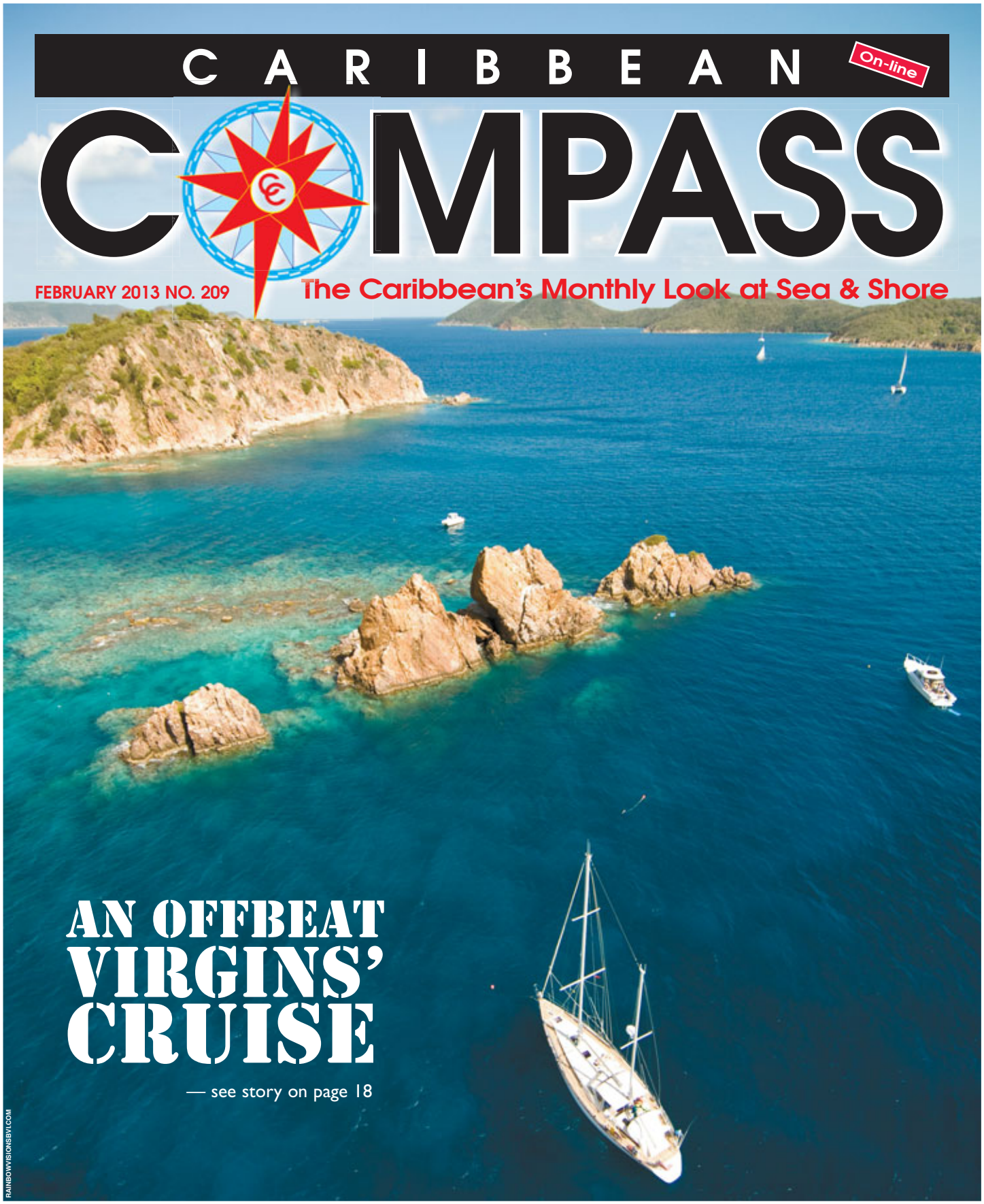
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COMPASS
FEBRUARY 2013 NO. 209
The Caribbean's Monthly Look at Sea & Shore



AN OFFBEAT VIRGINS' CRUISE

— see story on page 18

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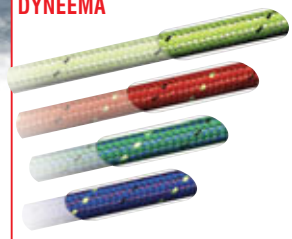


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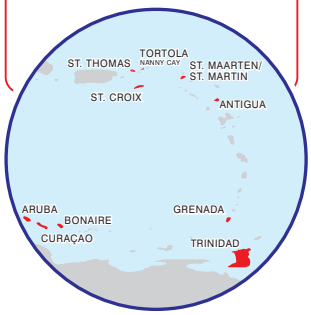
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FEBRUARY 2013 • NUMBER 209

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Tel: (784) 457-3409, Fax: (784) 457-3410
compass@vincysurf.com
www.caribbeancompass.com

Editor.....**Sally Erdle**
sally@caribbeancompass.com
Assistant Editor.....**Elaine Ollivierre**
jsprat@vincysurf.com
Advertising & Distribution.....**Tom Hopman**
tom@caribbeancompass.com
Art, Design & Production.....**Wilfred Dederer**
wide@caribbeancompass.com
Accounting.....**Shellese Craigg**
shellese@caribbeancompass.com

Compass Agents by Island:
Antigua: Ad Sales & Distribution - Lucy Tulloch
Tel (268) 720-6868
lucy@thelucy.com

Barbados: Distribution - Doyle Sails
Tel/Fax: (246) 423-4600

Colombia: Distribution - Marina Santa Marta
www.igy-marinasantamarta.com/en

Curaçao: Distribution - Budget Marine Curaçao
curacao@budgetmarine.com Tel: (5999) 462 77 33

Dominica: Ad Sales & Distribution - Hubert J. Winston
Dominica Marine Center, Tel: (767) 448-2705,
info@dominicamarinecenter.com

Grenada/Carriacou/Petite Martinique:
Ad Sales & Distribution - Karen Maarouf
Cell: (473) 457-2151 Office: (473) 444-3222
compassgrenada@gmail.com

Martinique: Ad Sales & Distribution - Isabelle Prado
Tel: (0596) 596 68 69 71 Mob: + 596 696 74 77 01
isabelle.prado@wanadoo.fr

Panama: Distribution -
Shelter Bay Marina - www.shelterbaymarina.com

Puerto Rico: Ad Sales - Ellen Birrell
(787) 219 4918, ellenbirrell@gmail.com
Distribution - Sunbay Marina, Fajardo
Olga Diaz de Perez, Tel: (787) 863 0313 Fax: (787) 863 5282
sunbaymarina@aol.com

St. Lucia: Ad Sales & Distribution - Maurice Moffat
Tel: (758) 452 0147 Cell: (758) 720-8432
mauricemoffat@hotmail.com

St. Maarten/St. Barths/Guadeloupe:
Ad Sales & Distribution - Stéphane Legendre
Mob: + 590 690 760 100
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St. Thomas/USVI: Ad Sales - Ellen Birrell
(787) 219 4918, ellenbirrell@gmail.com
Distribution - Bryan Lezama
Tel: (340) 774 7931, blezama1@earthlink.net

St. Vincent & the Grenadines:
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shellese@caribbeancompass.com Tel: (784) 457-3409
Distribution - Doc Leslie Tel: (784) 529-0970

Tortola/BVI: Ad Sales - Ellen Birrell
(787) 219-4918, ellenbirrell@gmail.com
Distribution - Gladys Jones
Tel: (284) 494-2830 Fax: (284) 494-1584

Trinidad: Sales & Distribution
David Bovell, Tel: (868) 497-1040
davidbovell.ads@gmail.com

Venezuela: Ad Sales - Patty Tomasik
Tel: (58-281) 265-3844 Tel/Fax: (58-281) 265-2448
xanadumarine@hotmail.com

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Cover photo: Anchored at The Indians for good snorkeling and diving. Photo by Jim Scheiner of Rainbow Visions Photography, photographing the BVI since 1979



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

'There have been many serious issues that the *Compass* community has been able to first identify, and later rectify. The *Caribbean Compass* is a fair and reliable forum for those of us who love these islands.'
Laura Smith
Carriacou

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Info & Updates

ESeaClear Office Now Open in Antigua

The eSeaClear electronic pre-arrival clearance program for yachts opened an office in Nelson's Dockyard, English Harbour on December 1st, 2012. The office, located near Customs and Immigration, has computers for captains to use and full-time staff to help first-time users.

"Since eSeaClear is new across all agencies involved in the clearance process, we felt a real, bricks-and-mortar office would help give captains a positive first impression," said Bob Potter, CEO of eSeaClear. "We are really pleased that the new office, along with strong support from Customs, Immigration and Port Authority, made eSeaClear a success to kick off the Antigua yachting season."



WWW.SYZANSHIN.COM

The Customs, Immigration and Port Authority office at Nelson's Dockyard; the new eSeaClear office is conveniently nearby

The new office is within easy walking distance for vessels arriving at English Harbour and Falmouth Harbour. "This is an ideal location for eSeaClear's office and we're very grateful to National Parks Antigua to make it happen," noted Bob Potter.

The eSeaClear office opening coincided with the annual Antigua Charter Yacht Show (see story on page 10); eSeaClear processed over 500 clearances in December, including 2,500 crew and passengers.

Currently, the eSeaClear system is only used in Antigua & Barbuda. A similar system, called SailClear, has been tested in St. Lucia and is due to be rolled out in other Eastern Caribbean countries.

Many skippers were not aware of eSeaClear prior to arriving in Antigua, but after using it they were enthusiastic about their experience. "It went flawlessly. I went through in minutes. It was awesome," commented Jim, Master of the S/Y Archangel. Staff in the office have been helping captains use eSeaClear to register and complete their declarations. They are also there to answer questions about eSeaClear and gather feedback to help improve the system.

The office is open daily from 8:00AM to 4:30PM, or 30 minutes before Customs and Immigration close for the day to allow yachts to complete their clearance.

For vessels arriving at Jolly Harbour, eSeaClear is arranging for a computer to be installed in early 2013 and a posted information sheet to clarify common questions.

Skippers bound for Antigua & Barbuda can register on eSeaClear at www.eseaclear.com, and are encouraged to provide feedback on their experience — whether at the eSeaClear office in person or via e-mail, Facebook or Twitter.

Jamaica Amends Yacht Fees

As announced on December 18th by Senator Sandrea Falconer, a single annual fee will replace Jamaica's Custom duty and user fee, environment levy and General Consumption Tax (GCT) on yachts registered in Jamaica.

Senator Falconer also said Cabinet approved the introduction of a cruising permit fee, under the Shipping Act, to be paid by visiting foreign registered yachts. Drafting instructions, she said, are to be given to the Chief Parliamentary Counsel to amend the relevant legislation to effect the recommendations.

The minister said that this decision has been made to stimulate maritime tourism and yacht registration in Jamaica, as out of the thousand yachts berthed in Jamaica only about eight percent are registered under the Jamaican flag.

Grenada's VHF Net Now on Repeater

Lynn and Ken on *Silverheels* report: The Grenada Cruisers' VHF net is held at 0730 AST from Monday through Saturday on International duplex Channel 66. (The Grenada cruisers' calling channel remains VHF 68.)

This net uses a powerful new mountaintop repeater situated 2,100 ft above sea level, which has extended the net's coverage as far as Carriacou and the Grenadines to the north, and to the Bocas southward.

Sailors in Port Louis, St. David's or those cruising north to the Grenadines might consider scanning both 66 (INT-duplex) and Channel 16 or 68. This will enable you to easily keep in touch with friends at a greater distance than the simplex calling channels 16/68 will allow. The 66 repeater's range is around 70 miles, and it has been implemented expressly for extended range for cruiser contacts, not solely for the morning VHF net.

If you wish to call into the Grenada Cruisers' Net, check that your VHF is set to INTERNATIONAL mode on Channel 66 (not 66a.) State your boat name clearly and wait to be recognized. You are also asked to wait for the courtesy tone, which is a beep heard after every transmission, before you key your own microphone and begin to speak.

—Continued on next page

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

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Blue Lagoon

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Wilsons' Cruzan Canvas
Christiansted

Trinidad & Tobago
Soca Sails, Ltd.
Chaguaramas



photo: www.yachtshotsbvi.com

Jet Stream, Leopard 45

—*Continued from previous page*

More detailed information can be found on Grenada Cruisers Facebook Group, in the document called "Cruiser VHF Operations while in Grenada".

Grenada's PCYC Christmas Beach Barbecue



STEVE BRETT

A great time was had at the Petite Calivigny Yacht Club's Christmas Beach Barbecue held at Le Phare Bleu Marina in Grenada on December 22nd, 2012. Great food, a sunny afternoon, kayak racing, Hobie cat lessons, and lots of laughs created a wonderful and relaxed holiday celebration. This was a "Members' Only" Christmas party, the first one hosted by the PCYC, and based on the success of this event, the club is sure it will become an annual affair. Don't feel left out — new members are welcome to join!

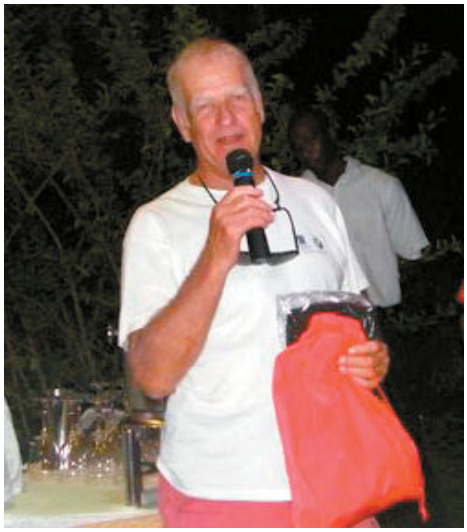
For more information visit www.pcycgrenada.com.

Cruisers' Site-ings

The letter in the December 2012 issue of *Compass* from the cruising couple whose dinghy was stolen at Esperanza, Vieques (www.caribbeancompass.com/online/december12compass_online.pdf, pages 38/39) prompted a powerful editorial entitled "No Man's Land" in the Año 2012, número 10 edition of Puerto Rico's premier boating magazine, *La Regata*: see www.laregatapr.com/links/arch.pdf/1210.pdf.

Eight Bells

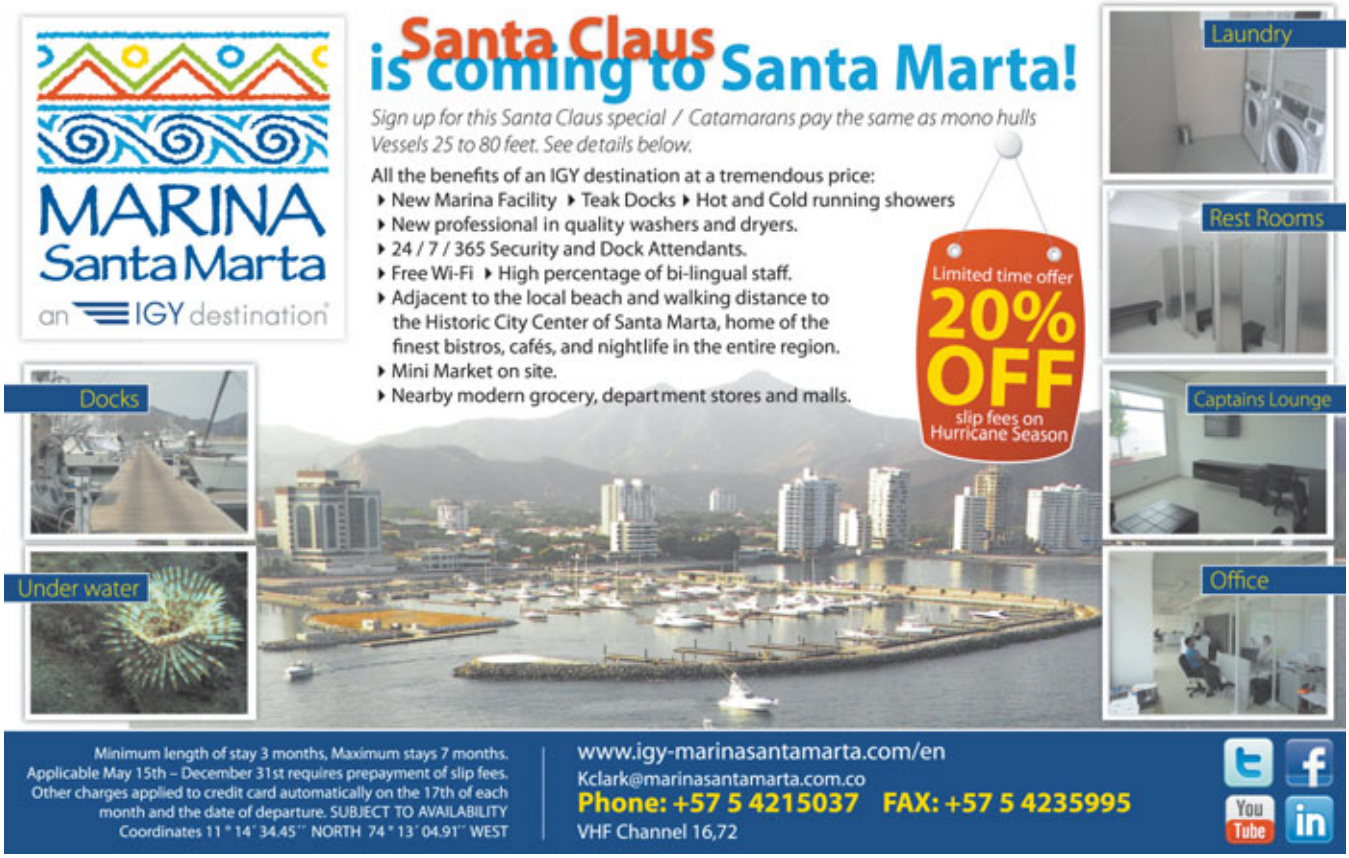
A bright star in St. Lucia's sailing firmament blinked out on January 6th, 2013. American-born Frank Capers — boatbuilder, designer, circumnavigator and racer



DANI DE ROUCK

— settled with his wife, Ginny, and daughter, Carri, in St. Lucia in 1989.

—Continued on next page



—*Continued from previous page*

Frank was born in 1938. After serving as a US Navy pilot in the Vietnam War, he sailed his wooden 26-foot Thunderbird sloop from Japan to Australia and then, with Ginny's help, used the hull to build a superior fiberglass version. They sailed to Martinique several years later, missing St. Lucia, but came back again in 1983, this time with baby daughter Carri, sailing in their 41-foot yacht, *Schedar*. Frank designed *Schedar*, and he and Ginny built it in their backyard in Connecticut in 1980. It was in *Schedar* that the family sailed around the world.

Along with Ted Bull and other fellow St. Lucia Yacht Club members, Frank was instrumental in building the island's active J/24 fleet. As well as encouraging local racing, Frank, aboard the J/24 *Loose Cannon*, brought home trophies from the Bequia Easter Regatta and other area sailing events.

His family says, "Frank was never happier than when he was spending a day on the water, beer in hand, sharing stories with those around him. He lived his life chasing simple pursuits, the sum of which amounted to an extraordinary life."

On January 13th, Frank's ashes were scattered in the Caribbean Sea and family and friends drank a Piton in his honor. He will be missed.

9th Edition of *Ti'Ponton* Now Available

The 9th edition of *Ti'Ponton*, the sailor's guide to Martinique, is now available.

Ti'Ponton is bilingual French and English and offers the most extensive directory for sailor's needs in Madinina, The Isle of Flowers: names, addresses and telephone numbers of hundreds of nautical services, suppliers, provisioning companies, doctors, local restaurants, sightseeing spots and much more. *Ti'Ponton* also provides tidal information for major coastal cities in Martinique.

Ti'Ponton is a free publication and can be picked up all around the island all year round.

For the latest Martinique marine news log on to www.tiponton.com.

Caribbean Safety & Security Net User Survey

The Caribbean Safety and Security Net (CSSN) wants to hear from you! Go to www.safetyandsecuritynet.com to complete the CSSN 2013 User Survey; the link is at the top of the page. The simple, anonymous survey takes less than five minutes to complete.

The CSSN is a voice and web resource for the marine community that was started 17 years ago and has been "staffed" by many dedicated volunteers. It is open to anyone who has HF (SSB) radio capability, or access to the internet. CSSN is a centralized data source, collecting and disseminating accurate current and historic information about safety and security issues that affect yachts, allowing everyone to make informed decisions about their cruising destinations. In addition to reporting and logging incidents, the voice net provides relays on emergency and priority messages, boat watches, warnings of navigational hazards, sources for medical services, and, as time allows, information on a variety of other topics, such as Customs and Immigration procedures and fees, other nets, sources of weather information, etcetera. The CSSN's voice net meets daily at 1215 UTC (0815 AST) on 8104.0 kHz upper sideband. Every Sunday there is a weekly recap.

The survey results will be used to increase CSSN's effectiveness and will be published on the CSSN site, www.safetyandsecuritynet.com.

Sailors' and Landlubbers' Auction in Bequia

Sunday, February 17th, 2013 — make a note of the date. The annual Sailors' and Landlubbers' Auction to benefit the Sunshine School will be held at the Gingerbread Restaurant, Bequia, at 1:00PM. If you are in the area, make an effort to attend; the organizers guarantee you'll enjoy it. It's for a good cause — the education of Bequia's Children with Special Needs — and it's one of the social events of the year!

For more information visit www.bequiasunshineschool.org.

Transatlantic Sailors Tie the Knot at PSV

After sailing across the Atlantic with the ARC 2012 aboard their 39-foot Jeanneau Sun Odyssea, *Just Nuts!,* with their two children, Louvisa (14 years old) and Axel (ten), Swedish-born Annica and Irishman Hugo were married at Petit St. Vincent Resort in the Grenadines on January 8th.

The newlywed sailors tell *Compass*, "We planned this trip in 2011. Our goal was to



sail across the Atlantic and get married in the Caribbean. The crossing took 21 days and we had varying wind speeds from nothing to 48 knots. We arrived in St. Lucia on December 19th and spent Christmas under the Pitons. After 20 years of knowing each other, we were finally married by Reverend Samuel on PSV, with the help of Suzanne Gabriel of A Caribbean Wedding and Derek Pickell Photography. Our thanks to the people of SVG for their warm and vibrant welcome and the folks on PSV for making us feel so at home and looking after us so well."

Welcome Aboard!

In this issue of *Compass* we welcome new advertisers Auberge Seraphine of St. Lucia in the Market Place section, pages 42 through 45, and the Ky-Mani Marley Concert of Carriacou on page 7. Good to have you with us!



BUSINESS BRIEFS

Grenada Invests in Yachting Sector

Grenada is investing a US$375,000 grant from CARTfund, administered by the Caribbean Development Bank, to expand and develop the country's marine and yachting sector.

"Grenada as a yachting destination is one of the best-kept secrets of the Caribbean and it is time for the secret to be revealed," explained Anita Sutton, President of Grenada's Marine and Yachting Association. "Grenada Grenadines Yachting" is the brand identity that will be used to promote the island's yachting sector.

The centerpiece of Grenada's destination marketing is a 15-minute video on the island, its people and culture, and its world-class marine and yachting attractions. The video was recently launched at a public event where Grenadians were encouraged to participate in the campaign by sharing and supporting the video on social media. It can be seen at www.youtube.com/grenadayachting.

In addition to the video, Grenada is investing in a range of other improvements to



CHRIS DOYLE

the sector. These include the training and certification of its yacht maintenance and technical staff, a security protocol to ensure that Grenada remains the Caribbean's safest yachting destination, and steps to streamline the clearance requirements for yachts travelling between Grenada and St. Vincent & the Grenadines.

Grenada Grenadines Yachting was also at the Toronto International Boat Show, one of the largest boat shows in the world, from January 12th through 22nd.

For more information see ad on page 24.

St. Lucia Raises Yachting Awareness

Christy Recaii reports: St. Lucia's yachting sector is getting another major boost; this time the boost is aimed at persons who are not part of the industry.

"When God made St. Lucia, he said let there be yachts." This is one of the inspiring, chuckle-inducing statements made in a documentary series produced by a local TV station. The six-episode series, endorsed by St. Lucia's Ministry of Tourism, is set to



Left to right: Cuthbert Didier, Director of Yachting; Jeannine Compton-Antoine of the Soufriere Marine Management Authority; Lorne Theophilus, St. Lucia's Minister of Tourism; and Donovan Williams, Permanent Secretary of the Ministry of Tourism

bring the potential of the yachting sector to national prominence in an effort to bring the value of yachting to non-yachties. Although hundreds of boats and thousands of people descend on the island every December for the Atlantic Rally for Cruisers, those who are not directly part of the yachting world may have a hard time understanding what the yachting industry has to offer the economy.

Speaking at the launch, Minister Theophilus said, "Realistically we believe (yachting) has not been able to realize yet its true and full potential. What we hope to do through the various initiatives of the Government is to expose the general public to what we perceive the yachting sector has to offer."

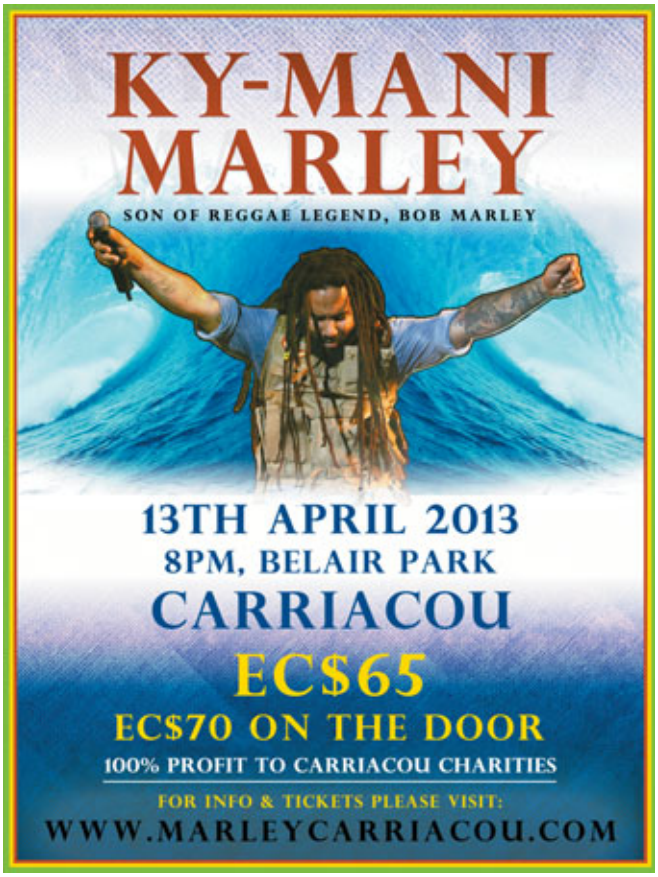
The launch of the documentary series, which took place on December 22nd, 2012 on the heels of the ARC 2012 closing ceremony, was attended by Hon. Lorne Theophilus, St. Lucia's Minister of Tourism, Jeannine Compton-Antoine of the Soufriere Marine Management Authority and Cuthbert Didier, Director of Yachting.

The television series' 20-minute segments cover topics including new developments in the industry, career opportunities, government incentives, visitor perspectives and safety issues, and features the "faces of yachting" and different yachting locations across the island.

Cuthbert Didier, a veteran in the yachting industry who has been a major advocate in promoting St. Lucia, is featured in the documentary. He said at the launch, "If the people of a country are not willing to invest in and own a product, then the chances of it developing to its full potential is very small."

By locally promoting an industry that has long been criticized for not having enough St. Lucian nationals involved, this documentary is a step in the right direction toward informing the public how the yachting industry can catapult St. Lucia into tourism prominence.

—Continued on next page







—Continued from previous page

The episodes will air on several local TV stations and be used as part of promotional material at upcoming boat shows.

Check out the promo at www.youtube.com/watch?v=DOylRz7qlAI&feature=youtu.be.

Lagoon Marina Renovates Apartments

Lagoon Marina on St. Maarten's Colebay waterfront has just renovated its apartments overlooking the marina and the Simpson Bay Lagoon. Having the facilities to accommodate your motor- or sailboat right in front of your apartment is, of course, a great convenience.

Each apartment has been renovated to a modern standard and boasts a private, shaded parking spot for a car. Also it comes with nighttime security and all-round weekend security. The marina has a self-service Laundromat as well as a drop-off laundry.

With access to the boardwalk on the waterfront, you'll find the freshly renovated Lagoonies Bar & Bistro, refrigeration experts, welders, North Sails' sailmakers, a wood workshop and marine electronics specialists at less than 70 meters distance from the apartments. The main chandleries of St. Maarten are only a stone's throw away.

For more information on Lagoon Marina see ad on page 19.

Best-Kept Secret in St. Lucia

Tucked away in a picturesque corner of Vigie Cove is the father-and-daughter managed Hotel and Restaurant Auberge Seraphine. The Auberge, as it is fondly known, opened its doors to the public in 1991 and in over two decades of business, has become the most popular business hotel in St. Lucia. Being only five minutes drive from the busy George FL Charles Airport and another five minutes to the capital, Castries, businesspersons find it convenient and efficient. It is no secret that the Auberge specifically caters for businesspersons, but it is still a well-kept secret that it is home to the loveliest lily pond on the island.



MAURICE MOFFAT

Since opening, the hotel management has maintained the natural ecology surrounding the pond, allowing the water lilies to blossom in profusion, while the waters have bred large numbers of fish that form the diet for the cattle egrets, who live there and have virtually forgotten following cattle for sustenance. The waterfowls or coots, as they are called, frolic on the floating lily leaves, finding an abundance of food in the placid waters of the pool. To crown it all, the beautiful surroundings blossom at evening time into pastel pink flowers that stay bright and large until mid-morning, then close to escape the heat of the sun. The breathtaking sight of wildlife roaming undisturbed in such peaceful surroundings makes the Auberge Seraphine grounds look like a corner of the Garden of Eden sin St. Lucia.

The open-air restaurant at Auberge Seraphine draws visitors from all over the island for lunch and dinner. Reservations are recommended.

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

Virgintino's Guides Available as E-Books

As well as in the free versions offered by www.freecruisingguide.com, Frank Virgintino's Caribbean cruising guides are also available for sale from e-book sellers such as Amazon and Barnes & Noble in a professionally published version by Lulu. The e-book versions come with high-resolution photos, professional layouts, interactive tables of contents and indexes of illustrations.

For more information on the free versions of Virgintino's guides see ad on page 35.

Sole Caribbean Distributor of Coppercoat Paint

Boat Paint & Stuff, located in St. Martin, is the sole Caribbean distributor of Coppercoat antifouling paint.

Coppercoat combines a specially developed solvent-free epoxy resin and high purity (99 percent) copper. Each liter of resin is impregnated with 4.4 pounds of ultra-fine spherical copper powder, the maximum allowed by law, making Coppercoat the strongest copper-based anti-fouling available.

Being epoxy based, Coppercoat is classified as non-eroding and causes less harm to the environment than conventional anti-foul paints. The complete treatment is US EPA approved and has been tested and approved by the Health and Safety Executive, in compliance with UK and EU law. It is fully approved for use by both professional tradesmen and the general public.

Correctly applied treatments resist barnacle growth for a decade or more. Simply wipe the hull at regular intervals to remove the buildup of slime.

Coppercoat is based upon an inherently waterproof epoxy resin. As such, the application of Coppercoat helps to protect fiberglass vessels against osmotic attack and offers extra protection against corrosion in steel vessels.

Coppercoat is increasingly used by professional racers. The hard, metallic epoxy coating can be burnished with fine wet-and-dry sandpaper to achieve an incredibly smooth and fast finish.

For more information on Boat Paint & Stuff see ad in the Market Place section, pages 42 through 45.

Beth Leonard Named BoatUS Editor



Beth Leonard, author of *The Voyager's Handbook,* has been appointed technical editor for all of BoatUS's publications. BoatUS's half million boating members in the US enjoy services ranging from fuel discounts at marinas to boat insurance, and on-the-water assistance. BoatUS also lobbies on behalf of boaters and has a Foundation that promotes boater education and clean water. Beth's new position includes total responsibility for *Seaworthy* magazine (www.boatus.com/seaworthy), an insurance publication that mines the claims files for helpful lessons to keep its readers, their families, and their boats safe on the water.

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New Transatlantic Yacht Rally

A new transatlantic yacht rally between the Canary Islands and the Caribbean has been launched by Sailing Rallies Ltd.

The Christmas Caribbean Rally is scheduled to leave Marina Rubicón in Lanzarote on December 16th. Participants will sail 2,850 miles to Jolly Harbour Marina in Antigua, spending Christmas and New Year at sea.

Open to boats between 6.4 and 23 metres (21 feet to 75 feet), the "all-inclusive" boat entrance fee includes a huge discount package (on berthing and chandlery, for example), a preparation weekend, and even an embroidered polo shirt for each crewmember.



The rally leaves the Canaries in mid-December when the tradewinds are likely to have become well established and the risk of hurricanes and tropical storms is very low. The timing also allows participants to complete the crossing over the Christmas holiday period, allowing children or working friends and family to join in. During the crossing boats will be in contact with each other via HF radio and sat phone nets and spectators will be able to follow the boats using GPS trackers linked to the new, integrated website.

There is a comprehensive social schedule in both Lanzarote and Antigua, with special emphasis placed on getting involved in local communities and events on each island. Special events for children are also included in the entrance fee. A cleverly thought through rally "membership card", which is valid until the end of May 2014, allows those cruising the Caribbean after the rally to access yard discounts in Antigua and Grenada and includes seven free nights' berthing in the beautiful Port Louis Marina in Grenada.

The comprehensive website is easy to use and bookings for 2013 are now being taken. You can also book for the rallies in 2014 and 2015.

For more information visit www.sailingrallies.com.

Global Rally to Highlight Climate Change

The Blue Planet Odyssey is a round-the-world sailing event aimed at raising awareness of the global effects of climate change by calling at some of the planet's most endangered islands, including the San Blas Islands in the Caribbean. This global sailing event will also endeavor to highlight the effects of climate change on the Great Barrier Reef and the Galapagos Islands, which lie on the Blue Planet Odyssey route, as well as the Arctic icecap during a transit of the Northwest Passage.

The Blue Planet Odyssey will have starts in every continent and at every stop at those endangered places, the sailors will take part in community projects such as building or installing wind- and solar-powered desalination plants. Participants with specialist skills will take part in local projects and carry out essential repair and maintenance work. Participants with experience in IT and communications will train or give advice to local schools, hospitals or cooperatives on start-up or ongoing projects.

The event will reach out to children worldwide by way of a comprehensive educational programme. Books and educational material will be delivered to places en route where local schools will be offered the opportunity to be twinned with schools in the country of origin of the participants.

As the route will pass through some of the least travelled parts of the oceans, arrangements are being made for oceanographic institutes and research centres to use this unique opportunity to receive environmental data gathered by participants. Throughout their voyage, the sailors will take seawater samples and make measurements to test for acidification, pollution, the depletion of the plankton population, and changes in temperature or salinity to compare to previous data.

The Blue Planet Odyssey will sail westabout around the world along the classic tradewind route via the Panama Canal and Torres Strait. For those who prefer to sail a more challenging route, there will be the option of a northern route via the Northwest Passage or a southern route via Easter Island. Participants in this global event will be able to start and finish from a port on their own continent or join the



event at any point along its route. The entry fee will depend on factors such as the route you choose and length of the boat.

European participants will start from London in July 2014. On the way to the Canary Islands they will stop at several ports before crossing the Atlantic to the Caribbean and will continue to Panama and the Pacific Ocean. The rally will arrive in the Eastern Caribbean in December 2014, planning to be in the San Blas Islands, Panama in February 2015.

The Blue Planet Odyssey is spearheaded by Jimmy Cornell, the founder of the Atlantic Rally for Cruisers (ARC). In the last 26 years Jimmy Cornell has organized 24 transatlantic and five round the world events.

For more information visit www.blueplanetodyssey.com.

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51st Antigua Charter Yacht Show Dazzles

by Lucy Tulloch

With a big low pressure system up north giving the Caribbean-bound yachts a shake-up, there were many boats storm-bound in Bermuda only a week before the boat show…

But right on cue, there, on December 3rd, 2012, gleaming and shining like new, no fewer than 97 yachts were tied up in Nelson's Dockyard, Antigua Yacht Club Marina and Falmouth Harbour Marina for the 51st Antigua Charter Yacht Show.



ALL PHOTOS: LUCY TULLOCH

And these impressive yachts were well attended during the weeklong event. Three hundred charter brokers visited, reviewed and inspected the fleet; they networked and tasted some of the finest food and wine in the world. The largest yacht this year was the 229-foot *Sherakhan* (a frequent visitor to Antigua) and there were five over 200 feet!

The weather was kind and the show transportation was better than any other boat show I've attended, with charming, young Antiguans driving the sore-footed brokers between the marinas with welcoming smiles.

There were daily breakfast talks at the "Informative Hour" at the historic Copper & Lumber Store in Nelson's Dockyard on a useful range of subjects including: Blogging, Satellite Communications, Cruising Mexico, Cruising Costa Rica, Cocos Island and the Galapagos, Destination St. Lucia, Crew Coaching, International Marine Management and eSeaClear.

The popular Andreas Liveras Best Yacht Hop awards set the boats a wonderful challenge to create the best party with great themes, costumes and atmospheres. Winners this year had *Lady Linda* throwing a fantastic Alice in Wonderland Party, *Lazy Z's* Pink Cancer Awareness Charity Party and *Harle's* Moroccan Night.

As always, there was the Chef's Competition with this year's theme of "The Healthy Dinner Challenge — A Healthy Fresh Start: eat well with great tasting local Caribbean cuisine and simplicity in preparation". For full results in the numerous categories visit www.antiguayachtshow.com/competition.php.

I am told on good authority that the Crew Party, sponsored by Zoom Yachting, was the best ever, with international DJs mixing the tunes until the early hours. And there was some stunning local talent on show with traditional Antiguan entertainment in the Dockyard.

As usual, the team behind such a show worked tirelessly leading up to the event, and intensely throughout it, too. Many congratulations to the Antigua Show Management team headed by Afsaneh Franklin and Sarah Sebastian and also to the show's board of directors, Paul Deeth, Ann Marie Martin, Janetta Miller and Festus Issac.

The 52nd Antigua Charter Yacht Show will run from December 1st through 7th, 2013. For more information visit www.antiguayachtshow.com.

For more than half a century, many of the most stunning yachts and finest charter crews in the Caribbean have gathered each December in Antigua to 'show off' for brokers from around the world. Three marinas now host the fleet and the action goes day and night





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Anchor's Aweigh for Adam Foster

by Christy Recaii

After four years as the General Manager of IGY Rodney Bay Marina in St. Lucia, Adam Foster bids farewell. The next leg of his journey takes him north to helm the Blue Haven Marina in Providenciales in the Turks & Caicos Islands. He shares some of his professional experiences during his time in St. Lucia, his vision for the Blue Haven Marina and why he is all right sharing his goofy side with just about everyone he meets.

Foster has undoubtedly "fallen in love with St. Lucia," as he puts it. Having never travelled to the Caribbean prior to the position at Rodney Bay he said, "This was a great platform given to me. When I took over I built on what was there. We have really achieved a lot over the last four years and it's been a really enjoyable experience working with people, some of whom have been with the Rodney Bay Marina for some 20 years."

As for his vision for Blue Haven Marina, Foster anticipates seeing many familiar faces that have frequented or passed through the Rodney Bay Marina under his leadership. As the Turks & Caicos are in the hurricane belt, the expectations are for a higher high season and a lower low season, which is a traditional



cruising trend in that part of the region. Also, being situated in the migratory path of boats coming from the United States to the Caribbean chain, there will be more transient cruisers.

"The key thing for me is the new challenge. It's a big challenge because it's a brand new marina that has never been opened before," Foster said in mid-December, during his final days as General Manager of IGY Rodney Bay Marina when ARC 2012 was in full swing. "It's an exciting opportunity for me to put my stamp on that particular facility."

"His stamp," as he puts it, has become synonymous with marina success. IGY looked to Foster to helm Rodney Bay and now Blue Haven because of his track record.

From Sydney, Australia, Foster grew up around marinas and has 14 years of marina management experience. He is one of 250 certified marina managers in the world, accredited by the International Marine Certification Institute. This is major! He even admits to turning up at the marina on his days off, a sign that he not only enjoys his work but also simply likes being around marinas. It is this liking for marinas that influenced the transformation of Rodney Bay Marina into a premier destination in the Eastern Caribbean. So what exactly makes for a successful marina?

"Obviously there's a dollar factor," Foster said, adding that there are many factors involved, but for him, "A successful marina is somewhere people want to be and when they come back, feel like they are home again. That's really what I've tried to foster in Rodney Bay."

Under Foster's direction the last four years at Rodney Bay saw technical upgrades, which include accommodation of boats up to 200 feet in length and 14 feet of draft, and the Rodney Bay Marina has become "the place to be". One of the significant additions that have contributed to the success of the IGY Rodney Bay Marina is the boardwalk, which includes entertainment, bars, cafés and restaurants, which yacht crews and locals alike have come to enjoy.

As far as challenges go, when it comes to providing service, being on "Caribbean time" is not something he allows. "A marina is a world-class facility. We are in the global environment and we are a global company as well. The people that come to visit us expect the service that they get in Monaco, France or the States," he explained.

For Foster however, it is certainly not all work and no play. He has gained a reputation for his goofy side as well, which matches his profession. For instance, he delighted in taking part in the IGY Crew Olympics, which is a day of fun games, and the ARC Costume Party.

"When you come to a marina, people want to see that the guy in charge is a fun guy to have around. No one wants to listen to the endless hours of financial reporting I have to do. People want to be around a place that's easy-going, relaxing and fun."

Speaking of fun, Foster also knows just how fun can impact a cause. In November 2012, Foster took part and encouraged Mo-vember, growing and maintaining (or painting on) a goofy moustache that could rival Hulk Hogan's. Over $2,000 was raised for prostate cancer and men's mental heath, which went to two local charities: the National Community Foundation and Friends of the Mentally Challenged Society.

As a husband, Foster swears by "happy wife, happy life". Alex Foster, his wife, honed her skills in publishing and photography while in St. Lucia. She will be an Events Coordinator in Turks & Caicos. "The opportunity was too great to pass on — not only an opportunity for me but also an opportunity for Alex to further develop her career. We are a family, so it has to be together," Foster said.

Foster leaves the Rodney Bay Marina in the hands of Edwin Chavez. From Honduras, Chavez has managed the IGY Boat Yard in St. Lucia alongside Foster for the past few years. "He knows the business and is not averse to having fun as well. I wish him all the best," Foster said.

Chavez went through the officer program at the US Coast Guard Academy and has worked in both naval and private shipyards, providing him with an advantage in the maritime sector.

In his four years as General Manager, Adam Foster oversaw technical upgrades and the blossoming of Rodney Bay Marina as a popular social center for visitors and St. Lucians alike. He and his wife, Alex, will now carry their love of fun events to the Turks & Caicos



"It has been four very short years. Adam's personality, experience and personal mark have made the difference from day one," Chavez said. "We will continue the focus on customer service that Adam started, building on the team which will give us the strength internally to fulfill our medium- and long-term goals of expansion."

Adam Foster is slated to commence in February 2013 as General Manager of Blue Haven Marina, which is set to open later this year. "I'm looking forward to building a successful marina with that feeling of a great place to be, a safe haven, a place to come home to and a place to have fun." We at *Caribbean Compass* wish him and his wife all the best!

Christy Recaii is a journalist based in St. Lucia who has a passion for sailing. She is a Hunter College graduate with a BA in Media Studies. You can find her either on the water or the docks seeking out the next marine scoop! She can be contacted at sailingonthebrain@gmail.com.



REGATTA NEWS

New Caribbean Regatta Sanctioning Committee

The Caribbean Sailing Association (CSA) has agreed to form a Regatta Sanctioning Committee in order to help manage the busy regional Caribbean race calendar, becoming more impacted by international events taking place in our waters. With no central authority helping to coordinate the events, the CSA has agreed to establish policy to reduce crowding and conflicts on the race calendar, as it recognizes that a coordinated schedule will allow more sailors and yachts to attend more events. This in turn will benefit individual regattas by attracting the greatest number of participants, and help the local economies on each island.

The goal of this new policy will be for each major event to "own" their place on the yearly calendar, thereby eliminating the need to coordinate on an annual basis. New events will be slotted in around the established regattas.

Although events may cater to different types of yachts, the CSA will endeavor to avoid conflicting dates as many superyachts depend on the same crew who race on the grand prix boats. International press and exposure is being sought by most events; avoiding overlaps will help ensure maximum coverage of each regatta. This will also allow charter boats and cruisers to be able to attend more events.

The Caribbean regatta schedule is set for 2013 and posted at www.caribbean-sailing.com. The regatta sanctioning policy plans to take effect from 2014. Each island, club, or organizer of a major international event in the Caribbean should contact the CSA by June 1st each year to submit their proposed regatta schedule for the following year.

For more information contact the CSA Sanctioning Committee at secretariat@caribbean-sailing.com.

USA's Barkow Wins 5th Annual Carlos Aguilar Race

The USA's Sally Barkow played the "comeback kid" by defeating the USA's Dave Perry 3-0 in the Finals at the 5th Carlos Aguilar Match Race (CAMR), presented by Ulysse Nardin/Trident Jewels & Time, December 6th through 9th, 2012, in St. Thomas, USVI. Barkow, who has raced this regatta four times, took second last year after a narrow defeat by Finland's Staphan Lindberg. The sorrow of that defeat made this year's win for Barkow and her crew — Annie Lush, Alana O'Reilly, Erik Champaign and Maggie Shea — all the sweeter.

"We worked hard as a team in these last few days and it paid off," says Barkow, who is ranked sixth in the Women's and 31st in the Open match race ranking's divisions as of the end of 2012. Barkow was awarded a distinctive Ulysse Nardin precision timepiece for her win.

This match-up of teams in the Finals was an interesting one as Perry, who is the author of *Understanding the Racing Rules of Sailing 2009-2012*, has served as Barkow's match racing coach.

Two past America's Cup skippers went head-to-head in the Petite Finals. Ultimately, the USVI's Peter Holmberg won 2-1 over the USA's Dave Dellenbaugh. Thus, Holmberg finished third and Dellenbaugh fourth in the final standings. Holmberg won this event in 2009.



Barkow (far right, on the tiller) and Perry battle it out for first in the Finals

This four-day Grade 2 match race was sailed in Inter-Club (IC)-24s. Forty-nine flights or 135 races were sailed in total. The St. Thomas Yacht Club (STYC) and the Virgin Islands Sailing Association (VISA) are organizing authorities for the CAMR, namesake of the late Carlos Aguilar, who was an avid sailor and match racer.

Supporting sponsors of the CAMR are the US Virgin Islands Department of Tourism; Heineken Beer and Captain Morgan rum, distributed in the US Virgin Islands by Bellows International Ltd.; Budget Marine; Hooters; Patron, distributed by Premier Wines & Spirits; Choice Communications; Bolongo Bay Beach Resort; Yacht Haven Grande; Gill and St. Thomas Yacht Club.

For full results visit www.carlosmatchrace.com.

White Dolphin Triumphs at Panerai Transat Classique 2012

White Dolphin has won the Panerai Transat Classique 2012, a transatlantic race for classic and vintage yachts organized by the Atlantic Yacht Club and sponsored by Officine Panerai. This race was last run in 2008.

Starting from Cascais, Portugal on December 2nd, *White Dolphin* sailed into Barbados at 1549 hours December 23rd ahead of second-place finisher *Corto, a* 13-metre 1970 Dick Carter sloop, and in third the oldest member of the fleet, *The Blue Peter*, a 19.65-metre 1930 Alfred Mylne sloop.

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White Dolphin takes home the Luminor 1950 Rattrapante 8 Days Titanio — a special edition watch created by Panerai for the event and featuring the Transat Classique logo on its case-back.

White Dolphin ran a perfect race, finishing first over the line and on corrected time.



White Dolphin *crew celebrates triumphant transatlantic arrival in Barbados*

These victories owe much to the Marconi ketch's magnificent lines — she was built in 1967 at the Beltrami shipyard and finished at the Sangermani yard, both in Italy — but also to the skill, determination and enthusiasm of her crew. Led by Pascal Stefani, the owner, and Yann Delplace, the skipper, Fred, Nicolas, Jean-Fabrice, Arnaud and Jordan demonstrated a spirit of solidarity and ingenuity as they battled with the technical problems that characterized their passage, including engine and generator problems, a torn spinnaker, and a broken boom track. What impressed Pascal the most was the difficulty of the race: "We had our racing heads on throughout the race, first to catch up and overtake *The Blue Peter* and then to hold on to our lead. We also had to ward off the attacks by *Corto* and *Persephone*, the two rivals threatening us in corrected time. Our best option was to head directly south, going east around the Canaries. There, we found some wind while our opponents were stuck in light airs. But even if it was a significant moment, we still had a lot to do to win the race."

The prizegiving ceremony in Barbados was held in the superb setting of the Beach House.

For more information visit www.transatclassique.com.

St. Lucia's Youth Sailors Sample Ocean Racers

"Awesome" is one of the most overused adjective in any teenager's vocabulary, but after sailing on the 70-metre racing yacht *True North* on January 6th, members



of the St. Lucia Yacht Club Youth Sailing Program declared it was the only word to describe the experience. Young sailors from the IGY-sponsored programme went on a two-hour sail.

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Over the course of two days, Captain Alistair Moore and crew of the Volvo Open 70, which is travelling the world as part of Dubai's promotional campaign to host World Expo 2020, treated three groups of 20 passengers to an unforgettable sail in the Martinique Channel, and the buzz around the yachting community in Rodney Bay and online was frenetic. The US$5 million dollar boat hit speeds ranging from 17 to 28 knots, and some lucky passengers even took a turn at driving in up to four-metre waves.

Before St. Lucia, *True North* visited Barbados and Bequia, where young sailors also took a spin. She departed St. Lucia bound for Antigua to continue her promotional tour of the Caribbean.

Another amazing experience for the young St. Lucian sailors came when they were invited to sail on another incredibly fast racing yacht, the Class 40 *Vaquita*, the Racing Division winner of the 2012 Atlantic Rally for Cruisers that arrived impressively far ahead of the rest of the ARC fleet (see story in last month's *Compass*).

The St. Lucia Yacht Club's junior sailors take sailing seriously. As this issue of *Compass* goes to press, 2012 St. Lucia Laser Champion Stephanie Devaux-Lovell, plans to participate in the ISAF Sailing World Cup in Miami (January 28th through February 2nd). The island's young racers will travel to the 2013 Schoelcher Regatta in Martinique from February 9th through 12th. The St. Lucia Yacht Club continues to invite all parents of children interested in sailing as a sport or career to visit the club any Saturday to meet the coaches and young sailors; sponsorship by IGY Rodney Bay Marina is available for beginner courses; criteria information can be supplied on request.

For more information visit www.stluciayachtclub.com.

Get Jolly at Antigua's Valentine Regatta

The Jolly Harbour Valentine's Regatta, held annually on the weekend nearest Valentine's Day, will take place from February 7th through 10th. Competitive keelboats race CSA classes, others can opt for pursuit races, classics have their own class, and Laser Picos will compete alongside other dinghies off Jolly Harbour's south beach.

The addition of a Rum Festival will ensure as much fun will be had off the water as on it. Three main events — 'Rum and Bites', 'Rum and Rhythms' and 'Rum on the Beach' — will give even landlubbers reason to head to Jolly Harbour.

For more information visit www.jollyharbourregatta.com.

Bumper Fleet Expected for RORC Caribbean 600

The RORC Caribbean 600 continues to defy any financial crisis with a record fleet expected to start the fifth edition on February 18th, 2013. With the northern hemisphere in the grip of winter, racing 600 miles around 11 Caribbean islands in warm tradewinds and surfing ocean swells proves to be very appealing to the 30 confirmed entries at the end of 2012, twice as many as the same time last year. Racing Manager Nick Elliott says, "It is encouraging to see that the race has captured the imagination of owners of all sizes of yachts, with many entries under 50 feet in length, as well as the larger yachts and superyachts." Antigua Yacht Club will host the event again, having made improvements to shoreside facilities for yacht crews.

For more information visit www.caribbean600.rorc.org.

Multi-Faceted South Grenada Regatta

The South Grenada Regatta 2013 will take place from February 21st through 24th, with a great blend of competitive yacht racing and all kinds of family fun ashore. Don't miss the dinghy concert, fleet racing, match racing, pirate's trail, junior sailing, and nightly parties based at the friendly Le Phare Bleu Marina.

For more information visit www.southgrenadaregatta.com.

Anguilla Regatta Dates Changed

The Anguilla Regatta 2013 dates have been changed from February 22nd through 24th to May 10th through 12th. The regatta will return to a February time slot in 2014.

For more information visit www.sailanguilla.com.

Commodores and Commodores Cup: St. Maarten Heineken Regatta

The St. Maarten Heineken Regatta, running from February 28th through March 3rd, will present a seriously fun schedule.

Pre-regatta events include the Budget Marine Match Racing Cup on February 26th.

On Wednesday, February 27th, registration begins for all racing at the Sint Maarten Yacht Club; the Welcome Back Sailors party is there, too! Registration continues on the 28th.

Thursday, February 28th sees the Commodores Cup (for Spinnaker Class only) and a press conference and Opening Party at Port de Plaisance.

The Friday, Saturday and Sunday are race days, with parties every night, including the final party and prizegiving on Kim Sha Beach on Sunday, with a performance by — perfect for the regatta — The Commodores.

For more information visit www.heinekenregatta.com.

40th International Rolex Regatta

Celebrating its 40th year, the International Rolex Regatta will be held March 22nd through 24th at St. Thomas, US Virgin Islands. There is IRC and CSA (Caribbean Sailing Association) handicap and one-design racing in a beautiful setting, with a distance race from Cowpet Bay to Charlotte Amalie Harbour and back showcasing the coastline and offering competitors a great view of St. Thomas' beautiful capital.

For more information visit www.rolexcupregatta.com/index2.php.

Hot One-Design Fleet for BVI Spring Regatta

A one-design Melges 32 class will be at the BVI Spring Regatta (March 29th through 31st), as part of the inaugural 2013 Melges 32 Virgin Islands Sailing Series. Entries in the BVI Spring Regatta's Melges class will include BVI's Mark Plaxton's team *INTAC* from the Royal BVI Yacht Club, and Jaime Torres' *Smile and Wave* from Puerto Rico.

Torres says, "The BVI Spring Regatta offers some of the most competitive, challenging and scenic racetracks of anywhere in the world, along with an awesome shoreside party scene. What could possibly make it better for the racing sailor? To do it in a high-performance one-design keelboat! That is why I upgraded from my beautiful Beneteau First 40 to the amazing Melges 32. I can't wait to sail against the world's best sailors in the world's best waters."

Other Melges 32 entries in the non-sanctioned BVI event include Roberto Tomasini Grinover's *Robertissima 1* from Lugano Yacht Club in Switzerland, which narrowly missed out on securing the Melges 32 Gold Cup 2012 in Fort Lauderdale, and Valentine Zavadnikov's entry from Moscow, *Synergy GT*. The Synergy team became the RC44 Match Racing World Champion and a debut in the dynamic Melges 32 promoted *Synergy* to the honour of the "Best Russian Sailing Team".

For more information visit www.bvispringregatta.org.

***Magnolia* Joins St. Maarten-St. Martin Classic Yacht Regatta**

The St. Maarten-St. Martin Classic Yacht Club has acquired a 1910 Cornish Crabber, *Magnolia*. She sailed the 2010 Regatta when she had turned 100 years old. Her previous owner, Allard Stamm, facilitated the club's acquisition of the boat, and the St. Maarten Windward Islands Bank, a sponsor of the yacht club and the Classic Regatta from the onset, defrayed some of the costs of getting the boat again ready for sea.



Magnolia will be able to join other vintage vessels for the sixth St. Maarten-St. Martin Classic Yacht Regatta to be held March 28th through 31st, 2013.

For more information visit: www.ClassicRegatta.com.

Maxi Changes for Les Voiles de Saint-Barth

The organizers of the fourth Les Voiles de Saint-Barth have been promoting the regatta around the world, meeting with skippers and owners to choose the dates for the 2013 event — April 8th through 13th — with a big change planned for the Maxi class. Separate rankings will be drawn up for the Maxi-Racing and Maxi-Racing/Cruising categories, approved by owners and competitors in these classes.

George David of *Rambler 90* says, "Les Voiles de Saint-Barth is a remarkable event for many reasons. Firstly, Saint-Barth is a magnificent island, with some big mountains, adding to the complexity of the racecourses. The Race Committee does an amazing job, and I'm pleased to see the event develop and grow, with the Maxi class developing well. This is a great event in a dream location for racing."

The world's finest yachts, from classic boats to Maxis, often with leading figures from the world of offshore sailing and racing at the helm, windy courses, an atmosphere back ashore dedicated to the finer things in life... Les Voiles de Saint-Barth is now indelibly inscribed on the international yachting calendar.

For more information visit www.lesvoilesdesaintbarth.com.

Oyster Regatta 2013 in Grenada

Oyster Marine is returning to Grenada in April 8th through 13th, for their second Grenada Oyster Regatta. Homebase is Camper & Nicholson's Port Louis Marina; layday is at Le Phare Bleu Marina and Resort. The regatta lasts for five days, but many boats arrive early in order to prepare, and some remain or return, happily introduced to Grenada as a great yachting destination, with safe storage for the summer season and wide ranging maintenance and technical skills.

For more information visit www.oystermarine.com.

26th Antigua Classic Yacht Regatta

The 26th Antigua Classic Yacht Regatta takes place April 17th through 23rd. Sponsorship remains strong, with Panerai signing up for another three-year term,



LUCY TULLOCH

Mount Gay Rum, S. Pellegrino, Portland Yacht Services, Ondeck, Lunenberg Shipyard Alliance, and local supporters all returning. EFG has now joined as a Gold Sponsor and Maine on the Rocks is a new group putting on an exciting event during the Regatta.

Back in the 1960s, classic yachts gathered in English Harbour, Antigua had begun chartering, and the captains and crews challenged each other to a race down to Guadeloupe and back celebrating the end of the charter season. The Regatta evolved into its present version with the help of a faithful and long-standing committee, and some friends who brought notoriety to the event.

The Antigua Classic Yacht Regatta has maintained hosting between 50 and 60 yachts every year. A wonderful variety of competitors including traditional craft from the islands, classic ketches, sloops, schooners, and yawls, together with the stunningly beautiful Spirit of Tradition yachts, J Class yachts, and Tall Ships makes a wonderful spectacle of sail, all in the ideal tradewind sailing conditions of the Caribbean.

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

Stay Tuned!

As this issue of *Caribbean Compass* goes to press, anticipation is mounting for the Round Barbados Race, January 21st (www.mountgayrumroundbarbadosrace.com); the Heineken Regatta Curaçao (January 25th through 27th (www.heinekenregatta-curacao.com); and Grenada Sailing Week (January 31st to February 5th (www.grenadasailingweek.com). We'll have reports in next month's *Compass*!

THE YOLES ARE COMING

by Jack Greer

"Yahoo — the yoles are coming!"

"The what?"

"The yoles, the yoles."

My wife, Bobbie, leans over the coaming and peers through binoculars. I follow her line of sight through the anchorage. And here they come, rounding the first mark on a windy day in the quaint harbor of Sainte-Anne, Martinique. Even from afar these low-slung boats look like they're carrying way too much sail.

Yoles fly across the water, wild sleds. A long steering oar hangs off the stern. They have no keels, no centerboards, no daggerboards, no leeboards. Yoles are all about balance. They give the term "hiking out" a whole new meaning.

We slide down the side of our 40-foot sloop, *Moonrise*, hop into our rubber dinghy, and roar off toward the yoles. We stay out of their way, but try to get close enough to take shots of men hanging over the windward rail on wooden hiking poles.

It's a muscular race. Men strain far over the side, water rushing beneath them. Others grapple with the squarish sails, drive their boat to the verge of capsizing. In the stern, a helmsman tugs at the long steering oar. The oar shifts between three chocks that hold it left, right, and center. The blade surges back and forth, a big wooden fish.



A crew of about 13 drives its yole in front of us, and we count nine of them clinging to those wooden poles. Two more hang from trapezes up near the bow, their feet on the rail, their bodies outboard. When the yoles come about, everyone scrabbles back in and heads for the high side. The two large sprit-rigged sails clap in the wind. It's the first time we've seen these wild boats with their colorful sails — bright green, yellow, red, blue. They seem a cross between the over-canvassed log canoes that race back in our home waters of the Chesapeake Bay and the racing workboats we've watched during the Bequia Regatta. Like their cousins, the colorful yoles are spirited, with gutsy crews.

This swift sailboat is a local gem. Martinique's yoles date back to the island's first fishing boats, hacked from *gommier* or gum trees, and often called gommiers. When the island's fishermen grew more numerous and gum trees became scarce, boatbuilders looked elsewhere for a new design. For a time they borrowed patterns and equipment from neighboring islands, St. Lucia and Dominica.

Then a carpenter in the town of François came up with a popular design that combined traits of the traditional gommier with those of a European boat called a gig. The yole took shape. The boatbuilder turned out frames, complete with bow and stern, to which were attached the necessary boards. These zippy boats became the preferred design for fishermen sailing to and from the island's fishing grounds.

To make sure that fish didn't spoil, the crews had to sail back fast, and as any sailor knows, when more than one boat sails for home, it's a race.

Yole races for their own sake became popular on Sundays, and then during holidays and fiestas. In 1972, Martinique sailors launched an association that celebrates two traditional sailboats, the gommier and the yole. Then in 1984, enthusiasts split the association in two, one group for each boat, and the Society of Yoles Rondes of Martinique was born. The association sets the rules and sizes for yoles. They recognize three classes, the largest of which is the great yole, at a length of 10.5 meters.

As we watch the yoles head for the finish line, a church bell tolls the hour from the center of town. Over on the north shore, a crowd gathers along the beach to watch, to cheer, to help launch and bring in the yoles.

Bobbie and I head for the dock, secure our dinghy, and hurry to the beach to join the action. It's a rip-roaring crowd. Smells of grilled fish and chicken. Shouts and laughter. Children splash in and out of the shore-break. Lost in the throng, we watch yoles fly toward the finish. We click photographs, cheer with those around us.

Bobbie, who majored in French and lived in Paris for a year, is in her element. She's in deep discussion with women next to her, asking questions.

The scene on the beach is as exciting as that on the water. Yoles take a team to sail them, a team to launch them, and a team to get them back on their trucks and trailers. One after the other, these colorful boats sail into the shallows, then round into the wind, as crew jump overboard. Sails billow, bright colors swirl down into turquoise waves. Men hurry to furl the sails, to float the heavy wooden masts toward shore, and then to lug them to the trucks and trailers. Some two dozen men grab the heavy hulls, grunt, lift, and push.

Music plays, food sizzles. People laugh and kid each other, celebrate the winners. The towns of Le Robert and François, frequent winners, take today's honors.

Bobbie approaches two men who look involved in the operation. They stand on the beach, talking intently. One of them, she discovers, is Alain Dédé, the president of the yole association. He tells her of the boat's history, describes the race schedule that moves from town to town all during the year. He's excited about the big race held each July, the Tour de la Martinique, where boats circumnavigate the entire island in village-to-village legs. The race begins in the Atlantic fishing port of Le Robert, to the east of Sainte-Anne.

We put the next round-Martinique race on our calendar for July 28th through August 4th, 2013.

For now, we thank Monsieur Dédé and his colleague and wander back along the beach toward the quaint center of town. We love Sainte-Anne. Just up the bay is Le Marin, with its large marinas, restaurants, and cruiser bars. Not to mention supermarkets, telephone offices, and all the amenities of (French) civilization. Here in Sainte-Anne, though, the pace is slower, the anchorage less crowded. A conch shell announces the arrival of fresh fish. The tidy church tolls the hours.

And today, there are yoles.



In 2013, the Martinique Yole Festival will be held at Sainte-Anne on May 11th and 12th. For more information about yoles and this year's races in Le Marin and Martinique's other harbors, visit http://yoles-rondes.net.

Jack Greer is the author of Abraham's Bay & Other Stories.



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Old Dinghies Sail On

by Jim Hutchinson

Equipment problems are kind of a theme in this version of the Carriacou junior sailing program. In May 2012, when the better half of the kids' fleet that had been based in Tyrrel Bay, Carriacou, was taken to Windward, the other end of the island, I requested that they take the best boats and equipment; I would see what I could do with what was left. They were on a regatta agenda, they wanted to race. I had higher ambitions. The motto that went with the Windward fleet is "Inspiring Children". My motto is "Opening Minds". I'm into recycle, repair, and improvise. Also, moderation, simplicity, and sustainability.

Four boats had been left, one in need of a major repair. I got three boats operational, put up a notice that there would be kids sailing on Saturdays, and wrote a "Dear Parent" note for the kids to take home. The note said what I was doing, but also that my intention was to turn the program over to the community as soon as possible since I'm aboard a yacht that must come and go. The deadline was the end of July when the rent on the current location ran out — a week before my immigration ran out.

I hadn't intended to run the kids' sailing program. My six years of working with the club during times I was anchored in the bay had been doing maintenance and showing up on sailing days, helping with rigging problems, and sailing my own dinghy with the fleet as escort. It has long been known that managing a crowd of kids who have come for the fun, sometimes sent by parents in need of a break, is not my cup of tea. I have never been a parent. But I've helped keep the club alive before and it was time to do it again.

This time I was on my own in that I was doing it entirely on my own initiative and was taking full responsibility for whatever outcome. But I had the best help that one could ask for, better than I could have dreamed. *Cassiopeia*, Mina's little sloop, aboard which she has been single-handing these islands for some years now, was in the bay, and she was sailing the dinghy, *Cocoa*, which can either be sailed by the kids or used as an escort. Mina is a Canadian grandma, two kids of her own, but raised five, and taught them and their friends about being outdoors, including canoes. And she is an experienced volunteer with the club. Most importantly, she understands how kids work. Mina was there with *Cocoa* every Saturday and saved my sanity.

From early June into July Mina and I had sailing every Saturday. We had two kids the first session, one each for the second and third sessions, and four for the fourth Saturday. We didn't exactly set the world afire. But the kids that did show up got full value for their time.

With three Saturdays left before deadline, having not found any responsible locals willing to take on the project, I was thinking that if the boats weren't going to be used at the south end of the island, they ought to join the fleet that had gone to Windward, a sailing community said to be enthusiastically supporting the program, where the fleet was reportedly being heavily used. They had five boats but said they needed more. And the purpose of the boats, it was agreed by all, was to get kids out sailing — even if only to race.

Then Valerie, whose daughter was coming to sailing, made a decisive move that set history on its proper course. Valerie and Jim would have been the logical parents to take over the club; Jim was already a frequent volunteer. But they were moving away, they'd be gone before I was. I told Valerie that I couldn't get hold of Allison, whose two sons had been in the club before but were not coming now. Valerie got out the phone book, dialed Tourism, got through to Allison, and handed me the phone.

—Continued on next page



The author demonstrates to young Carriacou sailors how to set up an Optimist dinghy. The kids are young, the dinghies are old, and the lure of sailing is timeless



—*Continued from previous page*

Allison and I immediately saw eye to eye. Keep it simple, kids out sailing, bring them back safe, start teaching them what they'll need to know about being on the waters surrounding the small island they live on, where boats are transportation, fishing, employment, recreation, and a doorway to the rest of the world. Keep it low budget, sustainable, operated within the community, not dependent on or subject to outside organizers. Grass roots. Not to exclude outside donors or volunteers, but not needing them to succeed. Once things succeed, support materializes.

Allison attended the next sailing session at which nine well-behaved kids and three extra volunteers off of yachts showed up. Mina was there with *Cocoa*, both of my sailing canoes were there, and we had three club Optis. Three of the kids (and two of the volunteers) lived aboard a Danish yacht cruising the region. Two of the kids were visitors from Trinidad who had roots here. At the end of the session I told Allison that we couldn't have put on a better show for her.



JIM HUTCHINSON

Curtis Malcolm, owner of Off The Hook sails Cocoa *toward Sandy Island, Carriacou*

But the next Saturday we did. With Allison now the general manager, me the operations manager, and Akim, a local sailor, training for my job, helped by Mina plus four yacht volunteers, we had 17 kids. It went real well. It blew me away. It blew us all away. The vice-president of the Grenada Sailing Association, who happened to see it, said, "Brilliant!"

We did one more sail before moving the club from Tyrrel Bay to its new home on L'Esterre Bay. Ellen, a long-time volunteer with the club who is a hot dinghy racer, conducted a special session for three kids who wanted to race at August Carriacou Regatta, the coming weekend.

Allison's schedule took her off island for more than a month after Regatta. I had extended with Immigration into early October — which they said was my limit — and continued to conduct Saturday sailing at L'Esterre with a lot of help from yacht volunteers. Mina (*Cassiopeia*), Jim and Ellen (*Boldly Go*), and Bob and Debbie (*Chimayo*), are all continuing supporters of kids' sailing on Carriacou. Several local sailors who volunteered drifted in and out. I reported to Allison, "This still looks like a yachtie show."

On our sixth Saturday at L'Esterre, now halfway through September, things started to fall into place. Allison was back, Akim was there, and Olando came to help. Olando is a local marine biologist with lots of experience on and in the water, but not a sailor. I gave him two intense half-day lessons during the week. *Mom*, a boat that had been on loan to the club in the past, was loaned to the club again. Akim repaired *Static of Light*, which had broken a previous structural repair. *Catfish*, the fourth boat that had been out of service all this time, was being repaired by Slow. Now we didn't have enough rigs, so In Stitches repaired some old sails that had been put aside long ago and I built a set of bamboo spars — if you need bamboo for dinghy spars while in Tyrrel Bay, ask for Slow. In Stitches has been repairing the club's sails for years. Jim of *Boldly Go* has been a mover behind the scenes. He built the box in which the fleet's rigs and equipment are stored, climbed the tree to rig lifejacket stowage, and much more.

Thus the old boats begin to sail their next new generation of kids.



ELLEN BIRRELL

The teeth of the cleats that tension the sprits had worn out over the years, so the kids learned a knot that gets around the problem. Having run out of line of the proper size for the cleats, however, it was also discovered that the next size smaller line went deeper into the cleats, where the teeth were not worn. So two solutions were found. A third solution is new cleats, which were not in stock at either of the catalog chandleries. I asked the kids, 'If this were your boat, would you pay for a new cleat or tie the knot?'



AN OFFBEAT CRUISE OF THE VIRGIN ISLANDS

by Don Street



ALL PHOTOS: RAINBOWVISIONSBVI.COM

On Beef Island, as this photo shows, the anchorage near the airstrip at Trellis Bay is usually quite well populated. Those seeking solitude can check out Bluff Bay, just overland to the south; it's one of the author's favorites

You often hear cruisers say, "It is impossible to find anchorages in the Virgin Islands that are uncrowded and not full of mooring balls." But actually there are more than a dozen unfrequented anchorages here where experienced eyeball navigators can swing on their own anchors and be completely alone or share the anchorage with only one or two other boats.

Recommended Guides and Charts

To enjoy the Spanish, US and British Virgins, purchase Simon and Nancy Scott's *Cruising Guide to the Virgin Islands*. This guide provides excellent information on bars and restaurants; Customs and Immigration; marinas; the flora, fauna and fishes of the Virgin Islands; a handy separate planning chart; and many excellent pictures (such as those kindly provided to illustrate this article) — plus excellent descriptions of the popular anchorages that you may want to avoid to have peace and quiet!

To get off the beaten track, purchase my *Street's Guide to Puerto Rico, Spanish, US and British Virgin Islands*. The page numbers given in this article refer to this book. It is the only guide that covers all three island groups in one volume and describes and gives piloting directions to ALL the anchorages in the area. This guide, originally written in 1966 under the title *Cruising Guide to the Lesser Antilles*, was regularly updated and expanded only until 2002, but rocks do not move — and if they do it is noted on the Imray-Iolaire charts. For last-minute corrections to Imray-Iolaire charts go to www.imray.com, click to Caribbean charts, and corrections.

Crosscheck the Scotts' guide against mine, circle all the anchorages I describe that are not described in theirs, and visit those anchorages for solitude. To find and enjoy these anchorages it is necessary to have on board Imray-Iolaire chart A231, A232. Chart A233 — the most popular Imray-Iolaire chart, selling more than 1,000 a year — does not cut the ice: it does not have the tidal and harbor piloting directions that are on the back of A231, A232.

An Offbeat Charter Itinerary

Before setting sail, go to my guide pages 5 through 7, read this section carefully with the chart in front of you, and look at the tidal information found on the back of all Imray-Iolaire charts. Following the sailing directions will ease the pain of beating to windward eastwards in the Virgins.

If you are chartering or have non-sailing guests aboard, you probably do not want to start off the cruise with a 38-mile offshore passage. If you are starting in Charlotte Amalie, the first day do an easy sail to Caneel Bay (page 26), and anchor off the northernmost beach, north of Durloe Point. As of March 2012 there was plenty of room and no mooring buoys in the cove. Moor on Bahamian moor, as a reversing current will probably affect you when the tide is flooding east.

On the second day, head east, possibly with a quick stop for lunch at Trunk Bay (mooring buoys, underwater trail, a beach with some of the softest sand in the entire Caribbean), then on eastwards. Do NOT sail through the narrows, but rather pass north of Thatch (page 7). Head east to Haulover Bay or New Found Bay (pages 130 and 131). In either anchorage you will be by yourself, as two boats cannot fit. They are outside of the National Park, so no buoys or fees.

You now have had your shakedown, so head for St. Croix from Norman Island passage. Money Bay on the south side of Norman Island (page 191) is an ideal departure point for the sail to St Croix. Check sketch chart 44 (page 140) for ranges/transits to avoid hitting Santa Monica Rock. Use the sailing directions found on the back of charts A23 and A234. Be sure to read sailing directions on the back of A234 before entering Christiansted Harbour. See my detailed "St. Croix, the Virgins' Forgotten Jewel" in the January 2013 *Compass*.

If you are starting your cruise from Tortola, make Bluff Bay on the south side of Beef Island (page 182) your first anchorage. This is one of my favourites. Nine feet can be carried into this anchorage. To the west of Bluff Bay there appears to be a shoal lagoon suitable for multihulls — a place to explore.

Alternately, go to South Sprat Bay at the west end of Peter Island (page 193). Check my chart (page 190) for ranges/transit to enter this narrow channel. This is an anchorage that can only be used by following the ranges/transits shown in my guide. Peter Nielson, editor of *Sail* magazine, likes this anchorage. Other skippers once saw him anchored there, but when they approached and saw the reef and its very narrow gap, they retreated, allowing Peter to enjoy his sundowner in solitude.

To really get away from all other boats, go to South Sound, Virgin Gorda, (pages 207 and 208). Head east between Fallen Jerusalem and the south end of Virgin Gorda (page 197). The Blinders are easily spotted as they always break. Once clear of the Blinders, it is a short port tack and a four-mile starboard tack to the entrance to South Sound. When heading for South Sound do not use the passage north of Round Rock (page 197).

The channel between Bitter End and Saba Rock is now buoyed. The exact depth of this channel is debatable (some sources say nine feet; others say seven) so proceed dead slow. If it is not blowing too hard there is a buoyed channel through a break in the reef forming the north side of Eustatia Sound, with reportedly seven feet. This gives an ideal jumping off point for Anegada: course 000, distance 13 miles. At the beginning of this trip, eyeball navigation is necessary to make sure you do not hit The Invisibles, which will be slightly to windward of this course. The shoals at the eastern end of Necker Island that are easily seen will be to leeward of this course; use eyeball navigation.

From South Sound to Christiansted is a longer trip (47 miles) than from the other anchorages, but the course is 216 magnetic, so it's usually broad off.

The Spanish Virgins

If you are in St. Thomas and do not want to head east to the BVI or south to St. Croix, head west to the Spanish Virgins. Time never stands still, but in the Spanish Virgins the clock is running very slowly. The Spanish Virgins are like the British Virgins were in the early '70s.

—Continued on next page

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—*Continued from previous page*

Leave Charlotte Amalie for a short easy sail to Saba Island (page 171). This is a wonderful anchorage — windswept but sheltered, empty except over weekends. From there it is a 15-mile downwind sail to the town of Dewey on Culebra, where you can enter Puerto Rican waters. Then there are a dozen uncrowded anchorages in Culebra, Culebrita and Vieques.

Ensenada Honda (pages 76 to 79) provides numerous anchorages that will satisfy all tastes, from anchoring with plenty of wind, or tucked up in the mangroves to enjoy some fishing. Bahia Almodovar (pages 81 and 82) is great during the week, but avoid from 1400 Friday to Monday morning! The Puerto Rican powerboats arrive for 24-hour-a-day music and parties! At Ensenada Dakity (page 79) you may find other boats, but they will be old-time cruisers.

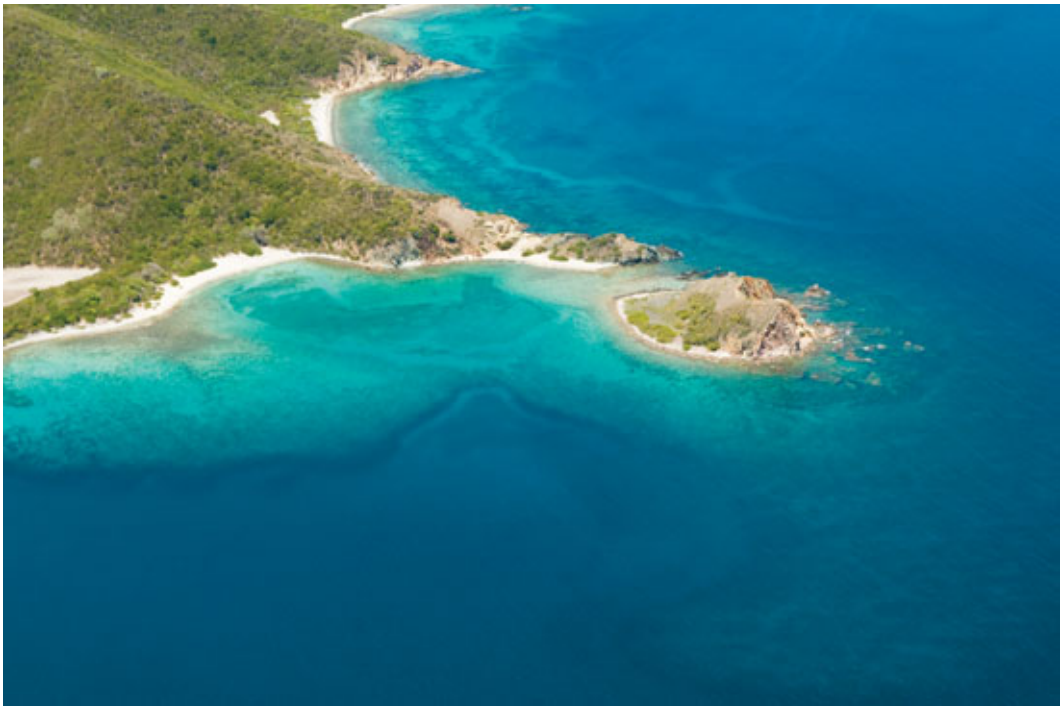
Bahia Salina del Sur and Bahia Icacos on Vieques (pages 88/90, Imray-Iolaire chart A131) are among the finest anchorages in the entire Eastern Caribbean. They were once part of a US Navy gunnery and bombing range, but the Navy turned over the land to the US Department of the Interior ten years ago. A ceremony to commemorate the end of the bombing will be held in May, 2013.

The south coast of Vieques (pages 83 through 88) has numerous anchorages with little chance of seeing other boats. Anchor outside Puerto Mosquito, but on a moonless night take the dinghy into the bay to see fantastic phosphorescence.

When the time comes to leave the Spanish Virgins and head back to St. Thomas, see guide pages 4 and 5 and the sailing directions on the back of Imray-Iolaire chart A23.

Another method of visiting the Spanish Virgins is to head to St. Croix as described above, then from St. Croix it is an easy downhill broad reach from Christiansted to the Spanish Virgins: 40 nautical miles to Vieques, 43 nautical miles to Culebra.

After enjoying the Spanish Virgins it is only a 15-mile beat back to Saba Island for a pleasant evening in an ideal anchorage, and then a morning's run to St. Thomas.



A personal paradise, perhaps? There is a one-boat anchorage behind the reef separating Key Point from Key Cay

QUIET VIRGIN ANCHORAGES

A quick listing of quiet anchorages in the US and British Virgin Islands includes Saba Island, USVI (page 117); Brewer's/Airport Bay, St. Thomas (page 108); Bare Ass Bay (shoal draft only) and Christmas Cove, Great St. James (page 118); Caneel Bay anchorage east of Durloe Point, St. John (page 126); Haulover and New Found Bays, St. John (page 130); Buck Island, Tortola (page 178); Bluff Bay, Beef Island (page 182); Brandywine Bay, Tortola (page 175); Guana Island, BVI (page 184); Money Bay, Norman Island (page 191); South Sprat Bay, Peter Island, behind the reef separating Key Point from Key Cay (page 193).

At White, Whelk and South Bays, on the south coast of Peter Island (page 193), the holding is not too good. Dive to make sure your anchor is properly set. I also recommend using two anchors.

If you are a really good eyeball navigator, your boat draws six feet or less, and you can put one crew on the lower spreaders as a lookout, you can enter The Sound on the east side of Salt Island, BVI, where you are guaranteed to be alone. This was a favorite anchorage of the late Dr. Spock.

The list continues with Green Cay east of Little Jost van Dyke (page 188); the south coast of Little Jost van Dyke (page 187); Carvel Bay, Cooper Island (page 196); South Sound, Eustatia Sound and Oil Nut Bay (pages 207 and 208), Virgin Gorda, tucked up behind any reef that forms a breakwater, anchored bow and stern; the anchorage west of Pomato Point, Anegada (page 213); and the eastern end of Teague Bay (east of the St. Croix Yacht Club anchorage), St. Croix.

Seasonal Quiet Anchorages

IMPORTANT NOTE: These anchorages should only be used May through early October when there is **no** *chance of a ground swell!*

Quiet summer anchorages on St. Thomas include Mermaid's Chair (page 110), West Cay (page 110), Sandy Bay (page 110), Botany Bay and Stumpy Bay (page 110), Santa Maria Bay (page 110), Hull Bay (page 110) and Magen's Bay (page 112).

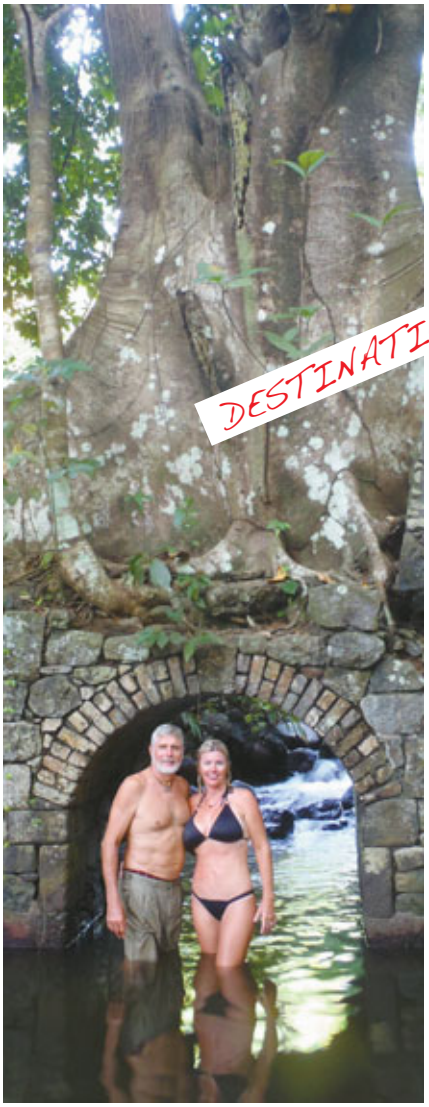
The northeastern end of Tortola has a series of bays, beautiful beaches and virtually no development (as of 2012). In summer and early autumn when the wind is south of east and there is no danger of ground swells, these bays can provide an overnight anchorage as long as you anchor on a Bahamian moor or bow and stern. Make sure both your anchors are well dug in.

Also summer and early autumn you can anchor off Raffling Point, Anegada or, using eyeball navigation (and a Bahamian or bow and stern moor), there are a number of anchorages between Raffling Point and Pomato Point (page 215).

In the Spanish Virgins, quiet summer anchorages include the cove on the northwest side of Culebrita (page 82). The bays on the north side of Culebra, Bahia Flamingo and the bay on the north side of Cayo de Luis Pena, all have beautiful white sand beaches caused by the winter northerly ground swell — great surfing in winter, offbeat anchoring in summer.

If anyone can find any anchorage in the Spanish, US or British Virgin Islands that is safe for a boat that draws seven feet or more that I have not mentioned in my guide, I will buy the drinks!

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DESTINATIONS

The Island of St. Vincent is No Longer a Mystery to Us

by JoAnne & Bill Harris

For the last couple of years, we have always sailed past the mysterious main island of St. Vincent and made the straight run from Admiralty Bay, Bequia to either Soufriere or Rodney Bay in St. Lucia. We had heard many bad stories about the leeward side of St. Vincent and have cruiser friends who have had security issues there. Recently, we decided to take a cruise through the anchorages of Blue Lagoon and Young Island. We had made up our minds: this time was different. We were going to stay in the beautiful bay of Wallilabou. This is the site where "Pirates of the Caribbean: Curse of the Black Pearl" was filmed.

While still a few miles far offshore, an open boat approached and we were politely greeted by Winston and his crewmember, Kenwin. Unfortunately, we were both ill with food poisoning that had just kicked in. Unbeknownst to Winston, Bill was in the head throwing up and JoAnne had just done so several times over the starboard rail. We were definitely in no shape to be talking. JoAnne quickly told Winston that we would think about his offer to help us get tied up when we reached the bay. After finally getting over whatever the heck had we had gotten, we made our way towards the bay. Winston and his mate were patiently waiting there for us. They welcomed us to their beautiful island of St. Vincent and said that if we would like to pick up a good mooring in their bay, they would be happy to help us.

We made our way into the bay, while being escorted by Winston's longboat. The bay is extremely deep, so you either have to anchor and tie up stern to a palm tree onshore, or you pick up a mooring ball and tie the stern to the dock. Winston helped us with a great mooring ball and was very professional. He gave us plenty of time to get our lines organized and then without a hitch, we tied our lines to the mooring and then he securely tied us to the dock and then back to the *Ultra*. Also, so you do not have to launch your dink, the boatmen can shuttle you back and forth to shore.

We were then pleasantly greeted by Kennon, (the produce guy), Sylvester (the jewelry guy) and Davis (the mooring guy). We do not normally buy souvenir items onshore or from boatmen, because of our tight budget and limited space aboard, however this time was different. We explained to them that we were not charter boaters on holiday, but full-time cruisers with no income coming in from a job.

—Continued on next page



WILFRED DEDERER

Above: Wallilabou Anchorage Resort, where the 'Pirates of the Caribbean' was filmed. A few sets and props — such as the coffins — remain
Left: 'Winston took us for a lovely hike to the Wallilabou Waterfalls and Gardens'

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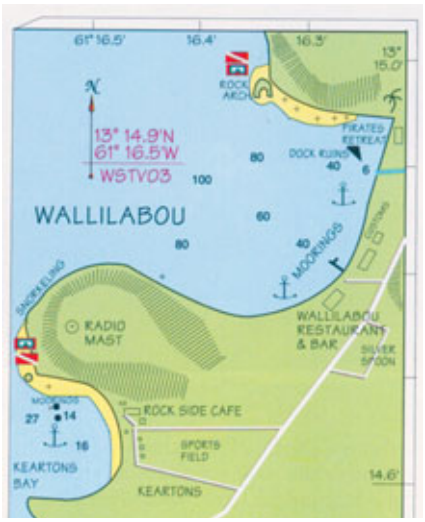


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We told them we could not spend a lot of money, and they were happy to negotiate very reasonable prices. The economy of this bay is hurting and these men want to work and to make a living for their families. They are very proud, and not beggars by any means. We are always in need of fresh produce and also purchased some beautiful and extremely well priced beaded jewelry for family gifts. We paid Davis EC$20 (about



SAILORS GUIDE TO THE WINDWARD ISLANDS

US$7.40) for the mooring ball and were told that if we had a meal at the Wallilabou Restaurant and Hotel, that our mooring fee would be free. Since 99.9 percent of the time we eat aboard, we chose to have dinner and drinks aboard with friends from the boat next to us.

We know that clothes and other items are very expensive here in St. Vincent, so we took out a giant Ziploc bag of some nice T-shirts and offered the men a T-shirt each. They were extremely appreciative and stated that they always want to have a proper appearance when greeting guests that come to their bay. We and the men each had a beer and we paid Winston and Kenwin a tip for tying us up.

The boatmen were eager to tell us to not worry about a thing: they would watch our boat to be sure it was secure. After we settled in, Winston took us for a lovely hike to the Wallilabou Waterfalls and Gardens. Yes, we definitely had to take a photo under the magnificent tree that has grown over the dam, as you can see. The waterfalls were fantastic and we quenched our thirst with an ice-cold Hairoun beer from the snack bar before heading off to hike some more. Also, while on the hike we told Winston what had happened to us with the vicious attack of a stomach bug, when we had first met him earlier offshore. He said he had wondered why we had acted so strangely. He thought maybe we were not so friendly and that we were trying to avoid him.

We apologized and told him that we were so happy to have had this wonderful opportunity to visit his beautiful island. We then were off to tour the spectacular old set of "Pirates of the Caribbean: Curse of the Black Pearl", as well as the movie artifacts that were in the Wallilabou Restaurant.

It is a shame that security issues can quickly ruin the economy of these many beautiful bays. We had a great experience here! Not to sound negative by any means, but we all know how bad news travels faster and seems to linger more than good news. So next time you hear of an incident happening in one of these beautiful islands, be sure to ask, "When did it occur?" Sometimes you will find that it happened five years ago or more. However, we all need to be diligent about our security and not to leave things out on deck and lock up all items that could be a temptation.

Oh yeah, and it must have been good luck to go to St. Vincent. In the wicked channel between St. Vincent and St. Lucia, we caught our first sailfish — it weighed at least 500 pounds! We have seen these giants in the market and they were at least that big or bigger. The line ran forever and of course all sails were up. These channels always make us feel as if we are in a washing machine! Now we had this enormous fish and we definitely did not want it. JoAnne struggled to reel it in, while Bill started the engine and put the boat in reverse. Meanwhile, this amazing fish was leaping and leaping out of the water like something out of *National Geographic*. No time to get the camera in all of this chaos. We definitely put our rod and reel to the test,



WILFRED DEDERER

'We sincerely hope that you visit beautiful Wallilabou Bay'

and thank goodness the line broke halfway to the boat. We feel terrible about the lure being still in the fish, but we were so happy that we did not have to bring that giant onboard our boat to remove it.

We sincerely hope that you visit the spectacular island of St. Vincent and definitely beautiful Wallilabou Bay — and please say "hi" to our friends there!

Captains Bill and JoAnne of S/V Ultra *are from Kemah, Texas and have been cruising for four years. They will be headed to Panama this year. Check out their blog at www.jandbyachtultraadventure.blogspot.com and sign up to follow their adventures, or look for them on Facebook.*





Cruising by Quadrants:

The Greater Antilles

by Frank Virgintino

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

The North Quadrant comprises the Greater Antilles: Cuba, The Cayman Islands, Jamaica, Hispaniola (Haiti and the Dominican Republic) and Puerto Rico.

The Greater Antilles is the greatest tourist destination in the Caribbean. The Dominican Republic has more hotel rooms than all the rooms in the balance of the Caribbean combined. Ile-à-Vache, Haiti, is a small island at the southwest corner of that country and is a "must visit." It is a safe and extraordinary stop. Cuba is one of the safest cruising locations in the Caribbean, although you will have to clear in and clear out of each port and fill out a never-ending number of forms after being visited by more governmental agencies than you can name or remember. Puerto Rico is both Latino as well as American and must be experienced to get a sense of its uniqueness. The Cayman Islands are extremely small but they have an unbeatable number of "nature lover" offerings, particularly in the Sister Islands. Jamaica is often cited by cruisers as "dangerous" yet huge cruise ships call on the north shore of Jamaica almost daily, discharging thousands of passengers. Jamaica is an outstanding island to visit.



Cultural Considerations

The majority of the Greater Antilles is Spanish speaking and as a result many North American cruising boats have avoided the area when they "head south." Many will cite corruption and the complication of language in the Greater Antilles as a reason to avoid them. Corruption can be encountered the world over and if someone asking you for a tip or a bribe is going to scare you off, then you should reconsider the entire trip. Most cases of corruption are overstated owing to the lack of understanding of a different language.

It is wonderful if you speak a little Spanish, and if you do not then this is a good opportunity to learn. You will find that your attempt to speak Spanish, coupled with a smile, courtesy and politeness, is highly valued in these cultures. Those who show up with a chip on their shoulder, criticizing the way a given country conducts its business, will not be well received. I remember one day seeing the skipper of a cruising boat yelling at a Dominican Coast Guard captain because he would not remove his boots when he went aboard. The captain was embarrassed in front of his men and the situation became tense. In the final analysis was it really going to make a great difference whether he took his boots off or not?

Cultures differ and many cruisers happily pay some US$300 to enter and transit the Bahamas. However, when someone who is earning $150 per month suggests that they would like to receive a tip, the same cruiser feels that he is being ripped off. I am not condoning anything illegal, but it must be kept in mind that different cultures operate differently. In Latino countries, the entire culture operates around tips and commissions. Anyone who refers you to a service expects to be acknowledged financially. They call it *mi propinita* or *mi chelito*.

What I suggest is that you analyze the value equation carefully and then make your decision. A good example would be that aside from the US$300 that it costs to transit the Bahamas, water costs an additional 15 cents per gallon. In the Greater Antilles, the cost of entry including "tips" is less than in the Bahamas and generally water is free. Additionally the countries of the Greater Antilles are extremely pro-tourist and I have never heard of any of the various authorities who show up in military uniform with combat boots and weapons manhanding anyone if they refuse to pay a tip (many times referred to as a bribe for those who want to be right about how corrupt the culture is).

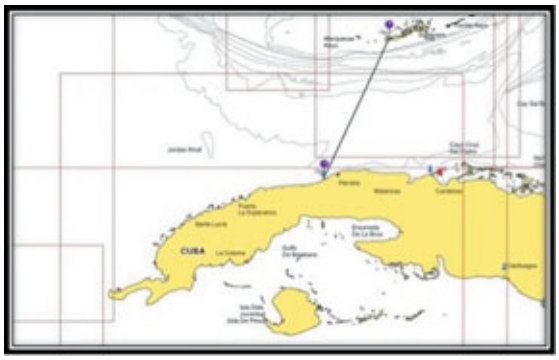
The Cayman Islands and Jamaica have a British heritage. The Cayman Islands are a British overseas territory. Don't miss "Pirate Week" and do not miss the Sister Islands. There was a time when Jamaica was called the "Jewel of the British Crown." Jamaica today may well be considered the center of African culture in the Americas. Jerk pork or jerk chicken with a cold Red Stripe beer will give you a sense of how "tasty" Jamaican culture is.

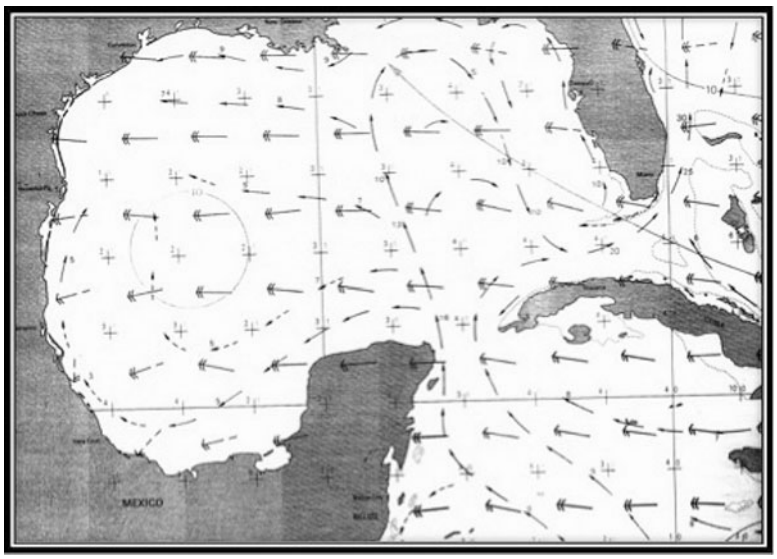
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Haiti was once owned by France. In 1804 a slave rebellion resulted in the first black country in the Americas. To achieve independence they had to defeat the armies of Napoleon, which still leaves historians mystified as to how that was possible. Many people do not realize that the official language of Haiti is Creole. French is used daily by a distinct minority. Ile-à-Vache is a small island off Haiti's southwest corner. The people there have a long history of catering to cruising boats and your visit there will be both safe as well as extraordinary. Very extraordinary!





Above: It's less than 100 miles from Key West to Cuba's best-known marina Right: Attention to prevailing currents will be rewarded

Cuba, the Dominican Republic and Puerto Rico are Latino. The official language of the three territories is Spanish. There was a time when Spain was the ruler of all three. Their culture is distinctly different from those of Jamaica, the Caymans and Haiti. The three territories have a great deal of culture in common, although politically they are different from one another.

To gain an insight as to the uniqueness of the Latino viewpoint you might be wise to read some of Jose Martí, a Cuban national who fought for Cuban independence from Spain and is considered one of the most significant Latin American writers of the 19th century. He wrote that the difference between North American culture and Latin American culture was related to our priorities: he said that North Americans value utility and that Latin Americans value feeling. When you visit these three territories you will come face to face on a daily basis with this distinction. Many visitors become frustrated because local people tend to visit and talk a great deal and many times getting things accomplished is not a simple task. North American culture puts a premium on results while Latin culture puts a premium on politeness. It is extremely rare to see anyone in Cuba, the DR or Puerto Rico get angry or be in a rush. In fact, Latinos do not like people who are too direct or push too hard for results. They consider such actions bad form.

Children and senior citizens are cherished in Latino culture — children for their vivacity and the joy they bring and seniors for their experience, for which they are accorded great respect.

Best Entrances to the Greater Antilles from North America

This quadrant is the closest to North America. It is logical that, being closest, most boats coming from North America would enter the Caribbean through this area. However, owing to a variety of factors, many cruising boats come to "The Caribbean" with entry into the Lesser Antilles. Much has been written about how to sail to the Caribbean but most of it should be re-titled "Sailing to the English-speaking Eastern Caribbean."

THE WEST END OF CUBA

The first entrance into the Caribbean in the Greater Antilles is one that is rarely used by cruising boats. It is at the west end of Cuba. To enter the Caribbean through this passage one must take into account the...

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...strong currents that can be found between Mexico and southern Florida (the Caribbean Current and Loop Current).

This entrance can easily be used by boats in the Gulf of Mexico and also those that cruise the Florida Keys.



From Key West to the southwest corner of Cuba is a distance of less than 250 nautical miles. From Key West to Marina Hemingway, just west of Havana, it is less than 100 nautical miles. The Florida Current, heading north along the coast of Florida, will be against you. However, the wind will be in your favor and if you stay close to the Cuba shore at the northwest side you will find a counter-current that heads west. Once you "turn the corner" you have the island of Isla de La Juventud about 100 nautical miles east of you. You can follow the offshore cays to the east of Juventud all the way to Cienfuegos and points west.

THE WINDWARD PASSAGE

This is one of the easiest entrances into the Caribbean from North America. It does not require a long offshore passage and it allows for the best use of the prevailing tradewinds. The passage is oriented to the southwest and northeasterly winds tend to be light to moderate for the 125-nautical-mile journey through it. Once through you can head for the coast of Cuba with the current and wind in your favor.

Alternately you can head for the northeast end of Jamaica and an easy landfall at Port Antonio, a wonderful destination. If you choose, you can go east around the west end of Haiti to make Ile-à-Vache, a distance of about 65 nautical miles. You will have the wind and current against you. However if you arrive at the "turn" east very early in the day, most often you will find the tradewinds down and be able to motor sail.

After Ile-à-Vache, the south coast of Hispaniola has an abundance of excellent harbors and anchorages that can be used to make going east a pleasure rather than a chore. Because of the high mountain range in the Dominican Republic, the highest in the Caribbean at over 10,000 feet, you will also be able to use the nighttime katabatic winds, which create a breeze off the land. Katabatic wind is made up of heavy cold air that slides down the mountain after the sun goes down. In most conditions it will stall the tradewinds and allow you to sail in light offshore wind east or west. Stay about a mile offshore to avoid hazards while still utilizing the best that this wind has to offer.

Wind and Weather

The proximity of the Greater Antilles to North America means that "northers" come down frequently during the North American winter. The northers bring cold air masses and winds with a strong northerly component. Many times the winds are fresh and can exceed 25 knots. As a result, the best time to visit the Greater Antilles is after the northers have come to an end: from March through the end of June.

Northers are dangerous when you are on the north shore of any of the islands of the Greater Antilles and care should be taken to avoid lee shores when one is forecast. One of the reasons I like to get into the Caribbean Sea as quickly as possible is to avoid being caught in a norther on a lee shore, specifically the Atlantic shores of Cuba, Hispaniola and Puerto Rico.

The north coast of Cuba in a strong norther is virtually untenable. The Dominican Republic's north shoreline offers only one safe anchorage — Luperon — from its midpoint east. Puerto Rico has only San Juan. You should avoid the north coasts of the Greater Antilles until the northers have passed. If you are on the south side of the Greater Antilles when northers come down it is a very different situation as you can use them to sail east or west. The south sides of the Greater Antilles are not lee shores and if the norther becomes too much there are many stops along the way — virtually one right after another — where you can find refuge.

The wind tends to be northeasterly except late in the tradewind season when it becomes southeasterly. When a norther comes down from North America, the wind tends to the north-northeast and can be strong at times as well as cool. The current runs east to west at about one knot but can speed up at capes and cuts between the islands.

During hurricane season, the Greater Antilles are in the direct path of storms and as a result should be avoided from late June through late October.

Jamaica, Cuba, the Dominican Republic and Puerto Rico have notable mountain ranges. The effect of these mountains is most felt after the sun sets when cold air slides down the mountains into the sea (katabatic winds). Sometimes these winds are so strong, they not only stall the tradewinds but also provide enough wind off the land to be able to sail. When heading east this is quite helpful as one can make one's easting at night by using the katabatic winds. From the midpoint of



Cuba, where the mountain ranges begin, all the way to the east end of Puerto Rico, the value of these winds cannot be overstated. I have seen cruisers go out and fight a 20-knot easterly right on the nose while averaging two to three knots, when if they had waited until the sun set, they could have sailed pleasantly at five!

The Greater Antilles are truly GREAT!

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



WELCOME...TO THE

NETWORK OF MARINE PARKS OF THE GRENADINE ISLANDS

We are pleased to share these protected areas with you. They are some of our mostmagnificent and ecologically significant marine areas: that we all love and need.

The Grenada Bank straddles the boundary between Grenada and St. Vincent and the Grenadines. It is home to some of the most extensive coral reefs in the south-eastern Caribbean, as well as to mangroves, sea grass beds, and the many marine creatures that these habitats support. The marine parks of the Grenadines help to conserve important samples of these environments, and they serve as nurseries where commercially important species of fish can breed then spread out into adjacent waters, and they are refuges where endangered species can forage, develop, spawn and nest.

As visitors, we must minimize the detrimental impacts of our activities in the marine parks. Some activities are restricted, or allowed in particular zones within the marine parks. Please obey the regulations, respect the park staff, and follow the environmentally responsible practices set out here.

ARRIVING AT A MARINE PARK

Coming into an anchorage in the marine parks, it's essential to arrive in good light. Arrive when the sun is high so that you can see the different types of sea bottom and depths. Use the entry route described in the cruising guides and charts - running aground will not only ruin your day but causes environmental damage that you can be held liable for.

In the Tobago Cays Marine Park you may anchor in sand in the main lagoon or use the park's moorings. Only anchor in bare sand – anchoring in corals, sponges, sea grass or mangroves is strictly prohibited in all the marine parks and you will be penalised by the park rangers if you do so.

If you anchor, snorkel along your anchor chain to check the path where it will swing or drag in a change of wind or current, to make sure that there are no corals that could be damaged in the chain's path. If there are, move to another spot or pick up one of the mooring balls. Use the moorings if you arrive in bad light, if the water is cloudy or if the wind prevents you from reading the bottom.

In Sandy Island/Oyster Bed Marine Protected Area, moorings are compulsory for boats up to 50 feet, while larger boats may anchor in sand adjacent to the fixed moorings. In Moliniere-Beausejour Marine Protected Area, use of moorings is compulsory. In all the marine parks, moorings have white balls with a blue stripe.

In Tobago Cays Marine Park there are also small white mooring buoys for dinghies at the main snorkel spots. There are red moorings in Sandy Island/Oyster Bed for dive boats up to 30 feet, and in Moliniere-Beausejour the red moorings are for dive boats and day-trip operators. You will also see white cylindrical marker buoys which are used to mark the boundaries of these parks.

Moorings in the marine parks of the Grenadines minimise damage to the sea bottom habitat from frequent anchoring. Moorings are advisable and convenient for those unfamiliar with anchoring in these waters, and make it easier to start enjoying your time in the marine park.

TIPS ON SNORKELING

Corals are tiny animals living together in a colony – they are not rocks or plants - they are alive, even if they may look like rock. Be sensitive when snorkeling and diving in the marine parks so that you don't have a detrimental impact on the marine environment. First, check that your snorkel equipment fits properly while you are by your boat or on the beach as it can be hard to adjust the equipment in the water. Practice snorkeling before you approach any coral reef. Select your point of entry and exit beforehand - never walk on any reef. If you're most comfortable snorkeling with a buoyancy device then use one.

Keep your body horizontal with your fins well away from the sea bottom. Don't stir up sediment or it will limit your visibility. Don't touch coral reef with your hands, body or fins – you will damage or kill it, and it might damage you too – fire coral, scorpion fish, and spiny sea urchins are among the dangers. Expect to be sharply reprimanded by knowledgeable snorkelers and staff who see you touch the reef.

Snorkel in water deep enough to keep your fins and your body well away from the coral, and where you won't touch the reef even when a wave trough passes. Never stand on corals or hold onto them, even if they look dead.
Move slowly and deliberately and always know where your fins are and how close they are to the bottom and to the coral. Relax, enjoy watching and wonder as the sea creatures go about their daily lives undisturbed.

Speak up! Make sure your snorkeling buddies know and understand these good practices. Don't hesitate to ask the rangers and wardens for information on where to snorkel and what to look out for.

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SEA TURTLE WATCHING



The Tobago Cays Marine Park is an important developmental area for young green sea turtles, and there is a sea turtle watching reserve around the beach of Baradal Cay which is marked with buoys and a line. This is a special conservation area, so go very slowly, keeping a look out for turtles and snorkelers. Go directly to the beach and pull your dinghy up onto the sand - no motoring around or anchoring is allowed in this area.

To successfully watch sea turtles, swim slowly and keep sufficient distance from the turtle so that it doesn't stop feeding and swim away. These are green sea turtles and they travel long distances to the Tobago Cays Marine Park especially to forage on its sea grasses so that they can grow. Don't disturb them!

Notice that some of the sea turtles are tagged with metal flipper tags – this is part of ongoing research in the park and by other researchers in the region. Present in the marine parks, but less often seen, is the critically endangered hawksbill turtle which eats sponges on the reef. To help protect them, never buy jewelry or products which are made from the hawksbill turtle shell. Leatherback sea turtles also come to nest on some of the ocean beaches in the Grenadines.

IS FISHING ALLOWED?



Fish, lobster, conch, turtles and all other species are fully protected in the marine parks. There is no fishing allowed by visitors in the marine parks. Spear-fishing by visitors is prohibited throughout the Grenadines. There is some traditional seine net fishing and hand line fishing allowed by locals in parts of Sandy Island/Oyster Bed and Moliniere-Beausejour.

Outside the parks, the open season for spiny lobster is from September 1 to April 30 and lobster must be longer than 9 inches. Conch must have a shell longer than 7 inches and a flared lip indicating it is an adult. Collecting of any type of coral is prohibited throughout the Grenadines, and no taking of shells from our marine parks. International conventions prohibit taking any part of an endangered species across borders, and in the Grenadines this is especially relevant to turtle shell, conch shells and coral. Apart from harming local endangered species, taking these items with you will cause you problems with Customs upon your arrival home.

DEALING WITH YOUR GARBAGE



Remember that you are in the trade winds and anything that can blow overboard will blow overboard, so keep all garbage stowed below decks. Plastic, especially plastic bags, is lethal to marine life so never let plastic garbage go overboard. If it does, immediately retrieve it, even if it's not from your boat. Put waste cooking oil in a bottle to dispose of on land – never tip it overboard.

There is no garbage collection in the marine parks so take all your garbage away with you. Garbage may be brought ashore to the garbage hut by the main jetty in Clifton on Union Island, to bins in Hillsborough and Tyrrel Bay on Carriacou, and to the marinas in Grenada. Recycling facilities are currently unavailable so when you are provisioning, buy the least packaging possible. Take home your used batteries so they can be disposed of properly.

All yachts using the marine parks must have holding tanks for their waste water. In the absence of pump-out facilities, the contents of your sewage holding tank are best emptied when you are on an offshore passage between islands and far away from marine parks, coral reefs and settlements.

DIVING



There is excellent diving in each of the marine parks, including drift drives, wreck dives and dives with sometimes strong currents. Within the marine parks it is compulsory to SCUBA dive with a local dive operator who is registered with the respective park. Have your buoyancy fine-tuned before diving at our sites and clip all of your equipment closely to your body so that nothing can drag or get caught on the reef.

WORKING TOGETHER

Environmental protection costs money for patrols, research and education. Fees are charged for access and for moorings, and are collected by official rangers and wardens wearing park uniform and in official, clearly identifiable park boats. You will always get an official receipt. These fees go towards park management and we thank you for your contribution to this important work.

The establishment of marine parks changes things for local fishers, who have to fish differently or change how they earn a living. By providing services to visitors, local communities near marine parks can earn an income in a more environmentally friendly way than from over-fishing or, in some cases, illegally fishing. Encourage local operators to deliver good quality, environmentally responsible services to you as a visitor. Enjoy going ashore to explore the interesting villages around the parks, and to buy food, drink and environmentally responsible arts and crafts.

DO THE RIGHT THING

Our marine parks are designated for their conservation value. They are places to marvel at nature and explore the wonder of sea creatures. When visiting a marine park, tread lightly and reduce the noise you make, the chemicals you use, the garbage you create. Jet skis and motorized watercraft are not permitted. For loud music and bright lights, go to where the parties are in the settlements outside the marine parks. Only use biodegradable detergents, avoid toxic chemicals on your boat, fill your outboard motor outside the park and never clean the bottom of your boat in a marine park. Protect the marine environment for future generations to know and love.

CONTACT INFO:

Tobago Cays Marine Park www.tobagocays.org / Office (784) 485-8191 / Other Hours (784) 458 8161
Grenada Marine Protected Areas www.grenadampa.org Office (473) 440 3814

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PETIT PITON

by Bryn Smith


S/Y LIBERTY

Hi, my name is Bryn Smith. I'm 13 years old and have been cruising with my family on *Cape*, our 43-foot sloop, for the past six years. We set out from the UK in 2007 and we made it to the Caribbean last year. When we were in St. Lucia we picked up one of the Soufriere Marine Management Agency (SMMA) buoys at the foot of the Petit Piton (http://www.smma.org.lc/) and climbed the Petit Piton.

The Pitons

The Pitons are two volcanic plugs. They are part of a World Heritage Site in St. Lucia. The Gros Piton is 771 metres high, and the Petit Piton is 743 metres; they are linked by the Piton Mitan ridge. The Pitons are located near the towns of Soufrière and Choiseul on the southwestern coast of the island. There are guides for both of the Pitons; the Gros Piton has steps and the guides charge US $30 a head. The Petit Piton is a climb and the guides charge EC$10 a head for upkeep of the ropes.

Heading up

At around 9:00AM on the 19th of December 2012 we (Dad, my sister Bethany and I from *S/Y Cape*; Chris, Nancy, Josh and Dave from *S/Y Liberty*; and Kyle and Jacob from *S/Y Orion*) met up with a guide who came with us for the first part and showed us the start of the path. It was a steep walk at first but it quickly became a climb.

We got to the first ropes after about 45 minutes of climbing. It was a steep section with few handholds and we found the ropes extremely useful. It was tough going with lots of steep places and ropes, so we stopped regularly for drinks. Dad's knee started to play up so he stopped and rested for a bit while the rest of us carried on. After about two hours of climbing we reached the shoulder where we paused for a rest. While we all were catching our breath and taking photos, Dad caught up with us again, so with our party up to full strength we pushed on.



Photos top to bottom: Eagle's-eye view of Soufriere Bay from the shoulder; the author at the summit; the first crack: 'we found the ropes extremely useful'

Getting to the summit

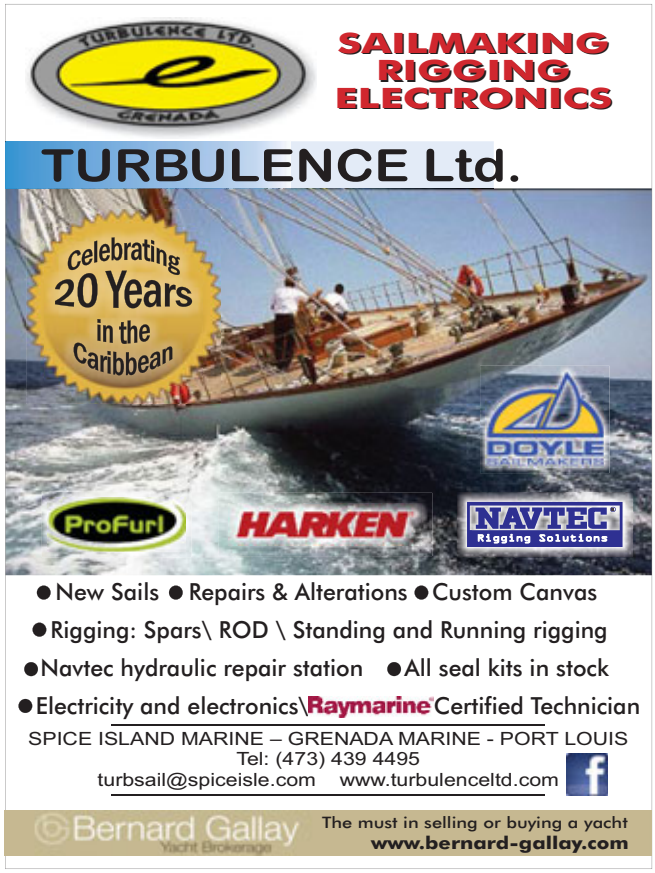
As we continued to climb up towards the top it got more and more difficult with more ropes. Soon after the shoulder we encountered the most difficult part: there was a small sheer rock face that was about four metres straight up with the sea off to one side. Luckily there were ropes to help us up. Bethany and Dad (who both don't like heights) turned back here and waited for us at the shoulder. Once past the rock face the path got extremely narrow with the Piton going up one side and nothingness on the other.

The next challenge was a crack which we had to climb through, quickly followed by another crack into which a rock had fallen creating a sort of tunnel. After the cracks the climb levelled out a bit and it was easier going. Reaching the summit felt brilliant with an all-round view of St. Lucia and the Caribbean Sea.

Heading down

After a bit of a rest and many photos we started down again, past the cracks, the narrow bit and the rock face to the shoulder, where we met up with Dad and Bethany. We had a water break before continuing. Going down was easier than going up and we made much better progress. The biggest problem we had going down was the fact that it just seemed endless; it felt like no matter how far we climbed, we never reached the bottom. Of course we did reach the bottom eventually and cooled off in the sea.







KENMORE HENVILLE

Underway again after survivin' Ivan: Te Natura *sailing towards Bequia*

HOW DO YOU RECOVER FROM A HURRICANE?

by Jim Lunn

"Hang on tight!" I shout over the roar of the storm. The inflatable dinghy suddenly drops into the trough of a wave. The engine struggles to point the bow up the face of the next wave. It can barely push forward against the hurricane. Glancing down, I see that the boat is nearly full of water....

The Story

Many of us will still recall that day in September 2004 when the eye of Hurricane Ivan passed directly over Grenada as a Category 3 hurricane. The island was devastated and most boats were damaged or destroyed. My wife, Johnnie, my son, Cory, and I rode out the hurricane on board our 43-foot cutter, Te Natura, in Saga Cove on Grenada's south coast. There was land protection on three sides along with the reefs and Calvigny Island.

We have spent many hurricane seasons in Grenada and are very familiar with the hurricane holes available, including Port Egmont where we rode out Hurricane Emily one year after Hurricane Ivan. Saga Cove is on the east side of Hog Island and offers protection from waves on three sides. It opens into Clarkes Court Bay to the east with added protection from Calvigny Island and the numerous reefs just offshore.

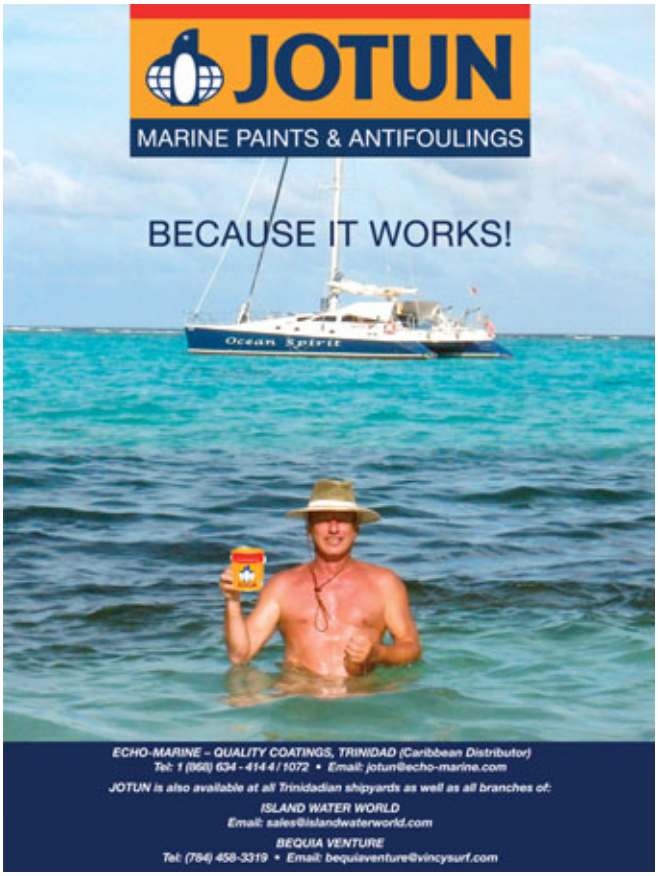
We know that in many cases, hurricane damage is due to other boats that drag anchor or break loose. We were alone in Saga Cove until another vessel dragged anchor and crashed into us during the first half of the storm.

We felt our ground tackle would be sufficient for nearly any storm, especially with the deep mud holding power in Saga Cove. This was proven to be the case since our last anchor was still holding even with the added stress of a much larger boat tangled up with us. We would not have dragged our anchors had it not been for the other boat. That holding power allowed us to slowly drag with the other boat tangled up with us towards the northern shore of the cove instead of breaking loose and crashing at full speed.

As the storm approached, the winds came from the north. The other vessel was anchored in Clarkes Court Bay between Hog Island and Clarks Court Bay Marina. The northerly winds caused him to drag south, heading out of the bay. As the eye of the storm approached, the winds clocked around to the east and this caused the dragging boat to slowly change direction and drag into Saga Cove, where he hit us and then was thrown high up on the southern shore of Saga Cove. After the eye passed, the winds continued clocking around to the south with increased strength until the other vessel was blown off the shore, into the water, and hit us again. Two of our three anchor lines were destroyed, along with our lifelines, bowsprit and forestay.

—Continued on next page





—*Continued from previous page*

Then, after the eye of the hurricane passed over us, the winds and waves came from the opposite direction and all hell broke loose. Eventually, *Te Natura* was shipwrecked on the rocky shore of Hog Island and we made the difficult and necessary decision to abandon ship in our inflatable dinghy just as darkness fell during the worst of the storm.

After abandoning ship with three of us and our two cats, the 25-horsepower Yamaha on our 12-foot Caribe dinghy pushed us out of Saga Cove and into Clarkes Court Bay, where we headed north towards the pier near Island View Restaurant. The winds were out of the south by this time and this put us downwind and surfing down immense waves. As we approached the land, it became obvious that the pier was missing and the waves would not allow a landing anywhere on that shore. Turning the dinghy around and heading into the waves was not going to work. As a last desperate act of survival, we turned west towards Clarkes Court Bay Marina, which was in chaos.

A full-speed run through the debris of the marina in the darkness miraculously brought us to a dock still attached to land and that is where people found us. Without the 25-horse motor, we would have been lost. The hero of this story is Cory, who was 25 years old at the time. He skillfully piloted us safely in the dinghy in spite of injuries.

As the storm began, we were able to film from inside the boat for a short time until it became a fight for survival. The day after the storm, we were able to document some of the extreme devastation of the island and the amazing spirit of the people.

A Category 3 hurricane has sustained winds of 111 to 129 miles per hour. Hurricane Ivan had gusts significantly higher owing to numerous tornados that spawned inside the storm. The horror of fighting for your life and the life of your family for hours in such overwhelming conditions takes both a mental and physical toll. All three of us were bruised, cut, bleeding profusely, mentally exhausted, and in shock. Post Traumatic Stress Syndrome came to mind as we tried to comprehend what had happened.

After finding shelter on the island, the first day was spent making notes and going over what had happened, along with tending to our wounds. We made two dinghy trips back to *Te Natura* to recover personal items and supplies until our gasoline ran out. And then all hell broke loose again as looters ravaged our boat, damaging, destroying or stealing nearly everything.

So, how do you come back from an experience like that?

The next few days were spent helping others, since everyone on the island had lost something. We wrote songs about the experience and continued making notes.

After three weeks, we finally recovered the boat and moved back on board a month or so after that. One year later, the boat was nearly ready to go cruising again — just in time to ride out Hurricane Emily.



Jim, Johnnie and Cory Lunn in the cabin with margarita-making supplies

Our notes eventually became a book. Others were kind enough to give us film that they had shot and we eventually edited all the footage into a movie. This was all done to facilitate our mental wellbeing. You never fully recover from something like this and it certainly changes your attitude towards life in general. We eventually showed the movie to a few cruising friends and some family members and everyone encouraged us to make the movie public. Since it was a very personal and emotional movie, we refused to allow it to be seen by anyone except a few close friends and family.

It is now eight years since the hurricane. The healing is done and life goes on. After many demands to release the movie, we have edited it down to less than ten minutes of the best footage and now offer it to anyone who wishes to see the power of the storm and the aftermath. The book *Eye of the Storm* has also been released to the public and tells the whole story from the perspective of Cory Lunn, our son, who piloted the boat through the storm. I have performed the songs we wrote during the recent Jam Sessions at Whisper Cove Marina in Grenada, but the emotions they bring make it difficult. The book, movie, and music all played an important part in our recovery and we are grateful to friends, family and the cruising community for their continued support. Please pass the movie on to anyone you wish. If, however, you want them to come sailing with you, skip the movie and go with travel brochures! The movie is real. Watch it here: coryrlunn.blogspot.com.

Jim and Johnnie Lunn have been living aboard and cruising Te Natura, *a Spindrift 43, for over 18 years. Cory and his sister Sara were 15 and 12 years old respectively in 1994 when the adventure began and were home schooled on board* Te Natura. *Cory and Sara are dirt dwellers now but try to visit whenever they can. Jim and Johnnie are still out there and can usually be found covered in varnish and engine oil. Jimmy Buffett says it best: "If a hurricane doesn't leave you dead, it will make you strong."*

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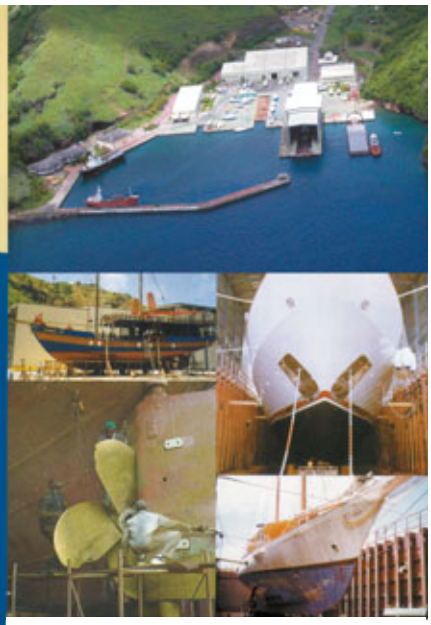
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FEBRUARY 2013

♈ **ARIES (21 Mar - 20 Apr)**
Fresh winds in your sails will inspire you to plot new courses and dream of exploring new destinations. There are no obstacles in your way, so get out the charts and set a course for adventure.

♉ **TAURUS (21 Apr - 21 May)**
Romance will experience an intense, rough and thankfully brief passage. It could interfere with creative processes, cause you to leave maintenance unfinished, and have a negative effect on boat business if you don't stay the course.

♊ **GEMINI (22 May - 21 Jun)**
Geminis love variety and there will be a lot of choices in romance during the first three weeks. Your inability to decide which port to aim for will not help the situation. All this distraction will take wind from your creative sails.

CANCER ♋ (22 Jun - 23 Jul)
You will make progress through communications after the 6th, which will create smooth seas in any inventive efforts. Make the most of these conditions while they last.

♌ **LEO (24 Jul - 23 Aug)**
Lumpy seas in your love life will take your focus off fluky winds in your business or finances. These aspects will clear up in the third week and you can get back to ideal sailing conditions.

♍ **VIRGO (24 Aug - 23 Sep)**
Indecision and a lack of wind in your sails could have a negative effect on your sense of humor and enthusiasm. Perhaps some time alone is called for, as you may feel tempted to take your frustrations out on your shipmates and that would lead to discord on board.

♎ **LIBRA (24 Sep - 23 Oct)**
Aspects look good for fun in your love life with clear skies and calm seas on your chosen course. Enjoy it.

♏ **SCORPIO (24 Oct - 22 Nov)**
Erratic winds in romance may distract you from concentrating on your business acumen. Use increased energy to help keep you on a productive course. Mars is in Pisces and you will need to engage self-discipline to remain on course, as Pisces is known for being indecisive.

♐ **SAGITTARIUS (23 Nov - 21 Dec)**
Don't let a lapse of ability to see the humorous side of things interfere with taking advantage of inspiration in the first week. Keep a firm hand on the helm and it will pay off in future landfalls.

♑ **CAPRICORN (22 Dec - 20 Jan)**
During the first week you may doubt the wisdom of the course you have set. Take a break. Get off the boat and spend some time doing entertaining things with friends to get your mind off serious matters and recharge your batteries.

♒ **AQUARIUS (21 Jan - 19 Feb)**
Lust and love will be the prevailing winds this month. Business or finance will be in the doldrums, so just take a break and enjoy the multitude of enjoyable options romance can bring. Don't over-analyze.

♓ **PISCES (20 Feb - 20 Mar)**
Keep talking. Though you may be spending a lot of time correcting your course owing to wind shifts this month, and your sense of humor seems to be lost at sea, aspects are good for success in projects that require verbal skills.

The Call of the Sea

Island Poets

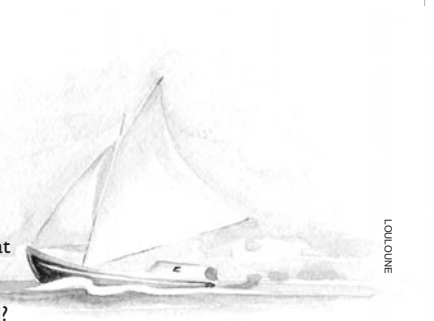
And when we finally reach the shore
And when the sails are furled
And when the boat's at rest again
And earth is part of our world;
And when the bottom's scrubbed and clean
And when the paint is new
And everything's fresh water seen
And bathed in the morning dew

Will you remember the endless swell,
The sting of the salt sea sprays?
Will you remember the singing wind
Those forever lazy days?
Will you remember the whales we saw
That filled us with awesome fear?
Will you remember the flying fish
The dolphins that leapt so near?

Will you remember the birds that flew
In that perfect summer sky?
And the little fishing boat we met
Rusty, but proud and dry?
Will you remember our brave little boat
As she drove forever west?
Will you remember the songs we sang
And all the thoughts that we expressed?

For if these visions stay in your mind
And do not fade away
The call of the sea will be in your blood
Until your dying day!

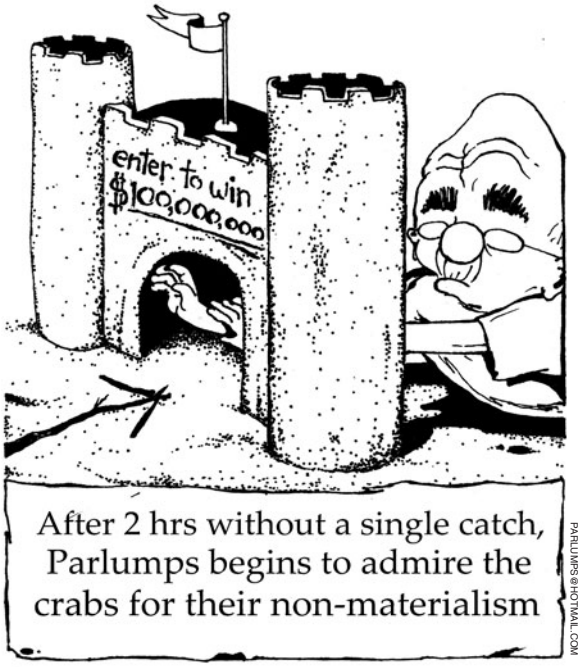
— John Aldworth



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The Sky in February 2013

by Scott Welty

The Planets in February 2013
MERCURY - An evening star all month.
VENUS, MARS - Both just east of the Sun. You may get a glance of Mars with Mercury on the 8th.
EARTH - Wishing the tides would quit slowing her down.
JUPITER - High in the sky at sunset and setting around midnight to 0100 hours all month. Riding in Taurus.
SATURN - Rising around midnight on the 1st and swinging to 2230 hours by the end of the month. Riding in Libra.

Sky Events This Month
3rd - Saturn and the Moon cruise together (Figure 1).
8th - Mercury and Mars setting together in the west.
10th - New Moon
16th - Mercury at maximum east elongation (setting the latest after the Sun at 1921 hours) (Figure 3).
18th - Moon and Jupiter (Figure 2)
25th - Full Moon

The Busy February Sky (Figure 4)
This is a fine time to orient yourself and locate a number of prominent sky objects. I offer the west-southwest sky on Feb 17th at about 2200 hours. Wow... East to west you can see Canopus, the bright star in Carina; Sirius, the brightest star in the sky; the Orion constellation, featuring the bright stars Betelgeuse and Rigel; Aldebaran, the bright star in Taurus; the moon, Jupiter, and the Pleiades! Whew. Enjoy all that and watch as the moon waxes and moves up and over it all to the east as the days wear on.

What do we Really Know about Mercury?
Every month I indicate where Mercury is in the sky if it's there at all. I wonder who's really seen Mercury and why is this even a question? Mercury is the closest planet to the Sun and the tiniest. It has the most eccentric orbit (most elliptical). The problem with viewing Mercury of course is because it IS so close to the Sun. That means that Mercury can only get to some maximum angle (called elongation) from the Sun as viewed from Earth. This presents two problems in Mercury observation. The sky is going to be fairly light when Mercury is up. The maximum elongation for Mercury is about 18 degrees. Since the sun 'moves' through our sky at about 15 degrees per hour (360 degrees/24 hours) that puts Mercury at a maximum of only a little over an hour before sunrise or after sunset. This also puts Mercury close to the horizon so to view you need a clear, low horizon (like being at sea!) and you need clear conditions where you are and way over to the east or west as well as the light has to come through a LOT of atmosphere.

There was a 40-year gap between NASA missions to Mercury. There were a couple of Mariner missions in the '70s and just this past year the Messenger Mercury orbiter. In those 40 years we've explored Mars, Jupiter and Saturn with unmanned probes, orbiters, and rovers. Why no Mercury? Because it's so stinking hot! Keeping an orbital probe intact and not succumbing to the intense heat of the Sun is a real challenge. (I know, just go at night!) The surface of Mercury itself ranges from over 500 degrees Celsius in the day to only -173 degrees at night. That hot day is going to be a long one too (about 60 Earth days) as there are only three days in every two Mercury years. Mercury's cratered surface looks a lot like the moon's, telling us that it too has no weather and has been geologically inactive for millions of years. The orbiting probe has also unlocked secrets about the interior of Mercury and detected ice trapped in polar craters.

So you have a good chance this month on or about the 16th. Go sailing and join the 'I Saw Mercury' Club!

To Contemplate While Having a Glass of Wine on Deck
We might have a comet to watch in March, so stay tuned!

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

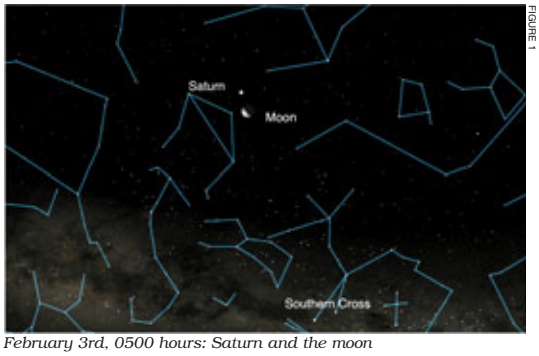


FIGURE 1
February 3rd, 0500 hours: Saturn and the moon



FIGURE 2
February 18th, 2000 hours: Moon, Jupiter, and the Pleiades



FIGURE 3
February 16th, 1830 hours: Mercury near maximum elongation with Mars. Better be out to sea

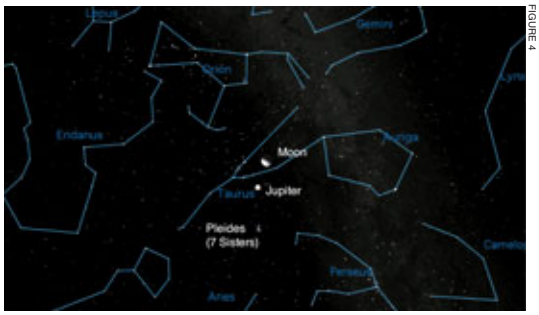


FIGURE 4
The busy February Sky



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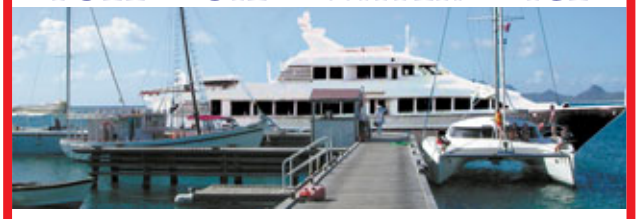
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CRUISING KIDS' CORNER

The Bird Who Didn't Know Where He Was Going

by Lee Kessell

One day I was looking out from my verandah and I noticed that all the birds I saw flying by knew exactly where they were going. Even this morning I watched a *Mal Fini*, that pretty little hawk, settle on the topmost twig of a tall tree. He chirped a call a few times and then suddenly took flight and zoomed off as if he remembered an important appointment that he must not miss.

I live in the lovely island of St. Lucia overlooking the indigo blue channel to the French island of Martinique and I see all sorts of sea and land birds, all of them knowing where they are going. Now I can begin to tell you the strange story of the bird who didn't know where he was going. Let's call him Joseph.

Joseph was one of four hatchlings that his mother had tended carefully, fed, cleaned and whispered to them all the secrets of birds and then, having done that, kissed them all goodbye and flew off knowing exactly where she was going. Joseph's nest mates sat on the edge of the nest for a little while collecting their thoughts, then they too all flew off in a very determined manner and were gone from sight. Joseph had no idea where to fly to, but he knew he had to fly somewhere, so he flew to the nearest big tree and landed on a branch. "Now what?" he thought. It wasn't long before he was hungry, so he pecked around the branch for a bit and managed to find a few tiny grubs. Now he had to find a place to sleep. "Where do birds sleep safely at night?" he asked himself. The best he could do was to snuggle down in the fork of the tree, shut his eyes and go to sleep.



The next morning Joseph flew on to another tree; this one was a *gommier* that was in bloom. Oh, not bursting out in flowers as we think of them, but at the end of the pale, leafy branches were tiny green flowers. Joseph saw how some little birds that we call bananaquits with their yellow breasts and black coats were hanging upside down to reach the lowest flowers. "What clever birds!" Joseph cried aloud. "I could never do that!" All too soon, Joseph became aware that all the birds, while feeding or drinking, constantly looked about and so he looked about too and scuttled back into safety just as an evil-looking black bird with penetrating bright eyes and a sharp beak landed close by. "That bird must be really bad!" Joseph breathed deeply. "Why, even those tremblers with the horrible hooked beaks and quivering bodies know better than to challenge him!"

Joseph spent a few days flying aimlessly about but he found that the most interesting tree was the gommier. He liked to watch the lizards crawling and jumping about on the smooth bark, particularly the pretty green lizards with their bright blue heads.

It was mating time and poor, lonely Joseph watched male birds fighting over the right to choose a female for the mother of their chicks. When that was over, the nest building began and then the eggs were laid and very quickly the parents were feeding their babies. "Who would ever choose me?" asked Joseph with a sigh. He had noticed a lovely bird of his own kind rejecting suitor after suitor and imagine his surprise when Belle, for that was her name, flew to his side and being very bold, said, "Joseph, I don't like those other birds; they are just vain and not one of them will come back next year. But I've been watching you and I'm sure you will never desert me."

Joseph agreed that he would love her forever, but being an honest fellow he told her that he never knew where he was going. Belle laughed, "I always know where I'm going and so you can just follow me." And that is how it turned out. The bird who never knew where he was going just followed his wife and was the happiest bird in the whole bird world. Joseph and Belle brought up many lovely children who all knew exactly where they were going.

THE END

Volunteering at Grenada's Mt. Airy Young Readers' Program

by Jordyn Paige

I live aboard the *S/V Fantasy*. For almost two years I have been going to the Mt. Airy Young Readers' Program on Saturday mornings. It is organized and run by a local resident, Mrs. Jeanne Pascal. She started the program over six years ago with just one child. Now, it has become a gathering of about 30 local kids, from age five to 17.

Adults from the cruising community and local adults volunteer their time on a Saturday morning to help with the education of the children of Mt Airy. The volunteers help the kids with their reading, writing and arithmetic.



Above: Young readers and volunteers at Mt. Airy

Below: The author (at left) enjoys hanging out and reading with her Grenadian friends on Saturday mornings



Mt Airy is located in St. Paul's. This is about a 25-minute drive from St George's up into the mountains.

Thanks to another Mt. Airy resident, Keith of K&J Taxis and Tours, a taxi comes to pick up the cruising volunteers from Port Louis, Prickly Bay, Secret Harbour and Clarkes Court Bay marinas every Saturday. The pick-ups start from Port Louis at 9:00AM, then the Tiki Bar (Prickly Bay) at 9:15AM, and then on to Secret Harbour and Clarkes Court Bay.

The ride to Mt. Airy takes about half an hour. It is a beautiful, scenic route through the jungle and mountains of Grenada. I guess you can say you get an island tour in the process.

The building that is used for the program is the Mt. Airy Community Center, which is also the local hurricane shelter, the sports club and rum shop on Friday evenings.

When you step out of the bus into the fresh mountain air, excited kids surround you. Being a teenager myself, I enjoy hanging out with the local kids and the friends that I have made there.

The first thing we do after greeting each other is go into the brick building and sweep the floors, set up the tables and pull out the chairs. During this brief time the younger kids are running all over the place, trying to help.

Once the slight chaos dies down, we form a circle, holding hands, and sing a few songs, say a couple of prayers and introduce ourselves.

After that we split into groups, one adult per two or three kids, depending on numbers. The kids go to the book cupboard and agree on a book that the whole group will enjoy. Some groups sit outside in the shade of the massive mango tree, others stay in the building, but all learn.

Naturally, being kids, they get tired of reading after a while and start getting restless. So this is the time to go back to the book cupboard and pick out a fun, yet educational game. Mrs. Pascal has provided several different games including Scrabble, bingo, dominos, hangman and other word and puzzle games. At about 12 o'clock, the games are tidied away, the tables pushed back and the chairs arranged in a large circle. At this time we all practise our times tables, our spelling and our reading out loud. Sometimes the older kids read a story to the younger kids and adults, sometimes the younger kids read to the circle and sometimes there's time for both.

After the final prayer it is time to pack up. Everyone makes sure the books and games are put away, along with the chairs; the kids are asked to wash their hands and it's time for a drink and a snack.

Jeanne provides cakes and some delicious homemade juice from the fruit in her garden. The kids line up, eager for their weekly treats.

While waiting for the bus to pick up the cruisers we give the floor a final sweep and wait outside under the large, beautiful tree, which is right by the building.

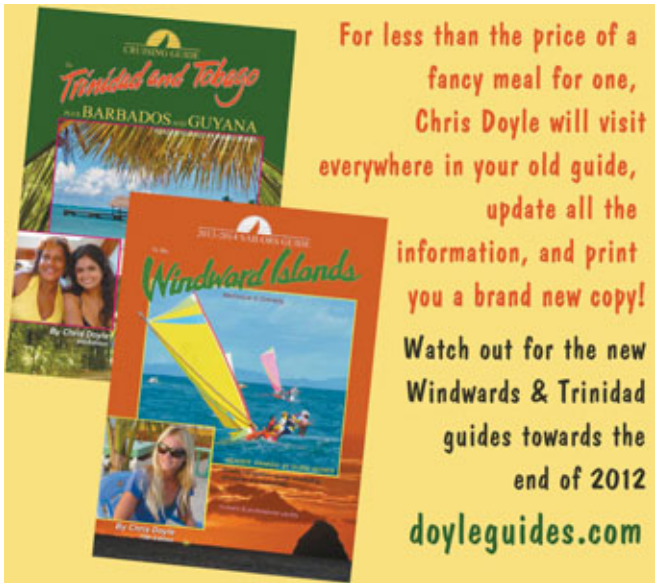
When the bus returns, we start the drive back to the bays that we came from.

If you would like to volunteer a few hours of your Saturday morning during termtime, call out on VHF Channel 68 (or Channel 66 during the daily net) and someone will help you.



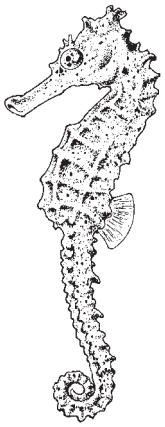






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BOOK REVIEW BY J. WYNNER

Guyanese Author Tells Unique Tales

Song of the Boatwoman *by Meiling Jin. First Edition © 1996. Peepal Tree Press Ltd., 140 pages. ISBN 0 948833 86 6*

Guyanese born author Meiling Jin's anthology *Song of the Boatwoman* is a book of 12 women's narratives. It is a slim book, only 140 pages, with unusual stories that grab the reader's attention. The tales, written from a female perspective, deal with issues such as loneliness, fear, abortion, relationships, prejudice, exile, and lesbianism. And, as is one of the characteristics of Guyanese writing, the title story, 'Song of the Boatwoman', delves into the world of the paranormal.

Meiling Jin was born in Guyana in 1956. Her parents left there at the height of the racial conflicts of 1964 and went to London. Jin's first publication was *Gifts from My Grandmother*, a collection of poetry that explores her Guyanese-Chinese roots, published by Sheba in 1986. Jin's writing is precise and to the point. The various experiences of the all-female, ethnic Chinese cast of *Song of the Boatwoman* are articulated with clarity and — as in the telling of 'Perfect Secretarial College' — agonizing realism. Her characters do not only inhabit the Caribbean; Jin spreads them far and wide — California, China, London, Malaysia, and the Steppes.



This is no digital-age compilation. The story 'Victoria' starts the pages turning with her birth in 1909, when Guyana was still referred to by its colonial name of Demerara. "What was a nice Chiney girl doing with a name like Victoria? It was still the days of the Empire, that is why. They call she Victoria, in honour of that fat English Queen that once ruled the waves." The tale recounts Victoria's family life and her friendship with her neighbour, Nettie, whom Vic is trying to inveigle to go to Trinidad with her.

Another out-of-the-ordinary tale, one in which justice is dispensed, is told in 'The Three-Breasted Woman'. The story concerns a pair of female lovers, Morning and Blue Orchid. It is told in two parts, the first by Morning and the second by Blue Orchid, the three-breasted woman with strange powers who comes from a line of female sages and is 135 years old but looks like 25.

Jin captures the grim reality of abortion in 'Perfect Secretarial College'. Li li, a Taiwanese student "at the School for Perfect Secretaries", ponders, "How could she go home a perfect secretary — with a big belly?.... if she had blue eyes and blond hair or even green eyes and brown hair, the Blond Giant would marry her and take her to Rio. She would make a good doctor's wife. She would have the baby... the baby, a son perhaps, and maybe she would visit home now and again." But the Blond Giant had disappeared.

A more apt title for the story 'Short Fuse' would be Long Fuse, to which the narrator alluded when Mr. Phillips' dog attacked long-suffering Gladys. "From that day on, a kind of craziness entered Gladys, a slow rage burned on a long fuse to the dynamite... From the first week in Inverness Terrace, when the landlady lifted the lids of her cooking pot to peer inside, Gladys was aware of hostility. She knew the look that said: no coloureds, no children, no animals, and bore each insult, each act of hostility, as a mark of her exile. Until the dog. The dog lit the fuse to her rage."

In 'Homecoming' Margaret returns home on holiday with her partner, Jack. Margaret wants to talk to her mother to tell her about her life and about her relationship with Jack, but fear continually gets in Margaret's way and she and her mother always end up talking about safe subjects. Jack tries to convince Margaret that her mother is more understanding than she thinks. "'I think you should tell her,' said Jack. 'You can talk,' said Margaret, angrily. 'There's a Lesbian Line, and Gay Liberation back there in England. Here it's different. You go to school and then to work, if you can find any, and then you get married and that's it. And if you're a lesbian, tough. Keep it to yourself, or throw yourself in the well. There's no such thing. There isn't even a word for it!'"

But there is a word for Jin's collection of short fiction in *Song of the Boatwoman*: different!

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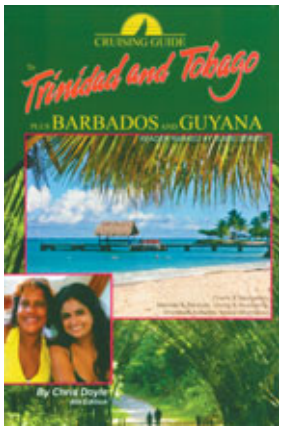
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***Cruising Guide to Trinidad and Tobago 2013, plus Barbados and Guyana**, by Chris Doyle, fourth edition. Spiral bound, 256 pages, full color. ISBN 978-0-944428-96-2, US$27.95*



If any proof is needed that every Caribbean cruising destination is different from its neighbors, this guide provides it — in spades. Trinidad, Tobago, Barbados and Guyana are all located in the far southeastern part of the Caribbean, but that's where the similarities end. Trinidad is renowned for its modern yacht-repair facilities and a vibrant multi-ethnic culture; Tobago boasts unfrequented anchorages and the laid-back flavor of the "old-time Caribbean"; Barbados is known as "Little England" and occupies a unique place in Caribbean history as well as being outside the well-trodden island chain; and in Guyana, the only English-speaking country in South America, you can move from the Caribbean atmosphere of bustling Georgetown to a rainforest Amerindian village by navigating up the Essequibo River.

Chris Doyle and his collaborators, Charlene DeFreitas, Cathy Whitby, Jeff Fisher and Peter Hoad, have explored these destinations extensively, offering comprehensive information on a wide variety of facilities ranging from marinas to haulout yards and marine repair services. They also provide information about shoreside activities including dining, resorts, birdwatching and shopping. Other features include sections on planning the cruise, weather, star charts, scuba diving and snorkeling, Customs and Immigration, communications, sightseeing and a directory of services including e-mail and website addresses.

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MERIDIAN PASSAGE OF THE MOON

FEBRUARY - MARCH 2013

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

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

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

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

DATE	TIME				
1	0352	21	2104	13	1323
2	0442	22	2152	14	1410
3	0535	23	2239	15	1457
4	0633	24	2326	16	1544
5	0729	25	0000 (full moon)	17	1632
6	0829	26	0013	18	1721
7	0929	27	0100	19	1809
8	1029	28	0149	20	1856
9	1125	**March 2013**		21	1944
10	1218 (new moon)	1	0239	22	2030
11	1309	2	0332	23	2117
12	1358	3	0427	24	2204
13	1445	4	0524	25	2251
14	1532	5	0622	26	2340
15	1618	6	0721	27	0000 (full moon)
16	1705	7	0819	28	0013
17	1752	8	0914	29	0124
18	1840	9	1007	30	0220
19	1928	10	1058	31	0318
20	2016	11	1147 (new moon)		
		12	1235		



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THE SPICE LOCKER BY SHIRLEY HALL

YOUR OWN GALLEY GARDEN

My mantra is "everyone should grow something". No matter how cantankerous the captain, every boat needs a bit of green, even though space is always at a premium. The easiest way to have a mini-garden aboard is to get some unbreakable plastic pots and plant a few seasoning herbs and seasonings. While underway, use bungee cords to lock the pots in a secure location where they won't get splashed with salt water. Let them spruce up the cockpit or cabin top at anchor, but keep them braced so they don't dump in an unexpected wake or wave.



Regarding pots

Regarding pots, you only need to spend money for appearance's sake because plastic paint pails will work very well. I search the discount stores here in Trinidad for nice planters. Some seedling sources sell plants in suitable pots very reasonably. I bought my two pepper plants in pots for five dollars. That may seem more expensive than buying a few seasoning or bell peppers at a time, but fresh spices and peppers will enliven and enrich any meal. Remember, you are growing your own!

For those promising gourmet chefs with great aspirations and enough space, I recommend my biggest planter, four feet long, and a foot wide and high. It's built with a compartment to hold water, so you don't have to water it every day. Perforations in the floor of the planter permit moisture to seep to the roots. (Perhaps you can discover a means of gimbaling it.) For the Caribbean dirt-dweller, this is the easiest way to combat severe sun and weak soil.

A planter needs a growing medium or dirt. Potting soil is available in many hardware and agricultural shops for small money. If you want to, just dig some good soil. I recommend you sanitize it by dumping it in an old foil baking dish and putting it into a 350°F oven for half an hour. Baking soil?!? It kills all the bacteria, insects, and fungus so you begin with zero pests or problems. No oven aboard? Heat it in a frying pan. You will need some fertilizer, not much. Use a water-soluble one such as Nutrex or Miracle Grow 20-20-20.

What do you want to grow?

For small containers, herbs are good because just a little — a leaf or two — will enrich the flavor of a common dish. A bit of herbs can also be used for a refreshing and healthy tea. Peppers and chives grow well in small pots and again only a bit will brighten any dish. Carefully snip off the pepper from the bush and the plant should continue to bear for months with just minimal care. Bright-colored hot or seasoning peppers are attractive décor. If you carefully snip off one of the green straws from a chive it will regenerate. Remember, you only need to add a little to accent dishes.

One tomato plant in a small pot should bear well for a few months. Be sure to stake and tie it to save the fruit from bruising. Cherry tomatoes tend to be prolific. A small rectangular box can generate several heads of leaf lettuce. Again, snip individual lettuce leaves and the plant will keep growing. It is the same with *chadon bene* — a great Caribbean herb that tastes similar to cilantro. Find some in a market, snip off the leaves to use, and plant the roots.

Sage, oregano, thyme, rosemary, celery, parsley, basil, purple and green fennel, dill and *chadon bene* can all be found in my big planter. A stalk of celery and a few sprigs of parsley will create flavorful rice. A chopped chive with a piece of pepper or pimento will make an omelet shout. Once you have oregano and basil, you are at least partially an Italian chef.

Fresh herbs such as mint or thyme will freshen your living space with a delightful, organic aroma, and even improve your mood. Almost every herb was first recognized for its medicinal purposes. A pot of fresh herbs can soothe more than a few illnesses. Always consult with a physician before using herbal concoctions, especially if you are already using medication.

The following recipes are as simple as growing the ingredients, usually needing only one pot. Dried herbs can be used if you simply haven't got a green thumb.

Choose your herbs

Thyme is the magic ingredient in the first recipe. There are about 350 species of thyme. Usually needed for cooking are the common thyme (*Thymus vulgaris*) and lemon thyme. The most commonly used medicinal thyme is Spanish thyme (*T. zygis*). A tea can be made by adding one teaspoon of crushed thyme leaf in half a cup of boiling water. Let it steep for ten minutes before straining. Drink every four hours to treat a cough. If the tea is sweetened with honey it increases the effectiveness.

Oregano and basil say "Italian food!" Oregano (*origanum vulgare*) is a perennial herb that contains thymol and carvacrol, two oils that have remarkable bacteria-fighting power. With potent antioxidants, oregano is high in iron, manganese, and other important minerals for health. It's one of the healthiest and tastiest herbs you can eat.

Basil (*ocimum basilicum*) is usually a perennial in tropical climates and used to season sauces, soups, salads, and pasta dishes like the one below. Basil also offers many important health benefits such as blocking enzymes in the body that cause swelling. Eating basil is an ideal treatment for people with arthritis. Add a few basil leaves into your favorite dish for a fresh burst of flavor.

Celery and parsley — what would we do without them? The calcium, magnesium, and potassium in celery help regulate blood pressure. Celery may also lower cholesterol by increasing bile acid secretion. This stalk also contains coumarins, which have been shown to be effective in the prevention of cancer, and has anti-inflammatory properties that may help with inflammation such as arthritis. Caribbean celery, while smaller, has much more flavor than the imported variety. You want to grow your own celery because it is perhaps the vegetable most contaminated by pesticides.

There are many types of parsley, but the most common are curly-leaf and the more pungent Italian or flat-leaf parsley. Flat-leaf is preferred for cooking.

—Continued on next page

—*Continued from previous page*

Two tablespoons of parsley contain 16 percent of the recommended daily allowance (RDA) of vitamin C and over 12 percent of the RDA of vitamin A. These are two powerful antioxidants that fight inflammatory disorders like arthritis and strengthen the immune system. Parsley also contains iron, calcium, potassium, copper, magnesium, manganese, and iodine. Parsley is an excellent breath freshener. It cleanses and strengthens the kidneys and can even help break up kidney stones. Parsley tea is very heart healthy. It is difficult to grow from seed so look for seedlings.

Research indicates rosemary improves the blood flow and refreshes and energizes the mind — an ideal memory stimulant for both adults and students. Rosemary tea is recognized for its powerful antioxidant properties and its ability to treat a range of physical discomforts. The scent of anything roasting with rosemary — potatoes, chicken, lamb, even nuts — is heavenly.

Eggplant-Potato-Pepper Casserole
1 medium eggplant
3 pounds Irish potatoes
2 green sweet bell peppers
oil for frying
1 large onion, chopped
3 garlic cloves, chopped
1 large can (28 ounces) peeled tomatoes



3 Tablespoons minced fresh thyme
salt and spices to taste

Slice the eggplant into half-inch-thick rounds. Place eggplant slices on a dish and lightly salt on both sides. Let sit an hour then dry, wiping off salt.

Peel and thinly slice the potatoes. Remove the peppers' stems and seeds, and slice a quarter inch thick.

In a large skillet over medium heat, heat two Tablespoons of oil. Add onion and garlic; sauté until golden, about ten minutes. Add tomatoes with their juices, and thyme. Bring to boil, reduce heat, and simmer. Add potato and pepper slices. Keep stirring for about 20 minutes. Mash tomatoes with spoon. Season with salt and pepper. Add eggplant pieces and cook on low for ten more minutes. Cover, remove from heat and allow to sit for half an hour before serving. (That will be difficult because this smells so good!) Top with another spoon of crushed thyme before serving.

Simple Italian Pasta
2 cups pasta
1 medium onion, finely chopped
1 clove garlic, minced
1 Tablespoon fresh oregano, minced
1 Tablespoon fresh basil, minced
2 Tablespoons butter, margarine or olive oil
salt and spices to your taste
2 Tablespoons grated Parmesan cheese (optional)

In a sizable pot, boil pasta per directions. Drain and return to pot. Add remaining ingredients, stir and cover. Let sit for 15 minutes before serving. Adding crusty bread plus a simple salad makes this a quick and elegant meal. Add a can of flaked tuna drained to expand this dish. Add a minced, seeded hot pepper for zest.

Shirley's Green Sauce
12 leaves chadon bene
1 head garlic
1 full-grown stalk celery
2 leaves Spanish thyme
1/4 Cup vinegar

Mince all ingredients together in a blender and store in a clean glass bottle. Use to marinate or add to almost any cooking.

Tasty Rice
1 Tablespoon oil
1 medium onion, chopped
1 clove garlic, minced
2 stalks local celery, chopped, including the leaves
1 carrot, peeled and chopped
1/2 hot pepper, seeded and minced (optional)
2 or more Cups cooked rice
salt and spices to taste
1/2 bunch of parsley, chopped

In a frying pan, heat oil and add onion and garlic and cook stirring for three to five minutes. Reduce heat and add remaining ingredients except parsley. Cook on low for ten minutes. Stir to keep rice from sticking. Remove from heat and stir in chopped parsley. If you want this as a main dish, add scrambled eggs.

Parsley Salad
5 ripe tomatoes, diced
1 onion (preferably red), chopped small
1 small head of lettuce, chopped
1 bunch of parsley, chopped
2 Tablespoons lemon juice
1 Tablespoon oil (preferably olive)
salt and spices to taste
Put everything in a bowl, toss well, and enjoy.



Rosemary Potatoes
3 pounds Irish potatoes, quartered
1 onion, quartered
2 garlic cloves, minced
1 Tablespoon fresh rosemary, crushed
3 Tablespoons oil (olive or canola preferred)
salt and spices to taste

In a bowl, combine the potatoes, onion, oil, rosemary, garlic and garlic salt; toss to coat. Transfer to a foil-lined 15 x 10 x 1-inch baking pan. Bake uncovered at 425°F for 25 to 30 minutes or until potatoes are tender and brown.

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





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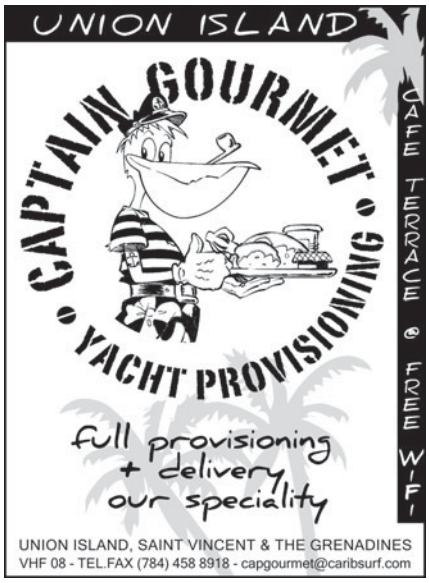
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Read in Next Month's *Compass*:

New! Grenada Sailing Week 2013

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...and much more!



IT'S INCREDIBLE

Dear *Compass*,

We just read the letter signed "DNA" in the November 2012 issue of *Caribbean Compass* and find it incredible that anyone running a charter boat would not know the laws regarding clearing in and out of a foreign country by boat. Certainly this man cannot be a professional captain. We're sure his passengers had a very bad day because of this "skipper's" negligence.

We have been to Dominica many times and always found the authorities in Portsmouth extremely friendly and helpful. This is the only island in the Caribbean that we are aware of where you can clear in and out at the same time with a permit to stay for 15 days, easily extended if you choose.

The people of Dominica are some of the friendliest in the Caribbean and we would encourage cruisers who love waterfalls, hiking, nature, inexpensive produce and welcoming people to visit the Portsmouth area.

Vern and Michelle Noren
S/V Enchantment

MORE ON 'DNA'

Dear *Compass*,

I refer to the correspondence by the yacht skipper "DNA" and the incident with the Coastguard of Dominica after the yacht dropped passengers onshore without clearing in. In response to that letter, in December Frank Virgintino wrote suggesting that cruisers boycott the country due to the incident. It is unclear if he carried out any investigation of the incident himself or merely relied solely on the report by DNA and the response by Hubert Winston to form an opinion on the rights and wrongs of the matter. By suggesting a boycott, Mr. Virgintino seems to be trying to drive a wedge between cruising folk and the country of Dominica. Would he be advocating the same collective punishment against a much larger country with a long coastline that can't be easily bypassed? It seems unlikely and more a case of picking on a small, economically weak country.

As for "human trafficking", I suspect this refers to crews and yachts that do not clear in or out of territories. Unlike its rich neighbours to north and south, which are part of France and therefore have the apparatus of the State to support all their institutions and functions, Dominica is a sovereign State relying partly on Customs and Immigration fees to help pay its way. It's a tiny country of 70,000 people trying to operate in the global economy of tourism and agriculture.

The Schengen agreement referred to earlier is an area of free movement of travel between certain European countries and works well if you are lucky to be from one of those countries. The OECS countries (e.g. Grenada, St. Vincent & the Grenadines, St. Lucia, Dominica, St. Kitts & Nevis, Antigua & Barbuda) don't have such an agreement yet and maybe they will one day, although entry procedures are still simpler and cheaper for most of the Eastern Caribbean islands than in the Bahamas, the Dominican Republic, Venezuela, etcetera.

Sean Fuller
Kaiso

AND MORE...

Dear *Compass*,

In the January issue of *Caribbean Compass*, regarding the matter of the owner of a boat taken into custody with his crew due to his oversight (i.e. not clearing into Dominica consistent with their entry requirements), I indicated that the fine was inappropriate because the act was committed without intent. Chris Doyle's response that my idea that the owner of the boat "should not have been treated like a lawbreaker because he did not 'intend' to break the law" is "bullshit", leads me to conclude that Chris is neither a scholar nor a toff.

Under United Nations International Law as well as the judicial and common law of most countries, intent is part and parcel of the determination of whether a criminal act has been committed.

No one denies that the law was broken in this case when the captain did not clear in properly. [*Editor's note: DNA wrote that he discharged passengers from his yacht without clearing in at all.*] However treating an error as a criminal act when there was no intent is an indication of lack of due process. This was demonstrated when the captain and crew were taken into custody: they were not charged and were held for a very long time before they were released and then forced to pay an extremely high fine (US$4,000). They were not offered access to legal counsel as well and were treated poorly: interrogated for hours.

This is no way to treat a tourist and in this case it appears that the "captain" had no intention to do anything wrong. The fact that Chris cites other islands and incidents where cruisers were charged high fines in no way justifies what transpired in this case.

I believe it was Chris Doyle who coined the term "epauletsy" as a form of derision for those in governmental authority who exercise what he considers to be unnecessary arrogance in their positions. Here we have a clear case where the entire group (17 uniformed police) of "Keystone cops" seemed to have fallen ill from that malaise to the extent that they even damaged the boat in question: injury on top of insult!

What captain, recreational or professional, can be expected to know every arcane law around the world? Do the authorities not have an obligation to distinguish between tourists who make an innocent mistake and hardened criminals that have intent to commit crime? Where are these same self-righteous authorities when criminals break into our boats at anchor and commit crime with malice aforethought?

Chris believes that the "crime" that the owner of the boat committed and the fine he paid should be written off as a lesson. I believe that Chris' sensitivities are misplaced in this case.

As I see it, if we do not clear into Dominica exactly as the authorities see fit, the entry fee will be US$4,000. Bypass this island for this cruising season and let the authorities know that they were heavy handed! Perhaps they will receive a lesson as well.

Frank Virgintino
Author of Free Cruising Guides

CLEARING CARRIACOU

Dear *Compass*,

Re: the letter "First Impressions Carriacou" in the December *Compass*, and the letter-writer's request for others' experiences clearing in there.

Grenada and Carriacou have a lot of yachts passing through and the work of processing them is increased on both sides by a lack of mutual understanding. The result is a lack of confidence engendered in the individual Immigration officer. They do not always receive the truth from questions asked, being told any old thing that will serve. The officer is not likely to have any expertise in interrogation and will have a very different cultural background from the visitor. All these difficulties propagate through every exchange between an Immigration officer and a yachtsman. Social scientists call this cognitive dissonance. For us sailors it does have unwelcome effects, as the letter-writer has found.

Many yachts are left for six months while crew take the cyclone season at home, then return expecting to obtain a visa without any difficulty or delay. It has taken me some time here in Grenada to discover the reason for strict rules that one must depart before the end of a year: even one day beyond this and one is entitled to apply for residency!

On advice from an Immigration officer I went to Union Island, booked in and out there, and booked in again at Carriacou to obtain a fresh visa. The young Immigration officer booked me in on his computer with a welter of banter, appearing not pleased at this maneuver. He told me that I had been given three days; my passport was, however, in order with three months given. I assumed my presence was known in Grenada where my yacht was at anchor and that computers were networked. Not so. So, when I asked for a three-month extension for my visa, I was wheeled into an interview and told that I had been in Grenada illegally for three months and that the police were to be called for me to be deported immediately. Not a good announcement, and as a singlehander with a £150,000 yacht at anchor, a big risk was arising from this matter. However, it was sorted out.

I perceive we are tolerated for the financial income we represent. For my part, I feel I only make a hole in the water (I am 75 years old), but I also help to fill the buses, wear out the rest of the infrastructure, drink the water (one gallon per day), and eat increasingly precious food.

I think we should all go about with some humility and gentleness until understanding dawns and everybody on each side feels they have adequate control over daily events. Then, dear madam letter-writer, you will get a smile and all will become, as appropriate, friends.

Bob Arthrell
Yacht Tasneem

—Continued on next page

—Continued from previous page

CHAIN, MAYBE?

Dear *Compass* Readers,

Re: the Letter of the Month in the December 2012 issue, in which is mentioned a dinghy being stolen at Esperanza, Vieques, although it was locked to the dock with a steel cable.

A note to boaters who are now using steel cables to protect their equipment: I went to Isleta Marina a few months ago for a quick job. I parked my truck right in front of the school, opposite to the Customs building in Puerto Real. Being midday, I didn't give any thought to the fact that I had my ten-foot ladder on the truck. After all, it was locked with a steel cable. Got off the ferry, quickly did the job, hopped on the following ferry back, and my ladder was gone. It couldn't have been more than an hour. Although Puerto Real isn't necessarily Vieques, the point is that the cable proved to be useless.

Felix Marcano
Luquillo, Puerto Rico

CANINE CHRISTMAS

Dear Compass,

T'was the Night of Christmas... and a very Merry, Merry Christmas it was! The dogs and cats of Carriacou received an incredible gift on Christmas night from the generous guests of Fitzroy Alexis' Annual Christmas Party, held at his home in Tyrell Bay, Carriacou. It was the first event for the Carriacou Animal Hospital and thanks to all the yachties who attended Fitzroy's annual party, the dogs and cats of Carriacou will be able to receive care.

The Carriacou Animal Hospital is the grateful recipient of over EC$4,000 collected at the door and from the First Annual CAH Silent Auction. Thanks to the generosity of local businesses and individuals, more than 25 items were offered for auction. Excited winners took home an interesting range of prizes ranging from jewelry to dinners for two, gift certificates and a villa vacation.

The party brought together Carriacouans, yachties, holidaymakers, visiting vets and returning villa owners to celebrate Christmas "Fitzroy Style". An array of delicious dishes were prepared by party guests for an endless buffet dinner that was followed by dancing the night away in Fitzroy's traditional disco room.

The Carriacou Animal Hospital will be able to continue to offer professional pet care, spays and neuters, immunizations and preventive care with the funds raised. CAH met its 2012 goal of providing 250 spays and neuters, treated over 1,100 pets and had 15 veterinarians providing services through the Visiting Vets Program. The hospital is looking forward to increasing their goals in 2013, serving more pets and their owners and bringing more educational programs to provide a better life for the dogs and cats of Carriacou and the yachting community.

Thanks to everyone who attended one of Carriacou's best parties and to all who helped us in making our first year an outstanding success!

If you are interested in the Carriacou Animal Hospital, its services or making a donation, please visit us on Airport Road, call us at (474) 443-7177 or visit us at www.carriacouanimalclinic.com or on Facebook.

Susan Valentine
Carriacou Animal Hospital

HAITI BOUND

Dear *Compass* Readers,

I have been sailing from Florida or Virginia to Haiti every winter since 1999. Sometimes I sail twice, bringing all sorts of aid from Canada, the USA and even one load from the people of the Cayman Islands. Every time it is always a bit of a fight to get there, as you are heading into a setting west current sometimes hitting two knots and of course the southeast trades in the Jamaica Channel are blowing hard into your bow. I have always avoided stopping along the Haitian coast other than at Ile-à-Vache, a small island off the south coast, as there have been night boardings reported. One year a tourist boat ended up being burned and looted near Cape Tiburon.

The question I am always asked is "Why?" Why am I going to Haiti? Of all the places to visit why go to the poorest nation on this side of the planet? That always makes me smile, for it is a difficult question to answer. I go there because I find the place beautiful and the people friendly, trustworthy just needing a hand up to make their lives prosper a bit. I go there to answer a call of paying back for all my good fortune in life. Yes, you go to help others but that spirit is repaid many times over. Haiti regenerates your belief in mankind and the hope for a better world.

I have spent over a year of my life now sailing to and from Haiti. It generally takes over a month with the return trip and I have long surpassed 12 trips. I can remember many long days slogging it out in the Jamaica Channel between Jamaica and Haiti. Crazy currents and trades in your face with lots of pounding now and again, as the load was not distributed quite right. Wondering if on some of those pounds if the poor old boat was just going to open up in a flush of water coming in. Living through the cold constant spray and dismal slow progress to get out of the raging seas. Last year I was just getting ready to tack into Ile-à-Vache for the last time, after two days of endless tacking in heavy weather, when the mast decided to leave me in 12,000 feet of water. Down came my rigging, sails and my pride. The mast had buckled at the spreaders, ripping the mainsail causing the whole rig to quickly end up under the boat. I had no choice, because of concerns of being holed, but to cut the whole mess off and let it sink into oblivion. Luckily we had just enough diesel left after eight days of motoring with no wind to make it to shore. From there we were rescued by our Haitian staff living on Ile-à-Vache. By the time the sun had set the next day we had a new mast hewn out of a Dame Marie tree and two small sails found for the return journey. Luckily the return journey was downwind so it all worked well. However at entering the channel at the end of the journey in Florida, a heavy rip tide picked the vessel up and turned it sideways, slamming into a new sandbar not charted. With water pouring over the sheer into the cockpit I was able to bounce the boat back around into the channel and finish another journey.

If one is considering a trip to Haiti, local trustworthy guides are available. Contact Wagner Tanis (wagnertanis@hotmail.com), Samuel Altema (altema1986@hotmail.com), or myself (friendsofileavache@gmail.com)

Bruce Leeming
www.friendsofileavachehaiti.com

AHOY, CRUISING VETERANS

Dear *Compass* Readers,

If you are a Vietnam veteran approaching or past age 65 and receiving Social Security retirement benefits, listen up.

Vietnam veterans age 65 or older with low incomes may be eligible for monetary support if they have 90 days or more of active military service, with at least one day during a period of war. In other words, you must have served in Vietnam, not just be a Vietnam-era veteran, and your discharge must be under conditions other than dishonorable.

Payments are made to bring the veteran's total income, including other retirement or Social Security income, to a level set by Congress. Unreimbursed medical expenses may reduce countable income for VA purposes.

For example: if your annual SS income is US$8,400, you would receive an additional income of $3,856 to raise your income to the rate of $12,256 set by Congress — that's another $321 per month.

There are also benefits for veterans who are housebound, those needing regular aid and attendance, and two veterans who are married to one another.

Additional information can be found in the Compensation and Pension Benefits section at www.vba.va.gov/bin/21/index.htm or call the VA Regional Office in San Juan, Puerto Rico at (800) 827-1000.

You may find that you also qualify for medical benefits at no cost or low co-pay.

Good luck and God bless,

Woody Young
Culebra, Puerto Rico

—Continued on page 45



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Letter of the Month

Dear *Compass*,

Since our arrival in March 2011, I have enjoyed reading *Compass* magazine — an insight into life in the Caribbean and the seas surrounding these coral-strewn isles. I want to share this story with you, a story of what happens when everyone works together.







Santiago *went aground and was well embedded on 'bareboat alley reef'. With the help of other boats including this tug, she was safely refloated*

It was our boat, *Santiago*, which ran aground on "bareboat alley reef" in Tyrrel Bay, Carriacou on December 7th, 2012, around 7:00PM. I say that like the boat made her own way there, but François and I know we made so many errors. We ended up well embedded on the reef.

The first rescue boat was sent after our VHF call to Daniela at the Slipway Restaurant, but that boat ran aground and itself had to be dragged off. The tide was slipping away. There was nothing more to be done in the darkness. Plans were to be drawn up for action in the daylight, with all preparations to be in place to take advantage of the high tide at 9.30AM. So, all the rescuers' lights went away and we stayed with *Santiago*. Of course, everyone offered warm beds but the need to stay with the boat to witness and deal with the wave and coral damage seemed obvious to us. What a night. *Santiago* was on its side with waves surging and crashing over it and with every wave we inched further across the coral bed. The steel hull became like a drum resonating every grind as the coral scraped up and down the hull.

With daylight came the armada — a whole array of boats with lots of people including Jerry, Paul, Uwe, Jean-B, Joerg, Bram, Ian, John, Gus and more I must have forgotten or could not see. Some slightly sleepy, but all staring at *Santiago*, sizing up the task at hand. We were well and truly aground; the boat had moved several metres in the night. Jerry and John came aboard *Santiago* and set up block and tackle and ways to secure huge ropes that extended out across the bay with heavy chain and 150-pound anchors. However, the weights were insufficient and the anchors were dragging.

A tugboat was a solid base and the team assembled a pulley system with men on the ropes and Gus using his outboard engine to wind the huge green line around the tug. The mechanical winches on the tug were not working. Back on *Santiago*, we had no idea that this was such a physical effort for all the guys way out in the bay.

Once the rescue was underway, feeling a bit bruised, I decided to leave the boat and Bram walked me ashore (we were only in three feet of water) and I sat sipping coffee made by Kate, watching progress from a distance. The tugboat was moored a long way from the reef so there were several hairy moments with hurried efforts to warn oblivious boats that they were about to run into a propeller-ripping-size rope.

With every wave the boat was lifted a little and the slack in the rope absorbed with chain lift and John's efforts at winding in the line. The boat was being turned so that it could finally move forward and off the reef. The team out in the bay was in contact with *Santiago* by phone. It was past high tide; the boat had been turned in the right direction but was still some way from deep water.

Jean Baptiste had called a friend, Peter, who had a boat up from Trinidad. Within 15 minutes his big white boat arrived. They pulled alongside and with the addition of their powerful machinery for the last few yards, *Santiago* was afloat again. At 11:00AM Gus tied her up on the mooring we had been hoping to take the night before.

Bram had a look at *Santiago* underwater; she seemed fine structurally. There was nothing more to do than pack up all that equipment brought down by Uwe's tractor and have a bit of lunch together at the Slipway. The guys from Trinidad had pizza that night at the Lazy Turtle.

What was truly amazing to witness was the number of people involved in the whole effort and how everyone wanted to see the boat off the reef and how together it was made to happen. François and I had made a huge mistake and we could have lost our boat, but the extraordinary community that is the life around Tyrrel Bay saved *Santiago* for us. We cannot thank you all enough. And *Santiago* — what a GREAT little boat!

Mary Turner
S/Y Santiago

CALENDAR

FEBRUARY

1 – 3 12th Club Náutico de San Juan International Regatta, Puerto Rico. www.nauticodesanjuan.com
1 – 3 Grenada Sailing Festival Work Boat Regatta. www.grenadasailingfestival.com
1 – 5 Grenada Sailing Week Yacht Series. www.grenadasailingweek.com
2 Grenada Sailing Festival Junior Dinghy Championship. www.grenadasailingfestival.com
2 World Wetlands Day. www.ramsar.org
7 39th Anniversary of Independence. Public holiday in Grenada
7 - 10 Jolly Harbour Valentine's Regatta, Antigua. ww.jollyharbourregatta.com
8 Flora Flotilla, Dominican Republic to Haiti. www.freecruisingguide.com
8 The 31st Biennial Pineapple Cup – Montego Bay Race, Florida to Jamaica. www.montegobayrace.com
8 - 10 2nd Annual Marina Pescadería Sailing Rally, Puerto Rico. www.marinapescaderia.com
9 - 11 Carnival Regatta, Martinique. Club Nautique Le Neptune (CNN), Martinique, tel (596) 51 73 24, fax (596) 51 73 70, cnn.leneptune@wanadoo.fr, www.clubnautiqueleneptune.com
9 - 12 24th Semaine Nautique Internationale de Schoelcher, Martinique
10 - 17 Curaçao Youth Championships. www.ahosailing.org
11 – 12 Carnival Monday and Tuesday in most Dutch and French islands, Haiti, Puerto Rico, Dominica, Carriacou, Trinidad & Tobago, Venezuela, and other places
13 Public holiday in many places (Ash Wednesday)
15 – 17 Copa del Rey Regatta, Puerto Rico. www.clubnauticopuertorico.org
15 – 17 CYC Youth Championship, Curaçao. cursailing@gmail.com
15 – 18 35th Annual Sweethearts of the Caribbean and 31st Annual Classic Yacht Regatta, BVI. West End Yacht Club (WEYC), Tortola, BVI, tel (284) 496-8685, martin@sailsistership.com
17 Sailors' & Landlubbers' Auction, Bequia. www.bequiasunshineschool.org
18 Public holiday in Puerto Rico and USVI (Presidents' Day)
18 – 22 RORC Caribbean 600 from Antigua. http://caribbean600.rorc.org
19 – 21 8th Annual Multipurpose Reef and Surf Science Symposium. Puerto Rico. www.imprsymposium.org
21 – 24 5th Annual South Grenada Regatta.www.southgrenadaregatta.com
22 Public holiday in St. Lucia (Independence Day)
22 – 24 Around St. Maarten Multihull Regatta. www.StMaartenMultiHullRegatta.com
23 Public holiday in Guyana (Republic Day)
25 FULL MOON Parties at Trellis Bay, Tortola; West End, Tortola and Nevis
26 Budget Marine Match Racing Cup, St. Maarten. www.heinekenregatta.com
28 Finish of the Hispaniola 360° Challenge Race, Dominican Republic. www.vueltalahispaniola.com
28 Gill Commodore's Cup. www.heinekenregatta.com

MARCH

1 – 3 St. Maarten Heineken Regatta. St. Maarten Yacht Club (SMYC), tel (599) 544-2075, fax (599) 544-2091, info@smyc.com, www.smyc.com
1 – 4 Annual Dark & Stormy Regatta, Anegada, BVI. WEYC
2 Public holiday in Anguilla (James Ronald Webster Day)
7 Public holiday in BVI (H. Lavity Stoutt's Birthday)
8 International Women's Day
9 Public holiday in Belize (Baron Bliss Day)
9 – 11 Antigua Annual Laser Open. Antigua Yacht Club (AYC), tel/fax (268) 460-1799, yachtclub@candw.ag, www.antiguayachtclub.com
10 – 11 Banana's Cup Regatta, Martinique. Yacht Club de la Martinique (YCM), tel (596) 63 26 76, fax (596) 63 94 48, ycmq@wanadoo.fr, www.ycm972.org
11 Public holiday in Belize (Benefactors Day)
11 – 15 Rolex Swan Cup Caribbean, Virgin Gorda. http://www.yccs.com
12 Public holiday in BVI (Commonwealth Day)
14 Public holiday in St. Vincent & the Grenadines (National Heroes' Day)
15 – 18 Samana Bay Spring Regatta, Dominican Republic. Puerto Bahia Yacht Club
16 – 23 Russian Business Sailing Week, Antigua. www.antiguanice.com
17 Public holiday in Montserrat (St. Patrick's Day); St. Patrick's Day Festival, Grenada
20 Vernal Equinox
20 - 23 Caribbean Superyacht Rendezvous, Virgin Gorda. www.loropianasuperyachtregattaandrendezvous.com
22 – 24 40th International Rolex Regatta, St. Thomas. www.rolexcupregatta.com
25 - 31 BVI Spring Regatta & Sailing Festival, Tortola. www.bvispringregatta.org
27 Public holiday in Guyana and Suriname (Phagwah)
27 FULL MOON Parties at Trellis Bay, Tortola; West End, Tortola and Nevis
28 – 31 St. Barths Bucket Regatta. www.bucketregattas.com/stbarths
28 – April 1 Bequia Easter Regatta. www.begos.com/easterregatta
29 Public holiday in many places (Good Friday)
29 Trinidad to Grenada Race for Girl Pat Trophy. Grenada Yacht Club (GYC), tel (473) 440-6826 or 440-3050, gyc@spiceisle.com, www.grenadayachtclub.com
29 – 31 6th Annual Invitational St.Maarten-St.Martin Classic Yacht Regatta. www.ClassicRegatta.com
29 – 31 Spanish Town Fisherman Jamboree & Wahoo Fishing Tournament, Virgin Gorda. www.bvitourism.com
30 Public holiday in Trinidad & Tobago (Spiritual Baptist "Shouter" Liberation Day)
30 – April 1 Virgin Gorda Easter Festival. www.bvitourism.com
31 – April 1 Gouyave Easter Regatta, Grenada. gogouyave.gd/events10/annual-events

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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Lagoon 470 - 2002 3 Cabins - New Engines	SOLD
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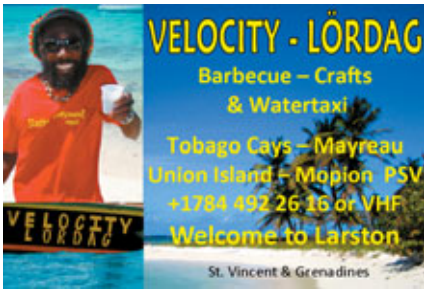
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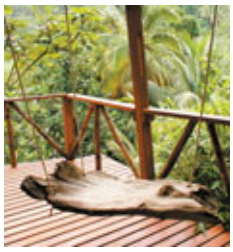
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—*Continued from page 39* ...*Readers Forum*

CHECK YOUR POLICY NOW

Dear *Compass* Readers,

Carefully read your current boat insurance policy and make any required adjustments to your policies and/or plans well before hurricane season 2013.

In the report on the Blue Water Seminar in the December issue of *Cruising*, Sharon Bernstein, head of the Grenada tourism team, is quoted as saying that the island is outside the summer hurricane area for insurance premium loadings. A look at the chart shows that 12°N is just south of Grenada. Grenada is therefore inside the "hurricane box" that extends from 12° to 35°N.

Until Hurricane Ivan caught them out in 2004, marine underwriters considered Grenada to be outside the hurricane area. Until Ivan hit, the southern limit of the hurricane box was regarded as somewhere between 12°20' and 12°40', depending on the underwriter. Thus the yards and anchorages on the south coast of Grenada were outside the hurricane box. Boats were covered against damage caused by hurricanes or named storms, even if they did not have hurricane coverage. Grenada was felt to be out of the hurricane area because, although Janet flattened the island in 1955, the previous hurricane that hit Grenada was in 1891. But in 1886 two hurricanes, both in August, hit Grenada, as did another the following year. Thus in a five-year period Grenada was hit by four hurricanes. The destruction caused by Janet did not disturb the marine market, as at that time there were no insured yachts in the area. The local schooners and sloops were uninsured.

However, Ivan was a disaster for yacht insurers, with well over 200 boats damaged, both in the water and on the hard. As a result of this, almost universally the underwriters moved the southern limit of the hurricane box to 12°N. Thus yachts in Grenada, in or out of the water, have no insurance for damage caused by a hurricane or named storm unless they have found an underwriter willing to provide hurricane cover. This will increase the premium beyond what is charged for boats that stay out of the hurricane box during hurricane season. Unless hurricane insurance is in effect, if damage occurs as a result of a hurricane or named storm, the claim is not recoverable.

The frequency of hurricanes has not increased that much through the years, but hurricanes *appear* to have increased in number. At the end of the season, somewhere in December (a few years ago there was a hurricane in January), almost the full alphabet is used, but often there are only five or six full hurricanes — the rest of the alphabet notes named storms, i.e. under 70 knots. If you are in the hurricane box and a low comes by that has been given a name, it is blowing 40 to 50 knots, you drag anchor, your boat is damaged and you do not have hurricane insurance, the claim will be denied as, although it was not a hurricane that caused the damage, the damage was caused by a named storm.

It is possible to continue to sail and cruise during the hurricane season with no hurricane coverage. Just cruise the area from Martinique south and listen to the weather report every day. If a hurricane threatens, pick up the anchor and head south. Get south of 12°N and you are covered against damage caused by hurricane or named storm as you are out of the box!

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Aero Tech Lab	C/W	38	Cocoa Cottage	Dominica	45	Island Dreams	Grenada	MP	Renaissance Marina	Aruba	6
Akwaba	Martinique	MP	CrackaJack Car Rentals	Trinidad	MP	Island Water World	Sint Maarten	48	Rolling Thunder	Puerto Rico	MP
Anjo Insurance	Antigua	33	Curaçao Marine	Curaçao	7	Island Water World	Sint Maarten	9	Sailing Services	CW	28
ARC Dynamic	St. Lucia	MP	Diesel Outfitters	St. Maarten	20	Johnson Hardware	St. Lucia	15	Salona Yachts	Columbia	39
Art & Design	Antigua	MP	Diginav	Martinique	20	La Playa	Grenada	Mp	Sea Hawk Paints	CW	16
Art Fabrik	Grenada	MP	Dockwise Yacht Transport	Martinique	10	Lagoon Marina	St. Maarten	19	Slipway Restaurant	Grenada	MP
Auberge Seraphine	St. Lucia	MP	Dominica Yacht Services	Dominica	MP	LIAT	C/W	8	Spice Island Marine	Grenada	47
B & C Fuel Dock	Grenada	32	Doolittle's Restaurant	St. Lucia	37	Live Lobster Bequia	SVG	MP	SpotlessStainless	USA	MP
Barefoot Yacht Charters	SVG	25	Down Island Real Estate	Grenada	MP	Mango Bay	Martinique	MP	St. Maarten Sails	St. Maarten	21
Basil's Bar	SVG	36	Doyle Offshore Sails	Tortola	4	Marc One Marine	Trinidad	MP	St. Thomas Yacht Sales	St. Thomas	40
Bay Island Yachts	Trinidad	41	Doyle's Guides	USA	34	Marina Pescaderia	Puerto Rico	MP	Sunbay Marina	Puerto Rico	23
Bequia Marina	SVG	32	Echo Marine - Jotun Special	Trinidad	28	Marina Port La Royale	St. Maarten	18	Sunsail Marine Center	SVG	26
Bequia Venture	SVG	MP	Edward William Insurance	International	20	Marina Santa Marta	Colombia	5	Susan Toy	CW	34
Boat Paint & Stuff	St. Maarten	MP	Electropics	Trinidad	MP	Marina Zar-Par	Dominican Rep	33	Tank and Fuel	Trinidad	11
Bonne Baguette	St. Lucia	MP	Fernando's Hideaway	SVG	MP	Marine Solar Tec	Panama	21	Technick	Grenada	MP
Budget Marine	Sint Maarten	2	Food Fair	Grenada	39	McIntyre Bros. Ltd	Grenada	39	Tikal Arts & Crafts	Grenada	MP
Business Development Co.	Trinidad	22	Frangipani Hotel	SVG	MP	Mid Atlantic Yacht Services	Azores	MP	Tortugal	Guatemala	MP
BVI Yacht Sales	Tortola	40	Free Cruising Guides	C/W	35	Multihull Company	C/W	40	Townhouse Mega Store	Antigua	36
Captain Gourmet	SVG	38	Golden Hind Chandlery	Tortola	Mp	Neil Pryde Sails	Grenada	MP	Turbulence Sails	Grenada	27/MP
Caraibe Marine	Martinique	17	Golden Taste	St. Lucia	MP	Northern Lights Generators	Tortola	12	Velocity Water Services	SVG	MP
Caraibe Marine	Martinique	MP	Gourmet Food	SVG	37	Off Shore Risk Management	Tortola	29	Venezuelean Marine Supply	Venezuela	MP
Caribbean Marine Electrical	Trinidad	MP	Grenada Marine	Grenada	27	On Deck	Antigua	MP	West Palm Hotel	Trinidad	MP
Caribbean Propellers Ltd.	Trinidad	MP	Grenada Tourism	Grenada	24	Ottley Hall Marina & Shipyard	SVG	29	Whitchurch Supercenter	Dominica	37
Caribbean Rigging	C/W	13	Grenadine Air Alliance	SVG	31	Piper Marine	SVG	MP	WIND	Martinique	MP
Caribbean Yachts	Guadeloupe	41	Grenadines Sails	SVG	32	Porthole Restaurant	SVG	MP	Xanadu Marine	Venezuela	33
Carriacou Concert	Grenada	7	Imperial Pharmacy	SVG	MP	Power Boats	Trinidad	MP	YES	Martinique	MP
Clippers Ship	Martinique	MP	Iolaire Enterprises	UK	34/39	Radiator and Hose Works Ltd	St. Lucia	MP			

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

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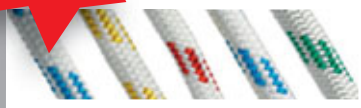
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