some of the world's top international coaches: Gonzalo Pollitzer (currently coaching the Norwegian Optimist Team), Manny Resano (California Yacht Club, USA), Eric Bardes (Team LIMA/Long Island Mid-Atlantic, USA), Omari Scott (Coral Reef Yacht Club, USA), Santiago Galan (St. Croix Yacht Club, USVI), Esteban Rocha (Sequoia Yacht Club, USA), Agustin Resano (St. Thomas Yacht Club USVI), Kristopher Sarmiento (Key Biscayne Yacht Club, USA) and Mykel Alonso (Coral Reef Yacht Club, USA).

The one-day TOTE Maritime Team Racing Championships took place on June 15th. The team race was won by Team USA Worlds, made up of Mitchell Callahan, Justin Callahan, Charlie Leigh, Liam O'Keeffe and Stephan Baker.

The IOR/EMS and TOTE Maritime Clinic and Team Race are also sponsored by the US Virgin Islands Department of Tourism as well as K3, provides all sailors with 5-liter dry bags.

This is the sixth year that the IOR/EMS has taken part in Sailors for the Sea's Clean Regattas program. This program, the only ocean conservation nonprofit focused on the sailing and boating community, encourages regatta participants to use the reusable water bottle provided in goodie bags throughout the regatta, keep all lunch bags and wrapping out of the water, and pick up any trash on shore, and accept drinks without straws.

Visit www.styc.club or www.regattanetwork.com for full results.

DEAN BARNES



The top three sailors overall, left to right: Justin Callahan, Mitchell Callahan and Stephan Baker, at the Awards Ceremony at the St. Thomas Yacht Club

Hugo Thélier Wins Traditional Round Guadeloupe Race





EVELYNE MENARD (2)

The annual Tour de Guadeloupe en Voile Traditionnelle (Around Guadeloupe in Traditional Sail) features eight village-to-village legs — including a stop in les Saintes — and is sailed in traditional open sloop-rigged fishing boats known as *kanot santois*. It typically attracts between 35 and 40 boats, with up to 400 sailors, while thousands of people follow the legs from the shoreline.

The Tour de Guadeloupe en Voile Traditionnelle (TGVT) 2017, was held July 7th through 16th. The final leg was won by Marc Forbin on *GMA*, with Jonas Astorga on *Colimat* in second place. The podium was completed by Hugo Thélier, one of the youngest skippers, aboard *Sopimat/Orange*.

Although Thélier and his crew hadn't taken first position in any of the legs, they consistently ranked among the top three — and their third place on the final day made them the overall winners of the 16th TGVT. Thus the nephew of well-known Guadeloupean sailor Claude Thélier, who was last year's TGVT champion, became the youngest-ever skipper to win the Tour.

Visit http://tgvt.fr for more information.



YOHANN SANTTALIKAN (2)



Clockwise from top: Hugo Thélier is the youngest skipper to win the TGVT; his Sopimat/Orange *crew showed winning consistency; a sloop rig, nearly plumb bow and transom stern identify the* kanot santois*; with 32 entries this year, the traditional Guadeloupe fleet was a splendid sight*

Summer Adventure:

NEREID'S RALLY TO GUYANA

by Nicola Balram

Guyana's Essequibo River is the third largest in South America, next to Brazil's Amazon and Venezuela's Orinoco. Its expansive waters provide a truly magnificent cruising destination and Guyana, located outside of the hurricane belt, is proving to be a safe haven for cruisers to hang out in during the hurricane season.

The waters of the Essequibo, Mazaruni and Cuyuni Rivers — surrounding the small mining town of Bartica, the Hurakabra River Resort, the Sloth Island Nature Resort and the Baganara Island Resort — provide some of the most exciting, virtually untouched and beautiful river anchorages anywhere in the world.

The town of Bartica is now an official Port of Entry and cruisers making the Essequibo River their destination can sail the 30 miles upriver from the ocean to Bartica to clear Customs and Immigration with a simplified two-page form. Clearance takes less than an hour.

Guyana was first featured in Chris Doyle's Cruising Guides, the bible for yachts cruising the Caribbean, in 2006. In that year's edition of his *Cruising Guide to Trinidad & Tobago plus Barbados and Guyana*, Doyle drew attention to Guyana as a potential destination for cruising yachts after visiting this English-speaking South American country accompanied by Donald Stollmeyer, manager of Power Boats in Trinidad & Tobago, and renowned yachtsman Simon Wall.

In 2011, an Italian sailor, David Matelicani, who had retired from business in Australia and established a small marina in Saint Laurent du Maroni, French Guiana, sailed to the Essequibo and decided that there was huge potential for developing the yachting industry here. He has since presented an investment proposal for a boatyard to the Minister for Tourism, which is under consideration.

In the meantime, Matelicani organized, with the full support of the Ministry of Tourism in Guyana and the Mayor of Saint Laurent du Maroni, and with the blessing of the Yacht Services Association of Trinidad & Tobago, the first Nereid's Rally in September 2013, sailing from Chaguaramas in Trinidad and from Tobago to Hurakabra River Resort, close to Bartica in the Essequibo, and then onwards via Suriname to Saint Laurent and a grand conclusion as guests of the town.

These Nereid's Rallies have successively grown and the fifth Rally is scheduled to take place next month, with the yachts leaving from Chaguaramas via Tobago on or about September 5th.

The Rally will spend ten days in Guyana, with participants being hosted to an Official Welcome by the Minister for Tourism, enjoying a Fun Day and Cultural Show hosted by the Bartica Municipality, a visit to an Amerindian community and an opportunity for an organized tour to Guyana's famous Kaieteur Falls. The Rally sails on to Saint Laurent on September 22nd, to conclude with a planned yacht parade and elaborate welcome by the Mayor, complete with a Trini steel band.

Matelicani and a team from the Guyana Tourism Authority will be making a presentation at Chaguaramas on August 13th.

For more information on the Nereid's Rally 2017 see ad on page 12.
For more information on Guyana see ad on page 18.



Nereid's Rally yachts anchored off Hurakabra on Guyana's Essequibo River, 2016



FINDING HAPPINESS IN HAVANA

by Ralph Trout

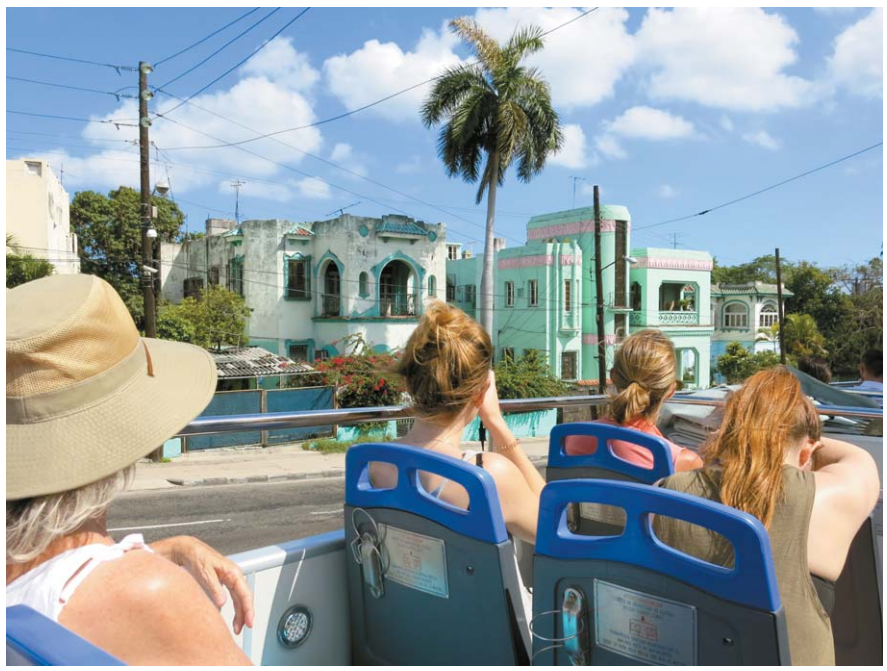
Sailing to Cuba realized two dreams. Captain Jon had finally made it to the Caribbean on his yacht, *Crosswinds*. His voyage with the Hunter sloop had begun in Lake Erie. Traveling across Lake Ontario, down the Oswego Canal, the Erie Canal, the Hudson River and the Atlantic Coast to the Intracoastal Waterway, and through the Florida Keys made his dream a reality. And for me, after 35 years in the Caribbean, finally sailing to Cuba meant I had visited every island going up the chain north from Venezuela.

Havana at present has a dreamlike quality, taking you back to less stressful times. Although the island nation played a significant part in one of the most critical periods of the Cold War, the feeling now is more reminiscent of the safer, carefree times of the Fifties. The classic cars, iconic hotels, music, and bars resonate with optimism. Tourism never left Cuba, only the Americans are recently returning; so let the good times roll. I never saw a sad face. Even the few beggars grinned.

Top: A street vendor offers fresh, deep-fried churros

Right: In Old Havana, you'll find musicians everywhere

Below: The double-decker bus is a fun way to get from Marina Hemingway to the city





The happy mood of Havana, especially the old city, La Habana Vieja, is infectious and exhausting. There is so much to see and do. As with any tourist destination, money doesn't have to be the barometer of pleasure. There are plenty of sights, museums, and art galleries that offer free or low-budget thrills. Read a bit of Cuba's long history before you go, so faces and places will be recognizable. Frommer's Guide and Mr. Google educated our travels.

Get on the Bus

Getting to Havana from Marina Hemingway is the first hurdle. To view the immenseness of this Caribbean city, take the bus.

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During your stay you must take at least one classic car ride, but not for the first trip. A classic 1950s Chevy or Ford will speed you into the city's heart and the $20 to $25 fare split by four passengers is economical. The driver's purpose will be to get you there as quickly as possible and he probably won't speak enough English to give a proper tour.



Save some money. Isn't that the cruiser's creed? The marina hotel's shuttle bus (get a ticket in the lobby of Hotel Acuario) will drop you at Cecilia, the farthest point of its route. The first bus trip was at 10 in the morning. There you can use the ticket you got at the marina to transfer to a double-decker bus (watch out for low-hanging branches) to Parque Central in Old Havana, or, to get a wider glimpse of the expansive city of two million people, take the T-1 red-and-blue, Transtour/HabanaBusTour. It costs 10 CUCs for an all-day ticket. This means you can get off and, when you are ready, hail the next one with your ticket.

The tour from Cecilia winds through much of the city. The bus crosses Vedado — the university-business district — to Revolutionary Plaza where you will see the fantastic memorial to Jose Martí, the father of the Cuban revolutionary spirit. Heroes Che Guevara and Camilo Cienfuegos (a Fidel look-alike) adorn the fronts of the National Police and Army buildings. (Also not to be missed is the Museum of the Revolution.)

Along the route are the sprawling central cemetery and the five-mile Malecón bordering the sea with photogenic Fort El Morro in the distance. You'll pass the drab American Embassy, the Mafia's drabber Riveria Hotel, and the beautiful 1930-vintage Hotel Nacional. The final turn, almost near the mouth of the harbor on to Prado Avenue will drop off at Parque Central (Central Park), the hub of Habana Vieja.

Central Park is surrounded by every mode of tourist transport available. Horse-drawn carriages vie with classic cars for $50 tours. On the north side are egg-shaped yellow "coco-taxis" powered by motorcycle engines and suitable for up to three passengers. Ten CUCs gets you a one-way drop. Parked nearby are the three-wheeler bicycle/rickshaws called "bici-taxis". Everything is negotiable and the streets are spotless and odorless. The carriage horses wear a unique diaper worth seeing.

No matter what transport you choose, expect to spend at least a few hours walking. Wear comfortable clothes and a hat, as it is hot, and shoes that like your feet. Of course, bring some bottled water and your toilet tissue. The water in Havana didn't bother us, but it is convenient to carry some.

On Central Park's west side are two hotels with shaded sidewalk tables, excellent for watching the busy street. The Transtour bus will park directly across from the Hotel Inglaterra, which usually has live music in the afternoon. The Hotel Telegrafo has an excellent, reasonable menu and drinks. No one hurries you at either establishment. More important, the Telegrafo has the best restrooms of any part of the city. They are works of art and well worth using after a few libations.

Most of the hotels surrounding the park will exchange money. There are also a few *cambios* and banks nearby. Opening and closing hours vary.

A Walking Tour

An easy walking tour of part of Old Havana can begin at Central Park. It would take a week or more to see everything of interest, so take it easy. Exploring the old city is not a mission, but a meandering. On the east side of the park between two newly renovated buildings, soon to be more hotels, is a passage that leads to the beginning



On the way to the historic quarter of Havana, with its Spanish colonial buildings, you'll pass contrasting architectural examples such as the Soviet-designed Russian Embassy (left) and the 1950s modernist US Embassy

of Obispo Street. This is one of the main arteries of Old Havana. Follow it to the harbor and the world is transformed into incredible fun with the Cuba tourist spirit.

At the park side of Obispo is a not-to-be-missed bar; see it on your way either to or from the park, or probably both. Floridita is famous as the supposed birthplace of the daiquiri. It seems that Ernest Hemingway inspired the "Papa" version of the drink by requiring double rum and no sugar. The current version is memorialized in Floridita with a bronze statue of Ernest sitting casually at a bar almost constantly packed with tourists. The crowd and the continuous live music are part of the ambiance. Patience and luck help you get a table. Dance when you can; no one cares about your style.

Follow Obispo and you'll discover various shops: watch and phone repair; phone, SIM, and internet card sales; post cards with stamps; myriad restaurants, bars, and wandering music bands, and one of the government tourist centers. One restaurant we liked was upstairs, where the food was even better than the excellent view of the street and the small park opposite. Obispo has plenty of very polite hawkers for its bars and restaurants. Polite is the key word. No one hassles you. Music and great aromas of food seep from everywhere and a rum cocktail always beckons. Deep-fried churros are thirst-makers and are very inexpensive.

My initial, pre-planned Cuba mission had stalled, as no deep-sea fishing was available at the marina and baseball season was over. A new quest began: to find the best mojito. After an extensive, almost crippling survey, the swank Iberostar Hotel on Central Park was runner-up, as they added a few drops of Angostura Bitters. After several tedious samplings, the Best Creation and Mojito Ambiance prize was awarded to the lobby bar at the Hotel Ambos Mundos on Obispo. Again on the so-called "Hemingway trail" (he had a room there once), there was no competition.

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With a piano-and-clarinet duo playing Sinatra, sweetheart Merci made our mojitos distinctly for adults. Maybe we created the "Papa" mojito?

At the eastern end of Obispo is Castillo de la Real Fuerza (castle of royal force), the oldest stone fort in the Western Hemisphere, built in the mid-1500s. Surrounding the fort is a parking lot filled with vintage American cars, cannons, mortars, and a



real drawbridge spanning a moat. The tour of the interior museum, including a literal treasure trove with a real treasure chest, and the picturesque view from the roof and bell tower, are well worth the three-dollar fee. Don't ring the bell!

Thanks to the technology of digital cameras and phones, hiking along the harbor will present many Kodak moments. Every building is a work of art. Interspersed with statues in the many small parks are street artists who pose immobile for long hours and will shock you when they suddenly move. The cruise ships are docked a bit farther from the old fort so you may encounter some crowds, especially at the Havana Club Rum Museum. The ten-dollar entrance fee kept us walking. The money was more reasonably used for more mojito research.

Ferry to Hershey Train

The ferry to cross the harbor to Casablanca on the east side costs five CUCs, and don't carry your seaman's knives as there are metal detectors. I don't know who would want to hijack a ferry. [*Editor's note: In 2003, Cuban hijackers commandeered a ferry in Havana Harbor, ran northward until the fuel ran out and then threatened to throw passengers overboard unless they were given another boat. They were captured and returned to Cuba.*]

If you have a full day, this trip comes personally recommended. I'd heard about the Hershey Train and had to see it. It is not a diesel train, but more an electric trolley. Milton Hershey built the line to convey sugar from his plantation to the harbor. The ferry leaves Havana at noon and when you arrive at Casablanca it takes a bit of hustle to catch the train. It is a rigorous walk, and you will want water.

At the village of Hershey (Milton must have loved his name) every power pole has an embossed aluminum band, except the ones that have been removed for souvenirs. You must get off the train here and board the return train on the next track, paying again, or you'll be heading for Matanzas, about a hundred kilometers from Havana.

This side trip presents a view of the Cuban countryside that isn't visible from Havana. It is also a good chance to meet locals and witness their not-so-comfortable modes of mass transport. The driver, Karlo, let me into his compartment to see the cows, horses, and goats dodge the oncoming train. Karlo and the two conductors were so personable they each got a *cerveza fria*.

Back in Havana

Back in Havana, the Dos Hermanos Bar (you probably realized the two brothers are Raúl and Fidel) is almost directly across from the ferry terminal. The salty harbor breeze requires more beer. The food is as delightful as the patrons, and the music even better. Everyone loves a Spanish sax. You can walk back to Central Park or get a taxi along the harbor front.

More Cuban transport is available from the train station in Havana at the south end of the harbor front, within walking distance from Dos Hermanos. Bookings for train trips must be made four days in advance, and as we were limited to two weeks, we saved visiting the interior for a future trip by plane. Close to the train depot is a remnant of a very old wall with no plaque to say when it was built.

On the return walk, the first interior street parallel to the harbor is Oficios Street. You'll see a lot of art and find one of the best, most reasonable restaurants. Tropici is on the corner of Merced, with only ten tables and great chicken and sandwiches.

Another Havana freebie is the tour of the Hotel Nacional. At ten in the morning on weekdays the tour begins in the lobby. There will be many people, so get there early. Our guide was Estella, a 75-year-youngster, who leads the troops up a small spiral staircase to the rooftop view and under the outside garden through the bunkers built for defense during the missile crisis. Estella was there as a teenager, and her uniform is proudly displayed. The two-hour tour ends in the hotel's Bar of Fame, which displays photos of every famous person who booked a room since it was built in 1930.

Ending the Search at Plaza Vieja

Outside, grab a yellow coco-cab and ride to Plaza Vieja at the south end of Old Havana. This is not to be missed. This square has recently been refurbished and the center fountain is bordered by restaurants. The Cerveza y Malta Factoria — you can translate that — is on the southwest corner. Good food and music, and they make their own beer. It can be served in tall, four-mug pitchers, but it's not a bargain, only thirst-quenching.

Diagonally, on the northeast, is Café Taberna, one of the homes of the present edition of Cuba's famous Buena Vista Social Club. Outside, standing in the nearby alley, I made the acquaintance of Cuban music legend Waldo Mendoza. Taking a pic — as if I knew who he was — we became friends. The Social Club band has 20 members and two dancers. We heard about Café Taberna from another traveler and hit

Left: In the Vedado neighborhood, a public park named after John Lennon features this statue.

Below: A typical afternoon's entertainment on the veranda of the Hotel Inglaterra



the side door at 9:00PM — still paying because it's so popular you would be lucky to get reservations a week in advance. Coming in without reservations, we got the only seats at the bar. A visit to Café Taberna will cost $30 and be worth much more. The entrance fee includes — you guessed it — three more mojitos. A half hour later the tour buses arrived and in minutes the place was packed. Music began and it wasn't long before most of the patrons were in a conga line. One of the original members of the group from before the revolution, 92 years old, appeared and belted out songs.

The night was raucous. More music pulled us to the next corner and into a no-name bar that had signatures covering every inch of the walls. The world was present. Norwegians grabbed maracas, Canadians grabbed the mike while the band played and everyone else danced. Rum flowed. Done in on a late night we grabbed a bici-taxi whose driver decided to pedal drag race another through the dark alleys to a waiting taxi. No one gouged us. I had searched for this Cuba.



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Beyond Havana:
Organic Farms, Eco-Tourism and Hints of Pre-Columbian Peoples

by Joan Conover

There's plenty for sailors coming to Cuba's north coast to do in and around Havana, but if you have time it's worth seeing more of this unusual country. My husband, our three dogs and I arrived at Marina Hemingway aboard our Morgan 511, *Growltiger*, as part of the Salty Dawg Rally on April 5th, 2017.

Getting Out and Around

Currently, mass transportation systems in Cuba are not really the best option for tourists, so getting outside of Havana to the mountains or to the beaches offers creative challenges to visitors.

Some vans can be rented, but our experience was somewhat negative: "our" vans were canceled on the very day we were supposed to have them — apparently when they were needed for a special festival event — causing several of us to miss seeing some areas outside of Havana. It might have been partially due to a misunderstanding or a need for more vehicles for larger, better-funded groups than our small batch of cost-conscience cruisers. Rental cars are available, but we were more comfortable having Cuban drivers, who knew the traffic patterns and roads, and were unaffected by possible insurance issues. The major roads — a few four-lane, circa 1960s US-interstate style highways — feed into winding and bumpy country roadways, sometimes two-lane, sometimes very narrow and some with overpasses leading nowhere. "To be done later" was the comment from our host.

The best transportation options for visitors are the formal, government-provided, large tour buses and the unique and privately owned 1950s-'60s classic-car taxis. The large tour buses are found on most highways, but these are usually transporting groups from cruise ships and land touring companies. During our trip, large tour buses seemed to be regular fixtures on all the narrow roads we traveled, but they did not visit the small family in-home restaurants known as *paladars*. Instead, they stopped at the more scripted locations: those with the obligatory musicians or mimes, the mojito bar with Cuban rum and beers, the oxen to ride, and the postcard/souvenir shops. On the road, big buses weaving around horse-drawn carts were a little concerning, but the horses seemed resigned to sharing their roads.

The classic cars are a staple for tourists, and with a vocal and multilingual driver, more can be discovered about Cuba than just seeing a commercially packaged tourist show. The classic-car taxis can be hired for 30CUC (CUC = US$1) for four hours; small yellow cabs are also available in town. One of the things that makes Cuba unique is that your taxi driver or tour host may have a PhD in English or engineering — they find greater income from tourism, and they are forming a new middle class. In Cuba, education is said to be available to all, and on our drives from Havana to the countryside, medical training facilities, housing and universities were pointed out with pride.

Also unique to Cuba is a major focus on higher education in the performing arts and music, and it is clearly evident. The emphasis on music and art supports the wonderful live music we found in the local bars and paladars, and is the salvation of the traditional Cuban music forms, dances and art. All of this creative encouragement has led to a young and dynamic performing-arts scene in Cuba's various major cities.

While it's clear the government has provided strict guidance and regulations to all businesses in regard to how Cuba is portrayed to visitors, there is the definite impression that one goal is protecting the unique Cuban heritage. Venues ranging from Havana nightclubs to rural eco-tourism sites place an emphasis on local music and traditional foods. A downside of this is that at major tourism venues, the Cuban music (albeit played live by skilled musicians) and the Cuban tourist trinkets can seem "scripted".



BERNIE KATCHOR

Clockwise from above: A horse-drawn cart prepares for rural bread delivery; fresh seafood at a paladar*; privately owned classic-car taxis are a transportation staple*



DAVID MORGAN

Paladars and B&Bs

It's hoped that the new US regulations will not damage the growth of an emerging middle class of Cubans whose livelihoods depend on tourism. Even outside of Havana, the countryside shows some tourism focus, with family farms in all communities adding in-home restaurants, or paladars. In the town of Viñales, as well as in Havana, we found both family-style eateries and nearly five-star dining experiences with uniformed wait staff, always with live music.

Our visit to an off-the-beaten path paladar in Viñales, in the province of Pinar del Rio, was eye opening. No parking lot, horses tied out anywhere there was grass, chickens roaming at will — a very rural scene. We sat family style outside under a tree, ordered Cuban specialties, and watched guitar-playing troubadours wander between the tables and then, continuing to strum and sing, walk across the dirt road to another paladar. A mother hen with her newly hatched brood of chicks kept guard under our table until we were able to gently suggest she might find better snacks somewhere else; our toes were endangered or we would have shared more.

The in-home paladars offer a wonderful look at traditional Cuban foods, with *ropa vieja* (a shredded-beef stew, literally "old clothes") a good example. Waiting for our meals, we watched a young man dash away on horseback, returning with a backpack full of the red-and-green-skinned tomatoes we soon found on our plates in a salad with sliced onions, cucumbers and a simple olive oil dressing. This dish is a staple for Cubans, as is rice. Natural fresh fruit drinks, with Cuban rum, lots of it, rounded out the meal.

Outside of a major city, it's difficult to find the large commercial hotels that most international travelers are used to, and privately licensed B&Bs fill those niches across the Cuban countryside. Viñales, along with other rural communities, offers bed and breakfast opportunities, again carefully regulated by the government. The B&Bs show very similar styles and are designed to appeal to travelers; our driver, Adonis, mentioned that private homes and buildings had been rebuilt along government guidelines; the similar style of engineering is evident.



JOAN CONOVER

The Special Period

In the 1990s, with the collapse of the Soviet Union and its subsidies on oil and gas, Cubans faced an economic disaster. In that "Special Period" Cuba faced what the US society would face if there were a nationwide electric grid failure. Gas stations closed, food became harder to find, public transportation was infrequent and crowded, there was no electricity — the country nearly ground to a stop.

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The daily lifestyle, for most Cubans, regressed to 19th-century mode. According to our driver, it has only been in the last few years that the rural areas have gotten electrical power again. Rural communities still operate with a foot in the past; with their "transportation vehicles" tied out in front yards or trotting in harness along four-lane highways, and with oxen yoked to plows. Without fuel for the cars, Chinese bicycles were key for transportation. However, once cars became usable again, this model faded; today, other than the bici-taxis, relatively few bikes are seen on city streets. Only the brave attempt bicycling in the confusing, mostly one-lane streets of the local communities. Drivers, experienced in the bumper-to-bumper sequences, weave in and out around parked vehicles with silent signals, but beep their horns to say "hi" or "thank you".

BERNIE KATCHOR (2)





On and In the Land

During the several-hour drive from Marina Hemingway to Viñales with Adonis, we learned about the agriculture and the local, small farms along the Soviet Union-era highway. Red soil was everywhere, as in April all the farmland was plowed, waiting and ready to plant as soon as the monsoon rains came. Even the trees and native vegetation were leafless, waiting for the first rains to sprout.

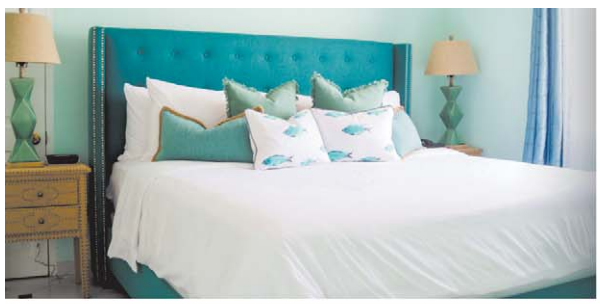
JOAN CONOVER



Clockwise from upper left: Other than the bici-taxis, *relatively few bicycles are seen today on city streets; with a knowledgeable driver like Adonis, much can be learned about Cuba; the trains are not for travelers who seek luxury or speed*

An emphasis on small farming plots, around apartments and on government-held fields, provided food during the Special Period. Currently organic family farming — very similar to the 1970's "back to nature" agricultural movement in the US — is alive and well in Cuba. In almost every small area with any soil, small private plots grow greens and other vegetables. As part of 1990s reforms, the Mercados Agropecuarios Libres or free agricultural markets, allowed residents to buy local produce from private stands, outside the official system of rationing; since the normal taxation is 90 percent to government and ten percent to individuals, the tax-free private markets became a godsend. Viñales, and the entire Pinar del Río area, are showcases of this movement towards self-sufficient agriculture. Touring the tobacco fields, we saw many family farms producing their own unique tobacco seeds. It's likely that the heirloom crops — such as the red-and-green striped tomatoes, onions and cucumbers found on every paladar menu — are homegrown.

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As the economy changes, inner city vegetable plots may be on the downtrend, but outside of major population areas they are around homes everywhere. The larger government-sponsored organic growing fields are showcased in several areas, and in some places have become major tourist stops.

To know Cuba, and both its agriculture and tourism potential, it's important to understand a little about its physical environment. Cuba has been in the forefront of countries protecting their environment, joining the UNESCO World Heritage Convention in 1981, and by 2011 having nine World Heritage sites ranging from Old Havana and its fortifications to the Viñales Valley. Funding for upkeep and protection of these sites is provided by our tourism, something to keep in mind.

The karst landscape of the Viñales Valley, formed by the dissolution of soluble rocks, including limestone and dolomite, features fertile red alluvial soils dotted with dome-like *mogotes*. Mogotes are isolated, steep-sided residual hills, which are composed of limestone, marble or dolomite. The deep red color and consistency of the soil resembles flood loess similar to that found in Pleistocene-era pampas formations in South America.

The karst landscape has also produced cave systems and rock faces, and world-class spelunking and rock climbing are becoming a real eco-tourism opportunity, with Cuban clubs set up to provide information and maps. There are also mountains on the island's northern edges as well as on the far southeastern coastline, where rock climbing and cave explorations are growing tourist activities.

Adonis took our little group of five to spelunking caves in Viñales, followed by a visit to a privately owned tobacco farm for cigar-rolling lessons and a sample of homegrown espresso coffee. Talking with the family, we learned that they had farmed the large level fields the same way for over four generations, with no sign of use of earthworks or irrigation canals, just depending on rainfall for crop moisture. They said they survived the past decades as small farmers, far from major cities and pretty much on their own for most of the Special Period. Life is still very rustic and without much in the way of electricity usage for rural citizens.

Spelunking in the crumbling limestone faces of the mogotes was the highlight for the crew of one cruising boat, who shared stories of rock climbs and then treks across nearby farmers' fields. As these adventures also included being invited into rural homes with gracious offers to sit down and rest with homemade cigars and freshly ground coffee, it sounded like an excellent opportunity for cultural exchange.

Hemingway's Finca Vigia

Ernest Hemingway's legacy is celebrated countrywide at favorite stops ranging from bars in Havana to art galleries. And even though it's a popular tourist stop — with the obligatory musicians, mojito bar with Cuban rum and beers, plus postcard/memento shop — a visit in the countryside to Hemingway's Finca Vigia (Lookout Farm) is a must.

An hour's taxi ride from Havana, the restored and protected home and grounds are a rich acknowledgement of how beloved the American writer is in Cuba. We were surprised to find an eight- by 12-inch black-and-white photo in a place of honor in the bedroom. It was Buck Lanham, Hemingway's long-time friend — an uncle of ours! Amazingly, we had somewhat ignored the family lore, but it was heartwarming to see this recognition by the Cubans of his friendship.

Not Just Tourists

As we all know, US citizens can't travel to Cuba merely as tourists. Our visit fell under the acceptable "educational" category. On our sail to Havana from the Virgin Islands our cruise along the Old Bahama Channel, viewing the Cuban beaches and shorelines, provided data for the research we have participated in for several years as volunteer citizen scientists for the Sargasso Sea Commission and as part of the SSCA Clean Wake efforts. The data is also provided to the Gulf Coast Research Laboratory as written updates and photographs of seaweeds encountered at sea.

After arrival, based on our participation as part of an officially organized rally, we researched and documented assigned educational-research topics. Ours included a short written review on possible prehistoric earthworks on the island. In my research on pre-historic peoples and earthworks found in the Americas, I found that Cuba has hints of earthworks whose patterns match those of Bolivia and the Amazon rainforests. Our visit provided an exciting visual comparison to similar pre-Columbian irrigation systems.

A pre-Columbian people living in Cuba were the Taino. The Taino Amerindian peoples were present in many Eastern Caribbean islands and are thought to have slowly migrated up the island chain from the Orinoco region of South America many thousands of years ago. Archeologists have found remnant middens, or living areas, and petroglyph drawings on many islands, along with amazing pottery and gold. They are now an extinct group of people, dying out during the Spanish invasion of Cuba and the Caribbean.

A very educational tourism stop is the recreated Taino village, named Guamá after the last Taino chief who fought the Spanish. The village is situated on an island in Treasure Lake, as an adjunct to Varadero's tourism program, with a museum, sugarcane fields, an operational train, and alligator farms.

It is not clear if the earthworks I studied in Cuba, still underground and acting as water-management systems, were built by the Tainos. Certainly the style matches similar structures found underneath areas of the Amazon rainforests, placing their potential ages at early Holocene or even Pleisocene eras. Many thanks to Jay Stuart Wakefield for his photographs documenting his visit to the village and to Cuba; Mr. Wakefield is the author of several books on prehistory civilizations and had traveled to Cuba to research the Taino histories in early 2017. It is hoped in the future, research in Cuba will include the earthworks discovered during this trip.

Planning to Return!

Will we go back to cruise other locations in Cuba? Yes! While the US president's announcement in June of his intention to retighten regulations affecting US visitors to Cuba — which will end informal, individual "people-to-people" travel — might be off-putting to the independent traveler, "people-to-people" visits as part of a group will still be allowed, so the small-group environment we enjoyed with our sailing rally participants should still be possible (see www.treasury.gov/resource-center/sanctions/Programs/Documents/cuba_faqs_20170616.pdf). Certainly charter groups (such as Harmony Yacht Vacations of Key West), and the organizers of numerous boat races, regattas, fishing tournaments and yacht rallies are investigating possibilities. We are positive the *Waterway Guide Cuba* authors will also be exploring the possibilities, and *Cruising World* magazine, the Seven Seas Cruising Association and the Salty Dawg Sailing Association are all continuing to plan 2018 rallies to Cuba.



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Ernest Hemingway at his Cuban country home, Finca Vigia. Today the restored house and grounds comprise a museum that's well worth visiting

The revised regulations for US citizens have not yet come into effect, so check official sources such as www.treasury.gov for accurate information. It is difficult for us, as US cruisers, to believe that the amazing professional contacts, local friendships and cultural outreach that are evolving between ourselves and the Cuban people could be jeopardized; all cruisers are doing so much to foster understanding with the people and places we visit.



Solo Sailing Tricks:

TACK, BACK, JIBE, JIBE

by Jim Hutchinson

WE are sailing close hauled in a channel between some Grenadine islands in about 15 knots of wind, one reef, small jib, just right for this boat, lee rail well clear of the water (mostly). Sarah is at the helm of *Cigana*, a borrowed Bristol 27 that she has been sailing for a month or so. She has quite a bit of sailing experience as crew. This is her first command. I am giving her a lesson in some of my sailing tricks — my yacht is a Bristol 24, little sister to the Bristol 27. Both are sloops, mine's a '67, hers a '68. So I fairly well know how her boat behaves.

"What will happen if you just let go?" I ask.

So we see. *Cigana* rounds up, tacks through the wind, and, with the jib still sheeted close, now backed, she heaves to on about a beam reach. Understand, she's not exactly hove to, the mainsail's still driving some and we haven't tied the tiller down. But *Cigana* has essentially parked herself. (Not all sailboats behave this way.) Then we let the mainsail out so she will turn off the wind, jibe her, sheet in the main, and continue on course close hauled. We haven't touched the jib sheets.



TERRY MCINTYRE (2)

'This is her first command. Sarah single-handed us on in to her chosen spot'

That's a good trick for a sailor not having a helmsman or self-steering when she needs to take care of something on deck or duck below. But it is also the basis of my favorite escape tactic. If, instead of letting the boat choose her own pace, I urge her quickly through the tack the instant that I feel her touch the bottom when running aground, if I get her through the wind before she stops, both the mainsail and the jib will be heeling the boat away from the shoal (also reducing her draft) and trying to push her back in the direction from which she came, towards deeper water. Taken a step further but a step earlier (before running aground), tack and back then, letting out the mainsail to continue the fast turn, sail out the way you came… or any other route you choose. For a reverse course on the new tack, sheet the jib across. Or leave it as it is and jibe to the other tack. The jib is set for a close reach after the jibe, but choose any point of sail you like or need — we'll get good enough speed by just sheeting the main, we're maneuvering, not racing. I'm speaking about my boat — I don't know about yours. My boat can quickly get out of surprisingly close quarters when, say, beating up a channel through shoals that turn out to be a cul-de-sac. Or in close-quarters traffic situations. And there are boats that do it a lot faster than mine… and boats that do it a lot slower.

A final embellishment of this trick is a maneuver I used during Bequia Easter Regatta two decades ago. There was a mark in the middle of Admiralty Bay used by both the yacht races and the local boat races. The yachts used it (taking it to port) early and the local boats used it (taking it to starboard) later. But I was next to last in my fleet and a lead boat of the local fleet was approaching the mark on the port tack as I approached it on the starboard tack. I had the right of way, but they were racing hard and I was just participating. Nonetheless, the rules say that I was supposed to stand on. They were just past the mark and I had the mark abeam. As I remember it through the distance of time, I was about four to six boat lengths from T-boning them amidships. The helmsman was looking at me. I pointed at him then pointed in the direction they were going. He understood and stood on. I threw the helm down, my boat quickly tacked, backing the jib as I cast off the mainsheet to keep her turning hard, jibed the mainsail, which brought us under their stern and over the mark, then I put the tiller over for another jibe to round the mark, which put us on course for the Lower Bay finish line. Tack, back, jibe, jibe. From a racing point of view, I reckon the maneuver cost us about ten seconds. But it also happened that the regatta safety officer, Hodge Taylor, saw the whole thing and gave me a seamanship award — they try to give everybody a prize at Bequia Regatta. Thus I got my Leeward Islands chart kit and my Windward Islands Doyle Cruising Guide. So it's not just about racing.

Anyway, Sarah and I sailed on, beat up into a nice little small-island bay, anchored under sail, had swim call and lunch, then sailed off the hook and back to our harbor. Then, since I've done a quarter century of engineless sailing and know how to do it (plus feeling quite at home on her boat) we decided to sail up through the anchorage and (possibly) anchor under sail. "Possibly" because she was the captain and it was already agreed that we wouldn't do anything that she didn't want to — her borrowed boat was her responsibility and she took it seriously.

She sailed us in as I remarked on what I was looking for and how I expected the character of the wind to change as we came closer under the land — clean sweet breeze becoming a little less but progressively more gusty, finally the light and variable wind and occasional gusts close under the land where Sarah wanted to anchor. Close under the land the wind is always changing.

We made several passes through the fleet as we climbed to weather. She chose the tacks (which she elected to single-hand), gradually getting used to closer quarters. It was a good anchorage for a first time, a big bay with lots of boats but fairly loose-packed. Another convenience is that an anchorage under the lee of an island is a beat all the way in… normally. Thus my basic strategy is to stay close-hauled, steering whatever point of sail the traffic and wind require or allow. Thus, we were close hauled when we sailed into a partial cul-de-sac for which I saw three escape routes. I asked her to let me demonstrate my favorite escape, she readily agreed. I put the helm hard to lee to turn her fast and tacked, backing the jib and, with normal steering, heading us back the way we'd come, a 180-degree course reversal in seconds. To an onlooker it might have looked scary but it's more like surprising. Sarah instantly saw the result and asked how it was done. I said it was the same as the boat did when she'd let go of the tiller but that I had hurried the trick. Seen another way, all I did was turn around — fast.

Then she took the helm again and single-handed us on in to her chosen spot. I crewed for anchoring, which we did under sail.

Sailing in an Anchorage

I'd like to mention a "What's On My Mind" *Compass* article of some years back that condemned sailing in an anchorage as "endangering the young girl in the water". So, as it happens, does a vessel under power (including, by the way, dinghies). But the condemner added, "Most of us think or hope that we can sail into an anchorage in an emergency." To which I replied, "No!"



Let me expand on that. If there's an emergency, anchor at the outer fringe of the anchorage (also often good practice at night) and fix the problem. Then come in with methods that you know. Don't sail in unless you know how — *that* would endanger the young girl in the water… not to mention the anchored yachts and harbor traffic. Oh, and there are anchorages and crowds that I don't sail into. And not all sailboats should do it.

This isn't the kind of stuff to learn on your own in close quarters. You learn the moves and how your sailboat responds when you are well clear of hazards, and then work your way up. And by the way, there are other tricks to know before sailing in close quarters.

Here's a point that my article didn't even mention: an equipment failure can change the whole situation.

Whether you motor into an anchorage or sail in, the responsibility for the outcome is yours. (If you are towed in, you may have someone to share the blame with.)

‘In Sailing You Always Grow and Go Higher’

by Anna Szutenberg

This is the story of Jonathan Martins, and how he crosses the oceans without his wheelchair.

It was a decade ago when two skydiving instructors, Jonathan and Bram, were sitting around a bonfire, having a friendly chat about their work, what its future would reveal and what could they do next. Bram, recalling his early teenage memories of watching sailboats disappearing behind the horizon back in the Netherlands, asked Jon if he would fancy life at sea.

“Sailing? It sounds a little bit boring; all I know is that boats are slow and you get seasick!” answered Jonathan.

Today Jonathan Martins is an experienced paraplegic yachtsman. The first disabled sailor to circumnavigate New Zealand, and the first to cross the Pacific Ocean single-handed, he has crossed the Caribbean Sea twice, and this year he accomplished the Atlantic crossing solo as well. All of these voyages were on yachts that were not adapted to his disability. “I have always tried to do everything myself, regardless of the financial position. The more you make people do stuff for you, the less eventful your life will be,” he says.



An accident switched Jonathan Martins’ passion from skydiving to ocean voyaging

That conversation around the bonfire triggered him; he judged too soon, as he’d never been on a sailboat before. He got into sailing after attending a short weekend course. After that he began dreaming of building his own boat and sailing it around the world. An opportunity arose when he moved back to his homeland, New Zealand. He bought *Romana*, his first boat, which for the following three and a half years he renovated from scratch. “It was the hardest thing I did in my life,” he admits. “I did not have a real life: I lived in my car, I went to the gym pretending I had worked out so I could take a shower, then I would go to my job, work the whole day, and from there I’d speed back to the boat and work until I passed out. And I did it for a very long time.”

He launched the boat in 2010, sailed for a little over a year, and then had a work accident. On New Year’s Eve 2012, during his last season as a skydiving instructor, he suffered a spinal cord injury and became an L1 paraplegic. He never expected to end up in a wheelchair, as none of his friends who jumped from planes and had an accident had become disabled. But it is a risk that comes with this job.

When asked about the accident he says, “I see it as a gift, a tremendous blessing in my life, but it is necessary to act quickly upon it. When you have these life-changing enlightenments and you don’t act quickly, it will just fade away, go in the background and you forget about it.”

He knew that if he lived through the accident he would go back to sailing, even though the doctors were not happy about this idea.

He decided to sail solo, being alone on the vessel and doing all the boat-related work such as navigating, maneuvering, changing sails and standing day and night watches, plus taking care of everyday life activities such as cooking. The best quality of a single-hander is to know when to sleep, and to be able to sleep as much as possible, to save energy.

“Today what sailing gives me is the right environment to grow within myself — not only physiologically and mentally, but also some would say spiritually. It is a laboratory that provides me all the conditions I need to search within myself for the natural truth that may be lying out there. In sailing, you always grow and you go higher and higher; this is somewhat exciting for the lifestyle.”



Disability blends somewhere into the background, as Jonathan is not using his wheelchair on the boat. He has a special sitting cushion that is strapped to his bottom as he scoots around the boat. He likes to keep it as simple as possible when it comes to equipment and adaptation. Even when getting to shore from the boat in an anchorage, he transfers a simple rowing rig and exercises his shoulders and torso while most other people motor their dinghy with no effort.

Sailing is not always easy; it has both sides: beautiful and serene moments as well as thrilling ones. During Jonathan’s journey across the Pacific in 2014, the autopilot got broken and a part of the standing rigging started to fail. “There was no voice in my head saying, ‘Oh, look — you are going to die’. Even if the mast would go over to the side, you’d know what you have to do, as you know what you’ve put yourself into. Perhaps the fear within ourselves of dying is what keeps us alive.”

Jonathan likes challenges. On his recent journey across the Atlantic Ocean, he decided to give up music and movies. “These are the kind of experiments that I do in solitude, ’cause this is the point where I get all of these thoughts, all of these philosophies, all of these new directions. Otherwise all I am leading is a life that is being told to me. We all have truths within ourselves, and they are just not being heard because we have no time to listen,” he said in sunny St. Martin, just after completing his crossing.

Now he is preparing for his second journey across the Pacific Ocean, where he hopes to finish writing his new book. It is a philosophical book based on his own life story: how from a skydiving instructor, he became a paraplegic yachtsman. “It is about the last journey I did across the Pacific, how I became famous, the motives, how I got there, how I did it, how I failed, how I carried on and all of these particular philosophies that are hidden in there.”

Watch ‘Paraplegic Sails the Pacific Ocean’ at www.youtube.com/watch?v=0UmdjxO2uB4

Anna Szutenberg is a physiotherapist, traveler and writer. Follow her adventures at www.aaoutthere.wordpress.com

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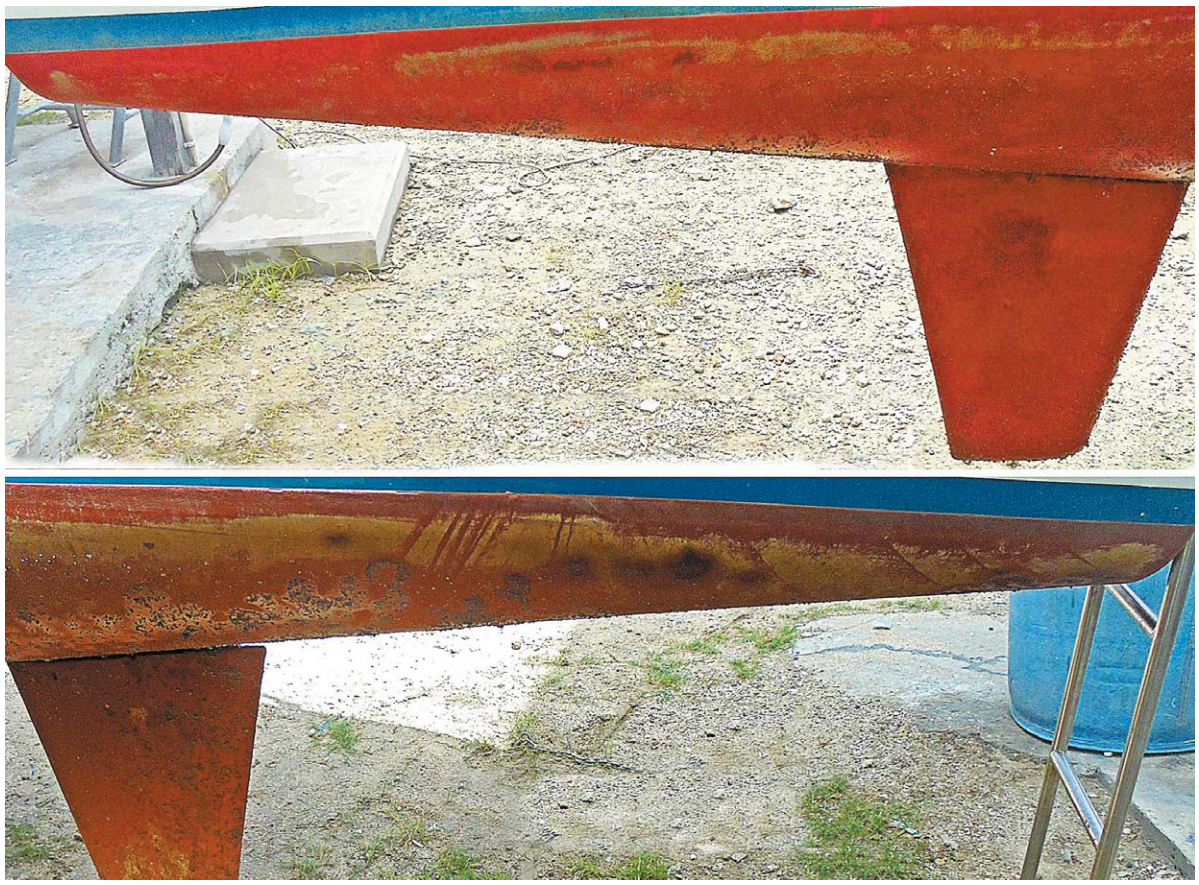
Antifouling Paint Test 2016-17

Breakthrough: Eco-Friendly Beats Heavy Metal

by Chris Doyle

For years boatowners have been relying on heavy metals, particularly copper, to keep boat bottoms free of growth. This year I was delighted to test the new eco-friendly Seajet 038 Taisho. This paint has no copper and relies on a biocide called Econea, which can be used in relatively small amounts and which breaks down quickly into biodegradable components. It can be used on aluminum and steel as well as wood and fibreglass. Zinc pyrithione (often used in anti-dandruff shampoos) is used as herbicide. Seajet 038 is a soft paint and rubs off easily.

The paint I compared this with is a high-tech hydrolyzing antifouling that uses copper. It is more resistant to rubbing than the Seajet.



The inner sides of the aft portions of the hulls at haul-out. Top: The hull painted with copper-free Seajet 038 Taisho. Bottom: The hull painted with a high-tech hydrolyzing antifouling that contains copper

I recently compared these paints in various conditions in the Eastern Caribbean over six and a half months. After last summer on the hard, I had each hull of my 40-foot catamaran, *Ti Kanot,* painted with a different type of antifouling — the environmentally friendly paint on the port side and the copper-based paint on the starboard side.

Ti Kanot was splashed on November 18th, 2016.

First thorough check: December 23rd, 2016

Normally I would expect both hulls to be completely clean at this stage, however, last year I had to relocate my mooring in Prickly Bay, Grenada and I think I may have it placed in a barnacle mother lode. *Ti Kanot* lay there for a couple of weeks before heading north. At one month I had noticed barnacles, particularly on the starboard (copper-based paint) hull, so on December 23rd, since I was in the Saintes with clear water, I decided to take a careful look and remove any barnacles that were present.

While overall the starboard (copper-based paint) hull looked reasonably good, closer inspection showed there were hundreds and even thousands of small barnacles in most hidden areas. These included under the hulls from the rudder to the keel, the back and front of the keel on both sides, about a third of the rudder on both sides, and under the bow on both sides. In addition there were a couple of barnacle-growth areas and significant slime on the inside of the keel.

The port hull (Seajet 038 Taisho) for the most part was completely clean. I did find a small band of barnacles under the rudder, and one or two on the rudder, but that was it. The number of barnacles on this hull was minimal, probably between one and five percent of the number on the other hull.

Second thorough check: January 21st, 2017

About two weeks of the time between the last check and this one was spent in Simpson Bay Lagoon, St. Maarten. My previous experiences there let me know I could expect quite a lot of barnacle and other growth in this bay. On hoisting the anchor, the ropes attached to it were pretty horribly covered in weed, which is typical there.

On the starboard hull (copper-based paint) there were hundreds, and probably thousands of barnacles. They were not all over: the upper part of the hull on both sides was reasonably clean from the mid-section to the stern, though there were some barnacles widely spaced over the area, and some coral-type growth toward the stern. The barnacles were heavy and numerous under the entire hull, and also on the bow on the side of the hull that is usually shaded. There were also quite a few barnacles on the other side of the bow. The keel had barnacles along the front and back edge. The rudder had a few dozen barnacles on each side.

The port hull (Seajet 038 Taisho) was impressively clean. There was a small but heavy band of barnacles on the underside of the hull in the rudder area and also one or two on the rudder. I found one or two on the bow. Apart from that, the aft side of the keel had a row of barnacles. There was now some slime on this hull, and I was not sure whether to wipe it off or leave it. I decided leave it on for the moment.

Barnacles on both hulls were removed.

Third check: February 17th, 2017

Barbuda — a lovely place to check and clean the hulls! I took some photos this time too, using a tiny wide-angle camera. My crew, Lexi, looked for the first time and said, "The port side is much better than the starboard."

As I have found in all my antifouling tests to date, the worst places are the insides of the hulls, under the hulls and the rudder area. The copper-based paint on the starboard hull was still performing well on the outside of the hull, but the inside had barnacles nearly all over, and even if the density was not very high, there were hundreds. There were fewer toward the bow but there were barnacles under the bow. The highest density was under the hull at the stern and down the rudder. The keel had also gained a liberal dose of barnacles all over the inside, with fewer on the outside.

In general, the Seajet 038 Taisho paint on the port hull was impressively clean again. There were barnacles, but only a few dozen. These were concentrated in the stern under the hulls, and some on the rudder. There were also a few under the hulls in the bow, plus a rather curious little green weed growth that came off with very gentle wiping. But for the most part the rest of the hull was barnacle and weed free. There was a slime over much of it, some with a few patches of very light white weed (this was common on both sides) that came off with a gentle wipe, but after trying to remove a patch I decided that I would lose too much paint so I left it alone. We could not but help notice that after removing the barnacles, a lovely baby octopus had decided to join us on this hull.

Fourth check: March 24th, 2017

For the first time, there was not much difference between the paints. We must have been in cleaner water with fewer barnacles. There was some weed.

On the starboard hull (copper-based paint) there were maybe a dozen barnacles on the rudder and the stern up to the keel on the inside, and the same number on the outside. There were very few barnacles on the hull above the keel on the inside, and perhaps half a dozen barnacles on the hull above the keel on the outside. We saw about two dozen barnacles distributed on both sides of the bow section.

There was some weed spread about in various places on the hull, particularly around the rudder and under the stern. Green weed came off quite easily; red weed was harder and took more scrubbing.

On the port hull (Seajet 038 Taisho) there were maybe a dozen barnacles on the rudder and the stern up to the keel inside, and very few barnacles on the rudder and the stern up to the keel outside. No barnacles were found on hull above the keel on either side of this hull. On the bow on the inside there were about three or four dozen barnacles, but very few on the bow outside.

There were some patches of light-green weed in various places over the hull; the heavier bits could be removed very easily with a gentle touch. But paint was also removed, so very little wiping was done.

Fifth check: April 26th, 2017

This time, for the first time, both paints were looking scuzzy, though the scuzz was mainly slime and weed rather than hard growth. The copper-based paint had both a light white weed, which came off pretty easily, and a red weed that was hard to remove. The Seajet 039 Taisho had plenty of white weed, but happily no red weed. Weed seems to favor sun, so most of the growth was on the outer sides of the hulls. There were not many barnacles, but there were a few more on the copper-based paint side.

On the starboard hull (copper-based paint) the rudder was at least 50 percent covered, both inside and outside, with red weed plus a few barnacles. The aft part of the hull had a lot of weed, including the red weed and maybe a dozen barnacles. The weed continued towards the bow, but there was less of it, and there were a few dozen barnacles, mainly small. The outside of had a lot of weed, including patches of red weed, but only a few barnacles. Most of the weed was removed, but it was almost impossible to remove all, especially the red.

On the port hull (Seajet 038 Taisho) most of the inside of the rudder was clean, though there was a little white weed; on the outside, the bottom part had white weed. Three barnacles were found on the front on the rudder, and two on the stern of the boat. Most of the hull was clean on the upper part, getting white weed farther down, which was quite long in patches, especially on the outer side of the hull. Apart from the barnacles mentioned there were maybe two more up in the bow; otherwise there was no hard growth. Most of the weed was removed and it came off quite easily.

Haulout: May 31st, 2017

Over years of testing paints, I have found that barnacle loads vary hugely depending on where you anchor, and that all antifouling grows barnacles when pushed. I've also learned that I had better move my mooring in Grenada because it is in Barnacle Central; the water there often looked very soupy. *Ti Kanot* hung on my Prickly Bay mooring again for a couple of weeks before going to Trinidad to haul, which I figured would be a good test. As it turned out, it was maybe too good.

My first impression on hauling out was that both sides were pretty much covered in barnacles, nearly all of them tiny barnacles packed together. However, closer inspection, part by part, revealed there was a significant difference; the copper-based paint was pretty much covered in barnacles everywhere. It looked like less than 20 percent of the surface was free of barnacles. The Seajet 038 Taisho had much larger areas free of barnacles, with maybe about 60 to 70 percent of the surface area remaining clean.

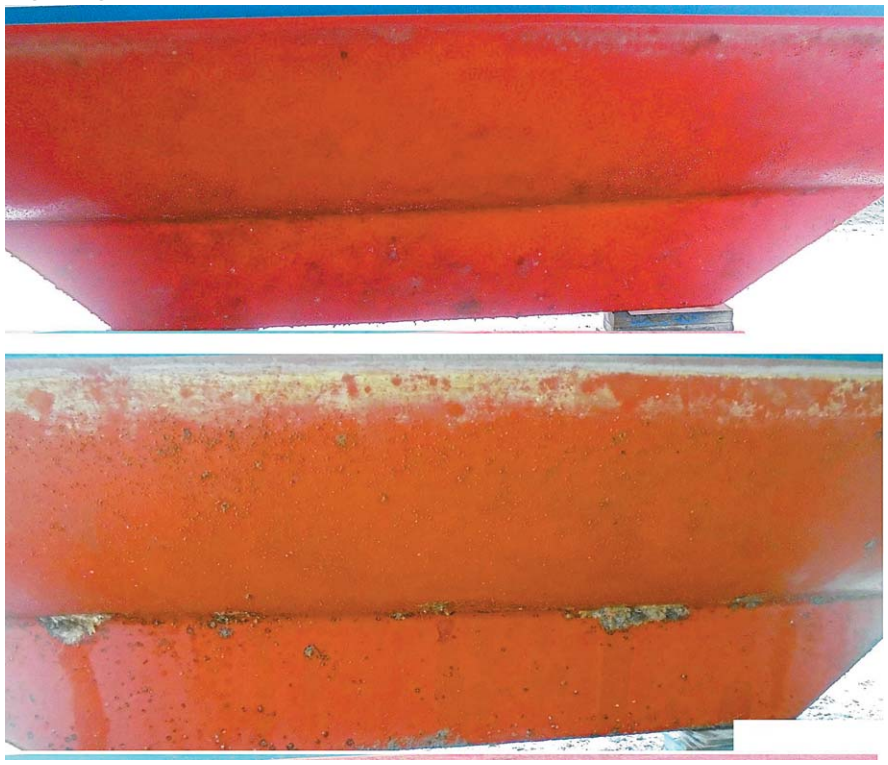
Conclusion

In this test the eco-friendly Seajet 038 Taisho significantly outperformed the more traditional copper-based paint. Econea is particularly good at dealing with marine critters: barnacles, corals, hydroids and the like.

—Continued on next page

—*Continued from previous page*

In this test Seajet 038 Taisho proved more resistant to growing barnacles from the beginning. I had dozens, hundreds, and even thousands on the copper-based paint



and very few on the Seajet 038. But sometimes, when we were in relatively barnacle-free water, very few barnacles attached to either hull. Barnacle growth is very much a matter of location, and both paints did grow many barnacles in the last month of the test, but the Seajet 038 Taisho had far fewer than the copper-based paint.

Regarding weed, the copper-based paint grew weed, not only the white weed, which comes off easily, but also a red weed which was hard to scrub off. After a few months the Taisho grew only some white weed, which was easy to remove.

Such proven good performance is a breakthrough and a major achievement for an eco-friendly paint. It gives boatowners a way to keep our boats clean in a more environmentally friendly way (I could not find too much on the environmental effects of zinc pyrithione in the a marine environment, but from what I did read it did not seem to be a big issue) — good news when choosing paint for next season.

This may well be the future of antifouling.

Copper: A Little is Good, a Lot is Not

Copper is a naturally occurring essential micronutrient required for normal growth in both plants and animals. As such, we all have mechanisms to deal with normal copper levels in our environment.

However, as we can see from its popularity as an antifouling agent, exposure to elevated levels of copper is highly toxic to aquatic organisms, and antifouling paint can be a cause of concentrated levels of dissolved copper in waters around marinas, boatyards and anchorages.

Fish and crustaceans are many times more sensitive to the toxic effects of excess copper than are mammals. The effects of copper on aquatic organisms can be directly or indirectly lethal. Gills become frayed and lose their ability to regulate transport of salts such as sodium chloride and potassium chloride into and out of fish. These salts are important for the normal functioning of the cardiovascular and nervous systems. When the salt balance is disrupted between the body of a copper-exposed fish and the surrounding water the death of the fish can result. High levels of copper also adversely affect the sense of smell in fish, which rely on their sense of smell to find food, avoid predators and migrate.

Because copper is an algaecide it is not surprising that it causes decreased algal growth when there is enough of it in the water. Because algae are at the base of food chains, the amount of algal biomass present in an aquatic ecosystem will affect the amount of food available for aquatic animals including shellfish, fish and aquatic mammals.

Too much of a good thing can be bad.

Left: The inner sides of the keel areas at haul-out. Top: The hull painted with copper-free Seajet 038 Taisho. Bottom: The hull painted with a high-tech hydrolyzing antifouling that contains copper

Right: A lovely baby octopus had decided to join us







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—*Continued from page 15* …*Regatta News*

An excellent start by Team USA Worlds in the third and final race proved key and enabled the team to achieve a second and title-clinching win. The TOTE Maritime Perpetual Trophy will be inscribed with the names of the Team USA Worlds' sailors, who represent both the Lauderdale Yacht Club, in Fort Lauderdale, Florida and the Coral Reef Yacht Club in Miami, Florida.

"Sure, we wanted to defend our title from last year," says 14-year-old O'Keefe, who with fellow 14-year-old Baker were members of the team that won the TOTE Maritime Team Racing Championships last year. "But more important was just to win."

Baker agrees and adds, "We really wanted to bring it (the trophy) back, but since there were three of us that weren't on the team last year, we wanted to stay focused and see what worked since this is great training for team racing at the Worlds (Optimist World Championships) next month in Thailand."

For Justin Callahan, also aged 14 along with twin brother, Mitchell, it was all about gelling as a team for the future and reading the conditions correctly in the present. "We learned during the Clinic that it can be shifty towards the shore. So, tactics and boat handling skills really helped and that's what team racing is all about."

Starts were a skill honed during the TOTE Maritime Clinic that Mitchell Callahan found beneficial. "We tended to use one starting strategy 99 percent of the time. They (the coaches) made us come up with three others and that came in handy, especially in the last race."

Some 91 eight- to 15-year-old sailors, both beginning and advanced and representing five nations and territories — the US Virgin Islands, British Virgin Islands, Puerto Rico, Antigua & Barbuda and the USA — started off the week by training in the three-day TOTE Maritime Clinic held June 12th to 14th. Top local and international coaches ran the Clinic.

The 25th International Optimist Regatta immediately followed this event — see report on page 17.

Antigua to Host 2019 Optimist Worlds

Antigua Yacht Club reports: AYC have won our bid to host the Optimist Worlds July 6th through 16th, 2019, so brace yourselves for 250 youngsters, plus support teams, from 50-odd countries coming to our shores and waters off English Harbour.

It is a wonderful opportunity to showcase our yacht club and island and for all of us to get involved. As we saw from the OPTINAMS, the quality of the sailing will be of the highest order.

Many thanks to Paola Vitoria and Kathy Lammers for all their hard work with preparing and presenting the bid, a job very well done!

The International Optimist Dinghy Championship voted unanimously for Antigua to host the 2019 edition.

Visit www.antiguayachtclub.com for more information on Antigua Yacht Club.

Visit the official website www.optiworld.org for more information about the event and the International Optimist Dinghy Association.

Young Boatbuilders Enjoy a Sail

Michele Korteweg reports: The Kidz at Sea Foundation took four students out in early July for a leisurely sail to reward them for their hard work on the second boat that is currently being constructed as part of the Build Your Future project at the Milton Peters College, St. Maarten. This program was made part of the College's woodwork curriculum in 2015 to provide students with a more elaborate skill set. In early 2016 the program's first sailboat, *Purple Heart*, was completed and sailed competitively in the 2016 and 2017 St. Maarten Heineken Regattas. The students are keen to complete the second boat before the 2018 regatta — and sail more often!



Students in the boatbuilding project at the Milton Peters College, St. Maarten, enjoyed a rewarding sail last month

CRUISERS' TIPS

Scourge of the Black Algae, or, the Coin-Operated Cleaners

Are your plastic diesel and water jerry jugs stained with sticky black algae? Here's how we, Ken and Lynn on *Silverheels III*, clean them.

We regularly carry five blue jerrys full of fresh water on deck. When empty, in this hot Caribbean climate, they can accumulate algae buildup inside.

We also carry four yellow 20-litre plastic jerry jugs on deck with spare diesel fuel. Even with the addition of fuel fungicide, after a few weeks in the tropical sun they can get grungy inside with black algae buildup.

Our two gasoline jerry jugs don't seem so suffer from the black algae malaise, perhaps because of the more volatile nature of that kind of fuel.

While sailing from one Caribbean country to another we are constantly changing currencies and accumulating piles of pocket change. Whether the change is in US, EC, Euros, or TT, we routinely put aside the smaller coins with values under 25 cents.

Reserving the heavier silver-coloured US quarters and nickels for cleaning the more stubborn dirt inside our freshwater containers, we dump around US$15 worth of coins into an empty, dirty blue water jerry jug, then add a litre of clean fresh water.

Now for the fun! Standing up and gripping the water jug with two hands, we "Shake, Rattle and Roll" the container, sloshing the water and heavy silver coins all around the bottom and sides for three or four minutes. The agitated coins help to loosen the dirty accumulation in the bottom quite nicely. Rinse and repeat if necessary.

After retrieving the coins by shaking them into an old yoghurt container, we rinse out the jug with more clean fresh water, and then add a splash of chlorine bleach inside, until we can refill the jerry with fresh water at the dock.

Dirty diesel containers receive a similar treatment, using copper pennies and five .05 Euro copper coins instead.

The silver and copper coins are dried and stored separately, waiting for the next time that we need some coin-operated algae agitators.

Cruisers' Tips is YOUR column! This month's tip is from Ken Goodings and Lynn Kaak. Send your top tips — plus a little about yourself and your boat — to sally@caribbeancompass.com and they'll magically appear in a future issue of Compass*!*





Employ the contents of your piggybank to scour the insides of grungy jerry jugs

THE BEACH

by Tina Dreffin



Every morning my husband, Peter, and I hit the beach on Stocking Island for a long run. We live aboard *Freebird,* a 42-foot Grainger catamaran, in the Bahamas. Located on the western side of the island, the beach stretches four miles long and is remote. It possesses the uncanny ability to surprise and shock — today was like none other.

Today, a woman approached me out of breath and appeared shaken, so I paused to chat.

"Have you seen a little white dog?" she pleaded. Clad in long pants and white cotton shirt, she peered up at me from beneath the brim of a large sunhat. A water bottle dangled from her hip and a backpack hung from her back. She seemed dressed for more than a stroll. "My dog went missing yesterday. Someone said they'd seen her running north along the sand dune not long afterwards."

"No, I haven't, but how big is your dog?" I asked.

"Just a puppy. Two years old. She weighs about five pounds."

"Oh, my. You know there are two very large fish hawks that live atop the hill on the monument, don't you?"

"Yes, I've heard them calling, but I've never seen them up close," she said.

The osprey boasts a six-foot (180cm) wingspan and can be up to two feet (60cm) long. Their giant sod-and-stick nests house an entire family. The pair of ospreys returns to Georgetown every winter, after migrating to the northern latitudes in the summer.

"I hate to tell you this, but there are chicks in that nest. The adult pair hunts in the mornings and late afternoons. Mostly they hunt fish, but I saw them pick up four kittens from the Chat 'n' Chill Café, over on the other side of the ridge."

Her eyes suddenly went wide and her lips began to quiver.

"But, you know, I'm sure your little dog just got lost in the bush, somewhere. I hope you find her soon, though," I said. *Before the big birds do*, I thought. My heart swelled for her.

I should have eaten those words.

On the beach two days later, my little black dog, Bella, charged ahead of me to reach Peter. He jogs at a faster clip than my turtle pace, so he's always a good hundred yards ahead. Being a Schipperke, Bella constantly races between us, wanting to close the gap. It's her way of corralling her masters.

Suddenly my reverie was stopped short when a dark shadow loomed over me. *Strange cloud*, I thought. But my heart pounded in my chest when I looked to see the giant fish hawk — the osprey. Her longest feathers were on wide display, barely fluttering as she silently lowered herself towards the beach. She looked to be moving at a faster rate than either Peter or I could jog. Calling for him was useless. Peter was a mere speck in the distance, oblivious to the impending doom unfolding behind him.

I whistled for Bella in warning, but the wind caught the sound and sent it crashing into the surf. She had little chance of hearing me since I was downwind of her. I took off into a sprint as the giant bird gained on Bella. Silent death seemed imminent. I screamed, "BELLA! BELLA!" anyway… to no avail. She didn't turn.

The osprey's shadow drifted over the dune like a freight train, closing in. I ran faster still, hoping to thwart the bird's attack. Seconds seemed like minutes as the attack unfolded in slow-motion misery. I halted in my tracks and froze in terror as claws, looking like pitchforks, rushed forward of the great wings for the attack. Big bird was mere inches now from her prey. I started to cry, and fell to my knees as I watched in horror.

All at once, Bella sensed something. To my shock, she leapt into the air and snapped at the bird's massive claws just as they swooped to clutch her mane.

"YES!" I cried. "YES! You go, girl!" I shouted into the wind.

Above: 'We studied the condensation funnel as it grew longer and wider, gaining strength'

Below: 'I looked to see the giant fish hawk — the osprey'



The giant bird veered off, riding an up-draft of breeze, and fell away. In the distance, I heard the chicks calling for breakfast, but this time, it wasn't my Bella.

And this wasn't the only time a dramatic happening occurred here.

One day last summer, a border collie ambled down the beach with her master. Bent over double, the young woman collected small shells and sea glass from the sand. An onshore breeze rode the hot wind against the backdrop of bruised clouds. It was hurricane season, a time when nature spilled her fury.

In time, I noticed a slight tendril of cloud dangling from the masses on the horizon. Below it, a dark spot began to form on the water surface. "Look, kids, a waterspout!" We watched transfixed as the spot began to spiral and form a spray ring. Together we studied the condensation funnel as it grew longer and wider, gaining strength. When it developed into a fat snake and festooned into a moving mini-tornado, Peter grew alarmed.

"We need to get to the cave — and quick!" he shouted. Two limestone caves dot Stocking Island. We could reach shelter in the nick of time, if we ran.

"But what about that woman ahead of us? She has no idea what's happening behind her unless she turns around and heads back our way," I said.

"Babe, there's nothing we can do to help her. We can't shout — she's too far away — and besides that, she's upwind of us."

So, we were taken aback when the spout changed course away from our direction and moved towards the woman and her dog. I was terrified for her safety. The spout spun and twisted over the water. Small waves cascaded from it and into the air like devil's tongues. Still, the woman strolled without a care in the world.

I took off running. *I can assist with emergency triage when she's injured*, I thought. Behind me, Peter roared, "What are you doing? Come back!" But I couldn't. It was a spontaneous act, I know, but I couldn't refuse my heart. I half expected her body to be carried over the bushes and dropped like a rag doll onto the rocks. I sprinted but my pace was laughable against the tornado.

Then the strangest thing happened. Her border collie rushed up to the high waterline and pressed against the sandbank to cower. Bewildered, the woman turned to study her dog. The collie's ears were laid back flat against its head, announcing fear.

Then the tornado hit.

I broke my charge and froze in my tracks, dumbstruck at the scene before me.

Sand, seaweed, and shells corkscrewed in the air. The whirlwind passed through the woman, taking her hat and bag with it. Her beach wrap and long red hair lifted to meet the tornado, tearing apart and wrapping around her head like a turban. She stood unmoving.

After the spout had passed, I reached her just as she patted down her frock and electrified hair. "Are you okay?" I cried.

"I don't know. What happened? What WAS that?" she begged, trembling with shock.

"A waterspout! You never saw it! Did you feel anything?"

"Yes, but I had no idea what it was. The sand rushed at me and I felt a current. I freaked out when my dog burrowed into the dunes." She held out her arm and I looked to see the hairs standing sentinel, like little soldiers.

We later learned that the spout traveled for another 20 minutes after reforming on the other side of the ridge while passing through the anchorage.

I now call Stocking Island beach "Hollywood Beach". You never know when you'll be in a film set like "The Birds", or "Twister!"

Odd thing, this cruising life. Adventure is always lurking. Land folks would never believe such a story, but sailors nod their heads in agreement, slam their beers down, and top it with an even better one. Good thing raconteurs have pictures to prove it. I grabbed this image of Big Bird with my drone just before she attacked it.

And the little white dog? She was found inside one of the caves — hiding from Big Bird.

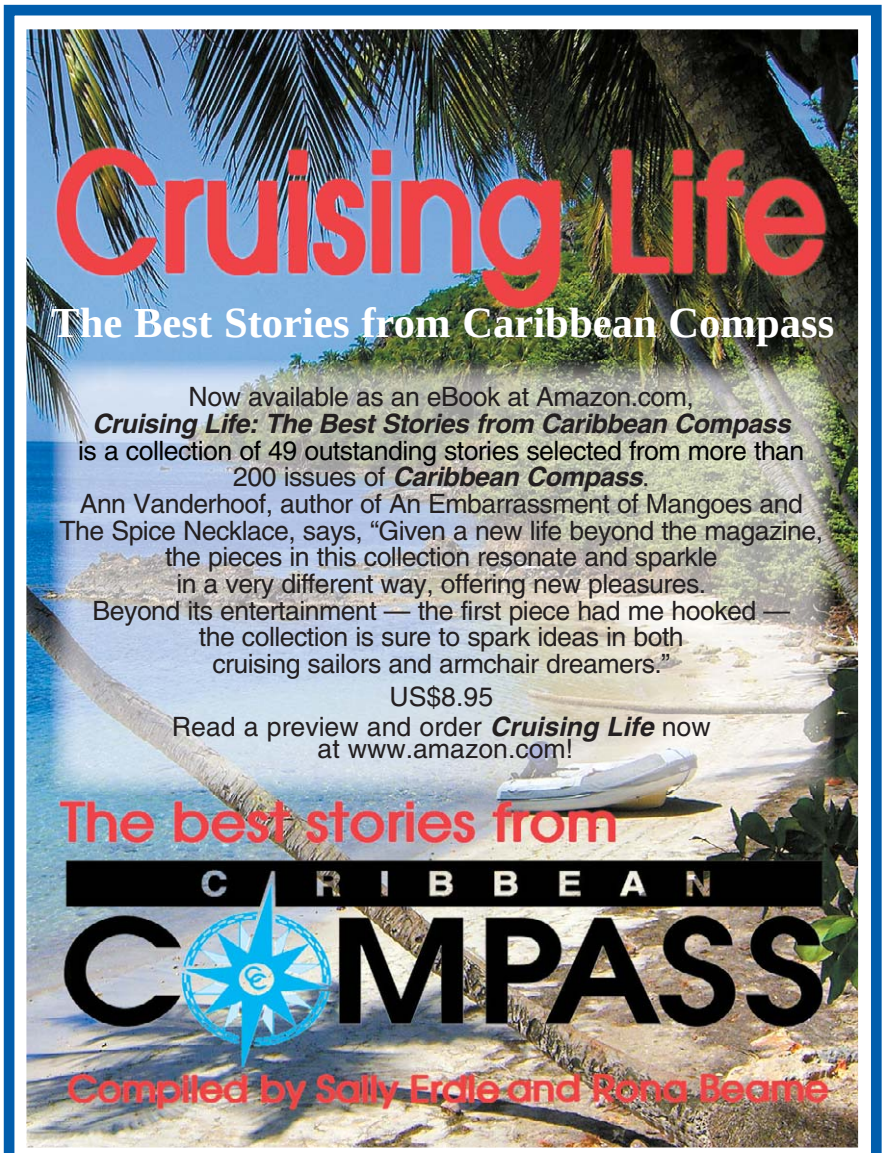
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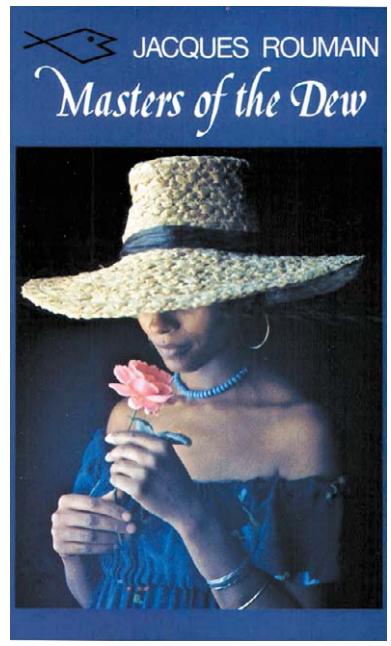
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BOOK REVIEW BY J. WYNNER

A Lyrical Haitian Classic



***Masters of the Dew**, by Jacques Roumain. Heinemann Educational Publishers ©1944, 188 pages. ISBN: 0 435 98745 3. ISBN: 978 0 435 98745 9*

"Stop!" He told the bus driver…

The chauffeur put on the brakes. The stranger got off and pulled down a bag that he threw over his shoulder. He was tall, black, dressed in a high-buttoned coat and trousers of rough blue material caught in leather gaiters. A long sheathed machete hung at his side. He touched the broad brim of his straw hat and the bus moved on…

He strolled towards a mound crowned with macaw trees. Their crumpled fans hung inert. There wasn't a breath of air to open them and turn them into a wild play of dazzling light. This was a detour for the stranger, but he wanted to embrace the countryside from above, to see the plain spread out before him and glimpse, through the trees, the thatched roofs and irregular blots of fields and gardens… but what he saw was a grilled expanse of dirty rusty color spotted by a scattering of moldy huts….

He tried to remember the tall oaks once animated with wood pigeons fond of blackberries, the mahogany trees bathed in shadowy light, the Congo beans whose dry husks rustled in the wind, the long rows of sweet potato hills. But all that, the sun had licked up, effaced with a single stroke of its fiery tongue.

This lyrical work of art by Haitian author Jacques Roumain was originally written in French, and translated into English by Langston Hughes and Mercer Cook. Roumain did not live to see his *Masters of the Dew* published, or go on to become a Caribbean classic, as he died suddenly in 1944, shortly after completing the novel at the beginning of that year.

The stranger in *Masters of the Dew* is Manuel Jan-Josef, who had been cutting cane in Cuba for the past 15 years. Shortly before his arrival, his mother, Délira, had intoned, "O, Holy Virgin in the name of the saints of the moon, of the saints of the stars, of the saints of the wind, in the name of the saints of the storm, protect if it be thy will, I pray thee, my son in foreign lands! O, Master of the Crossroads, open to him a road without danger! Amen!"

Into the novel Roumain weaves a love interest between Manuel and Annaise, reminiscent of the Romeo and Juliet story, a passion between two people from rival families. Annaise's role is written true to the thinking of the time, as a submissive female.

Manuel meets Annaise when, on his way to his parents' hut, he walks the long way around, surveying the land of his birth: Fonds Rouge. The land he sees in front of him and the remembered land are two different places. What he sees is a drought-ridden place. But Manuel is a man with a plan.

Manuel takes Annaise into his confidence. When he discovers water, he takes her to see where it is and engages her help in spreading the word to the villagers, and getting them to organize a *coumbite* — a collective effort in which neighbours get together to help one another when a labour-intensive job has to be done,

But Hilarion, the rural policeman, also has a plan — for Manuel! When news reached Hilarion about Manuel's water plans for the villagers he became upset.

If the peasants succeeded in watering their land, they'd refuse to yield it in payment of the debts and loans at usurious rates that they were piling up… He'd have to lock Manuel up in the town jail, and make him tell where the spring was located… Then he'd leave the peasants to dry off in expectation, and when they had lost courage and all hope, he, Hilarion, would seize their fields and become the owner of several fine, well-irrigated plots of land. The rub was that he'd have to split it with the lieutenant and the justice of the peace. They were greedy!

The novel is so poetically written that it sounds as if Roumain is romanticizing Haiti's rural folk and their poverty and hardship with a written picture of the parched Fonds Rouge landscape and the day-to-day living of the people who inhabit the village, divided though they may be.

The writing may be read as such, but according to J. Michael Dash's introduction to the book, Manuel "attacks the resignation endemic among his people by preaching the kind of political awareness and solidarity as he has learnt in Cuba and goes on to illustrate his ideas in a tangible way by finding water and bringing it to the fields through the collective labour of the villagers. By merely considering the plot, one is tempted to reject the novel as another propagandist tract and one critic was moved to dismiss it as 'simply the inevitable Communist novel'."

But communist or not, Manuel is a noble character. He is not only the harbinger of water for the peasants, but he also preaches forgiveness and reconciliation for the greater good of the entire village, even when he is done in by Gervilen, the fiendish villager in the story.

When Délira heard:

Outside the door, in the dark, a broken moan, "Please, mama, quick!"…She almost carried him to the bed… Two small black wounds pierced his side and back…."Tell me the scoundrel's name so I can send word to Hilarion."

"No! No! That won't do any good. The water, we've got to save the water…

"If you send word to Hilarion, then that old Sauveur-Dorisca story will start all over again — hate and revenge will live on among the peasants. The water will be lost.

"You've offered sacrifices to the loas. The blood of chickens and young goats you've offered to make the rain fall. That hasn't done any good — because what counts is the sacrifice of a man. The blood of a man. Go see Larivoire. Tell him the will of my blood that's been shed — reconciliation — reconciliation —so that life can start all over again, so that day can break on the dew… And sing my mourning, sing my mourning with a song of the coumbite."

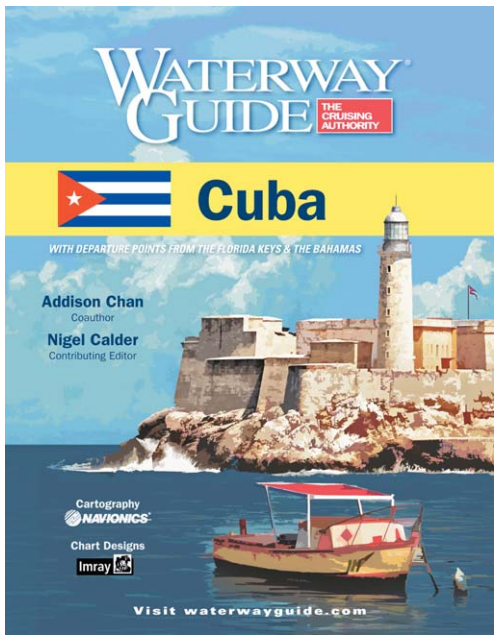
And so, just as early in the story where Romain so vividly describes what takes place during a *coumbite*, the book ends with the men of the *coumbite* singing Manuel's name as the water flows through the ditches.

However this book is seen, whether as political art, cultural art or a peasant story, it is about the valour of one man with a mindset of faith, hope and charity, which changes the situation of his entire community.

New Cream of the CUBA GUIDE Crop

Waterway Guide Cuba: with departure points from the Florida Keys & the Bahamas, *by Addison Chan with contributing editor Nigel Calder. ©2017, Waterway Media Group. 384 pages, Color photos and chartlets throughout. ISBN 978-0-9968998-7-1. US$59.95*

Good-quality cruising guides to Cuba have been published since at least 1994, when Cruising Guide Publications (the US-based publishers of Chris Doyle's popular guides to the Windwards and Leewards, and of Simon and Nancy Scott's classic guide to the Virgin Islands) released their *Cruising Guide to Cuba*: "the first comprehensive guide to cruising Cuba with sketch charts and GPS coordinates", written by Simon Charles. In 1997, Cuba put out its own very thorough *Yachtsman's Guide to Cuba*, and the venerable chartmakers Imray Laurie Norie & Wilson of the UK also published the large-format *Cuba, A Cruising Guide*, by Nigel Calder. Cheryl Barr's comprehensive *Yacht Pilot's Cruising Guide to Cuba* came out in 2013; it was based on personal experience and included a thank-you to cruisers Addison and Pat Chan for use of their photos and notes. Also in 2013, Free Cruising Guides released *A Cruising Guide to Cuba* by Amaia Aguirre and Frank Virgintino.



Last year, the long-established Waterway Guide Media, best known for their guides to the Intracoastal Waterway and other US cruising grounds such as Chesapeake Bay and the Great Lakes, created a slim, 100-page edition called *Cuba Bound — The North Coast: Ports of Entry and Anchorages* with contributor Wally Moran. Interest in, and knowledge of, Cuba continued to accelerate, and the Waterway publishers soon replaced *Cuba Bound* with the much wider-ranging and more detailed *Waterway Guide Cuba* — with contributions from Nigel Calder, who had written the 1997 Imray guide, and written by Addison Chan, who contributed material to the Barr guide in 2013. Chan and his wife, Pat, have cruised Cuba extensively aboard their Catalina 42, *Threepenny Opera*, since their first visit in 2011, and have circumnavigated the island.

Addison Chan tells *Compass* readers, "Cuba is not a place you want to avoid, and it's a natural stop for anyone doing a Caribbean loop. From Ile-à-Vache in Haiti to Santiago de Cuba on the south coast is only a hundred miles, downwind. The south coast cruising grounds offer secure anchorages, clean water, friendly people and okay infrastructure. In Cienfuegos there are good provisioning options, all within walking distance.

"On the north coast, the new Gaviota Marina at Varadero is finished, except for two condos. All of the marina infrastructure is in place; there are floating docks in clean water, power and water supplies, WiFi and five-star restaurants. There are 1,400 slips and sometimes we've been the only boat there except for the resident day charter cats and charter sportsfishing boats. There were probably no more than 150 different visiting boats there last year." He notes that this might change, however: "They recently reduced the rates — going from being one of the most expensive marinas in Cuba to one of the cheapest."

He adds that the downsides to Varadero are that "you're 20 kilometres from Cuba" and you'll need to watch out for voltage problems because, with so few boats there (at the moment), there is little draw on the electrical supply.

In general, Addison advises *Compass* readers, "Bring more money than you think you'll need. People think Cuba is cheap, but it's not — especially now, owing to the influx of tourists and the demand for more resources."

In the Author's Preface to *Waterway Guide Cuba*, he writes: "Friends have encouraged me to write a cruising guide for years but I have resisted doing it, not because the writing would have been hard, but because the production, printing, marketing, sales and distribution… would cut into my cruising lifestyle, a tradeoff that I was not willing to make. Enter Ed Tillett and his talented team at Waterway Guide Media."

Covering the entire country, extremely comprehensive and up to date, *Waterway Guide Cuba* is now the cream of the Cuba cruising guide crop. It includes detailed sailing directions and navigation notes, information on anchorages and on going ashore, over 120 chartlets, and bonus sections (by other contributors) on the Florida Keys and Bahamas.

Waterway Guide Cuba takes you counter-clockwise around the island in eight chapters. In addition, a thorough section on planning your trip (including a clear outline of requirements for US citizens, which will apply until President Trump's announced roll-backs come into effect) is sure to be helpful, as will sailing strategies for arrival and departure from various ports, plus tips on how to access weather information in a country with spotty internet and the unusual intricacies of cellphone use. Also, unlike in most Caribbean countries, there are many places in Cuba where you are allowed to anchor but may not go ashore, and these are explained.

The spiral binding conveniently allows the book to lie flat or be folded back, and there is a substantial, water-resistant cover, but the pages inside are on somewhat flimsy-feeling uncoated paper, so users might want to make sure to keep the book dry. *Waterway Guide Cuba* contains cartography by Navionics, and you can download electronic versions of NOAA's charts to use along with this guide from NOAA's interactive catalog.

The "Cuba, Land and Sea" Facebook group will be used to disseminate new information as it becomes available, and future editions of the book will serve as the permanent repository for information after it has been reviewed for accuracy and edited for clarity.

Addison Chan's final word of advice: "People often ask me what the draw is to travel to a communist state, ruled by a dictator, where the people are repressed at every turn. My response has always been, 'Don't believe what you read about Cuba, even from me. Go see it for yourself.'"

This book is available from waterwayguide.com/shipstore. European sales and distribution are managed by Imray Laurie Norie & Wilson Ltd: www.imray.com



CARRIACOU BUS

Island Poets

The bus stopped for us on the hot, busy street,
As we clambered aboard, we heard someone shriek,
"Hey Malcolm, Ah comin!" "Marilyn, Ah can't wait,
Pick you up at the Bus Stop." "OK, Malcs – tha's great."
For a new rule decreed that Maxis should load
New fares at the Bus Stop, not here on the road.
So it seemed we belonged to a privileged few,
And Malcolm the driver was someone we knew!

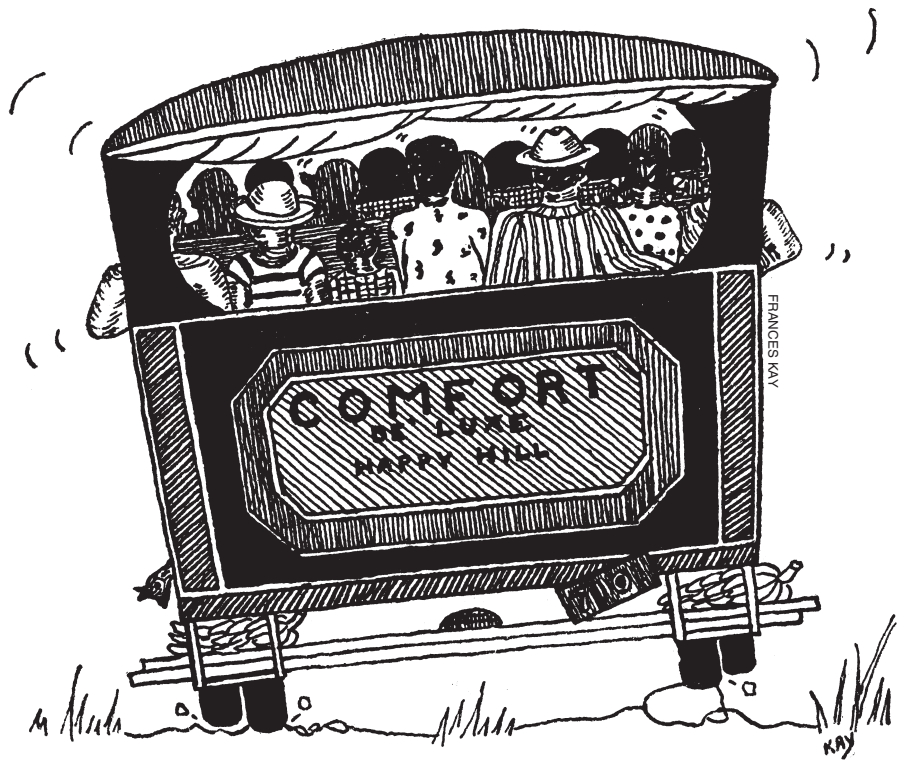
His Maxi was old, its upholstery torn,
But full of good spirits we rolled round the town,
Eventually reaching the 'legal' Bus Stop,
And into the bus hoards of passengers hop.
And when we were sure we were full to the brim
With people and parcels, in came Marilyn!

Right beside me and Jay, she settled her girth,
With boisterous greetings, much laughter and mirth,
When we were sure not another could jam
Into that Maxi, another would cram,
Giggling and squashed till we thought we would smother,
Malcolm would mash brakes, and in climbed another.

Passing a village that Marilyn knew well,
She leaned out the window and then she would yell,
"Hey Rosie, Ah passin'!" and Rosie would wave!
And again in a voice that would waken the grave,
"Ah passin'! Ah passin'!" Or "See you next week!"
For it seemed that she knew everyone on the street.

Half buried in parcels, we reached Harvey Vale
And we made our exit, although this entailed
More squeezing and juggling, more laughs and goodbyes,
Then down to the beach where the dinghy was tied
Feeling in future, without fear or fuss,
We'd happily ride in a Carriacou bus!

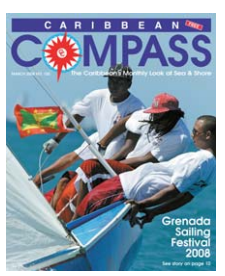
— Nan Hatch

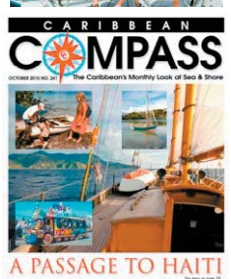


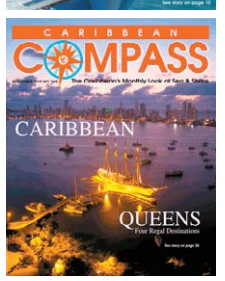
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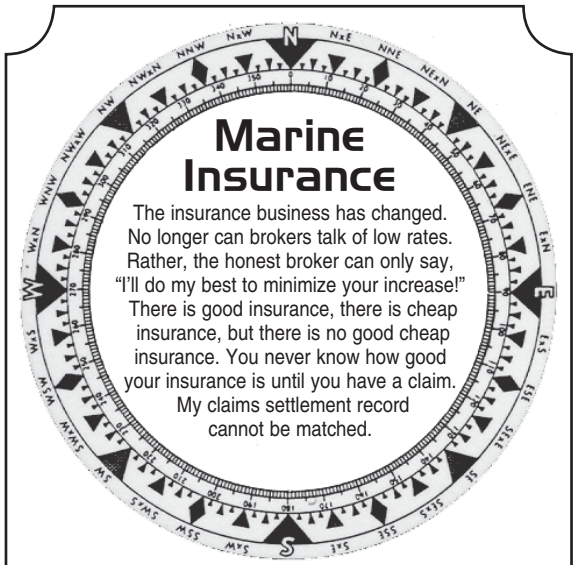
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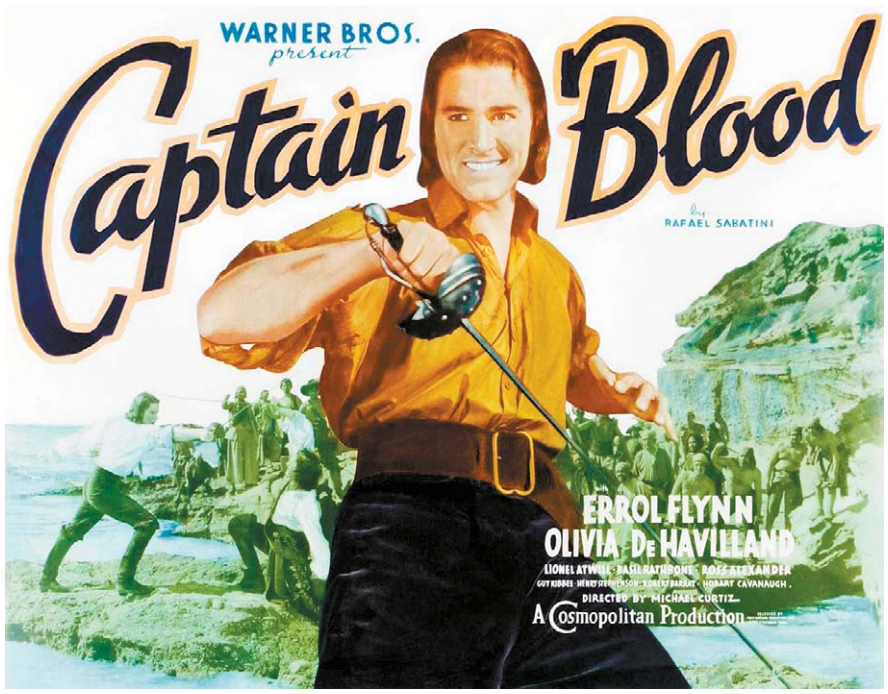
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SAILING THE SILVER SCREEN

by Alex J. Coyne

Author and screenwriter John Niven famously said that you can pack light for travel to Caribbean — "all you need is a passport and a credit card" — and the Caribbean stands as one of the world's most sought-after and idyllic vacation destinations. It's only natural that the Caribbean has become a huge focus for Hollywood, with an increasing number of movies being set — and filmed — in the Caribbean.



If you have a love for old black-and-white flicks, take a look at a little 1935 gem called "Captain Blood", starring Errol Flynn as Dr. Peter Blood, a doctor treating a sailor who had been injured on his Caribbean journeys. It's based on the book *Captain Blood: His Odyssey* by Rafael Sabatini, published in 1922. The story itself was partially based on that of surgeon Henry Pitman, a convict and ex-surgeon who published his life story in 1689 and also inspired the character of Robinson Crusoe.

Even if you only know Rita Hayworth from her poster in "The Shawshank Redemption", check out the *real* Rita Hayworth in "Fire Down Below" from 1957, which was filmed on-location in Trinidad and Tobago — and marked Hayworth's return to film after a four-year hiatus. (Bonus fact: Albert R. Broccoli, director of many of the James Bond films, makes a cameo appearance and goes on to direct "Dr. No".)

"Dr. Dolittle" — the 1967 original starring Rex Harrison — took filming to the gorgeous Marigot Bay, St. Lucia. A prop of a giant snail remained on the shore as a memento for several years.

James Bond took several trips to the Caribbean, among them in "Dr. No" in 1962, when Sean Connery was still making people swoon in the Bond role. This classic Bond film is



filmed and set in Jamaica (and the fictional island of Crab Key). Bond also chased the card-playing villain Emilio Largo to Paradise Island and Nassau, in the Bahamas, in "Thunderball" (1965); and "Live and Let Die" (1973) took Bond to the fictional San Monique and Green Grotto Caves in Jamaica. "License to Kill" (1989) sees Bond rescue a damsel in Bimini, also in the Bahamas.

Okay, the Bahamas aren't technically in the Caribbean, but we'll let them be part of this article. In "The Silence of the Lambs" (1991) – who can forget *that?* – Hannibal Lecter's retirement home is in Bimini.

Of course, the "Pirates of the Caribbean" series put the focus right back in the Caribbean. "The Curse of the Black Pearl" (2003) set its filming base in St. Vincent & the Grenadines and filmed at Wallilabou Bay on St. Vincent and Petit Tabac in the Tobago Cays. Further filming took place in Dominica, at Morne Trois Pitons and on the Indian River.

Even cruise ships plying through the Caribbean have made the silver screen. The second installment of "Alvin and the Chipmunks" (2011) was filmed on the real-life cruise ship *Carnival Dream* (with a capacity of an incredible 3,646 passengers!) and made stops along Costa Maya and Cozumel in Mexico, plus Roatan and Belize.

"Speed 2: Cruise Control" (1997) starring Sandra Bullock and Willem DaFoe (though not Keanu Reeves, who refused to reprise his role) took place on the *Seabourn Legend* and filmed an energetic underwater scene — with actors doing their own stunts — in the Tongue of the Ocean, which splits New Providence and Andros. The film's final scene, when the cruise ship crashes into Phillipsburg, St. Maarten, reportedly set a record as the most expensive stunt ever filmed. Although the film tanked, it had a decent soundtrack that featured reggae music, including Jimmy Cliff's classic "You Can Get It If You Really Want" from 1972's iconic "The Harder They Come".



"The Harder They Come" has been called "possibly the most influential of Jamaican films and one of the most important films from the Caribbean". Its soundtrack was instrumental in popularizing reggae outside its native Jamaica, and remains one of the most popular soundtrack albums of all time.

"Rockers" (1978) was also filmed primarily on-location in Jamaica. The film has become a cult classic thanks to the soundtrack and reggae-star cast that includes LeRoy "Horsemouth" Wallace, Burning Spear and Gregory Isaacs. Overall, it's one of the defining flicks out there about reggae and Jamaican culture; you can even see Harry J Studio in this one, the studio where Bob Marley and the Wailers recorded.

"The Lunatic" (1991) is a great yet somewhat odd comedy, again set and filmed in Jamaica (and with another fantastic soundtrack!). It tells the story of Aloysius — the lunatic — who discovers he has the ability to talk to inanimate objects. If you can track down a copy of the film, make sure to see if you can also find the book by the same name, written by Anthony C. Winkler.

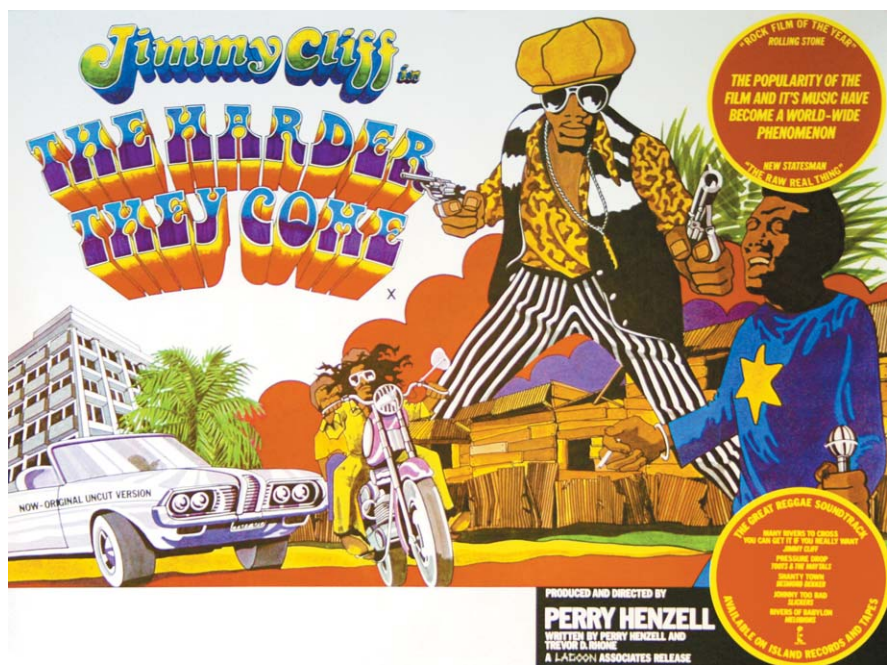
Finding Flicks

While you might still find video rental stores in some corners of the world, catapult your movie watching to the modern age and try some of these tips for tracking down films.

- Ordering: Most movies can be ordered or pre-ordered online on Blu-Ray or DVD through websites like Amazon.com, Movies Unlimited or Best Buy.
- Streaming: You can also opt to stream movies to your smart-phone, PC or TV with websites including Amazon Prime, DirectTV or NetFlix.
- Swopping: There are even sites where you can trade movies with other users. This is especially useful when you're trying to find a particularly obscure title. Try SwapaDVD, FlickFlop, SecondSpin or WhereHouse.



Clockwise from top left: From the swashbuckling 'Captain Blood' to the zany cruise ship crash in 'Speed 2', from Dr. Doolittle talking to the animals to Jimmy Cliff singing to the world, and back to swashbuckling with 'Pirates of the Caribbean', the Caribbean remains a focal point for memorable films

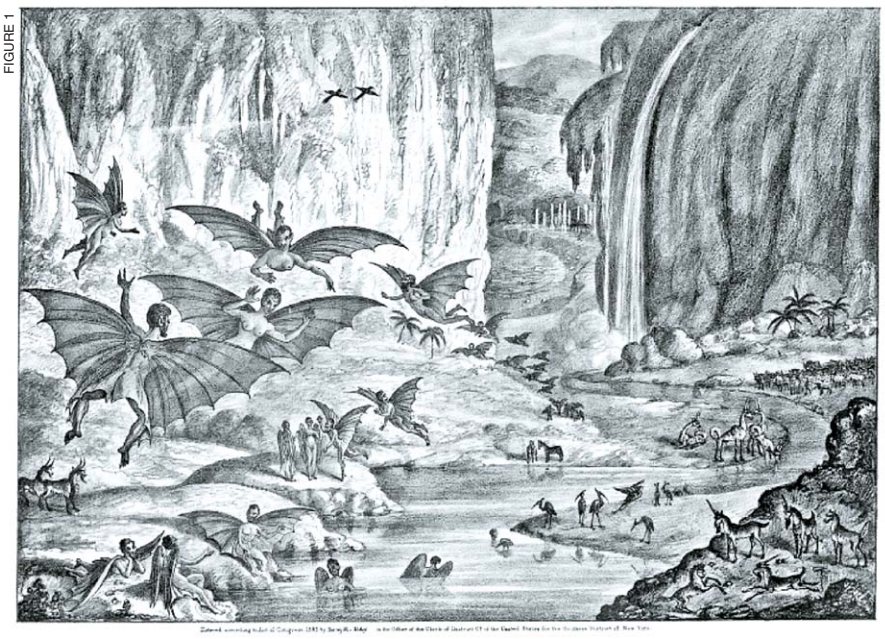


The Sky from Mid-August to Mid-September

by Jim Ulik

Life has been discovered on the Moon! At least that is how the series of newspaper articles read. On August 25th, 1835, the first of six articles were published in *The New York Sun* reporting the discovery of life on the Moon. In a landscape of massive craters, giant amethyst crystals with rushing rivers, and lush vegetation were unicorns, two-legged beavers and furry winged humanoids that resembled bats. Readers were fascinated by and couldn't get enough of the series. Was this a real example of fake news? No, the series was satire designed to sell newspapers. *The New York Sun* came clean about the story a month later.

FIGURE 1



Above: A lithograph of the hoax's ruby amphitheater, as printed in the New York Sun
At right: The partial solar eclipse at maximum as it would appear in the Caribbean. Do NOT look at eclipse with your naked eye

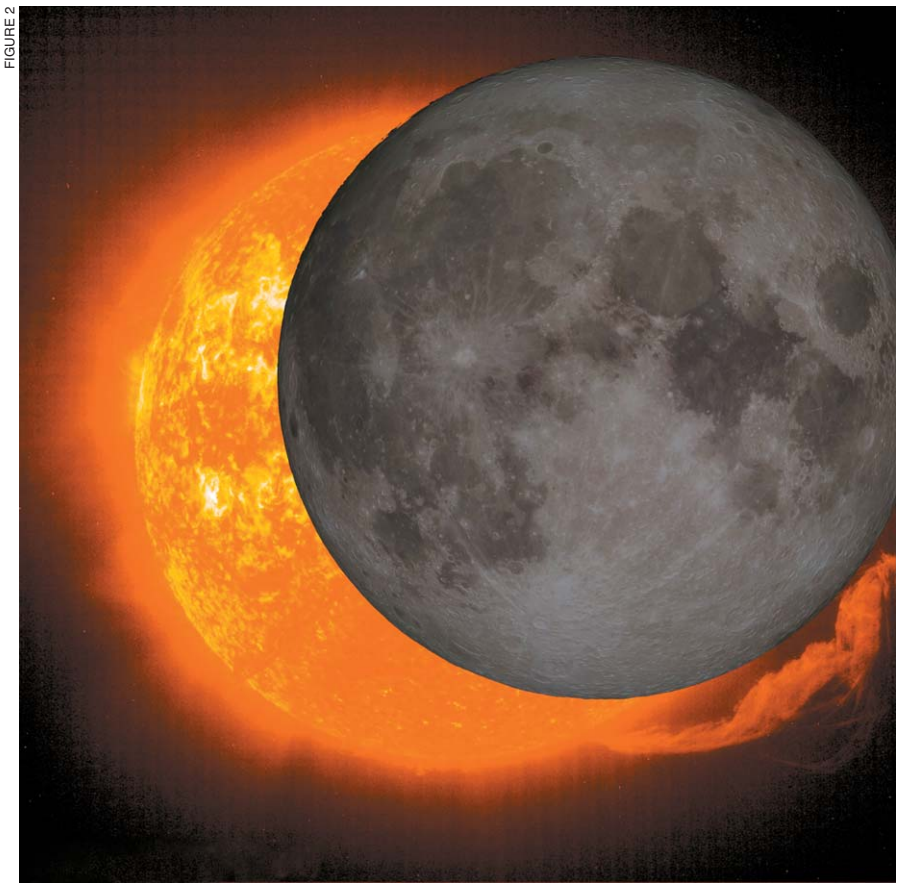
Wednesday. August 16th

In the wee hours past midnight the Moon starts its slow approach towards the eye of Taurus the Bull. Then, just before 0100 hours AST, Aldebaran will fade in the moonlight and finally disappear behind the Moon. Wait 55 minutes to find the orange giant star reappear to shine off the dark side of the Moon.

Friday, August 18th

As you look up at the Moon today know that it has reached its closest orbital point to Earth. Even though only a sliver of the Moon is visible to us what we can see will appear up to 12 percent larger than normal. Watch those tides, as the added gravitational pull of the Moon and Sun will increase over the next three days as they become in line.

FIGURE 2



Saturday, August 19th

The predawn hours have Venus shining brightly in the east. Just below or east of Venus is the sliver Moon, continuing its procession towards the Sun. Both objects are near the star Pollux, in the constellation Gemini.

Monday, August 21st

As predicted there will be a partial solar eclipse today.

The Moon will actually rise before the Sun. But, as the day progresses, the Sun and Moon will begin to overlap. In Grenada, for example, the eclipse will start at 1432 and end at 1655. The maximum eclipse occurs at 1549. See Chart 1 for the time of the solar eclipse at other locations. A greater amount of eclipse can be seen farther north.

—Continued on next page



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- Mango Bay
- Maximarine

Artimer Area:
- Carenantilles
- Careneshop
- Clippers Ship
- Mécanique Plaisance
- Y.E.S. Engineering



—*Continued from previous page*

Do not look at the solar eclipse with your naked eye or even with a pair of sunglasses. Use eclipse glasses or viewers that meet the ISO 12312-2 international standard. Failure to observe the proper precautions may result in permanent eye damage or vision loss. A solar filter must also be used in front of a camera's lens if you plan on photographing any stage of the eclipse. With proper glasses you may be able to pick out Regulus near the Sun. Below or west of the eclipse, Mars will appear in the sky and Venus will light up just above the horizon. Can you find Saturn in the southeast?

	Trinidad	Grenada	St. Lucia	Martinique	Montserrat	St. Martin	BVI
Eclipse Start	1436	1432	1430	1428	1422	1418	1414
Max Eclipse	1551	1549	1547	1546	1542	1539	1536
Eclipse End	1656	1655	1654	1654	1651	1649	1647
Sun Blocked	62%	66%	74%	76%	81%	84%	82%

Above: Times for the solar eclipse for other locations along the island chain

Friday, August 25th

The Moon has been making its daily shift eastward away from the Sun and is getting a little more illuminated. Four more days until the Moon is at First Quarter phase. Tonight the Moon can be found in the west, positioned in Virgo near Jupiter and Spica. Moonset is at 2127. Wait a couple of hours and watch for the Northern Aquariids meteor shower. The shower is active between August 11th and September 10th; however, tonight it reaches a peak.

Wednesday, August 30th

The Moon is now one day past First Quarter. With the Milky Way as a backdrop you will see the conjunction between the Moon and Saturn. Saturn is about four degrees south and west of the Moon. There is enough distance between them so Saturn should be easy to spot.

Thursday, August 31st

It is the 85th Anniversary (1932) of the first photograph showing the Moon's shadow on the Earth during a Solar Eclipse. The photo was taken by Captain Albert Stevens aboard a balloon five miles above the surface of the Earth. He also took photographs showing the curvature of the Earth. That should have been proof to those who even to this day still believe the world is flat.

Wednesday, September 6th

In the predawn western sky the Moon reaches its full phase. While positioned in Aquarius, the Moon turns full at 0302. The Moon will begin to set at 0607. If you don't want to start your Full Moon party this early in the morning you could wait until it rises again this evening.

Saturday, September 9th

The Piscids meteor shower will reach its maximum rate of activity. The source of the meteors will be high in the eastern sky around midnight. The maximum rate of shooting stars could be ten per hour. Hope for clear skies tonight!

Tuesday, September 12th

The Moon is slowly making another close approach to Aldebaran today. The Moon's orbit pivots slightly, so its path across the stars will change from month to month. So unlike on August 16th, the Moon will not obscure Aldebaran this time around.

Thursday, September 14th

A Soviet rocket made it to the lunar surface 58 years ago today. The probe was the first man-made object to reach the Moon. The spacecraft made the trip in 36 hours compared to the three days it took *Apollo 10* to get there. China is currently collaborating with the Ukraine to use this engine technology to land a man on the Moon. By 2020 China is planning to land on an asteroid, have people live on it and begin mining operations. A single asteroid could be valued at more than a trillion dollars.

In the News – Friday, September 15th

It is *Cassini's* Grand Finale. The unmanned spacecraft *Cassini* has made its last dive through the rings of Saturn. Launched in 1997, *Cassini* started its orbit of Saturn in 2004. The final orbits helped to improve our understanding of how giant planets and planetary systems form and evolve.

The *Cassini* mission is a cooperative project of NASA, ESA (the European Space Agency) and the Italian Space Agency. The Jet Propulsion Laboratory, a division of the California Institute of Technology in Pasadena, manages the mission for NASA's Science Mission Directorate, Washington.

Below: Cassini's *Grand Finale — the spacecraft is shown breaking apart after entering Saturn's atmosphere*



NASA/JPL CALTECH

The mission is ending because the spacecraft is running out of fuel. Mission control directed *Cassini* to enter the atmosphere of Saturn so it will burn up. That would eliminate any possibility of it crashing on the moons of Saturn and prevent anything living on the spacecraft, such as bacteria, contaminating Titan or Enceladus. These moons have the potential to hold life forms beyond 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.*

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MERIDIAN PASSAGE OF THE MOON

AUGUST - SEPTEMBER 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!

August 2017		21	1119	10	0305
DATE	TIME	22	1242	11	0358
1	1928	23	1332	12	0453
2	2015	24	1420	13	0550
3	2102	25	1507	14	0648
4	2150	26	1532	15	0746
5	2239	27	1657	16	0837
6	2328	28	1723	17	0939
7	0000 (full moon)	29	1809	18	1032
8	0017	30	1856	19	1123
9	0108	31	1943	20	1211
10	0153			21	1258
11	0240	**September 2017**		22	1334
12	0328	1	2032	23	1430
13	0417	2	2121	24	1515
14	0508	3	2210	25	1602
15	0601	4	2258	26	1648
16	0657	5	2347	27	1736
17	0755	6	0000 (full moon)	28	1824
18	0855	7	0035	29	1912
19	0955	8	0124	30	2000
20	1053	9	0214		

The Rum Line: DRINK LOCALLY

by Art Ross





Above: Cruisers get into the spirit at a rum shop in Carriacou

Left: 'This stuff cannot be messed about with'

It was in Bequia, at the Gingerbread Hotel, where one morning I met the lovely Bajan Lady — a woman from Barbados. We spoke about island life and what we both loved about Bequia. She invited my friends and me to her home in Lower Bay for lunch and served a big glass pitcher of traditional rum punch.

It was just perfect, and before long we pried the secret from her loose lips. The Bajan Lady explained the classic West Indian Rum Punch recipe so that a sailor would remember it promptly: one, two, three, four. No need to strain as you imagine a scientific formula or a crazy cooking show compilation of fancy ingredients. It's simple, and — even after more than a sip or two — I would remember well enough to please many friends upon returning stateside: "One of sour, two of sweet, three of strong and four of weak". (See recipe at the end of this article.)

This is purely an opinion drawn from my own supporting research: Mount Gay is the best rum for rum punch.

—Continued on next page

COMPASS CARTOON



MARTY BUCELLA

"We simply have to find a better instant messaging service."

—*Continued from previous page*

Barbados is often the first landfall for sailors coming from the east, and a most welcome one after a passage from Europe, Africa or the Canaries. There's a good lee harbor and a welcoming and friendly population — and rum. The earliest rum that comes from a viable distillery is the famous Mount Gay, made here.

It is the oldest existing brand in the world. Named after John Gay, who managed the distillery from 1703 for the owner, John Sober (yes, that was his name). Gay's skills at production and business inspired the owner to name the distillery in his honor. (In addition to being the rum man of the island chain, he was the most influential person of the time to speak out against slavery.)

Sailors in the 1700s would return to England with casks of Mount Gay rum as proof of their sailing accomplishments. Today, Mount Gay is the sponsor of more than 150 annual regattas worldwide. Yacht racers, who get a hat for their participation, treasure their signature red ball caps with the embroidered logo. The hats have been a mainstay of the regattas' allure since the 1970s, first as visors, then evolving about a decade later to the more functional caps.



Moving west to the island chain, we arrive at St. Vincent & the Grenadines. The Grenadines offer great natural harbors. A few islands are still uninhabited, and those that are offer cultural and historical pleasures found in not many other places.

And when the sun gets low and it's time for a cocktail, the main island, St. Vincent, has one of the finest and most diverse distilleries: St. Vincent Distillers. They have been around for about 100 years and make a few of my favorite rums. They also make a very popular "rocket fuel" named Sunset and I know from experience that it's a bit too strong for me.

With all the seafarers and pirates that have visited the islands for plunder, or on a mission from Hollywood as in "Pirates of The Caribbean", the distiller smartly gave their various rums names such as Captain Bligh and (Jack) Sparrow. Their heavenly and heavily awarded Captain Bligh XO Special Reserve is very good. Its sweet fruity exotic flavors are owed to Guyana. Why Guyana? The molasses used to make the rum is brought from Guyana, as sugar cane is no longer grown commercially on St Vincent. Sparrow is another tasty treat, and gives a nice balance to the offerings.

Heading south to Carriacou we find a powerful and dangerously famous rum. It's Jack Iron, made in Trinidad at Angostura Distillery and bottled in Grenada. According to Tan Rosie's Caribbean Food Blog: "Some say it can be used as engine fuel or paint stripper; this stuff cannot be messed about with." It's 99 percent alcohol. This is moonshine; ice cubes sink in it. It will make you feel worse than any other hangover you've ever had, and will get you there faster. The smell alone is intoxicating, and the first drink totally numbing.

The fun of rum drinking in Carriacou is doing it in a rum shop. If you let the shopkeeper know in advance you also want food with your rum, they'll fire up the barbecue, typically half of a 50-gallon drum out back. Order your drinks from a street-side table and you'll receive an unlabeled bottle of rum, and a bottle of Coke and glasses. When the time comes, your dinner is served: a quarter chicken on a piece of foil wrap. Years ago, a traveler said, "Carriacou is the rum shack at the end of the universe."



Jack Iron is bottled at the Westerhall Distillery in Grenada. To visit this distillery is to take a trip back in time; there's a rum-museum feeling as one wanders about, just being there, and it is epic. Water and sugarcane were readily available centuries ago, and today's Jack Iron remains a "strong" local favorite. Try Westerhall's other rums, and be sure to also visit Grenada's River Antoine Rum Distillery — the oldest functioning water-propelled distillery in the Caribbean.

Whatever island you visit throughout the Caribbean, you can probably find a local rum to "get in the spirit". Sail globally, drink locally!

The Bajan Lady's Classic Rum Punch

1 measure of "sour": lime juice, with a shake of bitters to taste
2 measures of "sweet": sugar or sugar syrup
3 measures of "strong": rum
4 measures of "weak": water

Your measurement could be a shot glass… or conch shell perhaps. Mix well, chill and enjoy. Some like fruit as a garnish; for most a grating of fresh nutmeg is the crowning touch.



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Caribbean Compass wants to find out what our readers want. By taking a few minutes to participate in our 2017 Compass Readers' Survey, you can make your needs and wishes known.

In Part I, we'd like to find out how we can make *Compass* even more informative, entertaining and useful to you.

In Part II, please tell us your views on a number of issues of interest to boaters in the Caribbean. This information will not only help us to plan future features, it will also produce data to present to relevant authorities.

Finally, in Part III, please tell us about yourself. It helps us do our best if we know whom we are serving!

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Thank you very much for taking the time to participate in this survey.

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Part I: About *Caribbean Compass*

DISTRIBUTION

1) I have been reading *Compass*
less than a year 1 to 5 years 6 to 10 years over 10 years

2) I usually read the *Compass*
online as flip version online as pdf download in print

3) I usually read the *Compass*
every month 1 or 2 out of 3 issues 1 or 2 out of 6 issues

4) I usually spend this amount of time reading a copy of the *Compass*:
less than 30 minutes 30 minutes to 1 hour over 1 hour

5) I usually keep each individual issue
a week or less up to a month over a month

6) How many people usually read your print copy of *Compass*?
just me 2 3 4 or more

7) I find that obtaining a print copy of *Compass* in the Caribbean is
very easy easy difficult very difficult I read online

8) I usually pick up my print copy in

Trinidad	Grenada	St. Vincent & the Grenadines	
St. Lucia	Martinique	Dominica	Antigua
Tortola	St. Maarten	Puerto Rico	Colombia
Curacao	Panama	Other	I read online

9) If you have difficulty finding it, where is that?

Trinidad	Grenada	St. Vincent & the Grenadines	
St. Lucia	Martinique	Dominica	Antigua
Tortola	St. Maarten/St. Martin		
Puerto Rico	Curacao		
Colombia	Panama	Other	I read online

10) In addition to *Compass*, I also usually read
La Regata Dockwalk All At Sea The Triton
None of the above

CONTENT

11) Of these regular columns, I would:
1 (like more), 2 (like the same amount), 3 (like less)

Info & Updates
1 2 3
Business Briefs
1 2 3
Eco-News (marine environment)
1 2 3
Regatta News
1 2 3
Y2A (youth sailing)
1 2 3
Destinations
1 2 3
All Ashore...
1 2 3
Night Sky
1 2 3
Book Reviews
1 2 3
Look Out For (local flora and fauna)
1 2 3
Recipes
1 2 3
Calendar of Events
1 2 3
What's on My Mind
1 2 3
Cartoons
1 2 3

12) Regarding the subjects below, I would:
1 (like more), 2 (like the same amount), 3 (like less)

Reports on sailing regattas
1 2 3
Articles about bluewater passages
1 2 3
Articles about marine life and environmental issues
1 2 3
Articles on specific yachts of interest
1 2 3
Articles on specific people of interest
1 2 3
Articles on regional maritime history
1 2 3
Nautical/Caribbean fiction
1 2 3
Technical and how-to articles
1 2 3
Features for boat kids
1 2 3

13) I rate the length of the major articles in *Compass* as
too short about right too long

14) Regarding the statement "Caribbean Compass is my favorite source of monthly information for sailors in the Caribbean", I
strongly agree agree disagree strongly disagree

ADVERTISING

15) I rate the usefulness of the advertisements in *Compass* as
very useful useful not very useful

16) I refer back to an issue of *Compass* for information about an advertiser
hardly ever once or twice frequently

17) I have purchased a product or service after seeing it advertised in *Compass*.
Yes No Not yet, but I plan to

CHRIS DOYLE



Part II: About the Issues

SECURITY

18) Security is an increasing problem in certain Caribbean destinations.
Strongly agree Agree Disagree Strongly disagree

19) Security is getting to be more of a problem in the region as a whole.
Strongly agree Agree Disagree Strongly disagree

20) Local authorities are taking adequate action to ensure yacht security.
Strongly agree Agree Disagree Strongly disagree

21) My sources for security information are:
Noonsite Caribbean Safety and Security Network
Cruisers SSB and VHF nets Facebook cruisers' groups
Other

OUR ENVIRONMENT

22) Marinas should provide sewage pump-out facilities.
Strongly agree Agree Disagree Strongly disagree

23) Yachts should be required to have and use holding tanks.
Strongly agree Agree Disagree Strongly disagree

24) If yachts are not required to use holding tanks, there should be "No Anchoring" zones within 200 feet from beaches to keep yacht sewage away from swimmers.
Strongly agree Agree Disagree Strongly disagree

25) Charging yachts an entry fee that supports a Marine Park is fair.
Strongly agree Agree Disagree Strongly disagree

—Continued on next page

—Continued from previous page

DESTINATIONS

26) Besides good shelter and holding, what makes an anchorage desirable? Rate each item from 1 (unimportant) to 3 (extremely important).

Dinghy dock 1 2 3
Moorings 1 2 3
Shops and restaurants 1 2 3
Marina facilities 1 2 3
Fuel and water 1 2 3
Friendly people 1 2 3
Clean environment 1 2 3
Security patrol 1 2 3
WiFi 1 2 3



SALLY ERDLE

27) What makes an anchorage undesirable? Rate each item from 1 (not a concern) to 3 (a major concern).

Security problems 1 2 3
Harassment 1 2 3
Noise 1 2 3
Poorly located moorings 1 2 3
Overcrowding 1 2 3
Lack of facilities 1 2 3

28) What makes a "working" (e.g. repair and maintenance) destination desirable? Rate each item from 1 (unimportant) to 3 (extremely important).

Value for money 1 2 3
Availability of skilled service providers 1 2 3
Availability of parts and supplies 1 2 3
Duty-free concessions for parts and supplies 1 2 3
Favorable weather 1 2 3
Environmentally safe disposal of waste 1 2 3

29) The use of jet skis (PWCs) is restricted or banned in some places in the Caribbean. Do you prefer to be in areas without jet skis?

Yes No Don't care

CUSTOMS & IMMIGRATION

30) Most Customs and Immigration officers in the Caribbean are efficient and courteous.

Strongly agree Agree Disagree Strongly disagree

31) I use the SailClear system wherever it is available.

Yes No

Part III: About you — Compass Readers

GENERAL

32) My sex is

Female Male

33) My age is

Under 24 25 to 44 45 or over

34) I am a visitor to the Caribbean and I am a citizen of

the USA Canada the UK the EU
Australia or New Zealand Other

35) I am a Caribbean citizen in or full-time resident of one of

the Windward Islands the Leeward Islands
the Virgin Islands the ABC Islands
the Greater Antilles Other

36) My average annual household income in US dollars is

under $30,000 $30,000 to $60,000
$60,000 to 90,000 more than $90,000

37) I am visiting the Caribbean on a boat.

Yes No

38) I am a Caribbean citizen or full-time resident and own a boat.

Yes No

FOR BOATERS ONLY

39) My boating in the Caribbean is usually aboard (you may choose more than one)

a private cruising boat a charter boat a sailboat
a powerboat a monohull a multihull

40) While in the Caribbean, I usually sail

alone with one other person with two or more other people

41) While in the Caribbean on a boat, I am mostly

on the move based in one port or anchorage

42) When aboard and not underway, I am usually

at anchor on a mooring in a marina slip

43) I am visiting the Caribbean on a boat, and have stayed or plan to stay for more than one year.

Yes No

44) I live aboard and usually

stay aboard all year round stay aboard part of the year

45) When I stay aboard only part of the year, the rest of the time the boat is:

hauled out in a boatyard docked in a marina
on a mooring with guardianage on a mooring without guardianage
at anchor with guardianage at anchor without guardianage

46) In addition to sailing, I enjoy

snorkeling scuba diving kite surfing SUPing or kayaking
fishing photography cultural events hiking

47) I recommend *Compass* to my friends or share links to the website

infrequently occasionally often

Thank you for participating in the Caribbean Compass Readers' Survey 2017. Thanks to you, it'll keep on getting better!

To fill this out online, go to http://bit.ly/2eU3zsL or visit www.caribbeancompass.com

To send in the paper version, mail to Compass Publishing, Box 175BQ, Bequia VC0400, St. Vincent & the Grenadines

CHRIS DOYLE



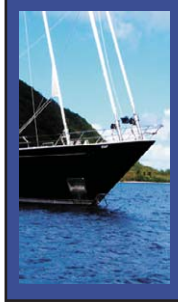
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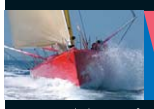
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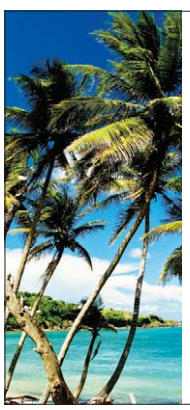


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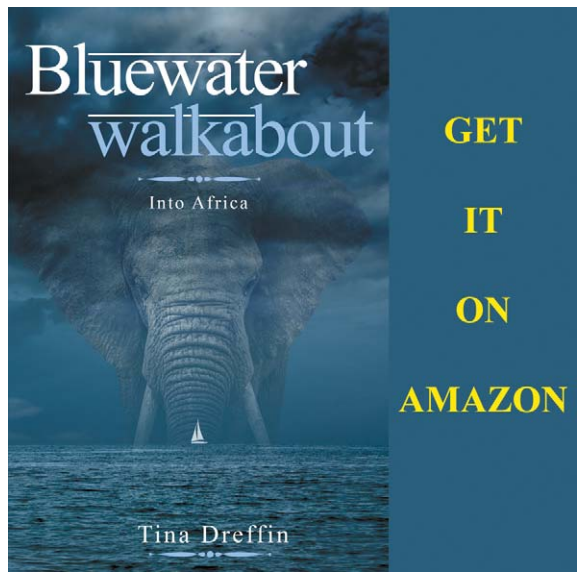
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A TALE OF TWO SUMMERS

by Lindsay Bindman



My dad is a water gypsy, living on his boat and sailing around the world. My mum is a teacher, living on the outskirts of Toronto in a house with a white-picket fence. So, what does that make me?

It's interesting to have a personality that is 50 percent my dad and 50 percent my mum. It's the reason why tomorrow I'll be heading to work in heels and a blazer, while on this day last year I was swimming back to my floating home at anchor, after a barefoot walk through town. These two lifestyles — while vastly different — both fulfill me. I find it comical that this contrast didn't work within a marriage, but somehow works within me.

'Last summer I was thriving, tanned, and relaxed... tomorrow I'll be heading to work in heels and a blazer... at Christmas time, I'll be back on the boat'



As summer 2017 unfolds, I can't help but compare my present life with what it was last summer, while sailing the Caribbean island chain. It was challenging then, to stay in touch with friends and loved ones back home. Adjusting to a slower pace of life and the absence of a schedule took time, especially after having just completed four years of university. But I learned patience and had the opportunity to indulge my spontaneous side. By the end of the summer I was thriving, tanned, and relaxed. I watched the sunset from start to finish every night — sometimes the sunrise, too, if I hadn't stayed up too late re-watching The Office! I was happy, but a part of me missed my social life and the fast pace of Toronto living.

This year, I must constantly remind myself not to overbook my days with various responsibilities and social engagements. I work full time at a learning centre, I'm freelancing on the side, writing, learning to play the violin, and trying to make it to the gym every day. I must consciously reserve "alone time" for myself, otherwise it won't happen. My days are packed and my schedule is firm. I'm happy, but part of me misses the open waters and the freedom to go whichever way the wind blows. Literally.

There is such a stark difference between living and working full time in downtown Toronto this summer, and hiking Nevis Peak, exploring volcanoes, sailing the blue ocean, and exploring a chain of tropical islands last summer.

It's remarkable how one decision can lead you down an entirely new path. For me, I suppose it's about striking a balance and about always appreciating what you have in the present moment. Maybe it's less about where I am and what I'm doing, and more about being grateful, being rooted in my values, and bringing them with me wherever I go. Kindness, a desire to learn and grow, and the importance of human connection.

At Christmas time, I'll be back on the boat for three weeks, on a whole new adventure. After that, who knows?

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51' Beneteau Cyclades 2007
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50' Ben. Oceanis 50.5 2011/10
Roomy & Fast, Two from $165K


50' Hunter 50 CC 2011
Luxurious, Fully Loaded! $329K


50' Jeanneau I50 1997/96
Great Sailer, Two from $141K


50' Prout Quasar 50 1983
Low Priced Big Cat Project $59K

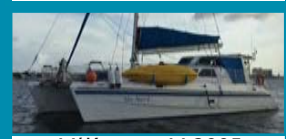

49' Hunter 2008
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49' Beneteau 49 2008
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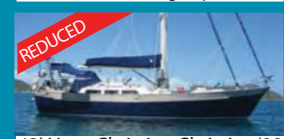

48' Dufour Nautitech 475 '98
Superb Value $200K

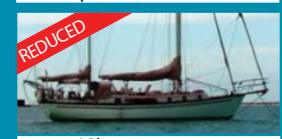

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43' Hans Christian Christina '99
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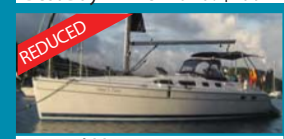

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43' Saga 43 2000
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42' Hunter Passage 42 1995
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42' Solaris 42 1975
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42' Hallberg Rassy 42F MKII '01
World Cruiser/ Pristine $235K

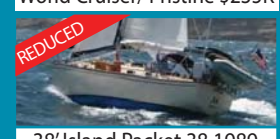

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41' Hunter 41 2006
Equipped For Long Distance $109K


39' Beneteau Cyclades 39 2007
Cruise Equipped $79K


38' Lagoon 380 2006
Owners Version $199K


38' Lagoon 380 S2 2006
Loaded, Immaculate! $239K


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CALENDAR

AUGUST

1	Public holiday in many places (Emancipation Day)
2	Carriacou Regatta Cruisers' Potluck Barbecue & Raffle, Carriacou, www.carriacouchildrenseducationfund.org
3	Annual Carriacou Children's Education Fund Flea Market & Auction, www.carriacouchildrenseducationfund.org
4 - 7	Carriacou Regatta Festival, grenadagrenadines.com/plan/events
7	FULL MOON
7	Public holiday in Barbados (Grand Kadooment parade), in Grenada (Emancipation Day observed) and in Jamaica (Independence Day observed)
7 – 8	Carnival in Antigua & Barbuda, and in Nevis
7 - 9	Public holiday in BVI (Emancipation Festival)
7 - 10	Fiesta del Mar, Santa Marta, Colombia
10	Public holiday in Suriname (Indigenous People's Day)
11	Public holiday in Anguilla (Constitution Day observed)
14 – 15	Grenada Carnival, www.grenadagrenadines.com
15	Public holiday in Haiti (Assumption Day)
16	Public holiday in Dominican Republic (Restoration Day)
18 – 20	Aruba International Regatta, http://aruba-regatta.com
18 - 21	Round Grenada Regatta. Petite Calivigny Yacht Club, www.pcycgrenada.com
19	Carib Great Race (powerboats) from Trinidad to Tobago
20	Windward Cup Mini-Regatta, Carriacou
24 – 27	Food & Rum Festival, St. Lucia, www.evensi.com/food-amp-rum-festival-st-lucia
27	Copa Comodoro, Fajardo, Puerto Rico. BrISA, www.facebook.com/pg/BrisaSailing/events
31	Public holiday in Trinidad & Tobago (Independence Day)



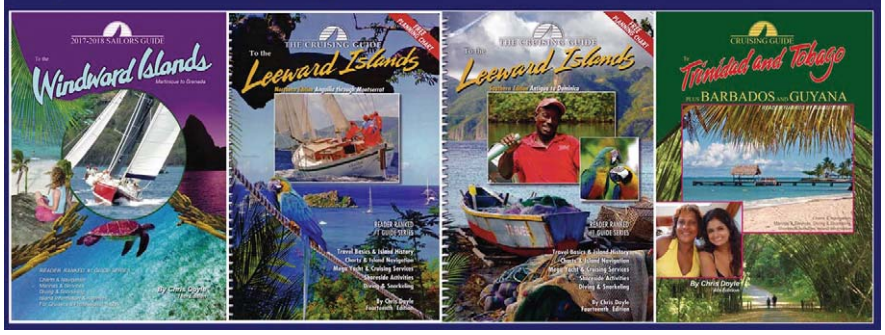
CHRIS DOYLE

SEPTEMBER

1	Public holiday in Guyana (Eid-Ul-Azha observed)
2	Public holiday in Suriname (Eid-Ul-Azha)
2 – 4	Around Culebra Race, Puerto Rico. BrISA, www.facebook.com/pg/BrisaSailing/events
2 – 9	Green Moon Music Festival, San Andres, Colombia. www.facebook.com/Green-Moon-Festival
4	Public holiday in Puerto Rico and USVI (Labor Day)
5	Start of Nereid's Rally, T&T to the Guyanas. See ad on page 12.
6	FULL MOON
6	Public holiday in Bonaire (Bonaire Day)
10	Public holiday in Belize (St. George's Caye Day)
16	Public holiday in St. Kitts & Nevis (National Heroes' Day)
19	Public holiday in St. Kitts & Nevis (Independence Day)
21	Public holiday in Belize (Independence Day)
22	Autumnal Equinox
22 – 23	Caribbean Sea Jazz festival, Aruba, https://caribbeanseajazz.com
24	Public holiday in Dominican Republic (Our Lady of Mercy) and Trinidad & Tobago (Republic Day)
27 - 30	Country & Blues Music Festival, St. Lucia. http://www.stlucia.org/summerfestival/country-blues-festival

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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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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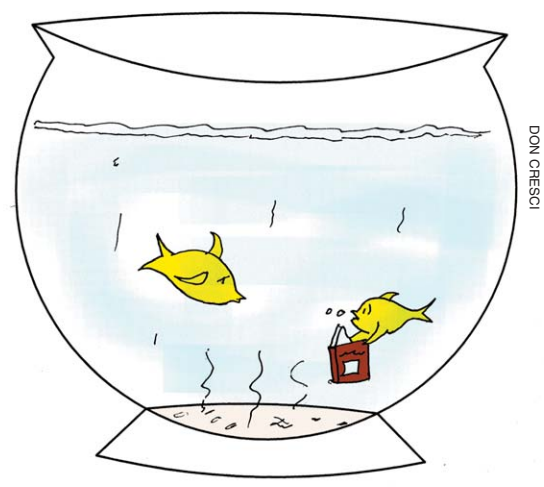
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33' SLOOP Fully equipped, 5 bunks. Reduced to US$5,000. All information: www.lumbadive.com/carriacouislander/forsale



38' POWER BOAT Kanumera Intermarine center consul, 2 x 250hp Yamaha OB engines, head, stereo. Lying St Vincent US$55,000 negotiable. Tel: (784) 533-2828 E-mail: misaacs@mustique.vc



BENETEAU FIRST 1988 "Windsong 11", 51'/54' overall. Lying in Villa, St.Vincent / Young Island Cut. Tel: (784) 529-1222, (784) 458-4304

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SHARES - Ownership or partnership, 55' Trimaran. All my life I have been on the way to Australia, now have the right kind of boat. If you are ready for serious sailing, E-mail: roman12345@mail.com

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BRITISH VIRGIN ISLANDS- BAR MANAGEMENT Moonlight Bar Café, an unusual beach bar, restaurant & event partnership opportunity in Trellis Bay , is awaiting a couple of skilled restaurateurs. Themed on local, organic principles & supplied by our own farm & food network, we are artists with a famed location & a monthly Full Moon party, equipped with a beach bar & beach kitchen, but need a cool team to pull off a vision of alternative food & cultural entertainment. Interested? Tel: (284) 542-0586 or e-mail Aragorn dreadeye@surfbvi.com.

BRITISH VIRGIN ISLANDS - SALES MANAGER needed for diesel engine/equipment distributor in the BVI. Responsible for sales throughout the Caribbean for marine and industrial engines/generators, excavation equipment, transfer switches, electrical distribution equipment, ups, power quality products, marine air conditioning and refrigeration systems, marine transmissions & other products. A minimum of 5 years sales experience, great interpersonal skills & management of sales processes is required. Job requires sales analysis, preparing reports, marketing, working with a dealer network & supervising a small sales staff. Email CV to modmgmtsols@gmail.com

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Budget Marine	St. Maarten	2
BVI Yacht Sales	Tortola	44
Captain Gourmet	SVG	MP
Caraibes Diesel Services	St. Maarten	11
Clarkes Court	Grenada	14
Cruising Life	SVG	30
Curaçao Marine	Curaçao	12
Dominica Yacht Services	Dominica	MP
Down Island Real Estate	Grenada	MP
Downwind Yacht Sales	Puerto Rico	44
Doyle Offshore Sails	Tortola	4
Doyle's Guides	USA	45
DYT Yacht Transport	C/W	6
Echo Marine	Trinidad	9
Electropics	Trinidad	MP
Food Fair	Grenada	37
Free Cruising Guides	C/W	30
Gonsalves Liquors	SVG	36
Grenada Marine	Grenada	10
Grenada Tourism	Grenada	7
Grenadines Sails	SVG	MP
Guyana Tourism	Guyana	18
Horizon Yacht Charters	Grenada	MP
Hydrovane International Marine	C/W	MP
Iolaire Enterprises	UK	32/45
Island Dreams	Grenada	MP
Island Water World	Sint Maarten	48
Johnson's Hardware	St. Lucia	20
LIAT	C/W	31
Lulley's Tackle	SVG	MP
Marc One Marine	Trinidad	MP
Marina Santa Marta	Colombia	15
Marina Zar-Par	Dominican Rep.	34
McIntyre Bros	Grenada	32
Mercury Marine	C/W	47
Mid Atlantic Yacht Services	Azores	MP
Multihull Company	C/W	43
Neil Pryde Sails	Grenada	MP
Nereid's Rally	C/W	12
Northern Lights Generators	Tortola	27
Off Shore Risk Management	Tortola	9
Power Boats	Trinidad	MP
Regis Guillemot	Martinique	19
Renaissance Marina	Aruba	5
Save-A-Lot Food Stores	Grenada	37
Sea Hawk Paints	C/W	8
Slipway Restaurant	Grenada	Mp
St. Kitts Marine Works	St. Kitts	14
Sugar Reef Bequia	SVG	MP
Sunbay Marina	Puerto Rico	13
Technick	Grenada	MP
The Nature Conservancy	C/W	38
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MP = Market Place pages 41 & 42
C/W = Caribbean-wide



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