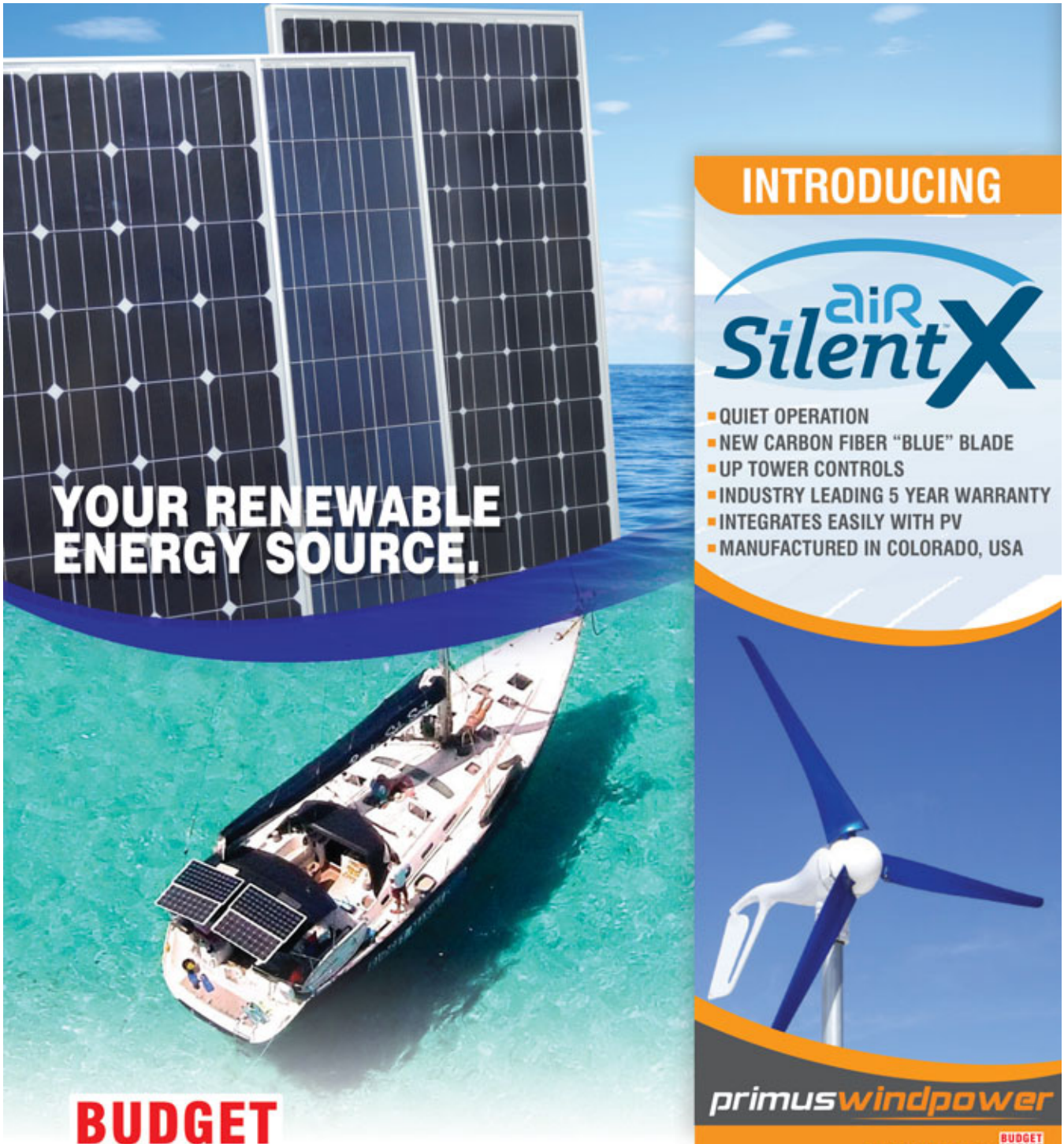
CARIBBEAN On-line
COMPASS
JULY 2015 NO. 238
The Caribbean's Monthly Look at Sea & Shore

THE BEST SUMMER CRUISING

— See story on page 26



DAVON BAKER



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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

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Cover Photo: You don't have to hide. Summertime can provide exquisite cruising, and the Grenadines are beautiful, easy and just a short sail from the bottom edge of the hurricane belt. On the cover, Carriacou-based photographer Davon Baker captures the mellow Grenadine mood



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.**

'Some of the many reasons why cruisers love this fantastic monthly publication are that it delivers news and fun, and has kept locals and visitors to the Caribbean up to date with sailing, cruising, recreational boating, tourism, fishing, environmentalism, and more. Caribbean cruisers anticipate every issue, and every time avidly read it from cover to cover!'
— Mira Nencheva
S/V Fata Morgana

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Info & Updates

Yachting Sector is Focus of CARICOM Youth Skills Program

The Caribbean Community and Common Market (CARICOM) Education for Employment Youth Skills Development Programme has selected St. Lucia, Grenada and Antigua & Barbuda to participate in a skills training program designed to meet the needs of the yachting sector. The program targets a total of 300 participants from the three island nations.



CHRIS DOYLE

The yachting industry in St. Lucia, Antigua and Grenada stands to benefit from youth skills training

The Education for Employment Programme, funded by the Department of Foreign Affairs, Trade and Development of Canada, is designed to support the economic development of the Caribbean region through the strengthening of the technical and vocational education and training system. It is supporting the development of pre-technology programs to prepare 15- to 29-year-old participants who are not in school and not yet employed for further education and training.

Program elements include a ten-week in-school training program that will feature applied learning activities designed to develop literacy, communication and mathematics competencies, and provide simulations and case studies designed to prepare individuals for the workplace and to develop employability skills.

The participants will also participate in field trips and hands-on training sessions with presentations from employers.

At the end of the institution-based training, participants will complete an industry attachment of a minimum of two weeks in the field of most interest to them based on their career exploration.

Iconic Trini Yacht Crosses Atlantic

"Land ho! Flores off the bow. Beating to get past." This was the message that *Legacy's* captain, Reginald Williams sent to shore support in Trinidad on May 24th, 2015 at 0755 hours.

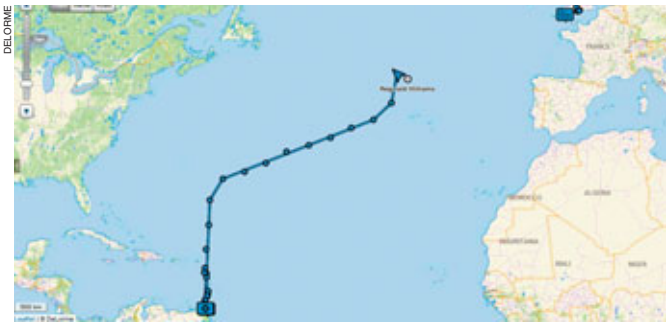
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TIM WRIGHT



Legacy racing in Tobago in 2002 and her 2015 track across the Atlantic (below)

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www.doylecaribbean.com

—Continued from previous page

Legacy is a 43-foot Soverel-designed racing yacht that was built by Formula III Marine in Chaguaramas, Trinidad between 1983 and 1984. First commissioned and owned by the late Douglas Myers, a marine pilot, and then by Reginald Williams, *Legacy* is well known throughout the region, having contested with enormous success in regattas in Barbados, Grenada, Bequia and Antigua. Reginald Williams is a fourth generation sailor with previous service as an officer in the T&T Coast Guard.

Legacy, with her crew of Reginald Williams, Nicole Williams, Leonard Chan Chow and Martin Subero, arrived in the Azores from Antigua in a time of 16 days 23 hours, creating a new national record for a locally built boat sailed by Trinidad & Tobago nationals crossing from Antigua to the Azores. The captain and crew of *Legacy* acknowledge the achievement of Harold and Kwailan La Borde and Kelvin "Buck" Wong Chong who, in 1960 aboard *Humming Bird I*, were the first yacht crew originating from Trinidad & Tobago to cross from Antigua to the Azores.

Legacy departed the Azores bound to the UK to take part in Cowes Week 2015. It is the largest sailing event in the UK and will be held between August 8th and 16th. This will be the first time ever that a locally built boat from Trinidad & Tobago will participate. *Legacy* has a rotating crew of 25, with 18 racing at any one time. This team of family and friends ranges in age from 16 to 70+ years.

Legacy and her crew are continuing the long-established tradition of Caribbean seamanship and *Compass* wishes them all the best at Cowes Week!

Cruisers Say SailClear System 'Works for Us'

When electronic clearance for yachts in the Eastern Caribbean was introduced in July 2008, it met with some skepticism. "Will it work?" sailors asked. "Will they steal our information?" Now, just seven years later, and after most countries in the island chain (except Antigua & Barbuda) have switched from the original eSeaClear system to SailClear, electronic clearance is widely accepted and appreciated. Users of the past eSeaClear service who were registered and who had submitted data have found that their account has been carried over to the new SailClear service with no need to re-register.

The system permits yacht skippers to submit the relevant clearance documentation via the internet prior to arrival. You must still report at Customs upon arrival, but Customs officers can access the notification information to process your clearance more efficiently, without the need for you to fill out the forms by hand.

SailClear was developed by the Caribbean Customs Law Enforcement Council, a union of some 35 Customs entities (including the EU and US), as part of the Regional Clearance System, which was set up to facilitate the processing of yachts traveling in the region. The use of eSeaClear is completely voluntary and yacht skippers with a preference for using paper documentation can continue to do so.

The electronic system won converts quickly, because of its intrinsic utility as well as the rapid spread of WiFi.

Here's what current users say: "Used it entering Grenada in April, worked fine. Clearing still takes the same time at Immigration, but you don't have to fill out any papers: they just check and print the form from SailClear." "It worked for us in St. Lucia and Montserrat." "Have used in Dominica, St. Lucia and Grenada — love the simplicity and the lack of documentation required!" "It works in all the places they list on their website that I visited this year. Shame St. Vincent is not online." "Big question is when will SailClear relieve eSeaClear of its duties in Antigua — we only need one system, not two or three!"

Visit www.sailclear.com for more information.

Yacht Rescues Bahamian Fishermen

After Dwayne and Leslie Winder of Great Harbour Cay in the Bahamas went missing from that island on May 16th, a search-and-rescue operation by the Bahamas Air Sea Rescue Association was launched. The two Bahamian fishermen were reportedly in a small open boat with a 25-horsepower engine.



Ron and Ellen Tischbin received a plaque from thankful relatives of the rescued men

The tired, dehydrated and sunburned young men, both in their early 20s, were rescued three days later by cruisers Rob and Ellen Tischbin on their 45-foot Norseman sloop, *Miclo III*. *Miclo III* brought them to West Palm Beach, Florida, where the US Coast Guard took over and the grateful fishermen were soon reunited with their families.

The Tischbins tell *Compass*, "Chris Parker (of the Marine Weather Center) had relayed the information as part of his emergency and priority traffic that morning on his SSB net. He gave a drift analysis, which was right where we were headed and hence we were aware and on the lookout. Also, when we heard their yells, on the darkest of nights that we have ever sailed, we knew who they were. We were happy to be there to help. Because we were sailing (no engine), we heard them when others might not have.

—Continued on next page

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www.clarkescourtmarina.com

June 2015 - First boats hauled on the 40 ton Submersible Slipway Trailer. 242 ton Haulout Lift due to arrive in July.





New Boatyard and Marina in Grenada



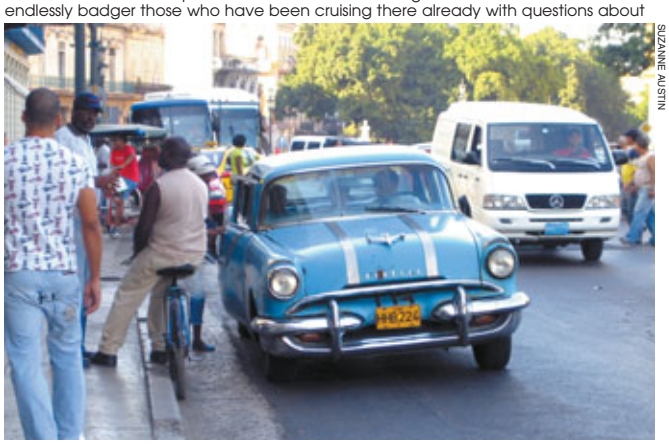


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But there were, in fact, other boats that passed them by. It was a sobering and yet joyful experience.

They add, "We have just returned to our homeport of Isle of Palms, South Carolina, after five years in the Caribbean with *Miclo III*, and found in the mail a plaque from the Winder family thanking us. Also, both of the mothers called us from the Bahamas — one while we were still waiting for the USCG to allow us and our passengers into the country!"

Cruisers Site-ings

Cruisers who are US citizens and interested in visiting Cuba should check out the Facebook page "Sailing and Cruising: Cuba". Administrator Wally Moran says, "Here, we share our hopes and dreams about cruising Cuba in the future, and we endlessly badger those who have been cruising there already with questions about



SUZANNE AUSTIN

what it was like. In this group, we have (Canadian) people who live aboard in Cuba, former Cubans living elsewhere, folks who have cruised both coasts of Cuba, and people who are cruising there right now. We even have people who are doing business in Cuba, and I will be in Cuba again myself very soon."

CCEF Events at Carriacou Regatta This Month

Carriacou's 50th Annual Regatta will run from July 26th through August 4th, and the Carriacou Children's Education Fund (CCEF) has fundraising activities planned during the week. All proceeds will fund CCEF projects, including providing school uniforms and supplies, Meals from Keels (lunch for needy students), and scholarships to the TA Marryshow Community College.

The CCEF Potluck Barbecue will be held Wednesday, July 29th at Tanty Lizzy's Seaside Fountain restaurant. Bring a dish to share, whatever you want to grill, and musical instruments for an informal jam session after dining.



DAVON BAKER

Coming to Carriacou for the regatta? Take in the CCEF events, too!

CCEF's Annual Auction is set for Thursday, July 30th. Tables will be set up to sell items such as boat parts, electronics, charts, household goods, clothing, shoes, hats, T-shirts, art prints, and more. Larger items will be put up for auction, which this year will include wind-vane steering systems, anchors, sails, large fenders, a marine stove, outboard fuel tanks, two folding bikes, a 220V dishwasher, certificates for "dinners for two" at nearby restaurants, a gourmet cake, a massage, and a yacht haul-out at Carriacou Marine.

Last year's fundraising allowed CCEF to grant six two-year community college scholarships to graduating Carriacou secondary school students. Let's set this year's goal to provide eight scholarships! Please join CCEF during Regatta Week and help repeat last year's success.

For more information visit www.carriacouchildrenseducationfund.org or contact ccefinfo@gmail.com.

Stand By for Cartagena!

The "All Ashore in Cartagena" promised for this month will appear in a future issue. Stand by!



Don't Panic — It's Organic! But Sargassum Still Poses Some Problems

by Sally Erdle

"Oh, don't worry," I said. "Yeah, it's a little smelly but it's good for the beaches." I pooh-poohed my friend's concern about the odor emanating from a heavily sargassum-strewn beach near his home — until I spent a night at a guesthouse adjacent to a similarly affected and odiferous beach. Waking up in the morning, I glanced at my hand. My silver ring had turned black overnight.

WTF?

Yes, the sargassum or Sargasso weed currently piling up on windward beaches throughout much of the Caribbean is indeed very good for the beaches as it slows erosion and nourishes seaside plants. Savvy farmers and gardeners are carting it off to be rinsed of salt and used as fertilizer and mulch. At sea, as Lori Lee Lum of the Trinidad & Tobago Institute of Marine Affairs has pointed out, these drifting plants form extensive mats and provide a major food source for herbivorous animals that in turn attract the carnivores. Besides being a food source, this seaweed community also provides critical habitat for a wide variety of sea life, including crabs, shrimp, mollusks, sea turtles and fish such as mahi-mahi, and is a nursery and spawning area for others.

But in places where the seaweed washes up in huge quantities and then rots, a gas given off during decomposition can present problems beyond the tarnishing of silver.



How Bad is the Smell?

In cases where sargassum accumulates and decomposes in large quantities, the smell of rotten eggs can occur. This is the odor of hydrogen sulfide gas, which is given off as part of natural decomposition. The US Occupational Safety and Health Administration lists that when the smell is described as "more offensive" (three to five parts per million), prolonged exposure might cause effects such as nausea, tearing of the eyes, headaches and loss of sleep. Asthma sufferers may experience airway problems. Full details are at www.osha.gov/SLTC/hydrogensulfide/hazards.html. Reports of tarnishing of metals have been received from areas affected by the sargassum influx and are likely associated with hydrogen sulfide.

Considerable information is available on the human health effects from exposure to high levels of hydrogen sulfide, such as found in some industrial and agricultural settings. However, little information is available regarding the health effects from low-level exposures such as found on and near Caribbean beaches. Data suggests that an individual should not be exposed long term to any level of hydrogen sulfide that one can smell. Children, the elderly and pregnant women (as well as neonatal animals) especially should avoid extended exposure. The Michigan Environmental Science Board (2000) investigated the human health effects of low-level hydrogen sulfide, saying that the "no observable adverse effect" level in ambient air is between two and 10 parts per million. There is no evidence to link H_2S exposure to cancer in humans.

Environmentalists advise to preferably leave sargassum on the beach because it is an important part of the environment. If there is a health hazard, or a policy decision is made to clear some areas, raking the seaweed by hand presents less risk of worsening erosion than does the use of heavy equipment.

Impacts of the sargassum influx are being seen on different types of fisheries, and in some cases a prevalence of juvenile fish occurs, which are then vulnerable to over-fishing. Sargassum has impacts on fishing gear and motors, and some fishers and other boaters are coming up with devices to free rudders of weed and to deflect sargassum from propellers, and are using strainers across the water intakes to prevent blockage and engine over-heating. Those heading to sea need to be prepared to deal with gear complications plus possible loss of power or steering, and plan for the safety implications of this, especially when at sea at night.

Please Report!

Meanwhile, use of satellites is being assessed for tracking where the unprecedented quantities of sargassum in the region are coming from, and where they are going. This information needs to be "ground truthed" by surface-level observations — and this is where sailors can help. As scientists call the sargassum situation "an emerging critical issue in the region", researchers at the University of Southern Mississippi's Gulf Coast Research Laboratory continue to ask sailors in the Caribbean to report sightings at sea to assist in tracking sargassum movements.

Large sargassum features such as mats and weedlines are of primary interest. Make reports at www.usm.edu/gcrl/sargassum/sargassum.observation.form.php, giving encounter dates and times, and GPS coordinates; there is a box to check on the report form as to availability of photos. Jim Franks of the Gulf Coast Research Laboratory will acknowledge receipt of your report and request that photos be sent to his e-mail address.





BUSINESS BRIEFS

Ferron Donates Laser to Anguilla Youth Sailing Club

One of the most popular single-handed dinghies in the world, the Laser is often the next step for young sailors who have outgrown their Optimists and Sunfish. Robbie Ferron's donation of his Laser to the Anguilla Youth Sailing Club (AYSC) is a valuable contribution to this non-profit organization, which strives to provide the youth of Anguilla with a sport that encourages them to learn, compete and grow.

If Robbie's Laser could tell tales, it would be a saga of tacking through tough waves, flying downwind, turning upside down, and trying to outwit the competition with tricky tactics in light conditions, but most of all it would speak of the lifelong pleasure of being out on the water.



Anette Hibbert thanks Robbie Ferron for the donation of his Laser to youth sailing in Anguilla

Anette Hibbert, Sailing Director of the AYSC, says that Robbie's Laser will take on a new life teaching young people to lift their sailing skills during after-school training sessions, regattas and Summer Sailing Camps.

Robbie Ferron is best known for organizing races and serving as a past President of the Caribbean Sailing Association. Robbie is also known as the founder and group manager of Budget Marine, a yacht chandlery that doesn't need any introduction in the Caribbean.

For more information on the AYSC call (264) 584-7245 or e-mail anettehibbert1@gmail.com.

For more information on Budget Marine see ad on page 2.

First Haulouts at Clarkes Court Boatyard, Grenada

The first haulouts at Clarkes Court Boatyard, Grenada took place early last month using their 40-ton submersible trailer on their just-completed slipway. Their first haulouts were of a 41-foot SACS Stratos RIB, a 41-foot Lagoon catamaran and a 45-foot Beneteau Oceanis monohull. All three vessels were lifted out successfully and the teams were impressed with the Roodberg trailer's capabilities.

A 242-ton haulout lift is due to arrive from Boat Lift in Italy this month, and will be in operation for August using the brand-new haulout dock, which has a 13-foot depth. The Italian-manufactured lift has a 40-foot clear inside width and a spreader, mak-



ing it ideal for large catamarans as it minimizes load pressure.

Although the Clarkes Court development is still under construction, haulout and boat storage services are now available.

For more information about Clarkes Court Boatyard and their currently reduced rates call (473) 439-3939, e-mail info@clarkescourtmarina.com and see ad on page 5.

Real Coffee Production Revives on St. Vincent

Narendra Sethia reports: Not many people know that the island of St. Vincent was the largest supplier of coffee to the New World right up until the Second World War, and the produce was generally considered to be the world's best.

With the advent of bananas, however, and the lack of advanced processing methods for coffee, the industry went into decline and never really recovered. But all that is about to change.

Vincentian agronomist and agricultural expert Martin Barnard, who is Chairman of SVG Air and whose wife, Mary, is the CEO of Barefoot Yacht Charters and Marine Centre, has spent considerable time over the past few years developing a coffee estate high in the hills at the foot of Grand Bonhomme Mountain.

The coffee the Barnards are producing is the legendary Arabica, which is indigenous to the southwest highlands of Ethiopia. Gourmet coffees around the world, including espresso, Jamaican Blue Mountain, Colombian Supremo and Costa Rican are all exclusively high-quality varieties of Arabica.

—Continued on next page

—Continued from previous page

Beautifully packaged and reasonably priced, the coffee is currently available at Barefoot Marine Centre but will shortly be stocked in supermarkets and stores around the country.



Agronomist Martin Barnard is now producing fine coffee on St. Vincent

For more information on Vincentian Arabica coffee call (784) 456-9334 or e-mail barebum@vincysurf.com.
For more information on Barefoot Yacht Charters and Marine Centre see ad on page 27.

Grenada Marine is Sweet 16!

Laura Fletcher reports: Grenada Marine is celebrating being in the yachting business for 16 years this June.



Celebrate! Grenada Marine staff presents skipper of S/V Ooroo *with a discount certificate*

As we feel we are coming of age, we decided to offer two lucky customers a birthday surprise. Congratulations go out to *S/V Spin Off* and *S/V Ooroo* who both won eight-percent discounts off their haulouts.
For more information on Grenada Marine see ad on page 19.

New Management for Driftwood Restaurant, St. Vincent

Driftwood Restaurant & Lounge at Barefoot Yacht Charters & Marine Centre in Blue Lagoon, St. Vincent has recently been placed under the management of experienced American restaurateur Ari Rothberg.

After many years experience in all phases of restaurants and customer service, Ari



relocated to St. Vincent five years ago and brings a wealth of knowledge and experience to this fine dining establishment.

Driftwood's emphasis will now not only feature St. Vincent's finest gourmet pizzas but also specialize in fresh — never frozen — local, sustainably caught fish, select butcher-cut meats and mountain-grown vegetables. Driftwood will support the ideals of organic, healthy and local through special "Caribbean fusion" flavors. A full-service, top-shelf bar specializing in St. Vincent's award-winning rums and locally brewed beers is available any time.

Parties of four or more will receive a free yacht mooring for the night when dining at Driftwood. Driftwood Restaurant will also offer free WiFi, free showers and regular nightly discounts on food and drinks.

Barefoot is St. Vincent's original full-service marine center offering full marine services, including accommodations, Raymarine electronics repair and a sail loft. A full-service watersports center and boutique are now available as well.

Barefoot Yacht Charters & Marine Centre is located on St. Vincent's southern coast in Blue Lagoon, next door to the new Customs office. Look for the first dock after the Coast Guard base when entering the bay.

—Continued on page 46

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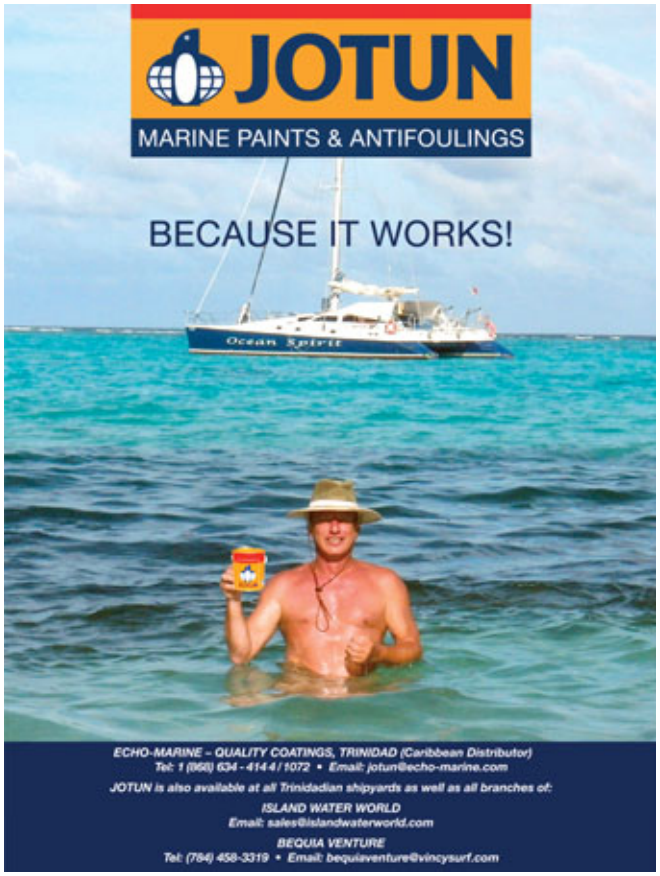
Myths abound on sailing from the Caribbean to South America... Some say the ferocious currents and contrary winds make it nigh impossible, while others insist the seas are rife with pirates bent on pillage and plunder!

Well everyone likes a good myth, and while the reality is not nearly as exciting, the annual Nereid's Rally, scheduled for September, might be just the thing to spice up an otherwise dull maintenance season.

And so, rather than hunker down for six months waiting for the next sailing season, why not indulge in visiting some of the least known anchorages in the Atlantic...

TEMPTED?

For more information go to:
www.marinaslm.com/rally



REGATTA NEWS

Mia Nicolosi Tops BVI Dinghy Championships

The light winds on May 16th and 17th suited Mia Nicolosi from St. Thomas, USVI, whose three bullets earned her first place in Blue Fleet and first overall at the 2015 BVI Dinghy Championships. This was the first time she had beaten her brother, Teddy, and her fellow regular competitor Rayne Duff. Mia said, "It felt good to have beaten them rather than them always beating me!"



Fifty-two dinghies raced on the Sir Francis Drake Channel just off Nanny Cay, Tortola. BVI sailors were joined by sailors from St. Croix, St. John and St. Thomas in the USVI. The main course was for the Optimist Championship, Club 420, Laser Radial and Laser Standard classes. The second course was for the Optimist Green Fleet (novice racers), which had 24 boats — the largest number the event has had in Green Fleet (last year there were just six).

There were nine boats in the Laser Fleet, split into Radial and Full rigs. Sam Morrell won the Radial Class and Colin Rathbun the Full Class. Both are from the BVI.

The Royal BVI Yacht Club hosted the event. Sponsors included Hellmann's, Road Town Wholesale Trading, Nanny Cay Marina and The Moorings.

The BVI Dinghy Championships is the third and final event of the Virgin Islands Triple Crown, which also includes the Virgin Islands Optimist Dinghy Association Championship in St. Thomas and the Cruzan Open Regatta in St. Croix. The overall winner of the VI Triple Crown 2015 was Rayne Duff of the BVI, with Julian van den Driessche from St. Thomas second and Lake Sanford from St. Croix third.

Visit www.royalbviyc.org for more information.

Historic Key West-to-Havana Hobie Race

In the first US government-sanctioned sailing race between the two cities in more than half a century, five two-man teams of US-based Hobie Cat racers departed Key West on May 18th in a race to Havana, Cuba. The US Commerce Department issued the necessary licenses for the teams to participate.



WWW.HAVANACHALLENGE.COM

The commodores of the Havana and Key West clubs

The Havana Challenge, held May 16th through 21st, was a three-part series of races for 16-foot Hobies. Part One, The Gulf Stream Shakedown, sailed approximately 15 miles south from Key West, around a race committee yacht and returned to the starting beach in Key West.

Part Two, the 90-mile Key West-to-Havana leg of the race, saw a LeMans start off Key West's South Beach. Support boats brought the total fleet to 19 vessels. Ten hours after the departure, *Wolbem* triumphantly entered Havana's Hemingway Marina.

Two days after their arrival in Cuba, four of the North American Hobies raced against five Cuban boats in front of over a hundred spectators standing on Havana's Malecon seawall. Racing three laps on a course between the Deauville Hotel and the famous Hotel Nacional, the locals prevalled. The Cuban race team was presented with the Copa de Amistad (Friendship Cup) by US sailor Daniel Gilleran on behalf of his late brother, Matthew. "He loved to sail," said their father, Jim. "He was a member of the Key West Sailing Club and set records while he was there."

The US Hobie sailors departed Havana on May 21st for the final leg back to Key West.

Visit www.havanachallenge.com for more information.

Bone Island Regatta also Reaches Cuba

Meanwhile, a fleet of four cruising boats set sail May 20th from Key West bound for Hemingway Marina in Cuba as part of the Bone Island Regatta, which also has legs between different Florida towns. Alice Petrat of the Sarasota Yacht Club had worked over the last two years to make this event possible, finally receiving official approval on May 15th. To make the racers' stay in Cuba comply with US laws, TravelGuideCuba.com was the sponsoring organization, producing and executing an itinerary using the recently updated "people-to-people visit" laws. All four boats made it successfully to Cuba on May 21st, which happened to be Hemingway International Yacht Club of Cuba's 23rd anniversary. On May 22nd, the required people-to-people tour activities began with a memorable tour of Old Havana.

Commodore José Miguel Díaz Escrich of HIYC was instrumental to the success of the Cuba leg of the Bone Island Regatta, and participants report that his hospitality during their stay was unrivaled. At a reception at the club, Alice Petrat thanked the Cubans for all of the hospitality and help provided, as well as the 19 US sailors for participating. She announced that the Sarasota Yacht Club is planning a new regatta in early April 2016 that will be capped off at 30 to 50 vessels.

Visit TravelGuideCuba.com for more information.

Budget Marine GILL Triumphs at Captain Oliver's

The Budget Marine/Gill team, skippered by Andrea Scarabelli, brought in their third win of the season in the Captain Oliver's Regatta, held May 23rd and 24th, following wins in the St. Maarten Heineken Regatta and Les Voiles de St. Barth.

The weekend involved a Counterclockwise Race around St. Maarten/St. Martin on the Saturday followed by a course on the Sunday that took the sailors to the south-east part of the island. The conditions were windy and made for great tactical sailing.

This was the final major regatta for the season and the victory wrapped it up nicely for the Melges 24 Team. The core crewmembers are all involved in the marine industry, with Christopher Marshall, Lomig Henry and Rene Edwards all working at Budget Marine, Derek Little working at Electec and Andrea Scarabelli working at Tropical Sails loft.

Rene commented that the competition was really fierce. Keeping the time between the bigger Melges 32, *Kick 'em Jenny*, and *Budget Marine Gill* as little as possible and meeting the challenges from Melges 24s *Island Water World* and *Wild Devil* made it very tight racing to the finish.

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Andrea reports: "In the Captain Oliver's Regatta we not only had the usual rivalry between the Melges 24s, but Hope-Ross's Melges 32 was also thrown in the mix. Coming back we had a very fast reach with spinnaker, broaching two or three times, at the limit of control and reaching almost 18 knots of speed. We extended our lead over *Island Water World* and maintained the same timing against *Kick 'em Jenny*, so we were able to win on adjusted time."

The team thanks their supporters and also their sponsors Budget Marine and Gill Technical Gear.

Visit http://captainoliversregatta.com/ for more information on Captain Oliver's Regatta.

For more information on Budget Marine see ad on page 2.



ON THE HORIZON…

PCYC Introduces New Round Grenada Regatta

Yacht racers will have another chance to shake out their sails in Grenada this August when the Petite Calivigny Yacht Club (PCYC) will introduce its "Round Grenada Regatta", a two-day racing event with a new and challenging twist.

Round the island racing has long been a part of Grenada's yacht racing history, starting as far back as 1969 and running intermittently until recent years. In fact, the 1970 race, which reputedly drew "a global Who's Who of successful racing yachts", was even said to have been the forerunner for all the round the island races which take place in many of the Caribbean islands today. The PCYC decided to host this new Round Grenada Regatta after receiving heavy demand to bring back this annual yacht racing tradition.

In the past, Grenada's round the island race was most commonly held over the Easter holiday weekend. However, now that the ever-popular Bequia Easter Regatta has that weekend all sewn up, the Club decided to add its Round Grenada Regatta to the Caribbean racing roster on the 22nd and 23rd of August.

The regatta's new two-day race format was designed because of the typically lighter August winds. Starting on the south coast of Grenada, Day 1 will feature a race up to Carriacou, finishing in Tyrell Bay. After a night's layover (and no doubt a bit of partying!), Day 2 will bring racers back down to Grenada, finishing again along the south coast. Racers can chose to either sail up the leeward or windward side of Grenada on Day 1, but Day 2 must then complete the loop (i.e. no racing both up and back along the same coast of Grenada). This regatta is being organized as purely a "fun" event for its inaugural year.

The Round Grenada Regatta is still in planning stages, but details as they develop will be made available at www.pcycgrenada.com. For now — August 22nd and 23rd — save the dates!

CNSJ to Host 2015 Caribbean Dinghy Championships

The Caribbean Sailing Association (CSA) has announced that Club Náutico de San Juan in Puerto Rico has been selected to host the 2015 Caribbean Dinghy Championships, October 16th through 18th.

Club Náutico de San Juan was founded in 1930 by a group of local residents to promote nautical sports. The Club is located at the end of the San Antonio Channel in San Juan Harbor.

Club Director Jose Teixidor said, "CNSJ is honored and excited to host the 2015 CSA Caribbean Dinghy Championships. The CNSJ re-launched its sailing program earlier this year and the Club is fully committed to developing youth and adult sailors through its Sailing Academy as well as promoting international regattas. The competitors are sure to have an amazing time sailing in San Juan Bay."

San Juan Bay offers expansive protected waters and CNSJ is a sophisticated yacht club offering state-of-the-art facilities. Its location, just ten minutes from San Juan International Airport and within walking distance to a range of hotels, make it accessible and affordable. The CNSJ staff is knowledgeable and there is a high level of racing expertise within the membership.



Of the successful CNSJ bid to host the event, CSA President Peter Holmberg says, "I see the success of the bid as a direct result of the hard work the CSA Sailing Development Committee is putting into forming new associations across the region at the grass-roots level. This encourages more islands to become involved. We look forward to seeing a competitive and well managed event and for this to be the first of many new countries willing to play host to this important championship."

The Caribbean Dinghy Championships have taken place for many years and were originally hosted by a different country across the Caribbean each year. This year, the event sees teams of mixed age groups from juniors to seniors race in Laser Open, Laser Radial, Optimist, 420 and IC24 classes with all the boats provided on a complimentary basis by the host club. It's an excellent stepping-stone into competitive sailing for many entrants.

The Notice of Race is now available at www.caribbean-sailing.com. To enter a team, contact CNSJ at vela@nauticodesanjuan.com by August 17th.

Barbados 50: A Sailing Odyssey Next Year

Next year's Barbados 50 will be a transatlantic event to mark the 50th anniversary of Barbados Independence. After a symbolic start in London in late July 2016 the rally will call at various ports in Spain and Portugal on its way to the Canary Islands. The rally will then visit Senegal and the Gambia.

West Africa is rarely visited by cruising sailors and the stops in Senegal and Gambia will give participants in Barbados 50 an opportunity to enjoy the extensive water bird sanctuary in the Saloum River Delta and to cruise the Gambia River.

After calling at the Cape Verde Islands, the rally will cross the Atlantic to Barbados where the arrival of the Barbados 50 fleet is timed to coincide with the celebrations that will start on November 30th, 2016, the 50th anniversary of Barbados' Independence.

Sailors have the choice of signing up for the entire route, or only its transatlantic leg. The Cape Verde to Barbados leg is scheduled to start on November 10th, 2016.

Barbados 50 is organized by Cornell Sailing Events, a British company led by Jimmy Cornell, specializing in transatlantic and round the world rallies for sailing yachts.

Visit www.cornellsailing.com for more information.

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One Square Mile, One Long Weekend, Tons of Fun

by Mark Denebeim

There was an unmistakable vibe in the air — or was it on the water, or perhaps on the land as well? — during the Hairoun Beer Mayreau Regatta 2015. The constant yet brisk breezes filled the sails and cooled the crowd, the local fishing and race boats battled vigorously on the water, and, with only one square mile, the land was rockin' all weekend long!

Welcome to the 9th Annual Mayreau Regatta, a four-day extravaganza offering something for everyone, in perfect weather on one of the Grenadines' most colorful islands, from April 30th through May 3rd. This year's theme was "Chillin' on



Mayreau" but it might as well have been "Pace Yourself" as each day and night was filled with activities for locals, visitors, children and aliens alike.

Where else can you find a kite flying contest, May Pole dancing and a lionfish derby on the same day? Or a basketball game between teams from Mayreau and Canouan, a lionfish cooking competition, a culture and talent show and an after party — held one right after the other in a single evening? The parties on the first three nights lasted until 5:00AM for some. On the Saturday night, an elegant and stylish "Glow" party, where everyone wears only white clothes, was a Southern Grenadines first and was full of guests from neighboring islands and some cruisers as well.

And, oh yeah, there was spirited sailboat racing in local wooden double-enders over the weekend, too.

The sailboat racing featured three races for each of four classes of double-enders, the longest with a crew of eight, the shortest with a crew of three. There were a total of 20 boats, from Mayreau, Bequia, Canouan and Union islands, all of which sailed to the regatta, except the smallest boat from Bequia, which was towed down by the youth sailors' coach's yacht.

On the Sunday, many guests from these neighboring islands took a ferry, catamaran or speedboat to join the festivities (not least of which was a very spirited "wining" contest), including Janti from Happy Island, Commodore MacLaurean of the Canouan Sailing Club, Cletus "Secki" Alexander and Vanessa from Chatham Bay, Alick Daniel and his sailing team from Bequia, and of course Terrance Ollivierre, Parliamentary Representative for the Southern Grenadines.



Above: Boats from all around the Grenadines wait to compete
Left: Cletus ('Seckie') Alexander and Vanessa Pemberton, owners of Sun Beach & Eat on Union Island's Chatham Bay, hopped over to Mayreau to join the fun
Below: Canouan Sailing Club Commodore Matthew McLaurean (center) with Mayreau Regatta & Sporting Committee's Everston Roberts (left) and Nancy Saul-Demers (right)



The big race winners were *Bad Feelings*, a Mayreau boat, with three firsts, winning Class A and the Elmore Lewis Memorial trophy; *Unity* from Union Island, which swept Class B; *Camille* from Canouan, which came out on top of a hard-fought Class C; and the team of eight on *Eclipse* from Bequia, with three first-place finishes in Class D for the largest double-enders. Two boats capsized and had to be towed back to the beach in Saline Bay where the fishing, sailing and Sunday's award ceremony were based.

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The Fishing Contest produced over 1,322 pounds of fish, including red snapper, jacks, barracudas, and chubs. Canouan's *Why Me*, captained by Manasseh King, brought in the most heads (201). The heaviest catch was claimed by Dwayne Allert on Union Island's *Green Money*, and the biggest head, a dolphin fish (or mahi-mahi) tipping the scales at 16 pounds, was landed by Mayreau's Glenroy Forde on *Face Off*. The Lionfish Derby, started in 2012, produced 152 of the invasive venomous creatures, weighing in total more than 88 pounds, culled by three teams of scuba divers and free divers. The boat *Kevisha* from Union Island brought in the largest lionfish, the smallest lionfish and the most lionfish, giving Kevin "Blackie" Ryan bragging rights for the third year in a row.

Most of the parties, the traditional cooking contest, culture and talent show, basketball game (won by Mayreau 68-64) and the lionfish cooking competition were held at the Hard Court, located in the center of the steep village enclave. The kite-flying contest at Saline was short-lived however, when one of the kites wrapped around an electric line, causing the Vinlec crew to turn off all island power so they could safely remove it!

For the youngsters, the spot to be was the Kiddy Regatta Corner on Saline Bay — a new addition this year — where children participated in a full day of games on Friday, crafts on Saturday and competitions on Sunday. Spectators of all ages par-



ticularly enjoyed watching contestants master the obstacle course, the donut-on-a-string contest and the gutter boat races, which featured boats created by the participants during Saturday's craft corner.

So, how do you successfully organize, promote and execute a regatta weekend of this scope and magnitude on such a tiny island (population approximately 300) with so few volunteers available? Just ask Nancy and Lorne Saul-Demers, Canadians who renovated a house on Mayreau three years ago and "dive the reef six to eight times a week, every week." "We have a small but diverse, energetic and dedicated committee led capably by our president, Claude Alexander, and supported by virtually every person on the island in one way or another. Each year we strive to improve our roster of events and visitors' experiences," enthused Nancy.

Once a long-standing tradition, the annual regatta disappeared until the Mayreau Regatta and Sporting Committee was formed in 2006 to bring back the racing fun. Other activities were added more recently to make the event more family-friendly and to entice more guests from the neighboring islands to attend. "We wanted to make the regatta fun for everyone on Mayreau and, with the rich sailing and fishing tradition of all the Grenadines, to provide a venue to test their skills against their neighbors," Nancy explained. "Plus, we really hate the impact of the voracious lionfish so we added the derby and the cooking competition to help stem their effect on traditional fisheries and the reefs."

The list of sponsors included many businesses from St. Vincent, Union, Bequia, Canouan and Petite Martinique as well.

At no other time is the quirky hospitality of the people of Mayreau more evident than during annual regatta weekend, with all the local volunteers providing errorless service and enthusiasm.

If you are heading south through the islands at the end of April 2016, make it a point to stop by and share in the good racing, good food, good activities, goodwill and overall great vibe found only at the unique Mayreau Regatta.



Above: The first fishing boat arrives with its catch

Left: One of the larger lionfish speared for the derby

Below: Straws provide the wind power for the 'gutter boat' races



More photos can be found on the Facebook page Mayreau Regatta.

Mark Denebeim has sailed the Caribbean professionally since 1979 and is spreading joy on his catamaran, Sanctuary, *and in Dominica to this day. Besides many magazine articles, he has published a book,* Captain Mark's Way, *featuring laugh-out-loud, true, fun and ribald Caribbean stories and insightful perspectives, available on Amazon/Kindle or Smashwords.com.*

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Y2A BY ELLEN EBERT BIRRELL

Changing the Climate for Youth Sailing

Youth2Adult — Y2A — is a series of articles featuring the "Caribbean youth or adult next door" and celebrating junior sailing's role as a life skill that might lead to employment within the marine industry as an adult.

If you've visited Bequia in the northern Grenadines, you know the robust feeling of Port Elizabeth and the large protected harbor of Admiralty Bay with its numerous sandy beaches — ideal for beach starts and boat storage. This is just the climate for youth sailing. And, sail they do! Double-enders, Optimists and sailing dinghies of all description dart amidst anchored boats on any given day.

In this seeming haven for youth sailing, organized programs have struggled for consistency. Enthusiastic parents and local instructors come and go. Sponsorship from local organizations and companies has ebbed and flowed. Support has been spotty from national ministries of sports, youth development and/or education.

Now, with its board in place and the by-laws and constitution drawn up, Eddie Brown, president of the St. Vincent & the Grenadines Sailing Association, is eager to finalize the paperwork to get the SVGSA officially established.

Just as the St. Kitts & Nevis Sailing Association (SKNSA newly formed in 2014) was propelled forward by the notion that sustainable junior sailing can only stem from a constant source of funding and management, youth leaders in Bequia came to the same conclusion. Both SKNSA and SVGSA hope to achieve consistent youth programs by formally organizing into an association recognized and supported by both one's own NOC (National Olympic Committee) and international organizations such as ISAF (International Sailing Federation) and IODA (International Optimist Dinghy Association).

The emerging SVGSA has a diverse make-up of leadership including the current SVG governor general, a lawyer (who is presently formalizing the association paperwork), and Allick Daniel, founder of Bequia's Traditional Sailing Academy. Under SVGSA member Andrew Mitchell's direction, Bequia Youth Sailors have competed successfully at Optimist races within the region. Once they bump up against the elite youth sailors of Curaçao, the BVI and the USVI, they see the need for a program that can give them similar opportunities of consistent coaching, clinics and competition.

Go, SVGSA!

Y2A Featured Youth

Oreakay Joseph, 15 years old

Member: Bequia Youth Sailors, St. Vincent & the Grenadines

Favorite boat: Optimist

During the 2011 Carriacou Regatta, a buoy for the local working boats was placed adjacent to the starting line for the Optimists and Lasers. This created confusion, especially for assertive young sailors like Oreakay Joseph who positioned himself with speed on the starting line. At this, his first off-island regatta, he sailed a red Opti with "Oreakay" written across the side. Over the line early, the frustration of re-starting well behind everyone else was written across his face. But he didn't give up. By the weather mark, he'd passed all but one other sailor. Rounding the mark, a local powerboat swamped Oreakay's Optimist with its wake. Righting, and then bailing furiously, he again fought his way back. Finishing second, it was the only race of the regatta in which he didn't take first place.

Like "Elvis", he earned the right simply to be known as "Oreakay".

This interview caught him in the midst of training for the June 12th to 14th St. Lucia National Championship. He'll compete along with teammates Jojo Adams and Drew Mitchell. In last year's races, he was usually first to the weather mark but the French sailors were able to pass him on beam reaches and downwind. Therefore, he is practicing keeping the boat flat while reaching and how to pump the sail to keep it on a plane.

Oreakay's favorite school subjects are physical education, maths and English.

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Rising racing sailor Oreakay Joseph competes skillfully in both Bequia's traditional double-enders and in internationally recognized Optimists. Next goal, Lasers



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When asked if his junior sailing brought any life skills, he indicates that sailing the boats and racing in places like Carriacou give him material to talk and write about at school. He's also raced in St. Lucia and Curaçao. Captaining double-ender *Y Knot* in the 2015 Bequia Easter Regatta, he captured first overall in Class 4: "It is hard to race 'cause it keeps dancing."

"I support my club by helping when the boats need fixing," he says. Oreakay would like to train in Lasers next year. His message to Caribbean youth: "If you like something, stick to it and never give up until it's done."

Y2A Featured Adult

Omari Scott, 32 years old

Employment: Head Coach for Coral Reef YC Optimist Program and US National Team Optimist Coach

Fresh out of a two-year college in Antigua, Omari Scott was eager to apply his education and earn money in his new accounting position at FedEx. He was not exactly enthused when US college recruiters, who had read about him in *Caribbean Compass* and *All At Sea*, came a-knocking. Nonetheless, the prospect of bettering himself won out. In his first year at Hampton University, Virginia, transitioning from racing one-person dinghies to collegiate two-person 420s and Flying Juniors was difficult. He eventually excelled in both collegiate racing and obtaining a degree in Sports Management. Graduating in 2008, job prospects in sports management in the US had dried up owing to the economic recession.

Omari returned to the Caribbean and took a position as St. Lucia National Sailing Coach. Tasked with developing both recreational and elite racing sailors, his success in sending young St. Lucian sailors to high-level regattas in Martinique, Canada and the Optimist Youth Olympics landed him a coaching position with the Royal BVI Yacht Club. For the next three years he lived on Tortola, preparing young BVI sailors for the US, South American, North American and World Optimist Championships and sending them to clinics in Argentina and Germany.

In 2014, Omari was a pre-regatta clinic coach in St. Thomas. A young sailor in attendance from Coral Reef YC, Florida competed in an international event shortly after returning from St. Thomas. He won! His parents and club members attributed his tremendous strides to Omari's instruction. CRYC lured Omari to his "dream home" as Head Coach of their Optimist Program.

"Success is allowing everyone to do their job," Omari says. He appreciates working in a setting where "I concentrate on seeing that the kids are well trained and



Antiguan sailor Omari Scott has coached young racers in St. Lucia, St. Thomas, Tortola and Florida. He is now the US National Team Optimist Coach

performing well. In the Caribbean, one person does everything from instructing intermediates to elite sailors, administrative stuff, pretty much everything. You get burnt out."

At five years of age, Omari lived near the Antigua Yacht Club and his older brother started attending a summer sailing camp there. "My parents were not AYC members but my dad was bartender there for 20 years. He knew everyone." Omari felt comfortable in and around the water, fishing, snorkeling, scuba diving and spearfishing. Initially, AYC had only Lasers. Small Omari was ballast crewing for the older boys. AYC soon acquired Optimists. Coach Karl James stimulated Omari's passion for racing. Sailing both weekend days and three weekdays consistently, by nine years of age he was racing in regional events in St. Maarten, St. Croix and St. Thomas.

Omari was recently named US National Team Optimist Coach, and youth sailors he has worked with represent one third of the US National Team. They have qualified for the British Nationals, an international event in Belgium, the Optimist World Championship in Poland, and the European and North American championships.

With his degree and experience, Omari sees many things he can do in the future: sports management within the NBA or soccer, college coaching, recruiting or directorship (preferably for his alma mater, Hampton University). "I will still do big boat racing, but I prefer dinghy sailing. It's more exciting to me because of its shorter and more numerous races."

Omari: "Learning sailing is one thing, but being around a coach that you look up to is another. Hearing the same messages that you hear from your parents, but when you hear that from a coach, a young person realizes 'I should really listen to this'. It means a lot for a young man. He thinks to himself, 'This is important and I should take it seriously.' I want people to see me as someone who, beyond coaching, gives good advice on how to get along in life."

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

If you have a person in mind who would make a good candidate to be featured in Y2A, please submit to ellenbirrell@gmail.com.





BARRANQUILLA CARNIVAL, WE LOVE YOU

By Bill and JoAnne Harris

We have been cruising for more than six years now, and almost all of our time has been spent exploring the Caribbean. During both of our fun-filled hurricane seasons at Port Louis Marina in Grenada, we joined the Comancheros Carnival Band and purchased beautiful, locally and professionally made "Pretty Mas" costumes complete with feathers, beads, sequins and more, and danced our way for miles through the streets of St. George's, past the tons of spectators and the judges. The Band was fantastic to work with and in both years we participated, the Comancheros won first place! We knew that more Caribbean Carnivals would be in our future.

We are currently aboard our trimaran sailboat, *Ultra*, at the Bocas Yacht Club & Marina in Bocas del Toro, Panama. It provides beautiful docks, a restaurant, laundry service and fuel, free water shuttle service to town, and a shipyard nearby.

We had our sights set on sailing to Colombia from here, but the weather and sea conditions are not always suitable to do so. Instead of waiting for several months for a weather and sea window, we decided to leave *Ultra* in the marina and explore Colombia for a month by land.

We flew to Cartagena and spent eight fun-filled days there. Many cruisers stay at the popular Club Náutico Marina; there is also a large anchorage in the harbor. From there we headed to Santa Marta. The exceptionally nice marina, IGY Marina Santa Marta, provides clients with an excellent staff, incredible docks for an array of vessels, 24-hour security, restaurant, mini-mart, captain and crew lounge, a beautiful fitness center nearby, laundry service and fuel, great beaches, and more. While based there, cruisers can explore the beautiful bays nearby with their boats. After our five-day exploration of Santa Marta, which included an exhilarating 12-hour Tayrona Park hike of scampering over mammoth-sized boulders from the mountains down to the pristine beaches, we were off to Barranquilla.

Why Barranquilla?

We had squeezed four days into our packed Colombian itinerary to spend in this port city, to experience a once-in-a-lifetime opportunity. Barranquilla hosts the second largest Carnival in the world. (The only one bigger is Brazil's legendary Carnival in Rio de Janeiro.) The Congress of Colombia designated it as a Cultural Masterpiece, and UNESCO lists it as one of the Masterpieces of the Oral and Intangible Heritage of Humanity. It is an amazing blend of African, Latin and Indian cultures and more.

It also happened to coincide with the long Valentine's Day weekend!

We hopped on a two-hour bus ride from Santa Marta to Barranquilla. The bus is supposed to provide "door to door" service, but because of the traffic, the driver had to drop us off about 12 blocks from our hotel. It was impossible to get a taxi until we got within five blocks of the hotel. We had traveled light, but trying to make our way through sidewalk stands and seas of people making their last-minute purchases for the BIG holiday weekend, was super crazy.

Upon our arrival, we were greeted by an amazing staff who offered us complimentary rum drinks and homemade Colombian candy. WOW, what hospitality! Upon check-in, we each received our welcome souvenir Carnival bag filled with a souvenir T-shirt, necklace, whistles, decorative cardboard fans, safe sex literature and three condoms!



From our fifth-floor hotel room the streets were a maze of cars and people, and the air was filled with every kind of music you could imagine — we felt the beat deep in our bones. The hotel was in a great location for attending Carnival, but we could tell there would not be much sleep to be had during our stay. Never mind: the anticipation of the unforgettable event that was in store for us the following day was so exciting!

Fun in the Stands

On February 14th, we set out for a spectacular experience that should be on everyone's bucket list. To be sure there was an excellent view of everything, JoAnne had surprised Bill by reserving viewing stand (bleachers) tickets ahead of time. The seating came complete with designated food and drink vendors and bathroom facilities. Depending on your budget, there are several choices for viewing the events: standing room only, plastic chairs at ground level, or viewing stands — all without any, or not much, shade. We are on a tight cruising budget, but since we would be sitting in the sun for at least eight hours per day to watch the parades, JoAnne chose to spring for better seating arrangements that were sunburn-free.

As we made our way down the street to the Carnival parade route, all of the shops were boarded up. There was only one grocery store open for several blocks. Both sides of the street were lined with booth after booth of street vendors selling food and drinks, carnival souvenirs, tattoos, and more.

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There were also fleets of donkey carts loaded with spectators who could not walk the countless blocks that were required.

Upon arrival at the stands, we were amazed at the organized chaos of the line-up to get into the Carnival gates. We were early, so we got great seats in the bleachers and proceeded to enjoy a fantastic band performing beautiful traditional music. We were soon surrounded by wonderfully lively Colombians, and our personal space quickly became *nada*, but it did not matter. Everyone was exceedingly friendly and they told us they were so happy to speak to the only Americans at the event! They all wanted to take photos with us, and said it was extra special for them, since they had never met any Texans before. We had a blast, and after dancing and talking with them for hours on all four days, we felt truly blessed to have made so many life-long friends during this event.



Left: Barranquilla's Carnaval King 2015 on parade, accompanied by musicians wearing traditional Colombian hats

Above right: A sea of people, moving in waves. 'Everyone was exceedingly friendly'

Below: Bill and JoAnne, seizing their latest opportunity to enjoy a Caribbean Carnival

After each of the days' events, we were swept back up the street on a huge wave of people. On the way, we always got a Colombian favorite snack called an *arepa*. There are several different kinds, but the one that we preferred was a thick corn tortilla with a pocket inside that is filled with a raw egg, sealed up and then fried to crispy perfection. It is not healthy by any means, but at the end of a long day at Carnival, it makes for an excellent treat!

Barranquilla Town and Carnival Characters

Located at the mouth of the Magdalena River, Barranquilla is an industrial town of 1.1 million people, thriving with all kinds of manufacturing facilities. It is also the hometown of the singer Shakira, the actress Sofia Vergara, and the reigning Miss Universe, Paulina Vega. The outstanding Carnival that is celebrated in Barranquilla has also given it worldwide recognition. Although it's possible to anchor in the Magdalena River, a cleaner and safer bet is Puerto Velero, about 20 minutes away by road, where you can anchor or take a marina slip.

There are several characters represented in the Barranquilla carnival. The most famously recognized, popular, and the only character originating in Barranquilla, is La Marimonda. He wears a vest, and has extremely large ears and a very long nose. If his nose looks a little, well, for lack of another word, *interesting*... yes, you are correct; it represents what you think it does. This was explained to us by our Colombian friends in the stands in great detail. The other characters they explained to us were Negrita Puloy, who wears a red-and-white polka-dotted dress that was made famous by a Venezuelan laundry detergent; and Joselito Carvajal, a character who symbolizes the joy of the Carnival festivities. Joselito is "resurrected" on the Saturday of Carnival and dies on the last day, of exhaustion and a hangover.

Carnival Day by Day

The first day of Carnival features the supremely colorful Battle of the Flowers, which is the traditional float parade. On the second day, The Great Parade does not feature floats, but rather numerous performers wearing masks and countless dance groups dancing their hearts out in different styles (the women impressively wearing three- or four-inch high heels). They parade for miles through the streets, competing for a spot in the next year's Battle of Flowers. On the third day there is The Fantasy Parade, with brilliantly costumed and body-painted people, and The Orchestra Festival in which bands play captivating Latin and Caribbean music.

Finally, the fourth day features the parade of the Carnival character Joselito Carvajal. This is not as long or lively as the others, as the people attending mourn the coming end of the Carnival. On this day, spectators observe the burial of Joselito, who is resurrected anew each year for the carnival and dies at the end of the festivities. The parade includes "happy widows" who cry over the character's death.

Throughout the entire event, attendees get sprayed with sweet-smelling white spray foam that is shot all through the crowds.

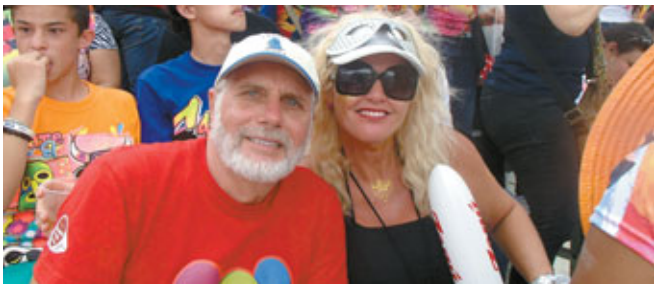


Carpe Diem!

We must tell you that as well as carnival in Grenada, we have attended or participated in Mardi Gras in New Orleans (multiple times), New Year's Eve in Key West and many other places, and other events that are comprised of huge crowds with incredible costumes, but we must say that this Carnaval de Barranquilla will always be one of the most mind-blowing experiences of our lives. It is difficult to explain, since it was more than just enormous crowds and culture. Although not one word of English was spoken (so it was a great opportunity for us to further sharpen our Spanish-speaking skills), it was non-stop fun, with friendly and helpful people, stunning costumes, and outstanding traditional dance, music, food, and more, and all the while we felt a great sense of safety and security.

We never hesitate to totally immerse ourselves in the cultures of the countries we visit, and this was no exception. We thoroughly enjoyed visiting with the Colombians in Barranquilla and learning about their history, their culture and their way of life. It was even more meaningful, since it was all spoken in their language. Life is short, and our Barranquilla adventure was an amazing experience of a lifetime!

Whether you seize the opportunity to attend a Carnival in Grenada or Colombia, or somewhere else, enjoy it!



JoAnne and Bill Harris are from Clear Lake, Texas and both hold 100-ton USCG Master licenses and sail aboard their trimaran, S/V Ultra. *They enjoy writing cruising articles and sharing their experiences. To follow their sailing adventures visit www.jandbyachtultraadventure.blogspot.com.*



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ALL ASHORE...

ST. THOMAS WITH FEATHERS

by Monica Pisani

I'm Brazilian, and although I grew up in the country that hosts the biggest Carnival in the world, I was very much looking forward to Carnival in St. Thomas, USVI. Jonathan and I had seen Dominica's Carnival earlier in the year, and had the best time!



Fabulous feathers at St. Thomas Carnival — even our Brazilian correspondent was impressed!

We arrived in St. Thomas from the BVI on our 42-foot Tatoosh sloop, *Journey*, a few days before Carnival. We anchored in Vessup Bay at Red Hook for protection from the southeast wind, and also to be closer to friends who have been living in St. Thomas for the past year.

Carnival originally came to the Caribbean islands with the European colonists, who brought their traditional holiday celebrations and religious fests. The fusion of European and the various Western African cultures present in the Caribbean islands resulted in what we know today as Carnival.

It is clear that the contemporary Caribbean Carnival has evolved from European and African traditions, but it has also incorporated cultural elements from neighboring islands. The creolized music, the drumbeat, the traditional and more modern dances, the masquerading, the moko jumbies (costumed people walking on stilts), the parading, and audience participation, attest to the birth and development of this exuberant combination. Carnival in Brazil is always immediately before Lent, as are the famous Carnivals in New Orleans and Trinidad. Other countries may celebrate Carnival anytime.

St. Thomas' first Carnival happened in 1912, and the second in 1914. Thirty-eight years passed before the streets of Charlotte Amalie were again flooded with bands, parading queens, and colorful costumes.

Today, Carnival in St. Thomas is a month-long event, which includes calypso shows, a food fair with the island's best traditional eats, pageants to crown the King and Queen of the parade troupes, steel pan shows, and a children's and an adult's parade. It all makes up for an incredible spectacle of joy and tradition with sparkling elaborate costumes and creatively decorated floats.

The anticipation for the event was evident everywhere we went, with posters advertising the party, magazines and newspapers providing the schedule of the celebrations, and every step we took was to the beat of the Carnival music we heard everywhere. Jonathan and I were thrilled to see our second Caribbean Carnival this year, and our friends were very excited to participate in their first Carnival celebration ever.

On Sunday, May 3rd, a typically hot morning, we took the "safari" (St. Thomas' public transportation) from Red Hook to Charlotte Amalie, the capital. Once there, we walked towards the Carnival Village. The streets were decorated and lined with families, young and old, sitting on their chairs, holding umbrellas to protect themselves from the unforgiving sun. We walked through the streets with our tourist gear, hats, cameras and water bottles, ready for the party!

The Carnival Queen, the Calypso King, several princesses, and beauties representing many of the other islands opened the parade.

—Continued on next page

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The first group danced Quadrille, a popular old-time dance still practised today in the islands, and part of the traditional Carnival.

We eventually found ourselves some shade under a tree, up on a hill overlooking the parade. We could still hear the contagious rhythm of the Caribbean music. Bands and orchestras of steel drums parading on top of double-tiered floats delivered the music. The floats swayed to the players bouncing energetically to the beat as they created intricate melodies. As our brains registered the beat, our bodies responded with an almost uncontrollable movement, and being a Brazilian who loves Carnival and dancing, I could hardly stand still.



Above: Join in: it's a time of exuberance, joy and tradition

Below: Monica and Jonathan say, 'We had a blast!'



One of the best-known steel drum groups is The Rising Stars Orchestra. It was created in 1981 by a judge, with the intent to decrease juvenile delinquency through music. The members are between ten and 18 years old and they must comply with a strict code of conduct and high academic standards. It has been a tremendous success with 90 percent of its members graduating from high school. Something to be replicated!

As the parade continued, the costumes were a feast of feathers and spangles of every hue. Smiles were posted on every face as beautiful confident women of all shapes and sizes danced and twerked. What a scene; we all had a blast! This Brazilian's verdict? St. Thomas with feathers is fun!





Why Summer is for Celebrating, Caribbean Style


STEVE JOST


DAVON BAKER

Regatta season is officially over, but things in the Caribbean are heating up again fun-wise. Every year, late July and early August host a cluster of sizzling-hot Caribbean carnivals and festivals — and, yes, some even feature boat races.

Why now?

The first day of August is a public holiday in many places in the Caribbean, commemorating the August 1st, 1834 abolition of slavery in the British colonies. Many islands celebrate Emancipation Day on the first Monday in August, also referred to as the August Bank Holiday or simply August Monday, to provide a long holiday weekend.

Freedom. What better reason to celebrate?

Anguilla's Summer Festival typifies the best of these summer celebrations. It's the biggest holiday in Anguilla, and features everything from gaily costumed parades, calypso and talent shows, and a traditional Carnival jouvert and road march, to a series of extremely competitive local boat races. The famous August Monday Boat Race, around the island, determines who can compete in the subsequent "Champion of Champions" series, which ends on the final Sunday of Festival week.

Carriacou Regatta Festival is another boat-themed celebration, this one culminating on August Monday. Aside from a series of hard-fought races for the famous Carriacou sloops and local open boats and visiting yachts over the long weekend, there's the Miss Aquaval Pageant and other onshore events that traditionally include a donkey race down the main street of Hillsborough. It's Carriacou Regatta's 50th anniversary this year!

Here's a calendar of just some of the fun-filled festivals coming up in July and August. Websites are given where known. Many events also have Facebook pages.

Caribbean Summer Celebrations

JULY

1 - 7	Vincy Mas (St. Vincent Carnival). www.carnivalsvg.com
12 – 18	Reggae Sumfest, Jamaica. www.reggaesumfest.com
16 – 21	St. Lucia Carnival. www.luciancarnival.com
17 – 19	Mayreau Carnival
17 – 1 August	Tobago Heritage Festival. http://tobagoheritagefestival.com
20 – 28	Carnival of Santiago de Cuba. (The city is 500 years old this year, so expect a major celebration!)
23 – 3 August	Statia Carnival (St. Eustatius)
23 – 4 August	Culturama (Nevis Carnival). www.culturamanevis.com
24 – 9 August	BVI Emancipation Festival, Tortola. www.bvitourism.com
25 – 4 August	Antigua Carnival. antiguacarnival.com/events
27 – 3 August	50th Annual Carriacou Regatta Festival
30 – 9 August	Anguilla Summer Festival. www.anguilla-beaches.com/anguilla-carnival.html
31 – 2 Aug	Bonaire Jazz Festival. www.bonairejazz.com
31 – 3 August	Crop Over (Barbados Carnival). www.funbarbados.com/crop_over

AUGUST

6 – 15	Spicemas (Grenada Carnival). www.spicemasgrenada.com
21 – 30	The Caribbean Festival of Arts 2015 (CARIFESTA XII) will be held in Port au Prince, Jacmel Cap Haitien, Gonaives and Les Cayes, Haiti. www.carifesta.net
24	Festival of St. Barthelemy. Ceremonies, regattas, public ball, fireworks
25	St. Louis Festival, Corossol, St. Barts. Fishing contests, regattas, public ball and fireworks





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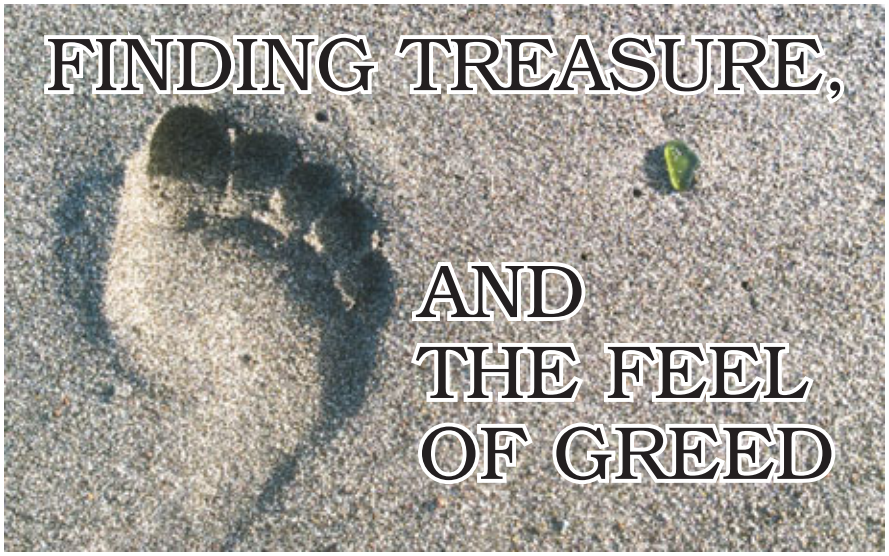
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British Virgin Islands	Global Marine
Cay Electronics	721-522-2552
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Marine Maintenance	Marintek
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284-494-3494	***Trinidad and***
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284-494-2830	Dockyard Electrics
Dominica	Ltd
Dominica Marine	868-634-4272
Center	***US Virgin Islands***
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Grenada Marine	Coral Bay Marine
473-443-1667	340-776-6665
Palm Tree Marine	St Croix Marine
473 443 7256	340-773-0289

FINDING TREASURE, AND THE FEEL OF GREED



by Chris Morejohn

It's early morning with the tide out as I walk along a dark grey, sandy beach. The sea is almost calm but the slight swell undulates the water's edge in a way that reminds me of the way women run their fingers through their hair, going in and then out ever so slowly.

This vision, along with the crowing of roosters and the never-ending pulse-like movement of the shoreline, enhances the early morning coolness of this secret beach. You see I'm not here today to just enjoy my surroundings; I'm here to look for treasure.

Lots of it.

I have been sailing the world's oceans since I was a kid, having grown up on a sailboat from the 1960s until today. Growing up on a sailboat, sailing off to distant islands and countries brought me to many fantastic beaches, shorelines, hidden coves and shallow reefs with myriad beach finds to be discovered. During this period of cruising about the Pacific and Atlantic waters I have had the good fortune to have a good vessel to carry me and my crew to many places where treasure could be found. To be a successful treasure hunter you need a good, like-minded crew and a boat that can carry your loot back home.

I found my first real piece of treasure at the age of three on the beach in Mission Bay in San Diego, California. It was the skeleton of a dead crab. Since that first find, I have been an inveterate beachcomber.

I have nurtured and refined this passion for found objects into an art form by literally turning beach finds into art that I create. Over the years, my crew and I have sailed thousands of miles across oceans, collecting, sorting and stowing our finds, with it all eventually ending up at our home base in the Bahamas where we use it in decorating our house and property, or turn it into art that we sell to finance future voyages. At least 15 tons to date have been collected from the shorelines, stowed aboard and then, maybe a year or two later when we return from a sailing cruise, unloaded to await the next leg in its life.

This morning, walking along bent over, zigzagging between the low-tide line and last night's upper reaches of the water's edge finds me picking up jewels. They are everywhere. It's as though Montezuma, King Solomon, and Sir Francis Drake used to vacation here and just dumped their treasures on the shoreline.

I have not discovered treasure like this in a long time. My pulse is flowing as I pick up each piece that has been tossing about for untold years, being polished and formed into its unique shape and color.

In no time I have collected a bucket full of centuries-old sea glass that used to be bottles holding wine, rum, perfume, medicine or poison. The really black pieces are the oldest, maybe 180-plus years. The blues, ambers, light pinks, grays, greens and reds all tell a story from the past. I pour the bucket into our dinghy carefully and go back for more.

The previous day had found my wife, Rachel, and I, along with cruising friends Tim and Gayle Evans of the ketch *Wild Bird,* playing with our dogs along this stretch of beach. I was collecting very old bricks that had been rolling back and forth in the surf line, being slowly caressed and at times pummeled into a smooth rounded shape by the relentless surf. These bricks find their way to the ocean by way of hurricanes, old battles and simply being thrown into the sea. I like the human connection of the sea bricks. These I would carry back to be used in footpaths at our home base in the Bahamas.

I have collected beach stones throughout the North Atlantic Basin, from beaches and shorelines where all the great explorers have come and gone as they went about their lives. On one Atlantic trip we returned to our place with over a ton of these stones, collected from the islands of the Azores, Madeira, the Canaries, the Cape Verdes and down through the West Indies and back to the Bahamas.

Above: There's treasure underfoot

Below: Beach stones from the Azores, Madeira, the Canaries, the Cape Verdes and the Caribbean Sea back home in The Bahamas.

Bottom: Wine-bottle bottoms, gin bottle corners and bottle stoppers aboard



We built our small place in the Bahamas to be our base to offload all our beach finds. A place to stow, exhibit and use our treasures. We call our land base "Tight Spot" as it has water on three sides. Our two houses are built on land that is 152 feet long and 31 feet wide. We think of it as our land yacht, with the west side (that is, the starboard side) being tied to our neighbor's lands. From a lifetime of beachcombing and collecting we can say we have a piece of most all islands in the Caribbean and Atlantic waters at our place. "Yeah, St. Barts over there, granite stones from Denmark over there," and so on.

As the four of us walked along the beach I started finding bits of sea glass, then lots of it. I had never seen so much with such thick, beautifully sculpted pieces. We all started picking them up off the sand. Later that evening Tim came over to our sailboat with his IPhone and internet access to show us that the totally black pieces we had found were very rare and old. We also could see all the websites for selling sea glass and jewelry made from and with sea glass. Some raw pieces were for sale on eBay for 20 dollars. Nice jewelry was selling in the hundreds.

It was getting dark. I planned on being on the beach early the next morning. That night I had visions as I dreamed of making a huge sea glass chandelier for our small house, sea glass stepping stones, jewelry, necklaces... and to get as much as I could, I would use a huge barge with a JCB backhoe to dig up the entire beach. Oh, the treasure to be found! So much loot just lay there, waiting all these years to be had.

This was the first time in my life I felt greed creeping into my soul.

Over the next several days the four of us collected sea glass. Tim and Gayle had caught the fever, too.

But not like me. I kept finding myself looking down as I walked everywhere, looking for a really perfect piece. I swam with a snorkel and mask along the shoreline in the gentle surf, picking the pieces out of the shifting sands, plucking beach pebbles and stones like brightly painted Easter eggs off the grass. It was so easy and so much fun. I could not stop.

How much did I really need? I wanted it all.

I looked online to research sea glass. So much information. What all the sea glass people were promoting was that diamonds are made by nature and then crafted by man, but sea glass is made by man and then crafted by nature. Excellent marketing. Quickly I came to realize that to sell sea glass I would have to be a very creative jeweler and make some unique pieces of art to make money. This I would do.

Somehow, since then I have happily gotten over my greed. But not totally. I want to go back and anchor at this beach again for a few more days' collecting. You never know what might come rolling out of the surf.

This place is so good the four of us have taken an oath not to share its location. But if you see the *Hogfish Maximus* anchored close to a beautiful beach and I'm ashore, hunched over, walking slowly with a bucket in my hand, then get yours. We can compare finds at dusk.

Chris and Rachel are sailing on S/V Hogfish Maximus, *their 38-foot self-designed and self-built shoal draft sloop with their pothound named Bequia. They hail from The Bahamas.*



Off the Deep End in Captain Karl's Yellow Submarine



by Darrin DuFord

Our first meeting began with an unexpected question: "Do you have socks?"

Tattooed and dressed in cargo shorts, Captain Karl Stanley stood before me in the sluggish morning heat of Roatan Island. He would be taking me to a depth of 2,000 feet underwater in his experimental vehicle, and the first question he asked me was if I had socks.

Thus began my earliest face-to-face conversation with the deep-sea submarine designer and captain. His inquiry added to a curious persona cultivated by several bar patrons I had met the night before on the island, Honduras' largest in the Caribbean, when I had mentioned that I was looking for him.

"His IQ is off the charts."

"To some, he may come off as aloof, but in reality he's just not that chatty."

"Karl's a little crazy, but in a good way. He just had a drink here. You just missed him."

The responses bloomed from behind bottles of Salva Vida beer as breezes from the Caribbean refreshed our brows. I worked my way down Karl's known haunts along the unpaved main road of West End, Roatan's scuba headquarters and home to the island's lively American expat community. Alas, I always seemed to be one beer behind him.

For snorkel and scuba junkies, Roatan has become synonymous with its beautifully bizarre reefs that lie just minutes from the coast. The island that once served as a place of exile — the British deported a community of Garifuna, a culture of mixed African and Amerindian descent, from St. Vincent to Roatan in 1797 — is now coveted for its natural treasures both above and below the surf.

The scuba-accessible reefs off the island's northern coast comprise the uppermost reaches of a nearly vertical underwater trench, which lured Karl away from the States in 1998. He built his newest submersible specifically for the location's deep subterranean topography close to shore, offering us air-breathing creatures a window into depths where a wetsuit cannot go.

After having obediently donned a pair of sporty, below-the-calf socks, I waited for Karl at his submarine dock with photographer Lia Barrett for our scheduled dive. Lia, an American in her twenties, specializes in underwater photography and also lives on the island. Electricity had been AWOL since morning, spurring a distant rattle of generators, a recurrent sound that I began to accept as part of the environmental din of the island.



The blue-green shallows of West End's Half Moon Bay crawled with groups of scuba instructors and their charges. I briefly reflected on how I could have been one of those students in a protected environment — a decidedly known method of undersea exploration. There's plenty of marvelous topography to investigate just a few meters down. But I had already been caught up in the spirit of the GO DEEPER block letters that Karl had painted on the roof over his submarine dock, as if to taunt the scuba students on the other side of the bay.

I swiveled to identify something airborne and closing in: a chiseled, bare-chested frame of a surfer, swooshing toward us on a zip line. That was our 34-year-old captain, arriving from his house's second-floor balcony across from the dock. He was also the person with whom I had chosen to entrust my life in exchange for an opportunity to explore a little-known nether landscape and swap glances with life forms few humans, if any, had ever seen before. If his arrival represented the kind of adventurous-yet-unflappable nature Karl exploited to return safely from his over 1,000 previous sub dives, then he had my blessing.



Top: Idabel's *depth gauge*

Above: A neighborhood of crinoids on the reef

Left: Idabel *awaits its captain, Karl Stanley. Stanley even took his dog down for a dive once*

We had already crawled into the snug confines of the three-person, 9,000-pound submersible, which he named *Idabel* after the town in Oklahoma where he welded it together, when I sensed a throbbing omission: the in-case-of-emergency briefing. Something like "In case of evacuation, a compression suit can be found under your bench." Except that there is no such thing as a compression suit. I just made that up. The truth is that at 2,000 feet underwater, if something horrible happens, the best you can hope for is that you'll be instantly squashed like a grape in the name of science.

An almost-as-dubious scenario would be if the sub became stuck between large boulders. Who knows, a vessel from another part of the world might be sent to Roatan looking for the pinned sub (which is why he painted the sub bright yellow), but with so few vessels capable of the depths *Idabel* can achieve, salvation will most likely remain in the cheery territory of Hollywood scripts. Karl has furnished three days' worth of food and oxygen for the optimists.

I had initially thought the most logical rescue vessel would be Karl's first sub, a tubular, two-person submersible the inventor finished while in college (a rather practical extracurricular alternative to the chess club and spin-the-bottle), which he took on hundreds of dives without getting wet. But after a hurricane and complex negotiations sidelined both the sub's sale and donation prospects, Karl decided to decommission it. As we motored out of Roatan's Half Moon Bay, we passed over the first sub's final resting place, where Karl intentionally sank it. My imagined backup plan would have never sufficed, however, because unlike *Idabel*, his first submersible was not built to withstand the pressure at 2,000 feet.

From the acrylic viewing dome at the front, Lia and I looked straight up and watched the disk of wave-tossed daylight gradually shrink, until blackness swallowed it. I felt the peculiar sensation of leaving the planet, even as we were probing deeper into it.

I believe the act of travel, at its most fundamental, is an exploration. But I have never felt the raw power of travel-fueled discovery more than when entering a place where one finds no light, no breathable oxygen, and no humanity. No tether connected us to the surface and the world we knew. And we were traveling to the ocean floor in a homemade submarine. Sure, we've all heard of homemade vehicles; soapbox racers come to mind. Maybe a pimped-out motorcycle. But a submarine?

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I felt reassured when I tapped the half-inch thick, four-foot diameter steel sphere around Lia and me. I had expected it to ping metallically in response, but it didn't. Instead, I heard a dull pat. We could have been sitting in a hulky concrete alcove from the set of "A Clockwork Orange."

A benefit to riding in *Idabel* (not that you can easily choose a mass-produced submersible instead) is that you ride with its creator, who has taken it on hundreds of dives. Karl, who wanted to build submarines since he was nine, taught himself the technology and physics necessary for deep-water sub construction. He tracked down retired Navy engineers who specialize in submarine research. The technology Karl has employed builds on the submarine's history spanning over three hundred years, albeit most of the submarine's evolu-



tion came about from military applications, including hand-steered suicide torpedoes and crude vehicles designed for drilling into hulls. Refreshingly, *Idabel* is armed with floodlights instead of warheads.

I turned around and met with Karl's bare feet. The sub's three spheres form an L shape, and Karl stood just behind us through the two vertically stacked spheres, where he operated toggle switches and controls in the topmost sphere. "Can you two lean forward a little? That would help us get down," Karl asked, demonstrating that even though the vessel weighs 9,000 pounds, it is so well balanced that the weight distribution of three people makes a difference.

With my tall frame and tiny camera sitting next to Lia's petite frame and large-barreled camera, it became obvious who was better suited to the confines of the forward sphere. But soon the emerging views would make me forget what my pain receptors, due to whatever kind of hunch-balled posture I had assumed, had been squawking about. At over 1,000 feet below sea level, the nothingness came alive as squadrons of tiny bioluminescent creatures burst into firework patterns inches in front of the dome. So omnipresent were the speck-sized organisms, dancing in a satiny ballet whose plot remains as puzzling as its characters, that they did not seem to be living in the water: they seemed to be the water. In their electrified theater, twitches of macaroni-sized shrimp and glowing wakes of jellyfish escorted our trip into their hauntingly peaceful playground, all to the soundtrack of soft engine murmur and a spacey Enya CD Karl was playing.

The sphere began to sweat with condensation from the colder water temperatures at the depths we were entering. Karl had asked that we take our shoes off before climbing in, and that we place our feet on bags of lead shot. The walls were clammy, but our feet were warm and dry. That's where the all-important socks came into play. I like a captain who looks out for the comfort of his passengers.

The depth gauge needle discreetly passed the 2,000 feet below sea level mark. Only half an inch of steel separated us from 60 times sea-level pressure, enough to crush a World War II-era German U-boat. But inside the sub, a chilly bubble, we still enjoyed the same pressure as when we were on the dock: one atmosphere. It felt like cheating Mother Nature. In this stratum of permanent darkness, I hoped she wouldn't notice.

Karl followed the contours of the reef and gently positioned the sub in front of a boulder bustling with tight symbiosis: gangly crustaceans keeping guard around sponges, spiny pincushion creatures hiding under orange-red crinoids. The crinoids, whose 16 limbs appear as sprigs of orange rosemary, are not plants, even though they appear as such (photosynthesis ceases a few hundred feet from the surface). While humans cannot survive in this realm, our hunger — both economic and gastronomic — has been known to occasionally send tools a lot less sophisticated than a submarine to such depths, thanks to trawling. The boulder was the kind of critter condo that could get wiped out with one unwitting pass of a trawler's jaws.

My hair dripped with condensation after grazing the top of the sphere. As Lia and I were feverishly examining and photographing the action on the boulder, the neighborhood was about to get more crowded. The floodlights captured an unmistakable outline approaching the sub. "Shark!" I yelled, which came out like an alarming bark, the only way to yell the word.

The six-gill shark, as long as the sub, took its time swimming toward us, vaguely entertained by our visit, offering a disturbingly expressionless stare. It circled us a few times before losing interest, but not before passing within a fin's length of the viewing dome and showing off a scar on its side that looked like bite marks from another shark.

If we had arranged for what Karl calls a "shark dive," the encounter might have ended up even cozier. For the shark dives, Karl purchases a pig head from the market at a nearby town and dangles it off a pole on the front of the sub. The passengers receive an unhindered view of the shark's dental health when it gorges on pig jowls just an arm's length from the sub.

The terrain began to border on fantasy. On flat patches of grey lunar sand, albino lobsters with two-foot antennae peeked out of their burrows. A lanky fish with the shine and shape of a sword floated perpendicular to the ocean floor, as if it were all that remained of a conquistador-era swashbuckler who thought he could slash his way past a shark. Karl had seen it before, but still hasn't found its scientific nomenclature — that is, if any scientist has even classified and named it yet.

I asked Karl if he has shared his discoveries with the scientific community on the island. "We don't really have that here," he answered. I realized that the entire

Left: A dumbo octopus scoots away from the sub
Below: A pigment-free crustacean pokes its head from its home 2,000 feet below the surface
Right: A six-gill shark, as long as the sub, circles and inspects the vessel
Right below: Two boys from town greet us from the dock as Idabel *surfaces*



community I had asked about was standing behind me. Two thousand feet below and beyond: it's a region of ocean covering more than half the planet, yet it remains almost completely unexplored.

Karl found and approached something that not only has a name, but whose genus' illustrated likeness already appears on T-shirts of the literary website McSweeneys.net: the dumbo octopus. About the size of a grapefruit, this recently-discovered, shape-shifting comic relief of the deep resembled a purplish Gilligan hat someone dropped in the water, except for his big black eyes and ears that leisurely flap him across the sea bed. They're not actually ears; they're fins, but the Disney-esque nomenclature stuck. At one point he (she?) hunkered down on the sand in a flat blob — tucking in his stubby, pizza-dough legs — and moments later, he ended his vaudevillian skit by stretching into a bell shape to propel himself away, ear-fins flapping in sync.

A reverse aquarium: that's the only way I can describe it. Instead of the sea life being cooped up in a tank while landlubbers gawk and leave, we were the ones tightly sealed in while the creatures around us gawked at us and then disappeared into their immeasurable world. Of course, some of the creatures, having no need for eyesight in a dark void only lit by occasional bioluminescence, may have been blind and couldn't gawk at all, but probably smelled us with amused snorts from rubbery olfactory organs.

Somewhere between critters — maybe between the shark and the albino lobster — Karl had changed the musical selection to a Led Zeppelin mix, which matched our energy and awe levels. But soon we heard something more piercing than Jimmy Page's guitar solos: a hasty, violent hissing. It was too loud, too unnatural, too close to us to have originated from the sea floor. It came from the sub. I turned around to Karl and opened my mouth, but no words formed.

The noise stopped as quickly as it had arrived. "The sound you just heard was a high pressure air leak," remarked Karl matter-of-factly, as when he'd said "There's a cool jellyfish off the starboard side" just a few minutes earlier.

"How serious is that?" Lia asked, in a rare glance away from her DSLR camera.

"Not a problem," Karl responded with a voice muffled from the closet-like acoustics of the sub. As he explained the operation of his ballast system in the same conversational tone — he inflates the ballasts with air to rise to the surface without the need of the motor-powered propellers — it was clear that the leak was minor and would not draw us to the three-day rations, nor would it even affect our speed to the surface. Robert Plant's scrotum-squished yelps didn't miss a note.

As Karl began a gradual rise to the surface, we rose up aside the wall of the trench, where terrain of sponge-covered boulders gave way to a rolling landscape of what Lia said resembled "snow-covered mountains." A Venus-fly trap critter here, a bulgy-eyed langoustine cousin there. The longer we inspected a boulder, the more inhabitants appeared through the deliciously transparent waters, reframing my perspective of how humanity fits into this world.

The community wants the reef to remain as such. Due to lack of support from the Honduran government, local dive shops and businesses recently founded — and funded — the Sandy Bay West End Marine Park, an organization that now owns two boats and employs eleven staff members who protect the reefs from poachers and overfishing.

Curbing pollution remains another challenge. Roatan possesses just the kind of stunning, beach-studded coastline that makes absentee speculators salivate. More development will mean more waste. Underscoring the importance of the Park's work, Karl's floodlights picked up a discarded toilet bowl resting sideways on a shelf about 500 feet below sea level. "That's the first time I've seen that," he said.



"The eastern part of the island is about to be ransacked by development," Lia mentioned. She was referring to the lands near the oldest communities of Garifuna, one of several cultures which comprise Roatan's cultural fusion, along with recently arrived Hondurans from the mainland. Since the Park's protection zone only wraps around the westernmost point of the island, they are actively trying to expand their range.

In the meantime, Karl wants to keep sharing a literal window into a hidden part of our own earthly ecosystem, all while the inventor in him is continually experimenting, whether it's a new set of floodlights or a better way to hang the pig head off the sub. When he has trouble locating a new part for his ever-evolving submarine, he sometimes has friends coming to the island bring them in.

He even has a standing offer of half off his standard rate for anyone from *Idabel's* county in Oklahoma to dive with him. He's had several takers already.

When the sub bobbed to the surface and the unapologetically bright Roatan sky splashed onto the dome, I was relieved that my eyes once again felt that tiny recoil of pain when adjusting to sudden sunlight. Two smiling boys from town waved to us from the dock,



apparently not the first time they had enjoyed the uniquely Roatanian pastime of watching a submarine surface. Visions of ear-flapping octopi seemed like delusions, or, at best, half-baked memories from a past life as an albino lobster.

Lia remarked that she had to go make a few "I'm alive" phone calls. I did too, but for me, they turned out to be more like "holy shit" calls, since what I'd just experienced had served as a humbling reminder of how much we don't know about our world and whom we share it with. I hadn't intended to hide the dangers that could plague a submarine, but while no dive is one hundred percent safe, what is? You could be smashed to an unsightly pulp by a drunk driver in the burbs when you return home after picking up a container of non-dairy creamer.

Thanks to Karl's experience, however, my largest concern of the day was a pair of socks.

Darrin DuFord is the author of Is There a Hole in the Boat? Tales of Travel in Panama without a Car, *silver medalist in the 2007 Lowell Thomas Travel Journalism Awards. Has written for* BBC Travel, the San Francisco Chronicle, Narratively, Roads & Kingdoms, Gastronomica, *and* Transitions Abroad, *among other publications.*

This story previously appeared in Narratively (http://narrative.ly).

PRODUCT POSTINGS

Summer's here and the time is right for hauling out, repairing, renewing and equipping your boat for next season. Check out the product postings below. You might find just what you were looking for — or didn't yet know you needed!

Compass Publishing Ltd. accepts no responsibility for claims made by retailers or manufacturers. While we have chosen to feature products we know will be of interest, we have not tested any of these products.

Shop local! Browse around — the Caribbean is well known for its fine chandleries. If your local chandlery doesn't stock the items you're interested in, manufacturer' websites are given. Tell them Compass *sent you!*

USB Outlets Charge Up to Four Items

No more misplaced chargers and outlet clutter aboard! Hubbell Marine's USB Charger Receptacles provide both USB and electrical power in a standard, single unit. They are offered with two or four USB ports to provide fast, maximum charging for portable electronics.



They also excel in efficiency when not in use. When it is not active, the USB Duplex model enters a sleep mode and consumes minimal power. The new Four Port version features a USB door, which when closed eliminates all current flow for zero, no-load draw.

These receptacles are a permanent solution for charging and compatible with all USB powered portable devices. Built to last, their current transformer converts AC to clean and stable DC, ensuring low heat and longevity.

Hubbell's USB Chargers are designed to deliver amperage immediately when plugging in multiple items. The individual ports allocate power as determined by the portable devices.

Hubbell's USB Duplex offers three amps at 5V DC and twin 15 amp, 125V AC outlets for traditional electrical plugs. The Four Port model has five amps available.

Visit www.hubbell-marine.com for more information.

Anchor Snubber Stops Anchor Shocks

You know the massive stress that constant, harsh shock loads put on your anchoring system, including the rope, rode, chain, roller, windlass, chain stop and cleats. For those who want to better protect their vessel from this strain and those simply tired of listening to the jarring snap of the anchor chain, Davis Instruments offers the AnchorSnubber.

This handy tool safely absorbs shock loads and helps keep an anchor set with its progressive tension design and patented internal stretch limiter. The farther it stretches, the greater the return force. AnchorSnubber makes a boat comfortable at harbor, even in rough waters, adverse currents or strong winds. With this product, owners no longer have to endure chain noise keeping them awake.



AnchorSnubber is also a good choice for semi-permanent installation on a mooring buoy tether. Absorbing shock loads from wind chop and wakes keeps the mooring ball from constantly slamming into the boat.

Easy to attach, the two, 316 stainless steel key pin shackles feature a captive-pin design. AnchorSnubber attaches directly to the chain, fitting most sizes, rope rode or anchor snubber line. The key pin shackles are narrow enough to run through most bow rollers.

AnchorSnubber is made with UV-resistant nylon webbing sewn over the patented internal line limiter and elastomer system; 316 stainless steel hardware is used for strength, convenience and durability. The AnchorSnubber comes in black and is 51 centimetres long.

Visit www.davisnet.com for more information.

Quality Shorepower Cable Set

Have a look at Hubbell Marine's 30-amp Cable Sets. Employing the same types as used by power companies, Hubbell's exclusive copper crimp barrel termination provides protection against internal overheating and burnout, unlike conventional brass crimps. This also results in tighter connections, better conductivity and a longer life.



A locking ring assures proper alignment of connector to inlet for complete contact and waterproofing. It prevents accidental disengagement.

Jute fillers inside the jacket provide maximum cable flexibility. Hubbell cable coils are neater, lighter and lie flatter. A molded flexneck adds life to the cord by helping prevent right-angle cable damage and pullout.

The strain relief bull ring protects against stress on the conductors caused by boat movement and rough handling. The cable set's molded design is totally encased in solid PVC material for superior waterproofing and durability. The cord is available in eight-, 11-and 15-metre lengths.

Visit www.hubbell-marine.com for more information.

Hit the Decks with Super-Bright Floodlight

Hella Marine's new XLR Floodlight, part of the Sea Hawk LED range of lights, combines ultra-durable materials with sophisticated electronics for spectacular light performance. The brightest Sea Hawk to date, the XLR generates 1,300 lumens of crisp, white illumination, while only consuming 18 watts of power or 1.5A/12V.



Its corrosion-proof housing is injection-molded from thermally conductive ceramic polymer. This material draws heat away from internal electronics for reliable long-term operation and eliminates the corrosion risks associated with coated metals in the harsh marine environment. The precision-molded, high performance Grilamid lens delivers strength and durability.

An integrated high/low intensity option offers convenience for different applications. Engineered light patterns and advanced optical systems deliver brilliance without glare. Spread lamps brighten a wide, close-range spread over a cockpit, foredeck or working area. Spot lamps provide a narrower, more concentrated illumination for a variety of uses.

As with all Hella Marine LED lamps, the Sea Hawk XLR is completely sealed, pre-wired with quality marine tinned cable, features 316 stainless steel hardware, delivers proven electronic protection and carries the Hella Marine fit-and-forget, five-year LED warranty. Operating with Multivolt 9-33V DC power, these advanced electronics ensure reliable radiance and lamp protection even under severe voltage fluctuations and low battery voltages. The Sea Hawk XLR measures 170 mm x 68 mm.

Visit www.hellamarine.com for more information.

Tiny, Tiny Lights

At the other end of the spectrum, Quantum LP is the world's smallest recessed architectural light, for marine and outdoor use. Each light is smaller than a US nickel coin.



Made of precision, hand-milled titanium, Quantum LP is incredibly elegant and virtually bombproof — perfect for a range of lighting options in harsh environments. Imagine the possibilities.

Visit www.TinyLed.net for more information.

Rubber Clamps Keep Equipment Secured

Securing equipment is super simple with Quick Fist and Super Quick Fist from Davis Instruments. These rubber clamps are ideal for stowing tools and keeping gear firmly in place. Unlike hooks or plastic clamps, Quick Fist cinches tightly and will stretch rather than break. Terrific for marine use, neither model will rust or corrode.

The smaller version comes as a pair and has a range of on-water applications, such as securing lines, flashlights and boat hooks.

—Continued on next page



Quick Fist (left) and Super Quick Fist



—Continued from previous page

The larger Super Quick Fist is ideal for holding fire extinguishers, chart holders, D-size oxygen cylinders and other equipment. Two can be used to hold an 18-centimetre CO2 tank.

Both models are constructed from heavy-duty, transportation-grade rubber, are UV-resistant and can withstand extreme heat or cold. Quick Fist mounts with one #10 through-bolt or #10 screw, while Super Quick Fist requires three fasteners and can be secured with the strap facing any direction.

Each Quick Fist can hold objects from 22 mm to 57 mm in diameter and support approximately 10 kg. The mounting base measures 22 mm x 70 mm. Super Quick Fist can secure items from 64 mm to 191 mm in diameter and up to 23 kg. Its mounting base is 22 mm x 152 mm.

Visit www.davisnet.com for more information.

Better than Bungees: MiniShockles

Boaters will find myriad uses for Davis Instruments' MiniShockles, from securing light objects to safely strapping down cargo for an extended journey.

Common bungee cords gradually lose strength and break unexpectedly. Their



hooks rust and often scratch. Made from durable, black nylon webbing sewn over a marine-grade elastomer, MiniShockles are safer, stronger and more secure. The outer sleeve provides the strength to absorb heavy jolts and the elasticity holds gear securely in place.

On each end of the MiniShockle is a 316 stainless steel wire gate snap with a safe working load of up to 136 kg — ten times the capacity of a standard bungee cord. They are easily opened with one hand, and rounded edges protect valuable finishes.

MiniShockles are available in three lengths, 31, 46 and 61cm.

Visit www.davisnet.com for more information.

Get a Handle on Your GoPro

Extend the versatility of your camera and the One-Handle-Does-It-All System with Shurhold's Camera Adapter. Easily attaching to any of the company's handles, it is





compatible with GoPro and Garmin VIRB units.

Owners can now capture underwater footage from aboard the boat or on the dock. It's also great for recording moments when scuba diving. The handle with camera adapter attached can be set in a rod holder for an aerial view of all the fishing action. It can even be used to inspect under a vessel or other hard to reach areas. In addition, it can be used to see above a crowd.

The adapter can be locked into any Shurhold handle. To attach the camera, just insert the included screw and tighten part way. Then, tilt the device to the desired angle and tighten securely.

Visit www.shurhold.com for more information.

Capt. Don's Boom Brake

A boom brake is a device for controlling the boom's swing during an intentional or unexpected gybe and a critical safety device when sailing downwind, in poor conditions, at night or short-handed. It reduces your workload and stress on your rig, and it could save someone's head or life. A preventer can also stop the boom swinging, but it requires attention when gybing, unlike a boom brake.

Capt. Don, a sailor, has designed, is manufacturing and directly distributing his Boom Brake, which is made from highly polished half-inch 316L stainless steel, not aluminum.

Visit www.dreamgreen.org for more information.

Flame Angel GoPro Flashlight

Australian founded startup SeaLantern has entered the underwater photo and video market with the release of the Flame Angel flashlight; a GoPro-mount-capable light bringing 'true colour' to footage shot at depths of up to 300 metres,



as well as on land.

Machined from marine-grade alloys, the Flame Angel has no moving parts, employing instead an innovative 'touch on and off' feature that ensures the USB rechargeable device will never leak, wear out, jam or flood.

Visit http://sealantern.com/pages/flame-angel for more information.

Cutting-Edge Canvas Sealer

Feldtenmarine Canvas Sealer, based on cutting-edge chemical nanotechnology, seals, protects and maintains canvas and other marine fabrics. It combines extreme waterproofing with dirt protection. It is UV stable, safe and effective with a unique roll/brush application.

Visit www.feldten-marine.com for more information.

Snap Stick Keeps Zippers and Snaps Lubricated

Snaps and zippers work best when clean and lubricated. Once washed and rinsed, apply water-resistant Snap Stick, a lubricant and protectant, to keep them trouble free. Unlike a spray or a gel that can get on surrounding surfaces, Snap Stick comes in a handy tube similar to Chapstick. With a twist, this product only goes where you put it.

For snaps, Snap Stick should be rubbed on the male stud end and then snapped together to lubricate and protect both halves. All should be treated, even the ones that are never really opened. This will help prevent them from seizing in the future.



When applying to zippers, Snap Stick can be run along the open teeth of both sides then worked in with the zipper pull. (This also works well on wetsuits.)

Snap Stick can also be rubbed on a key to protect the inside of locks or along a drill bit to lubricate it before drilling holes in metal.

Visit www.shurhold.com for more information.

'Throw Over' Hatch Mosquito Nets

Waterline Design has developed a "throw over" mosquito net for hatches that has an environmentally friendly weight band containing no lead. There are four types of mosquito nets: for the companionway, for a "step-in" foredeck hatch, for regular deck hatches, and for large hatches.

This new series makes Waterline Design a complete supplier of mosquito nets for boats, supplying both nets mounted from the inside with suction cups and "throw over" nets.

Visit www.waterlinedesign.se for more information.

There's a Summer Place: THE GRENADINES

July is one of the best months to sail the Caribbean, and the good weather often extends into August. During these months, the wind blows ten to 15 knots, day after day, seldom less and seldom more.

This is an ideal time to cruise the Grenadines before you get mired in boatyard work or lay the boat up for hurricane season. The tourists are gone, and if an early hurricane heads towards the southern end of the island chain, just head south to Pointe-a-Pierre, Trinidad: at 10°N you will be well south of the effect of any named storm.

In addition to the well-known Tobago Cays, there are areas in the central and southern Grenadines that are just as beautiful, and where you can anchor knowing there are no mooring balls. Even if you are not alone in these lesser-known anchorages, there will be few other boats.

To enjoy the central Grenadines, have on board Imray Iolaire charts B31, B311 (the detailed chart 1/10,000) and B32. Use my *Martinique to Trinidad* guide (available from iUniverse.com or Amazon) as a pilot, and Chris Doyle's *Sailors Guide to the Windward Islands* as a shoreside guide. (Most of the anchorages described in this article are not described in Doyle's guide.)

East Side of Canouan

Canouan's Windward Bay, one mile long, is protected by a barrier reef so that inside the reef there is nothing but a small chop.



While cruising and exploring the central Grenadines in February 2015, my friend Jeff Curtin and I discovered that Imray Iolaire B31 — and, in fact, all charts for the eastern side of Canouan — was wrong. In the north end of Windward Bay the chart B31 is wrong. There is a full eight feet all the way to the north end of the bay, and in Carenage Bay. The rock shown in Carenage Bay does not exist. (There appears to be a channel, depth estimated at five feet, through the reef at Point de Jour, the north end of the bay, but why would anyone use it?)

Once we had threaded our way through the coral heads in Riley Bay we anchored at the south end of Windward Bay in nine feet of water. We left the mizzen up, as the sea comes over the reef and exits through the southern entrance, producing a southerly current 24 hours a day.

Although there is a large resort development ashore, we noted three small, perfect, white sand beaches. They are private, too, as the only way you can reach them is by dinghy: the land behind the shore is heavily overgrown and rises so steeply as to be impassable.

Windward Bay, Mayreau

Another great summertime anchorage is Windward Bay, Mayreau. Entrance is easy, but use eyeball navigation with good light, not your chart plotter! Enter on a course of 022 degrees on Six Penny Hill. There is ample water depth and swinging room. After we anchored, a 150-foot ketch skippered by my old friend Rob Donald came in and anchored in the upper part of the bay. They loaded their guests into their RIB, exited Windward Bay via the six-foot channel in the northeast corner, and took them around the island to the resort at Salt Whistle Bay.

Jeff and I dinghied ashore, walked across the low land, and hitched a ride up the hill to the Catholic Church with its magnificent view. Below, in Windward Bay, there were just three boats swinging on their own anchors, while up to windward an estimated 50 boats were in the Tobago Cays. We walked down the hill past numerous bars and restaurants until we found a quiet bar where we sat, admired the scenery, and enjoyed the beer and conversation.

Petit Tabac

If your boat draws four feet or less there is a good anchorage tucked up behind the reef at the tiny island of Petit Tabac, outside and southeast of Horseshoe Reef in the Tobago Cays Marine Park. Petit Tabac is sheltered from the sea by World's End Reef, which is directly to windward of it. Here you are guaranteed to be alone, as two boats cannot fit into the anchorage. There are no mooring balls. When anchored at Petit Tabac you are within RIB distance (less than half a mile in semi-sheltered water) of World's End Reef with its spectacular diving.

North Side of PSV

Heading south from Petit Tabac, there is another wonderful sheltered anchorage that also provides excellent diving. It is on the north side of Petit St. Vincent (PSV): see my guide for details. You can go ashore on PSV, but on the beach only. It's a private resort and they do not like visitors wandering around.

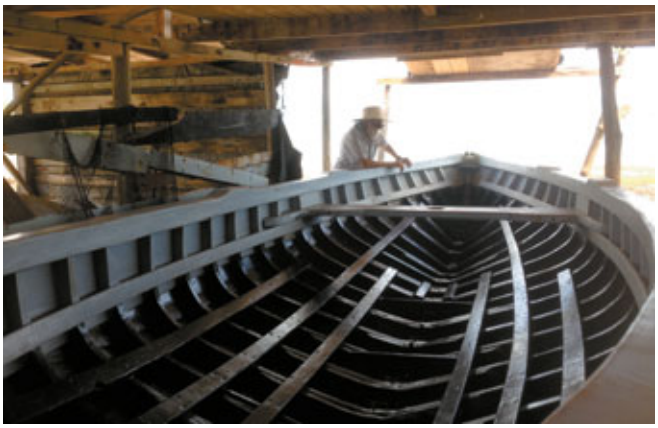
Note: When diving on World's End Reef and on the north side of PSV, check the back of the Imray Iolaire chart and study the tidal section carefully; also check the Meridian Passage of the Moon in every issue of the Compass. *Do your diving on a weather-going tide.*

From PSV, sail over to Clifton Harbour, Union Island to check out of St. Vincent waters, then to Tyrell Bay, Carriacou to check into Grenadian waters.

Windward Side of Carriacou

The next day, head southwest 1.2 miles, round Southwest Point and head east for 4.5 miles along the south coast of Carriacou to Kendeace Point, the south entrance to Grand Bay. If you have time, you can stop and anchor for the day and night off White Island. Andy Smelt, a sailmaker who has cruised the area for 30 years, recommends anchoring north of the island, or anchor north of Saline Island. If anchored north of Saline, do a Bahamian moor, as the current reverses here.

—Continued on next page



Left: Hilltop view of Mayreau's windward anchorage, with the Tobago Cays in the background
Above: The author inspecting a 30-foot, six-oared seine boat recently built on Mayreau. Wooden boat building is alive in the central Grenadines



—Continued from previous page

Note: Do not head east along the south coasts of Carriacou or Canouan before 1100 hours — the sun will be too low in the east for eyeball navigation.

Kendeace Point is the entrance to four miles of water sheltered by a barrier reef. Enter Grand Bay, tuck up behind the reef, anchor and enjoy the diving.



Above: The southeast coast of Carriacou

Right: The southeast coast of Grenada

Grand Bay, Jew Bay and Watering Bay are protected by a four-mile barrier reef. Sail north. Off St. Hilaire Point, if you draw over six proceed with caution, eyeballing your way past the point via the deepest water to deeper water farther north. If going slowly there is no danger; it's a sand bottom. If you stop, you will come off on high tide.

In Watering Bay, again note the circle on the chart and proceed with caution, but if going slowly there is no danger as the bottom here is also sand.

David Goldhill, who has lived on the windward side of Carriacou and has sailed Grand, Jew and Watering Bays since 1984, reports that there is a tidal anomaly inside the reef at spring and fall equinox. At these times the tidal range inside the reef can be as much as three feet. Also, it must be remembered that in July, the Caribbean Sea is usually about 18 inches lower than it is the rest of the year.

In Watering Bay, tuck up behind Crab Island, where the late Haze Richardson of PSV used to conduct weddings. Then go ashore to the village of Windward, hopefully to see a local sloop being built or repaired, and to buy some Jack Iron rum — so strong that ice cubes sink in it!

While you are in the area, read two amusing stories of local rum smuggling in my *Martinique to Trinidad* guide (page 126).

To Grenada's South Coast

When you have finished your stay in Watering Bay, since you have cleared into Grenadian waters you are free to head south down the windward coast of Grenada, a glorious beam or broad reach depending on the wind. Continue south until you can gybe over and head to a waypoint of 61°43.6W and 11°56.1N off the entrance to Woburn / Clarkes Court Bay. Once the waypoint is reached, forget about your chart plotter and eyeball your way into the harbor. Do not trust or become confused by the buoyage on the south coast of Grenada.

Anchor in Clarkes Court Bay and explore it by dinghy, then visit the Hog Island anchorage and Mt. Hartman Bay to the east. To the west, dinghy between Calivigny Point and Calivigny Island to visit Le Phare Bleu Marina, and carry on to Egmont Bay. From your anchorage you can visit five different restaurants and a dozen different bars via dinghy. From the village of Woburn there is a good bus service to Grenada's capital, St. George's.

From Grenada North

The above was the routing for boats heading south through the Grenadines.

If you are already in Grenada, instead of sitting anchored in the same spot until you are aground on your own coffee grounds, head north to Carriacou via the east coast of Grenada. See the back of chart B32 for information, taking advantage of my November 2014 explorations. The exploring was done in a chartered dive boat using a hand-held fathometer. See sketch chart "Marquis to Great Bacolet Point".

In summer, the wind will often be south of east. Take off from Clarkes Court Bay early, around 0700, stand out on port tack for three miles, and then tack back. The new anchorage I discovered south of Great Bacolet Point is only ten miles sailing distance from Clarkes Court Bay. From St. David's, it is only six sailing miles.

Enter from the southeast heading northwest. If a swell is running, the 2.7 shoal on the north side of the entrance course will be breaking. If the swell is not breaking it will hump up over the shoal and will be easy to spot. The harbor shoals from nine meters, to six to three in the inner harbor, where it will be calm.

The next day, take a short port tack out to sea until on starboard tack you can clear Great Bacolet Point. From Great Bacolet Point it is a close reach, course 020 degrees magnetic, three miles north to Grenville or ten miles to Sandy Island.

Grenville Harbour is not as difficult to enter as sailors think. The sea buoy is there, but the once-turquoise house has been repainted and is hard to spot. A course of 304 degrees magnetic with the church on the bow leads between the two coral heads in the outer channel and in to Luffing Channel. The anchorage in Grenville is sheltered from the sea but not from the wind. It is a great place to windsurf or kite surf, or just swim and relax. A car can be rented or taxi hired to visit Belmont Plantation, the St. Antoine rum distillery where cane is crushed by a waterwheel, and the Grenada Chocolate factory.



From the Great Bacolet anchorage it is only ten miles on a close reach, course 020 degrees magnetic, to Sandy Island (not to be confused with Carriacou's Sandy Island), a beautiful uninhabited island that was to have been developed as a resort in the late 1950s. Large buildings were built, but the project died on the vine. Anchor on a Bahamian moor, as there is a reversing tide. Calculate when there will be a weather-going tide and take off on it, course 040 degrees magnetic, 15 miles to White Island or 17 miles, course 048 degrees magnetic, to Carriacou's Kendeace Point. With the weather-going tide you are guaranteed a nice fast reach (if there is wind).

Explore the windward side of Carriacou and the other anchorages as described above.

Do not waste July and August sitting at anchor worrying about hurricanes. Go sailing!

At age 84, Don Street still exploring, still sailing, and competitively racing a 78-year-old wooden Dragon. Visit his website at www.street-iolaire.com

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Welcome to Panama — A Cautionary Tale

Part Two: When Can We Pay for Our Freedom?

by Reinhilde van der Kroef

This is the second part of a story about the experience of Frits du Bois and Reinhilde van der Kroef, who were detained by the Immigration authorities in Panama. The Dutch couple sailed their catamaran, Bella Ciao, *to Panama to pick up a friend arriving by air for a two-week visit aboard. In a rush to meet their friend Janny at the airport, they took a taxi from Carti to Panama City before clearing into the country. See Part One in last month's* Compass at *www.caribbeancompass.com/online/june15compass_online.pdf*

Sorry, Desk Closed!

We were originally arrested by the Immigration authorities on Wednesday, March 18th, 2015. After not being released the next day, as hoped, I had been sure we would be let out on Friday. But Friday came, and after all the stories I had heard the night before from the other women in detention, I was becoming less and less optimistic.



At around 10:00AM the Netherlands embassy called. They informed me that because they hadn't heard anything the previous day, they had assumed we were free. I urged them to get in contact with Frits, from whom I hadn't heard since we were separated. I was also desperately trying to get in contact with Janny, who was now aboard *Bella Ciao*, alone, to let her know what was going on. A text message would be much more likely to reach her than a phone call because *Bella Ciao* was in an area with a very weak cell signal. Therefore I needed my phone. So I asked the embassy lady to convince the (uncooperative) guards to give me my cell phone. She succeeded. Now at least I could tell Janny where we were.

After this, my patience was even further tested. I was informed that we would not be able to pay our fine today because on Fridays the pay-desk closes at 1:30PM (by then it was about 11:00AM). I demanded to speak to the embassy once again. They were called for me and I was told at that point that our fine would be US$1,000 — per person. I replied that we were able and willing to pay that fine to get out.

But since the desk was closed, it became apparent that we would not be released until Monday at the earliest.

A Long Weekend

I began to mentally prepare for a long weekend. I kept thinking of our friend Janny, all alone on our sailboat — what a contrast to the vacation we had planned.

That evening, there was a party in the Albergue Feminino, thanks to a night-shift guard that some of the ladies had befriended. On our dime, the guard got us some pizzas and soda. We did our hair, polished our nails, plucked our eyebrows and tried to look as nice as possible. One of my fellow detainees was able to shoot some pictures with her illegal smart phone. Her husband was with Frits in the Albergue Masculino, so a picture of me was sent to Frits. In return, I received a picture of Frits dressed up in one of his fellow inmates' soccer shirts. My friend promised me that her husband would take care of Frits. Yeni and her husband had already been locked up for more than five months.

The following day, I was able to use the illegal smart phone to talk to Frits for the first time since we had been locked in. We talked about our situation and agreed that, once released, we would do everything in our power to work on the liberation of these sympathetic people we met in our respective facilities. We also agreed that we would collect as many stories as possible and publish them to raise awareness of the treatment of foreigners detained in Panama.

That evening, my new American friend, Kim, was finally to be set free. She was to be expelled from Panama after serving five years in jail. She told me that her lawyer had stolen all of the valuables (camera, smart phone, jewelry) that she had when she first went to jail. Everyone dressed up really nicely and bade her a fond farewell.



Left: In a photo taken with a contraband smart phone, the communal sink exemplifies facilities in the women's detention center

Above: We were ready to pay our fine and get out of there — but it wasn't that easy

Below: Frits and Reinhilde, happily back aboard Bella Ciao



After that, we brushed our teeth, while avoiding the cockroaches all around the sink, and got ready for bed. As I was drifting off, I noticed that the rats were celebrating their own sort of party in the ceiling.

The next day, Sunday, the water was cut off. It was already really difficult to clean the "bathroom" — which had one shower, one worn-out toilet that leaked, and a door that couldn't be locked — for the 20 to sometimes 50 women present. Without running water, it was impossible to keep the place clean.

We spent the day as usual: hanging out, watching the TV with its improvised antenna and bad picture, chatting, eating, some people reading the Bible and praying. Frits told me about Lewis, an extremely religious Honduran man who grew up New York City, and who was preaching daily to a large group in the men's facility. I spent much of the day collecting more stories from the other women. Some of them got very emotional when telling their stories.

Later in the evening, the water started running, so we could use the shower and toilet again.

The Long Road to Freedom

I was assured by one of the more sympathetic guards that Frits and I would be able to pay our fine at 10:00AM on Monday morning and be released. When Monday morning came I was feeling eager and anxious. The embassy called again and I informed them that I expected to pay the fine that morning. I begged the guards to use my cell phone once more to send a message to Janny and let her know we expected to be released that day.

Just before I was taken to the ATM to withdraw the money for my fine, I was informed that even after we paid our fines, we still wouldn't be able to leave the detention center until 6:00PM, because that is how things are done by the Panamanian Immigration Authority. I nearly exploded with frustration. The entry to Guna Yala, where *Bella Ciao* was anchored, closes at 4:00PM, so Janny would have to wait one more day for us to arrive.

From the ATM I withdrew as much money as I could. But being restricted by a daily limit, I didn't have enough for my part of the fine. I was hoping that Frits would be able to withdraw enough to cover us both. I didn't want to spend another night in jail.

—Continued on next page

—*Continued from previous page*

We continued on to the Albergue Masculino to pick up Frits. It was a long drive. We arrived in a slum area and parked the car in front of a desolate building. Then I saw Frits coming out and couldn't help but smile. Thankfully Frits had collected enough money to cover the lacking part of my fine.

We returned to the head Immigration office, where we had to wait a very long time for our files to be prepared. I was convinced that they were trying to torture us to the very last minute. When finally everything was ready, we were able to pay our US$2,000 fine in a matter of minutes.

But then, we needed a receipt. This had to be acquired at another desk. They had to take our pictures and fingerprints to treat us like the criminals we were. That took another hour and a half. Even the guards were getting frustrated at this point.

After all that, they still didn't put visa stamps in our passports, just an insert. I didn't trust this, but couldn't do anything about it. They took us back to our respective facilities so we could be processed out of there. At this point, it was about 2:30PM. Back in the Albergue I was able to call our dear taxi driver, Ruben, to make an appointment to be picked up the next morning and driven back to Janny and *Bella Ciao*. He immediately recognized my voice and seemed genuinely happy to hear of our release. I went back behind bars.

All I could hope at this point was that we would actually be released as promised.

At 7:30PM, my name was called. I said goodbye to my new friends and wished them all the best. I was sad to leave them behind but ecstatic to be released. Before I left, I filled out some more paperwork and received my belongings. The chief offered me a hand, but I was not able to shake it, because I believe she was a main reason for all the delay in our release.

When they closed the gate behind me, there were ten new women in the office waiting to be admitted.

Frits was already standing outside, waiting for me. I can't begin to explain the happiness I felt upon acquiring my freedom and being returned to my love.

Free at Last

We did some shopping at the supermarket on our way to spend the night at a hostel. Frits took a well-earned shower before bed. I had a chat and a glass of wine with one of the other guests. Ruben showed up promptly at 4:30AM, and said once again how glad he was that we were released. We departed and passed the Chepo roadblock where we had been detained. No one was checking passports this time.

We drove on to the Guna region and officially entered Guna Yala, the autonomous region of the indigenous Guna people. It felt a lot safer than the other side of the border. After a long drive through the jungle, *Bella Ciao* came into sight. Home sweet home!

We thanked Ruben sincerely for his help and his commitment to Janny and to us.

After a week away, on March 24th, 2015 we were finally able to board *Bella Ciao* and see our dear friend Janny once again. She welcomed us with a good cup of coffee.

We weighed anchor and headed to a port of entry to check in officially.

Postscript

Frits and I want to strongly remind cruisers heading to Panama to check in as soon as you can and only travel ashore with your passport — with a valid visa stamp in it!

The help and friendship we experienced from everyone we met "inside" was completely heartwarming. We would like to thank Kim, Karla, Samanta, Melissa, Yeny, Chris, Ramiro, Manuel, Michael, Lewis and everyone else in the Albergue Feminino and the Albergue Masculino. We had suggested that our partners in distress attract the attention of human rights watch organizations, and representatives did visit the Albergue Femenino. As a result, many women were released and several bunk beds were removed so the detention center now only houses 14 women. Twice a week the women are allowed outdoors. After these improvements were made, the guards searched the place several times and confiscated some telephones.



Free to be at sea. Frits and Reinhilde tell other cruisers, 'Check in as soon as you can!'

A special thanks to our friend Janny for guarding our home and for being supportive and patient. Luckily for us, Frits and I did not need to worry about *Bella Ciao* while we were detained. The boat was in capable hands. Not only has Janny been on sailboats most of her life, but she had been on *Bella Ciao* with us several times before. She knows how to handle the boat. Of course, it had been rather lonely — several days alone on board was not what she had expected to find in Panama.

There is at least one Panamanian who made us feel totally welcome in his country, and that is why we recommend that all sailors who need a ride from Carti contact Ruben Cardenas at (507) 6058 3301.

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YOUR USED SAILS WANTED!

Designed to benefit fishermen in Haiti, **SECOND LIFE SAILS** is a Clean Wake Project of the Seven Seas Cruising Association (SSCA) in a joint venture with Free Cruising Guides.

Donations of used sails and fishing equipment can be sent to either Minneford Marina at 150 City Island Ave., Bronx, NY 10464 (www.minnefordmarina.com) or to Marina ZarPar in Boca Chica, Dominican Republic (www.marinazarpar.com). School and first-aid supplies are also welcome. A receipt for your donation will be given upon request.

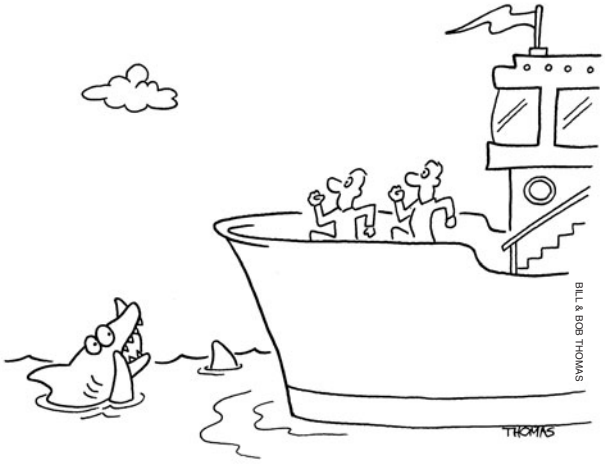
Frank Virgintino, developer of Free Cruising Guides, will take all donated items to Haiti during February 2015 and distribute them to fishermen in a number of communities.

For more information contact Frank Virgintino at fvirgintino@gmail.com or SSCA board member Catherine Hebson at cmvhebson@gmail.com.

COMPASS COMICS



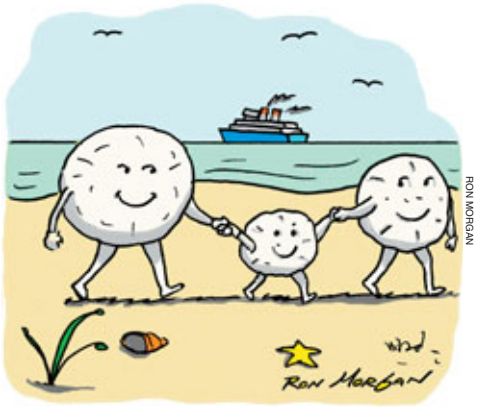
"There's a problem with my boat. Can you send someone out to fix it? I'm only about 1,200 miles off the mainland. Hello?"



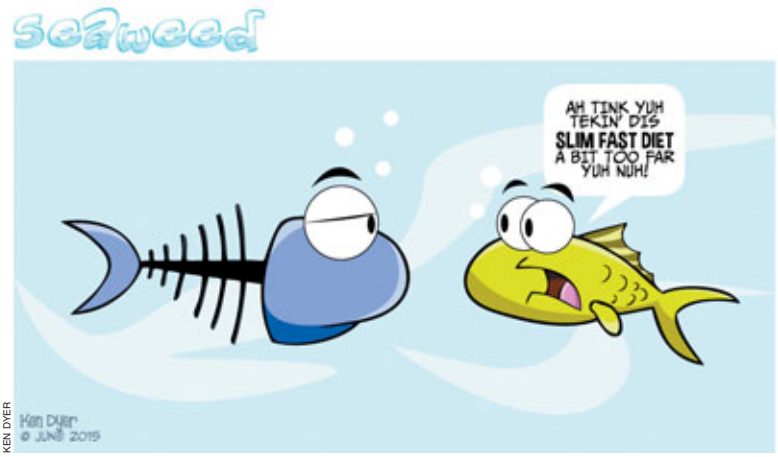
"Fire! Fire! Abandon ship!"



"IF YOU LISTEN CLOSELY , YOU CAN HEAR OUR CRUISE SHIP LEAVING WITHOUT US!



MR. AND MRS. SAND DOLLAR AND THEIR DAUGHTER PENNY





"I NEED A JUMP START"

SARGASSO WEED

A peaceful night of sea and stars, my turn to slip below,
Watch done. I have been dreaming of the time when I can go
And stretch out on my bunk, and put my head close to the hull
To hear the mermaids' babble, for their tongues are never still.

Their gossip, gurgling laughter; others say it's just the sea,
But now and then I catch a word — or so it seems to me.
Did I hear "Deep Sea Government"? Something maybe about clams?
The waste, the pompous mermen, their bungling and their shams?

I hear a deep and wavering sigh: ah, one maid seems so sad —
The merman she had loved so much turned out to be a cad!
Another won a fortune: treasure, pearls and clams galore,
But then of course the sharks moved in and now she is so poor.

A tail slaps on the surface, and I hear a mermaid wail,
"I really need to spend much more time polishing this tail!
My hair is tangled every day with all this smelly weed,
A trip to Deep-Sea Beauty Cave is really what I need."

"Don't waste your clams: sargasso weed will drive you round the bend,
It seems this plague of seaborne stuff will never, ever end."

CRRRRRUNCH!
The boat stops! I'm awake. I hear the skipper yell,
"All hands on deck! The rudder's fouled. We're stuck! Damn it to hell!"

Out with the scrapers, brooms and sticks, to push and scrub and free
The boat from piles of clinging weed from the Sargasso Sea,
We're moving, creeping through the mess, no time for mermaids' chatter;
Reaching our destination is the only thing that matters!

Our pace is oh, so very slow. The boat is hardly moving,
We push our way through yellow rafts at snail's pace, not improving
Our speed, until we reach a patch that's relatively free
Of this *sargassum*: our hopes surge, thinking that soon we'll be

Home at last, and anchored safe near some uncluttered shore,
And please Sargasso Sea calm down, and do not send us more
Weed, or any smelly stuff, for this Caribbean Sea
Is famous for its beauty, color, peace and clarity!

— Nan Hatch

The GREEN Flash

It's not as rare as you might think —

just that it's hard to know for sure
you saw it, when the water is warmer than air

and the air is clear, free of sea smoke.

If you're sure you see it, legend has it

you'll see not only into your heart

but into the hearts of others, never
again to be deceived by love.
You have to be patient, staring out

over the water, westward at sunset
toward the low flat horizon;

another rum can't hurt your chances.

But don't blink: if you miss the flash,
in love you'll be forever cursed.

— Richard Dey

Island Poets

TO THE WIND

You
the free force that travels wherever you want,
sometimes kind and loving
and sometimes an angry destroyer,

You
who helps the sailors carry their dreams,
filling their sails with fair wind,
taking them to new places and to new horizons,

You
who caresses my face and plays with my hair,

Wind, you
who takes all the sounds of the world, and makes melodies with them,

Wind, you
who helps the birds in their flight,

please take my thoughts to the world and make them wise.

— Luz Adriana Quintero

CAPTAIN SOLO

Just now
you sailed by Devil's Table
cleanly from your racing start.

I know you are not thinking,
but rather feeling,
sensing, knowing, at the helm.
It's in your blood.

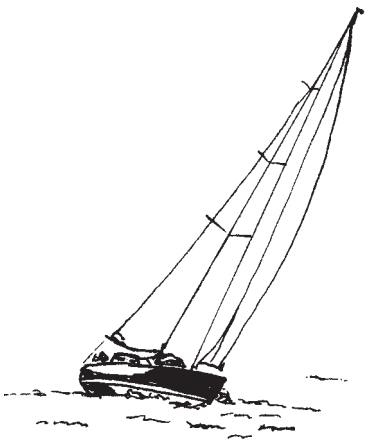
Your older two
blew a Bequia conch for you
here with me up high,
and now hike this island's breadth
to serenade again
from her wild Atlantic shore.

Your younger one
texts the ceremony of her love
south from prairie
and through this West Indian chain.

All of us believe in you.

Unseen now,
past green and empty cliffs
you are single-handing,
and still are not alone.
Beside you at the helm,
in spirit,
stands your mother;
we are sure of this.
Back forty years she gave to you
this gift of herself,
of joining your body and wild oceans.

So your family's all around you now,
feeling how fully
you are in your home:
the wind and water,
the blue and green,
bold healer Curandera
and the refuge of
your solo spirit.



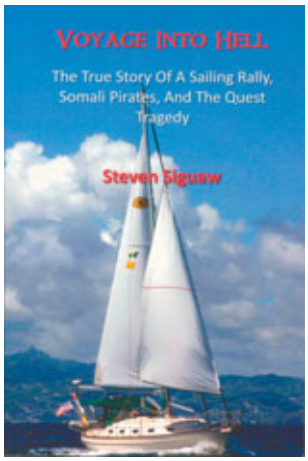
— Elizabeth Duncombe



You'll Be Needing Summer Reading!

In the cockpit, in the hammock, on the beach, on the road or in the airport? Wherever you are, you'll be needing some summer reading! So here's a salty selection of books for Caribbean sailors to savor.

***Voyage Into Hell**, by Steven Siguaw ©2014. Paperback, 278 pages, black-and-white photos. ISBN-13: 978-1-502-73573-7.*



I started reading this at about six o'clock one evening, and read until my eyeballs gave up around midnight. Finished it the next morning. It is the first-hand account of a member of the ill-fated 2011 Blue Water round-the world yacht rally, during which the entire crew of another yacht was murdered by Somali pirates.

Despite being peppered with grammatical errors and bracketed with an other-worldly account of meeting a mysterious "Kalinago shaman" in Dominica, the core story is, by virtue of circumstances, compelling. Tension builds in Steve's retelling of a voyage in company that becomes ensnared in a situation that developed en route, and goes from fun-filled to fear-filled as the fleet is divided into smaller "hard target" teams to cross the Indian Ocean. The author's foreshadowing of the ghastly fate of the crew of *Quest*, and his insight into the rally culture itself, are among the factors that made this book (in what is a cliché, but true for me) "unput-downable" and quite different from other circumnavigation accounts.

Available at Amazon.com.

— Sally Erdle

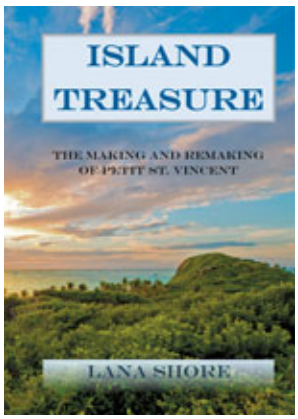
***Quest on the Thorny Path**, by David Beaupre. ©2015. Paperback and e-book. ISBN 978-0-692-35286-1.*

Thank goodness, this is not the same yacht *Quest* that was attacked by pirates in Steven Siguaw's *Voyage Into Hell*. On the contrary, this *Quest* invites you along on a sometimes challenging but overall pleasurable journey "of adventure and discovery" as two relative cruising newbies learn, among much else, the simple joy of sailing a good boat through big seas while traveling through the Southern Bahamas, the Turks & Caicos and the Dominican Republic.

Fans of Beaupre's first book, *Quest and Crew*, will enjoy this engaging follow-up. The first book told of the experiences of the author and his wife, who decided to refit a Bayfield 36 and become full-time Caribbean cruisers. A third book, describing the couple's cruising time in the Virgin Islands, will be published soon.

Visit www.questandcrew.com for more information.

***Island Treasure: The Making and Remaking of Petit St. Vincent**, by Lana Shore ©2015. Paperback, 310 pages, black and white photos. ISBN 978-1-505808650.*



As a narrative of the development of a relatively little-known island in the Grenadines into an elite resort hotel, this book is truly intoxicating. At first, Ms. Shore leads us through the entire history of Petit St. Vincent at a page-turning pace; then she slows down for the more recent events.

As a book reviewer, I'm of two minds: There is no doubt that the author is a professional writer, and very good at her craft. The book is beautifully written, engaging and informative, and really deals with not just PSV, but all of the southern Grenadine islands and their relationship with the governments in both Kingstown, St. Vincent, and in St. George's, Grenada, over a period of both independence and of revolution, military coups and the 1983 US "invasion" of Grenada (American troops were helicoptered into PSV, during the annual regatta no less, for R&R). And I like the background info on the hotel's first manager, Haze Richardson, and his dedicated crew that worked there for years; they are truly the backbone of the building and maintenance of what is now in the 45th year of its existence as a resort destination with few peers.

That said, the book does get somewhat like a travel brochure towards the end, a paean to its succeeding ownership, more particularly when one considers that the current owner commissioned the book. So why are the black-and-white photos so dreadful?

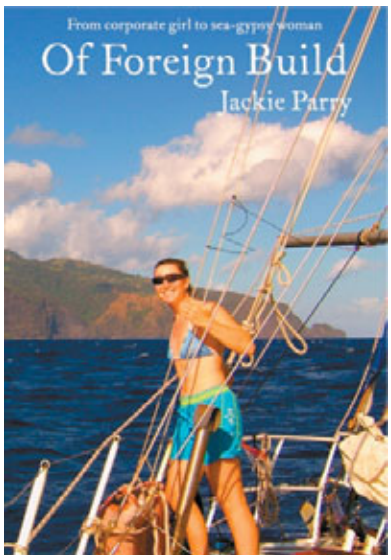
But for the cruiser, charter captain or guest who wants to visit PSV or learn about the history of the Grenadines, it's a must-read and is very entertaining.

Available at Amazon.com.

— William (Billy Bones) Pringle

***Of Foreign Build: From Corporate Girl to Sea-Gypsy Woman**, by Jackie Parry ©2014. E-book and paperback, 402 pages. ISBN-13: 978-0987551542.*

I finally got a tablet, and this is the best cruising book I've read. The author is a real firecracker, even though it took her 15 years to write this book. She is of the old breed, the way cruisers used to be, basic and always on a budget, the way we were. She writes about people and land adventures and mishaps as much as days at sea, I believe she has captured the essence of cruising, all the daily schlepping on land, the endless repairs, but also the joys of discoveries, the lasting though sometimes short friendships, the hellos, the goodbyes, the worries, the glistening sunset, the grime in the bilge.



I see that this book only came out in September 2014. I checked Amazon's top 100 cruising sailing books but this book does not appear… yet. I predict this author will be the next big thing.

I looked to see if there was anything else and wow, what a one-two punch: a month after this book was released, a follow-up written with her husband, a friendly "everything you need to know about sailing away" sort of book with fabulous practical advice, inexpensive eco-friendly cleaning tips, simple solutions to common problems — no-nonsense, do-it-on-the-cheap and do it well ideas that make it all sound easy. That book is…

***Cruisers' AA: Cruisers' Accumulated Acumen**, by Jackie and Noel Parry. E-book and paperback. 388 pages. ASIN: B00OQ938WI.*

Along with *Of Foreign Build*, this book is going to inspire many landlubbers to want to sail away and also inspire those who are slogging it out toward their dream and maybe getting fed up — geez, maybe even old farts will want to sail away again. Anyway, I think you ought to check this book out and get on board.

From the Amazon page: "With over 1,800 tips, tricks, words of wisdom and ideas on cruising, interspersed with more than 100 short stories, *Cruisers' AA* provides all the advice you need to go cruising NOW and improve your life on board.

"With great ideas on voyage preparation, piracy, pets, kids, communication, health, boat handling, electrics, equipment, fun and games, maintenance and repairs and so much more, it will show you how to significantly enhance your cruising life.

"Do you long for a life of cruising? Are you currently on passage? Perhaps you simply dream of great possibilities that seem so far from your daily life. This book bridges the gap and gives you the means of escape. With *Cruisers' AA*, you will gaze through the porthole into another world, a world where you can live freely and improve your life."

Available at Amazon.com.

— Patty Tomasik

***Merlin's Voyage**, by Emmanuelle Buecher-Hall. E-book and paperback: 48 pages, color photos. ISBN-13: 978-0992521202.*

Dr. Emmanuelle Buecher-Hall studied marine biology in France, then went to do some research on jellyfish in South Africa. There, her life took a new course. After building a catamaran, she went sailing with her husband and their three young children, crossing the Atlantic and the Pacific Oceans. She has a passion for the environment, travels and children's stories.



In this colorful children's book, *Merlin* is a curious yacht, home of a family with young kids sailing from South Africa to Australia, via the Atlantic, the Caribbean islands and the Pacific. The Caribbean chapter will be of special interest to "*Compass* kids".

The author says, "With this simple book, I would like to share the idea that the world is wonderful and no dream is too big. Dreams are important and can carry us along our life until, one day, we live them 'for real'."

Electronic and print-on-demand versions are available via Amazon, available in French and in English.

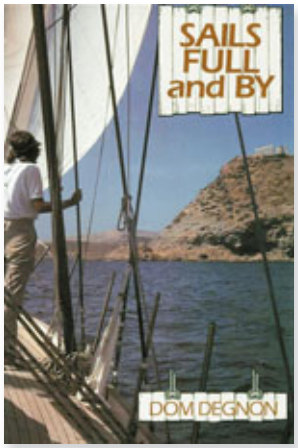
BOOK REVIEW BY RICHARD DEY

On 'The Yachties' Highway'

Sails Full and By, *by Dom Degnon. Sheridan House, ©1995. Hardcover, 224 pages. ISBN 0-924486-75-9.*

This year marks the 20th anniversary of the publication of *Sails Full and By*, Dom Degnon's wry, literate account of his voyage around the world.

Degnon sailed *Taku*, a 41-foot auxiliary ketch named after the glacier in Alaska, between 1978 and 1985 on a circumnavigation that technically began and ended in Bequia but actually started and finished in Marblehead, Massachusetts, USA. With him was Celia Lowe, and others joined them at various points, most notably his son Peter, who at 14 took a year off from school to stay aboard in the South Pacific and later rejoined the boat in the Med. As Degnon's career had been that of a prep school English teacher, his sanctioning of his son's truancy suggests how cruising modified his own value system.



Degnon sailed the yachties' highway — Bequia, Panama Canal, the Galápagos, the Marquesas, Tahiti, American Samoa, Tonga, Fiji, New Zealand, New Caledonia, the Solomon Islands, Papua New Guinea, Cairns on northeast Australia, Bali, Cocos (Keeling) Islands, Sri Lanka, Aden, the Red Sea, the Med, and across "the Pond" back to Bequia, some 40,000 miles. While the islands of the South Pacific claimed his true heart, Corfu and Madeira seduced him also. But seven years? He was in no rush and took four to get across the South Pacific; he spent six months in New Zealand and another six in Malta where he laid the boat up to be with his dying mother in New Jersey.

The yachties' highway. Consider what this means and you have the key to this account. We are not on earlier voyages, those made before the Second World War, when lone vessels sailed to lonely places where peoples largely — or somewhat — uninfluenced by Western civilization lived and were ethnographically described. Quite the opposite.

Taku cruised in company with other yachts almost the entire time. It was their company that was often the focus. On reaching Greece Degnon writes, "The trouble with the Med is that it is crowded; there are probably 400 boats in Rhodes, moored three deep around the inner harbor. There are also so many harbors in the Med that you rarely see anyone you know, unlike the South Pacific where you saw the same boats 'down the line' as we used to say. I miss the camaraderie."

This is not to say Degnon wasn't interested in the native peoples or their places — at one point he even says he was more interested in the places than in the sailing; but many of the highlights of his account show yachties sharing experiences and helping one another, whether at a coconut auction in Ahe or at the grounding of a yacht in North Yemen. "Whenever needs develop, the yachtie network pulls together to help."

Degnon makes fun of himself being "an English major" but his self-deprecation belies a cool, decisive, competent guy who successfully faced his share of challenges, supported always by the wit and seawomanship of Lowe: a storm between Morehead City, North Carolina, and the Virgins; an engine fire in the Tuamotus; a storm on the way from Tonga to New Zealand; running up on a reef in the Solomons; heavy weather in the Coral Sea that caused the bowsprit to separate from the stem fitting and, consequently, a daring sail out of the Torres Strait and inside the Great Barrier Reef.

The English major is there nonetheless, alluding as he goes to Darwin, Melville, Stevenson, Maugham, Cook and Bligh, Shakespeare, Twain, film star Errol Flynn, the TV series "Adventures in Paradise", Whitman, and TS Eliot among others. He allows that his major reading achievement was to consume all of Dickens. These allusions replace the how-to asides that commonly clutter other passage-making accounts, and distinguish this one. It was lines from Tennyson's *Ulysses* that set his cruising creed:

Yet all experience is an arch wherethro'
Gleams that untravell'd world, whose margin fades
For ever and for ever when I move.

Degnon, ever on the move, concentrates on the outer voyage, addressing his inner one only at the beginning when he concedes that he will have to grow into the responsibility he has taken upon himself for the safety of boat and crew, and near the end when he fully realizes "Cruising, I had learned, was much more people than places." When not recapturing the dramatic moments, he mostly mines the humorous incidents. But he does pause to consider things, and to consider them poignantly, at two points: off Cape York, Australia, when the trip divides itself from heading outward to heading home, and in the Indian Ocean as he crosses the equator and finds himself back in the northern hemisphere.

The narrative is on the whole crisp and inventive, especially when he uses letters to advance the story. It is however a narrative cobbled together from magazine articles he wrote along the way, as evidenced by the jarring switches into the present tense for the few chapters that begin *in media res*. For an English major his lack of characterization of people — not even single sentences of physical description — is a disappointment, particularly since his fellow yachties play important roles. The invented dialogue, while sometimes improbable, does break up the summary narrative and advance the storyline.

The one piece of advice Degnon offers comes at the start, when he addresses his readers to judge for themselves whether such a trip is doable: "Pack your bag and go," he commands with a sigh. This is reasonable if you happen to have the money to support going and the time, or a skill to use along the way that earns money. Unfortunately, this is not the case for most folks tied down to careers, children, and other ambitions; fortunately we have *Sails Full and By*. Which, by the way, as defined by Gershom Bradford means, "when all sails are drawing (full) and the course is as close to the wind as possible".

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The Sky from Mid-July to Mid-August

by Jim Ulik

Pink Floyd is going to make an appearance this July.

Astronomy inspires music — or does music inspire astronomy? In some respects Pink Floyd did both in 1967 with songs like "Astronomy Domine" and "Interstellar Overdrive". Then in 1973 there was "Dark Side of the Moon". To some of you, the music from 1967 and 1973 may seem ancient, but it is not. Really ancient cultures, like that of ancient Greece, associated music with the movement of the heavenly bodies. An example of that is the Music of the Spheres (the natural harmonic tones supposedly produced by the movement of the celestial bodies) and the philosophy of harmony in the universe as introduced by Pythagoras.

The association between music and astronomy continued into the Renaissance period. The subjects taken by university students were Astronomy, Music, Math and Geometry. The studies of those subjects were all interrelated. I will leave the rest for the historians of music and astronomy. Later, Johannes Kepler mathematically quantified the planets and their orbits with musical notes.

In the 1970s, Laurie Spiegel put the planet's orbital data to music. Her interpretation of Kepler's Music of the Spheres from her 1980 LP "The Expanding Universe" is included on the Golden Record aboard the spacecraft *Voyager 1* and *Voyager 2*. *Voyager 1* is now in interstellar space (see Figure 1).

As for Pink Floyd, their music was an inspiration to the astronomers who discovered an asteroid. After the lengthy process of naming asteroids was completed, asteroid 19367 Pink Floyd became "All that is now, all that is gone, all that's to come..." (Pink Floyd, Eclipse).

Thursday, July 16th

You will have to get up just before sunrise to see Mars and Mercury rising in the east. Mars will rise at 0511 hours, Mercury at 0513 and the Sun at 0550. Mercury will be at its closest orbital point to the Sun and brighter than Mars. The planets will be less than one degree apart.

Saturday, July 18th

Look west to find the sliver of a Moon before it sets at 2032. Appearing near the Moon are Venus, Jupiter and Regulus, a quadruple star system that is the heart of Leo the Lion. Located about eight degrees westward, or below the Moon between Leo and Cancer, is comet C/2014 Q1 PANSTARRS. The comet had its close approach to the Sun on July 5th and is now traveling back into space at 136,000 mph (60.8 km/s).

Monday, July 20th

Asteroid 19367 Pink Floyd was discovered in 1997 by the OCA (France)-DLR (Germany) Asteroid Survey in Caussols, France. The asteroid has a 3.8-year orbit around the Sun, reaching its closest point to Earth today. I had to check the astronomy software. I found that the yet-to-be-discovered Pink Floyd asteroid was positioned on the far side of the Moon on March 28th, 1973 — the same year as their album release. What will the internet rumors be about that coincidence?

Tuesday, July 21st

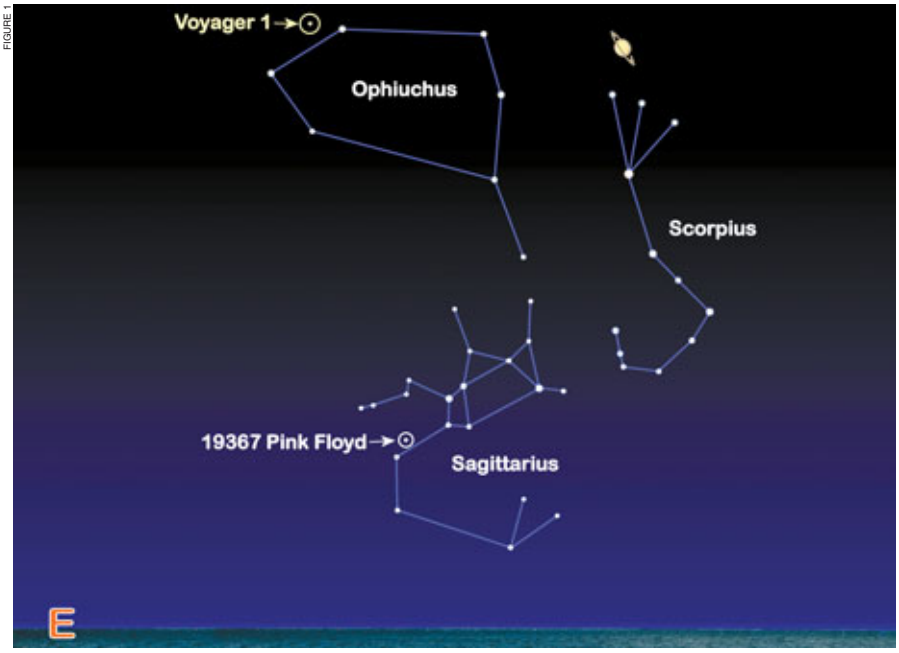
The Moon is approaching the first quarter phase. That will occur on July 23rd. Today the Moon reaches its farthest orbital point (apogee) from Earth. That greater distance, along with the lack of alignment between the Sun and Moon, provides for a smaller tidal range.

Thursday, July 23rd

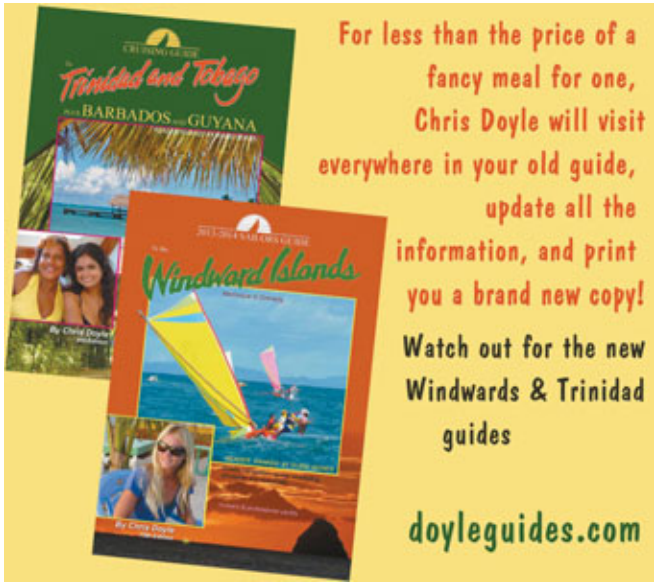
Spica, a double star, is the brightest star in Virgo. The Moon is positioned in the constellation Virgo. Find Spica four degrees south of the first quarter Moon.

—Continued on next page

FIGURE 1



An asteroid named Pink Floyd and the Golden Record on Voyager 1 *show the influence of music in astronomy*



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CARIBBEAN DON STREET Street CRUISING GUIDES

—*Continued from previous page*

Saturday, July 25th

The Moon has moved away from Spica towards Saturn. The Moon now sits in Libra about two degrees north of Saturn. The Moon's orbit will pass north of Antares.

Sunday, July 26th - Friday, July 31st

Over the last several decades the tropical zone has been widening. The American Geophysical Union (AGU) is holding a conference that will bring together scientists from a wide range of backgrounds. The purpose of the conference according to the AGU is to explore and summarize the state of the science and identify future research directions relevant for the problem of tropical widening. What are the impacts for the oceans, areas of snow or ice, the water cycle, human society, and Earth's ecosystems?

Tuesday, July 28th

The number of meteors will increase in the night sky as the Earth passes through the debris left behind from the remnants of a comet. The Delta-Aquarid Meteor Shower may be at peak but the Moon is nearing full so the best time to catch any meteors will be after the Moon sets this morning at 0300.

Friday, July 31st

This is the second full moon of July, commonly known as a Blue Moon. Venus, Jupiter and comet C/2014 Q1 PANSTARRS are still hanging within six degrees of each other. The Moon will be rising at 1848 just as Venus and Jupiter are beginning to set.

Saturday, August 1st

Earth will not be able to avoid another debris field. This passage results in the Alpha Capricornids Meteor Shower. Over the next few days you may see some bright fireballs before the Moon rises. The quantity of meteors is few but they travel very fast at 15 miles per second (24,140 m/s).

Wednesday, August 5th

A better time to see Mercury as it closes in on Jupiter is just after sunset. Tomorrow it will be closer (less than one degree) but the brightness of Jupiter may reduce its visibility. A dim Regulus is located just above Jupiter, and Venus is just above the horizon.

Wednesday, August 12th and Thursday, August 13th

It is the annual return of the Perseids Meteor Shower. The shower could produce from 50 to 75 meteors per hour. Viewing meteors will be good because the Moon will set at 1701 and not rise again until tomorrow morning at 0459. As usual, the best time to view the most meteors will probably be after 0100. Figure 3 shows that the apparent source of the meteors will be from the constellation of Perseus. Perseus will begin to rise above the northeast horizon after 2330. The Earth will pass through the debris field from July 23rd to August 22nd and meteors can be seen at any time during this period.

Friday, August 14th

The Moon is once again between the Sun and Earth, presenting us with the dark side of the Moon. It is the New Moon at 1053.

In the News

Wednesday, July 22nd is the proposed launch date of satellite *Jason 3*. There is a proposed reduction in funding for NASA's satellites involved in their Earth sciences program. That reduction will reduce the United States' role in and ability to develop a scientific understanding of Earth's system and its response to natural or human-induced changes, and to improve prediction of climate, weather, and natural hazards. Fortunately *Jason 3* is a joint mission between the Centre National d'Etudes Spatiales (CNES), the European Organisation for the Exploitation of Meteorological Satellites (EUMETSAT) and NASA. The data acquired from *Jason 3* will aid forecasters' ability to predict hurricanes and severe weather. It also provides:

- Surface wave forecasting for offshore operators
- Forecasting tides and currents for commercial shipping and ship routing
- Coastal forecasting for response to environmental problems like oil spills and harmful algal blooms
- Coastal modeling crucial for marine mammal and coral reef research
- El Niño and La Niña forecasting

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

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



FIGURE 2

Above: Five heavenly bodies meeting in the western sky on July 18th

Below: Perseus and the source of the Perseid meteor shower in the northeast at 0100 on August 13th

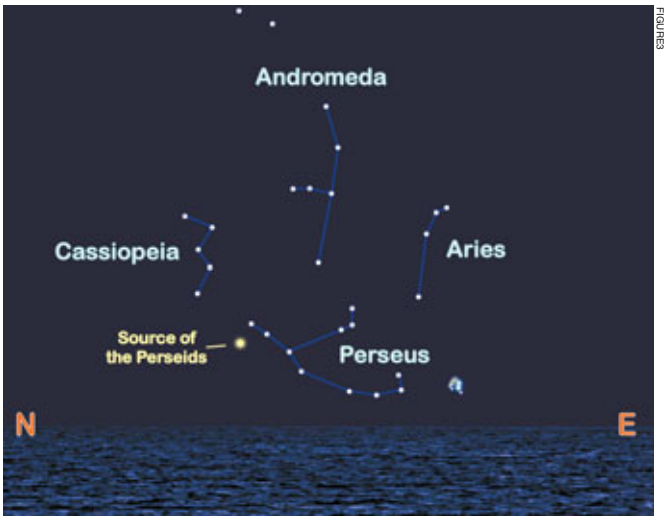


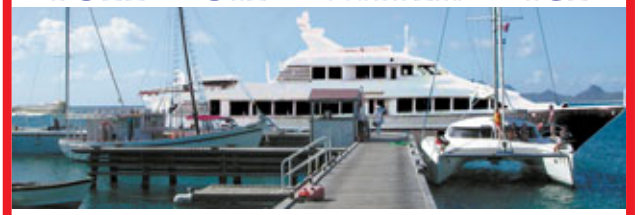
FIGURE3



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... and much more!

Tide's Table

BY ROSS MAVIS

A Fine Kettle of Fish... & Chips

Sometimes there's just nothing that hits the spot like hot, crispy fish and chips. Done properly, they can be sublime. Here's how.

More often than not, disappointing fish and chips results from the fish not being fresh to start. Freshness in fish is most important, because although freezing stops spoilage from bacteria, the freezing process doesn't stop chemical changes in the flesh.

The Fish

My wife and I try to eat fish at least twice each week and sometimes more often when a good product is available. Recently, when in North America, I bought a few fillets of haddock from a local fish market, carefully seeking out those that were fresh and not frozen.

I dredged the fillets lightly in flour with a pinch of cayenne pepper and sea salt. They were then quickly dipped into a mixture of egg beaten with a couple of tablespoons of cream and placed into a greased, hot pan on the stovetop. Wowser! The results were crispy, succulent fillets of sheer delight. They were moist, flavorful and delicious — the way fish should be.

Although the haddock fillets were wonderful prepared this way, in the Caribbean you will have more luck finding mahi-mahi, snapper or flying fish. These can make an excellent fish for fish and chips prepared the same way.

Aside from freshness, proper cooking of fresh fish also plays an important role in getting prime flavor. According to Harold McGee in his book *The Science and Lore of the Kitchen*, most bacteria and viruses are killed at temperatures ranging from 185°F to 212°F. Regrettably this temperature does not always produce the best taste and flavor, so be guided accordingly.

Various species of fish have different tolerances for overcooking. Snappers and rockfish are often more forgiving than swordfish or tuna.

The Chips

When it comes to good fish and chips, the chips — French fries to our friends in the US — are very much as important as the fish. To cook fries nice and crispy, they must be cooked twice. Start by taking the freshly cut potatoes and soaking them in cold water for about 30 minutes. Drain and dry the potato strips well with paper towel. Then heat deep oil to about 275°F degrees. Cook the potatoes for ten to 12 minutes. This is a precooking step before actually frying the chips.

Remove the chips from the oil, crank up the temperature to about 325°F, and then fry the chips again until nicely browned and crispy. Believe me, the two-step cooking process is the secret to crispy fries.

Be sure to have baking soda and or a fire extinguisher close by when deep frying. Nothing is quite as dangerous as spilled hot oil. Keep the kids well clear and don't think of trying this cooking method if moored in sloppy waters or when at sea. More than one yacht has been lost when hot oil spilled onto the stove in the galley. Safety first is of paramount importance.

Succulent fish and chips, carefully deep fried, are well worth the time and effort.



A Note on Ciguatera

Recently an incidence of Ciguatera poisoning in Saint John, New Brunswick was experienced from fish caught in tropical waters and then frozen for later consumption. The crew on a potash ship was rushed to the local hospital with Ciguatera, or "fish poisoning". All survived, but prompt action was necessary. This poison can cause diarrhea, nausea, cramps, numbness and difficulty breathing. Ciguatera can be deadly if not treated properly. Medical help should be sought if Ciguatera poisoning is suspected.

My wife and her former husband had a similar experience when sailing in San Juan, Puerto Rico some 40 years ago. They had eaten amberjack caught in Puerto Rican waters. Fortunately, their five-year-old son did not consume the fish and was able to minister to the adults for several days, preparing flat Coke to ensure they were not dehydrated, until they recovered.

Reef fish absorb the ciguatoxin by eating certain algae, and if consumed by larger fish can pass on the accumulated toxin. Ciguatoxins cannot be detoxified by cooking. Ciguatera is much less common in the Windward Islands and Southern Caribbean than it is in the Leewards and Virgin Islands. I recommend sailors check Wikipedia for complete information on this potentially deadly poison.

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LOOK OUT FOR...

The Flamboyant — A Tree on Fire

by Lynn Kaak



CHRIS DOYLE



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

During the summer in the Caribbean, one can often see brilliant, frequently orange, although sometimes red or yellow, splashes of colour dotting the green of the hillsides and along the coastlines. Upon closer inspection, one will see that the source of the burst of colour is a tree, the Flamboyant. The origin of the name is quite self-evident, but it is also known as Royal Poinciana and not surprisingly, the Flame Tree.

The Latin name, *Delonix regia*, also reflects the exuberance of the tree's blooms. Delonix comes from *delos* (conspicuous) and *onyx* (claw, in reference to the claw-shaped flower). It used to be in the genus Poinciana, which explains one of its names.

The tree can grow to an average height of nine to 12 metres (30 to 40 feet), and is quite resistant to drought conditions, making it perfect for the hit-and-miss precipitation of the Eastern Caribbean. During particularly dry times, it will sacrifice its leaves.

It has been a popular ornamental tree in the tropics since well back into the 19th Century, after its discovery in Madagascar. The fact that it spreads out in a canopy also makes it useful for shade. It is tolerant of salt spray and likes the full sun, also making it a good choice for Caribbean island landscapes. The Flamboyant is the national flower of St. Kitts & Nevis.

When the Flamboyant isn't strutting its stuff as an eye-catcher in bloom, it can still be recognized by the large seedpods, up to 60 centimetres (two feet) long, hanging down. When the dry pods rattle in the wind, they call to mind the tree's other nicknames, mother-in-law's tongue or women's tongue. These dried pods are used as percussion instruments, called "shak-shaks", by traditional Caribbean musical groups. The pods may also be found in markets, painted and varnished, as locally made souvenirs.

CARIBBEAN FREE COMPASS

NOVEMBER 2014 NO. 230 The Caribbean's Monthly Look at Sea & Shore

COMPASS COVERS & YOU!

The amazing ongoing technological advances in digital photography have really lifted the quality of images we are able to offer in *Caribbean Compass*. Whereas in years gone by, most of our cover shots were taken by pros, today an amateur photographer with good-quality equipment and an eye for color and composition also has — no pun intended — a shot.

If you would like to submit a photo for consideration as a *Compass* cover, read on.

We love images of people on sailboats having fun in the Caribbean. If you can show some coastline
recognizable as Caribbean, or other recognizable Caribbean landmark or subject of interest to boaters, all the better. Action and color are good.

Although a tiny distant boat in swathes of sea and sky isn't too interesting, do try to make sure there is some space at the top of the image (usually a bit of sky) for our header.

Remember to shoot in portrait (vertical) format — just turn your camera sideways for a "tall" shot!

Images should be at least 10.2 inches wide by 12.5 inches high at 300lpi or greater. If you don't know what this means, set your camera to take the largest photos possible. Image quality must be sharp. If your images are too large for e-mail, send them through an online service such as Dropbox.

Please don't get all artsy with Photoshop. Please. Just don't.

We can't use photos that have appeared previously, or will appear simultaneously, in any other Caribbean publication or anywhere on-line.

Cover photos are judged and chosen by a number of criteria including technical specifications and our particular needs at the time. If your photo isn't used, it doesn't mean it wasn't good.

Send submissions for cover photos to sally@caribbeancompass.com. Be sure to tell us the name of the photographer, and include a brief description of the shot (i.e. who is in it, when and where it was taken, etcetera). We look forward to seeing Caribbean sailing through your lens!

MERIDIAN PASSAGE OF THE MOON

JULY - AUGUST 2015

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!

July 2015		21	1608	10	0838
DATE	TIME	22	1657	11	0930
1	0000 (full moon)	23	1734	12	1020
2	0004	24	1818	13	1108
3	0054	25	1905	14	1155
4	0150	26	1956	15	1240
5	0246	27	2047	16	1323
6	0340	28	2142	17	1405
7	0433	29	2239	18	1448
8	0526	30	2336	19	1530
9	0617	31	0000 (full moon)	20	1614
10	0709			21	1659
11	0802	**August 2015**		22	1746
12	0853	1	0034	23	1836
13	0949	2	0130	24	1928
14	1042	3	0225	25	2038
15	1134	4	0319	26	2119
16	1225	5	0413	27	2216
17	1313	6	0505	28	2314
18	1359	7	0559	29	0000 (full moon)
19	1443	8	0652	30	0010
20	1526	9	0745	31	0106

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FACING THE FLASHERS
Dear *Compass*,
Congratulations to "Cap'n Pugwash" for raising the irritating issue in the May issue of *Compass* of those who use strobe lights as anchor lights. It's a problem that I first encountered in Greece over ten years ago. I too like to spend my evenings enjoying the cool breeze in the cockpit but on many occasions I have been forced to retreat to the less comfortable but visually secure environment of my saloon, curtains drawn, to avoid the bombardment of strobe lights on nearby boats, with every flash assaulting my senses like a slap in the face.
It's a problem that is unlikely to be addressed by authorities here in the Eastern Caribbean. If we want to do something about it then we will have to do it ourselves. I suggest approaching offending boats and politely explaining to them the adverse effect they are having on their neighbours. If there is nobody on board then leave a note tied to their boarding ladder.
There are many arguments that can be used, but an important one would be to point out that their lights are illegal; if they were unfortunate enough to suffer a collision while at anchor at night, then regardless of the circumstance of the collision their insurance companies may refuse to support them because of their negligent use of illegal lights. If they are not insured, and say they don't care, then point out that if an insured boat were to collide with them then the insurers of that boat would have the legal resources to sue them for all of their assets, including their boat.
Geoff Mander
S/Y Ocean Gem

IN DEFENSE OF CHARTERERS
Dear *Compass*,
Re: "You Can Tell a Cruiser..." (from a charterer) by Laurie Corbett in the May issue of *Compass*: Great article. Lots of laughs and truths.
In defense of charterers though, remember they had a two-hour "orientation" to learn all about a strange boat and get local knowledge, and then were sent out. We cruisers worked into it over a long time, in the same boat.



Remember the first time you anchored your boat or picked up a mooring? I always chuckle when cruisers talk about the "charter fools" who drag anchor. Anyone who hasn't dragged has either never anchored or is a liar. The only boat that has dragged into *Unleaded* was that of a very experienced cruiser. The night was calm, he'd been anchored ahead of me for weeks, and then at 0300 on a calm night I woke up to a "kathump". It was so calm we put fenders between the boats and went back to sleep until daylight. I reckon he was hooked on a lobster that finally got clear of his CQR.
Keep laughing — it's good for you.
Jock Tulloch
S/Y Unleaded
(Missing but presumed having a good time somewhere in the Caribbean)

GOOD USE FOR SARGASSUM
Dear *Compass*,
Many thanks for the excellent articles on pelagic Sargasso seaweed in the June issue of Compass. Anyone who drives down the East Coast Highway here in St. Lucia will confirm that the process of rotting does indeed generate a great deal of smell.
Your readers may be interested to know that an enterprising St. Lucian company called Algas Organics has developed a system for processing the weed into a plant tonic/fertilizer with the solid residues being usable as a soil conditioner/mulch. Please see www.facebook.com/algasorganics for more information.
Bob Hathaway
Marigot Sunshine
St. Lucia

AN UNUSUAL MARTINIQUE WELCOME
Dear *Compass*,
This past June, we visited Fort de France, Martinique. One afternoon, our kids and those from two other boats were playing volleyball in the large park near the dinghy dock. Their bags were in a pile near them, which also attracted a team of teen thieves who grabbed and ran off with my daughter's backpack (thankfully with only water, a shirt and glasses case), then passed it off to an older boy waiting farther up the road.
However, the response from the townspeople and the police was amazingly rapid, despite the fact that none of our kids speak French. One Parisian tourist didn't really see much, but called the police for them, then waited with the kids until I arrived. Another passerby immediately transferred the dog in his arms to his friend and gave chase. Several others gathered and tried to help in their own way.
By the time I arrived, about 20 minutes after the theft, there were at least six police involved and just as many locals milling about on the street corner. One kind older gentleman just kept repeating, "I'm so sorry... but welcome," in his best English; others in the group expressed the same sentiment.
Just as the police were taking our contact information, another officer returned to the scene with the backpack, even though she wasn't able to apprehend the young man. The thieves, upon finding nothing of value to keep or fence, tossed it somewhere along the escape route. Considering the size of the city and number of nooks or crannies it could have gone into, she must have gotten close.
In the end, everything stolen was returned, our kids learned an important lesson and we all felt like a small incident, relatively speaking, was taken seriously by the town.
Merci, Martinique! We do feel welcome.
Lisa Torkelson
S/V Day Dreamer

Editor's note: There have been reports of teenagers messing with dinghies at the dock in Fort-de-France: sometimes just playing around in them, other times setting them loose or even flipping them, drowning the outboards. Frequent visitors advise always locking your dinghy here, and possibly even rowing to the dock to protect your engine.

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Send your letters to sally@caribbeancompass.com.

Windwards During Hurricane Season?

Thoughts for Cruisers Planning to Remain

by The Scottish Captain

Cruisers who wish to stay in the Windward Islands (Martinique to Grenada) during the hurricane season will all have thought about what to do in case of a hurricane. There is a lot of advice around, and that advice can be confusing as inevitably it changes, as each passing disaster prompts new lessons learned. So, how to come up with a best strategy for you and your boat? I'm afraid there is no easy answer, and after you've done all your research and come up with your plan, you will still have to hope luck is on your side.

When Hurricane Ivan devastated Grenada in 2004, I had already sailed back to the UK aboard a yacht that had been docked the previous year in Secret Harbour on the island's south coast. What would I have done if I had still been in Grenada, following the advisories on the approach of Ivan? I like to think that I would have sailed south, but would I have foreseen the continued westward progress of the storm, or have been fooled by the predictions of it heading a bit further north?

In his article "Reflections on Hugo" (available at www.street-iolaire.com), Don Street shared the old adage: "All general statements are suspect, including the statement that 'All general statements are suspect'." This is worth repeating when discussing hurricane plans.



It can be worth it: anchored at Sail Rock during a calm spell in August

In reply to the comment "Never go to sea to dodge a hurricane", Don observed, "I feel that that is far too general a statement. In 'Reflections on Hugo' I made a very good case for going to sea to avoid hurricanes; but that was too broad a general statement. I still feel that statement (that there is a good case for going to sea to avoid a hurricane) is true — but only *if* you are absolutely certain that the hurricane is going to pass through St. Lucia or islands to the north of St. Lucia. In that case you have plenty of sea room to get underneath the hurricane. If you leave at least 48 hours before the hurricane approaches, you can get below the hurricane. You have enough sea room, so much that all you should experience is a 40- or 50-knot blow. With winds from the north right up the tail under a shortened sail, a good boat with a good crew should not have any serious problems."

He adds, "If you are going to go to sea to dodge a hurricane, you cannot dilly dally, you must stick to your plans, and get as far south of the hurricane as *fast* as you can. If the wind is light, then motorsail: as the wind builds, start shortening sail, well in advance of the onset of heavy weather."

So there *are* circumstances when going to sea makes sense, but only in certain locations, and when following certain rules. Do not confuse "going to sea to dodge a hurricane" with "going to sea to ride out a storm", which is NEVER a good idea! (Unless…of course…?!)

Which brings us to a discussion of "Street's Law of Probability" for hurricanes (you've already read Don Street's "Learning from the Ghosts of Hurricanes Past" in last month's *Compass*, and should look for his articles "Hurricane Strategies for Those Afloat" in the July 2006 issue, and "You Can Cruise During Hurricane Season" at www.caribbeancompass.com/online/june09compass_online.pdf, page 24). Basically he states that using NOAA advisories you can use a Cone of Probability to guide your plan of action when faced with the formation and approach of a classic Cape Verde storm. This is so because these storms virtually never change direction more than five degrees in 24 hours. By plotting the reported position of the storm on a suitable chart (such as Imray 100) when it is still days away, and using the direction of movement to plot a ten-degree cone extending forwards from this position, you can determine what you should be doing.

You want your location to be at least 60 miles south of the southern edge of this cone. If you are anywhere north of this position, you should head south, monitoring updates, until you comply.

I don't know if this system is still in favour, but it does have merit under certain circumstances, and when applied in a timely and consistent manner. The major problem with it is determining when a developing system warrants evacuation, and how early to respond. It will also fail to address unusual storms (such as Hurricane Tomas, see below) that develop late and leave little time for anything but battening down the hatches.

I wanted to check its effectiveness, so looked back at Hurricane Ivan's advisories. I was impressed that even though Ivan developed and stayed very far south, if I had been in Grenada monitoring its progress and was prepared to evacuate according to "Street's Law of Probability", I would have avoided the storm and would not have been in Grenada.

NOAA Advisory #12 on September 5th, 2004 at 1500GMT was the second advisory that categorized Ivan as a hurricane, with sustained winds of 75 knots. The centre at that time was located about 900 nautical miles out in the Atlantic at 9°90N and 46°00W. The reported direction of the storm was towards the west, or 280 degrees, at 18 knots. If Hurricane Ivan continued westwards with this course and speed, it was set to pass just south of Grenada in 50 hours. The ten-degree Cone of Probability extended from Bequia right down to Trinidad.

So, if you had still been located in the Grenadines or Grenada on the morning of September 5th, and were assessing your hurricane avoidance plan, it should have been apparent that to comply with the recommendation to get south of the storm, and 60 nautical miles south of the ten-degree Cone of Probability, the only safe option was to run south to one of the recommended ports in Venezuela: Golfo de Cariaco or Puerto La Cruz. From Grenada to the Golfo de Cariaco is about 200 nautical miles, and from Bequia to the Golfo de Cariaco is about 250 nautical miles, or at six knots about 34 hours and 42 hours away respectively. In all likelihood, if you had been on your game and thinking conservatively, you would have left sooner. But either way, you could have been tied up somewhere secure, and more than 60 miles south of the bottom edge of the cone, in time to ride out the fringe of the storm.

The problem comes if you had been in, say, St. Lucia or Martinique. If you left early enough, you could still have made it south to Venezuela in time — but would you really have sailed south when the storm was so far south and still heading west? If your mind had told you not to go, and you had stayed in St. Lucia, what would have been your plan later if it had started to turn progressively northwestwards, when your bridges had been burned?

Similarly, how should you respond to a tropical wave, depression or storm that is not forecast to develop, but might possibly defy the forecasters and do so? Do you *always* run south, or do you use your judgment; do you wait and see, and then go, or do you…? I can't imagine that constantly taking early and lengthy evasive action, when it subsequently proves unnecessary, will endear a believer to blind adherence to this law.

On the afternoon of October 28th, 2010 the National Hurricane Center in Miami issued the following observation:

SYNOPSIS FOR CARIBBEAN SEA AND TROPICAL N ATLC FROM 07N TO 22N
BETWEEN 55W AND 65W
530 PM EDT THU OCT 28 2010
SYNOPSIS...TROPICAL WAVE WILL REACH THE TROPICAL N ATLC FRI AND
WILL MOVE ACROSS THE EASTERN CARIBBEAN SAT AND SUN AND INTO THE
CENTRAL CARIBBEAN MON AND TUE ACCOMPANIED BY FRESH E TO SE WINDS.

Just 24 hours later, the NHC's release read as follows:

SYNOPSIS FOR CARIBBEAN SEA AND TROPICAL N ATLC FROM 07N TO 22N
BETWEEN 55W AND 65W
530 PM EDT FRI OCT 29 2010
SYNOPSIS...TROPICAL STORM 11.1N 57.5W AT 2100 UTC PRES 998 MB
MOVING W 15 KT WILL MOVE TO 12.9N 61.8W SAT AND TO 13.5N 64.0W
SAT NIGHT TO 14.1N 66.2W SUN AND STRENGTHEN TO A HURRICANE AND
NEAR 14.8N 70.4W MON AND INTO THE CENTRAL CARIBBEAN TUE AND WED.

So, the forecast winds went from Force 5 to Force 12 in the course of one day! This amazing development was the sudden birth of what became Hurricane Tomas, which caught St. Lucia and St. Vincent by surprise. The first public advisory from NOAA was issued that same afternoon, which meant that it was basically too late to start contemplating any evasive action. In fact, there was an interesting account in the *Compass* of the experience of a catamaran owner who did put to sea from Bequia to ride out the storm for insurance reasons, and quickly found himself riding out a hurricane (*Caribbean Compass*, January 2011, "Riding out Hurricane Tomas" by Bernard Logan, at www.caribbeancompass.com/online/january11compass_online.pdf, page 22). It is difficult to envisage any formula that could effectively cope with such rapid, unforeseen development such as we witnessed with Tomas.

On the other hand, another case in point that supports the use of the Cone of Probability was Hurricane Dean of 2007. Let's look at the 03:00GMT NOAA Advisory #11 of August 16th, 2007 for what was then Tropical Storm Dean. It was located about 630 nautical miles east of St. Vincent with sustained winds of 60 knots, gusting to 75 knots.

—Continued on next page

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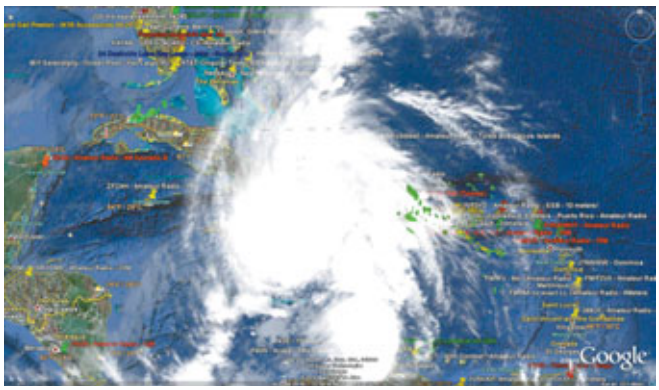
It was moving westwards, or 280 degrees, at 20 knots. The Cone of Probability stretched from Martinique to Bequia. So if you had been on the alert and ready to leave Rodney Bay Marina, you would have had about 30 hours to get down to Grenada and be safely tied up before Dean made landfall (and if you had been checking updates regularly you could have shortened your passage south and stopped in, say, Carriacou or Union).

Hurricane Dean passed through the channel between St. Lucia and Martinique on the morning of August 17th, as a Category 1 storm. The northern eyewall, accompanied by sustained winds of about 85 knots, passed directly over Martinique. Winds in St. Lucia peaked at about 70 knots. And then an astonishing and largely unpredicted transformation occurred:

"With upper-level outflow increasing in all quadrants, Dean then began to strengthen rapidly in the eastern Caribbean Sea, its winds increasing from 80 to 145 knots (Category 1 to Category 5 on the Saffir-Simpson Hurricane Scale) in the 24 hour ending at 0600 UTC 18 August. At 1200 UTC that day, Dean's minimum central pressure was 923 mb."

So even though, as it happened, Rodney Bay Marina was secure enough, and if you hadn't gone south you should have been fine there, if the extreme intensification had occurred earlier, and a Category 5 hurricane had developed before the system's passage through the channel, the story would have been very different, and the dash south would have been very much worth the effort.





Top: Using a Davis one-arm protractor with Imray 100 chart to plot Street's Probability Cone

Above: By studying as many past accounts and experiences as possible, you can build a realistic preparation plan

Perhaps a general statement worth hazarding here is to first make one version of your preparation plan based solely on the actual conditions reported in the NOAA advisories, rather than based on any forecast or forecast track. So you assume the continued forward movement of the storm will be on its current track (plus or minus 5 degrees). You also assume that the storm will develop progressively (the farther away, the more potential for development), disregarding any forecaster's predictions that conditions are not favourable for intensification.

With this plan composed, you can then start assessing forecasts and track models, and weigh up your options accordingly.

It is by studying as many past accounts and experiences as you can that you can really build up a realistic preparation plan. You could do worse than to read D. Randy West's offering, *The Hurricane Book, a Sailing Captain's Memoirs*, which recounts his experiences living through 18 (!) storms on land and sea. Also read *At the Mercy of the Sea, the True Story of three sailors in a Caribbean Hurricane*, by John Kretschmer, which will remind you that if you encounter a rare event like "wrong-way Lenny" or Hurricane Klaus, which approached the islands from the west, all your calculations about navigable and dangerous semi-circles in a tropical revolving storm, and where you should be heading, have to be reoriented.

But unfortunately, by being in a region prone to hurricanes, there will always be an element of risk that no amount of preparation and knowledge can eliminate completely. It is a personal matter how best to minimize the risk and how much just to trust to luck. The number of local boats operating in the islands year-round is testimony to the fact that most owners have been fortunate enough to have missed that big one. You can watch footage on YouTube of hurricane-strength winds in Marigot Bay, St. Lucia causing little damage during Tomas, as it passed south of the island, and cite the passage of Dean north of the island without wrecking the fleet in Rodney Bay, as evidence that you can weather a storm in a "hurricane hole". And so you can. But there are storms and storms. So remember that other old adage, particularly in this year when the forecasters are predicting a below-average year for major storms: "It only takes one."


NASA

Selected On-Line Weather Sources

"Red sky at night..." When was the last time you really looked at the sky during happy hour? For that matter, when was the last time you even tapped the barometer? Yet weather prediction occupies a large part of a Caribbean sailor's attention — especially at this time of year.

According to Wikipedia, it was not until the invention of the electric telegraph in 1835 that the modern age of weather forecasting began. Before this time, it was not widely practicable to transport information about the current state of the weather any faster than a steam train (and the train also was a very new technology at that time). By the late 1840s, the telegraph allowed reports of weather conditions from a wide area to be received almost instantaneously, allowing forecasts to be made from knowledge of weather conditions farther upwind... In the United States, the first public radio forecasts were made in 1925 on WEEI, the Edison Electric Illuminating station in Boston. Television forecasts followed in Cincinnati in 1940 or 1947 on the DuMont Television Network. The Weather Channel is a 24-hour cable network that began broadcasting in 1982, and sailors have been known to cluster around Caribbean beach-bar TVs during hurricane season.



Long Distance Weather Forecasts Now Made By Machine

COMPLICATED weather forecasting computations can now be calculated automatically on the marvelously intricate machine shown at the left, the invention of Dr. Charles G. Abbot, secretary of the Smithsonian Institution. With it he expects to calculate such things as variations in solar radiation to determine if they occur in cycles, and thus to lay the foundation for predicting what our weather will be ten or twenty years ahead. The new invention is similar to conventional calculating machines, except that it is designed for a particular use.

MODERN MECHANICS

This intricate mathematical calculating machine shown in photo above was designed for studying facts of solar radiation which may lead to long distance weather forecasts.

An article from Modern Mechanics *magazine, 1932*

The technology used to disseminate weather forecasts is continually evolving. Although it's been a very long time since people tried seriously to predict the weather by examining onion skins or seeing whether or not the groundhog went back in his hole, it has also been a while since mariners routinely listened to good old WWV radio for marine storm warnings. The use of once-popular weatherfax has, to a great extent, been replaced by GRIB.

Although SSB radio is still indispensable, today, with WiFi so widely available in the Caribbean, increasing numbers of sailors get their weather information from on-line sources. Here we present a selection that various Caribbean cruisers have recommended.

Is your favorite weather website not listed here? Let us know!

Caribbean National, Regional and Island Weather Websites

- Barbados Weather Radar: www.barbadosweather.org/barbados-weather-Radar-SABDriver.php
- Cuba Met Institute: www.met.inf.cu (in Spanish)
- Curaçao Met Department: www.meteo.an
- Martinique Weather Radar: www.meteo.fr/temps/domtom/antilles/pack-public/animation/animMOSAIC_ant.html (in French)
- Panama Weather: www.hidromet.com.pa/index.php (in Spanish)
- SXM Cyclone/St. Martin: www.sxmcyclone.com (in French)
- Trinidad & Tobago Weather Radar: www.metoffice.gov.tt/radar
- US National Weather Service (for USVI and Puerto Rico): www.srh.noaa.gov/sju

International/General Weather Websites

- Desperate Sailors: www.desperatesailors.com/page/weather/carib_sxm
- NOAA's Environmental Visualization Laboratory: www.nnvl.noaa.gov (great satellite images, animations and more visual storm stuff)
- PassageWeather: http://passageweather.com (provides seven-day wind, wave and weather forecasts to help sailors with passage planning and weather routing)
- Weather Underground: www.wunderground.com/hurricane

Commercial Marine Weather Service Websites

- Buoyweather: www.buoyweather.com (supplies free two-day forecasts in addition to paid-for custom forecasts)
- Chris Parker's Marine Weather Center: www.mwxc.com (paid-for custom forecasts)
- Crown Weather Services: www.crownweather.com (provides a good Tropical Weather page in addition to paid-for custom forecasts)

Hurricane Information Websites

- Caribbean Hurricane Network: www.stormcarib.com
- US National Hurricane Center: www.nhc.noaa.gov

In addition, surf forecasts (great for those "iffy" anchorages) are provided at http://magicseaweed.com — see the animated swell height and swell period charts.

Finally, this site includes a list of many other Caribbean weather sources: www.tropicalwx.com

Happy weather windows!

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$895,000



2004 LEOPARD 47
$295,000



1997 CATANA 471
$449,000



2007 DOLPHIN 460
$579,000



2009 CATANA 50
$879,000



2006 PRIVILEGE 745
$2,600,000



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$295,000



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CALENDAR

JULY

1	FULL MOON
1 - 7	Vincy Mas (St. Vincent Carnival). www.carnivalsvg.com
2	Public holiday in Curaçao (Flag Day)
4 – 13	Aruba Hi-Winds Kitesurf & Windsurf event. www.hiwindsaruba.com
5	Public holiday in Venezuela (Independence Day)
5 – 12	North American Optimist Dinghy Championships, Nelson's Dockyard, Antigua. Antigua Yacht Club (AYC), optimists@yachtclub.ag
6	Public holiday in the Cayman Islands (Constitution Day)
7	Public holiday in CARICOM countries (CARICOM Day)
10	Public holiday in the Bahamas (Independence Day)
12	Mott Memorial Hobie Cat Challenge, Grenada. Petite Calivigny Yacht Club (PCYC), www.pcycgrenada.com
12 – 18	Reggae Sumfest, Jamaica. www.reggaesumfest.com
14	Public holiday in French islands (Bastille Day). Yole races in Martinique, http://yoles-rondes.net
17 – 19	Mayreau Carnival
17 – 1 Aug	Tobago Heritage Festival. http://tobagoheritagefestival.com
18	Public holiday in Suriname and Trinidad & Tobago (Eid al-Fitr, end of Ramadan)
20	Public holiday in Colombia (Declaration of Independence Day)
20 – 28	Carnival of Santiago de Cuba
23 – 3 Aug	Statia Carnival (St. Eustatius)
23 – 4 Aug	Culturama (Nevis Carnival). www.culturamanevis.com
24	Public holiday in Venezuela (Simón Bolívar's Birthday)
24 – 9 Aug	BVI Emancipation Festival, Tortola. www.bvitourism.com/events-festivals
25 – 4 Aug	Antigua Carnival. antiguacarnival.com/events
26 – 2 Aug	Around Martinique Yoles Rondes race. http://yoles-rondes.net
27 – 3 Aug	Carriacou Regatta Festival
29	Annual Pre-Regatta Cruisers' Potluck Barbecue and Raffle, Tanty Lizzy, Carriacou. www.carriacouchildrenseducationfund.org
30	Annual Carriacou Children's Education Fund Auction. After Ours, Carriacou. www.carriacouchildrenseducationfund.org
30 – 9 Aug	Anguilla Summer Festival. www.anguilla-beaches.com/anguilla-carnival.html
31	Carriacou Regatta Opening Race Party, Lazy Turtle Pizzeria & Bar, Carriacou. shayne.walliswi@gmail.com
31	FULL MOON
31 – 2 Aug	Bonaire Jazz Festival. www.bonairejazz.com
31 – 3 Aug	Crop Over (Barbados Carnival). www.funbarbados.com/crop_over

AUGUST

1	Public holiday in many places (Emancipation Day) and Jamaica (Independence Day)
3 – 4	Public holidays in Antigua & Barbuda (Carnival)
4 – 6	Public holiday in BVI (Emancipation Festival)
6 – 15	Spicemas (Grenada Carnival). www.spicemasgrenada.com
7	Public holiday in Colombia (Battle of Boyacá)
8	Public holiday in Anguilla (Constitution Day)
14 – 16	Aruba International Regatta. http://aruba-regatta.com
17	Public holiday in Colombia (Assumption Day celebrated)
21 – 30	The Caribbean Festival of Arts 2015 (CARIFESTA XII), Haiti. www.carifesta.net
22	Carib Great Race (powerboats) from Trinidad to Tobago
22 - 23	Round Grenada Regatta, PCYC. www.pcycgrenada.com
24	Festival of St. Barthelemy. Ceremonies, regattas, public ball, fireworks
25	St. Louis Festival, Corossol, St. Barts. Fishing contests, regattas, public ball, and fireworks
29	FULL MOON
31	Public holiday in Trinidad & Tobago (Independence Day)

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*

We are on-line:
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CLASSIFIEDS

BOATS FOR SALE



2003 GibSea 51 160.000 US
2002 BENETEAU 505 175.000 US
1992 WARWICK Cardinal 46cc 165.000 US
2001 Bavaria 46/3 109.000 US
1987 IRWIN 44 MK II 95.000 US
1983 34ft VINDO 45 40.000 US
E-mail: ulrich@dsl-yachting.com
Tel: (758) 452 8531



47' JAVELIN/FOUNTAIN POWERBOAT This luxury speedboat is available in Grenada. Gen-Set, A/C, white leather in cabin, galley, shower(s), VaccuFlush, Mercury 502 marine engines overhauled by Mercury dealer, Bravo 1 drives. 40 MPH cruise props w/over 60 speed props. Tel: (787) 241-9624 www.aviationcms.com E-mail: acmsaircraftforsale@gmail.com



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BLACK PEARL VEDETTE L-10.97m, B-2.44m, Yanmar 6LPA-STP2, 315HP, 4 – stroke. New Mercruiser Bravo 2 stern drive and aluminum prop (installed July '13). Head / toilet, nav lights, new VHF radio, aft swim deck/ladder. Helm seats/aft sundeck cushions new Oct 2012. Surveyed 2013. Contact Matt Semark with offers. E-mail: matthew.semark@petitstvincent.com



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42' SEARAY SUNDANCER 1992 New 250hp, 4 strokes, very economical, quiet & clean running. Sleeps 6 in 3 cabins, perfect for overnight charters. Tel: (784) 528-7273

TAYANA 37' 1977 Good condition needs a little TLC. Volvo excellent. Bottom job scheduled in Feb. Owner anxious to sell for health reasons. Lying Puerto La Cruz, Venezuela. US$30,000. Mike Lyon Tel: 58 416 484 6121 lyonmike46@hotmail.com

1986 AMEL MANGO One owner, lying Grenada. Ready to go for US$150,000 OBO. http://www.amel-mango-for-sale.com

42' JEANNEAU 1997 Former flotilla boat currently based in Bequia & chartering Grenada to St. Lucia. 4 berths, sleeping 8, 2 heads w/shwrs. US$30,000 & open to all reasonable offers. Tel: (784) 492-3098 E-mail bequiabelles@gmail.com



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JEANNEAU SUN ODYSSEY 42.1 1995, owned since 2000, regularly serviced, lightly used, ready to live aboard. Watermaker, solar/wind generators, serviced life-raft, new dinghy, rigging new 2013, genoa 2012, Yanmar 48hp, 5,200hrs. Lying Antigua, US$79,995 E-mail: dbriefuk@yahoo.com



42' JEANNEAU 1999, 4 berths, 2 hds, sleeps 10. Burglar proofed, salt & fresh washdowns, lots of ad ons. In excellent condition, lying Trinidad/Caribbean. US$90,000 ONO. Tel: (868) 762-8020 E-mail: quita@tstt.net.tt



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BY AUCTION C&C 42' 1977, Perkins 60hp, August 19th 2015, Power Boats, Trinidad. For recovery of rent. Upset price US$19,000. For more info contact Tel: (868) 634-4346 E-mail: don@powerboats.co.tt



DUFOUR 35 1937 New main sail, new fresh water system, newly refurbished fridge, newly reupholstered. Ready to go. Lying Port of Spain, Trinidad. US$25,000 OBO. Tel: (281) 602-9926 E-mail: caromgar@hotmail.com



SADLER 29 1985 Major refurbishment prior to ARC 2009 including standing rigging, wind vane, solar power, fridge. Raymarine instruments. New tender. Lying Marigot Bay, St Lucia. US$23,000 Email: ron.dunn@hotmail.co.uk

WANTED



INFORMATION leading to contact of vessel/captain that damaged 32' M/V Kestrel on her mooring in Admirality Bay, Bequia, 50 mtrs. west of Bequia Marina. Incident happened approximately mid April before Antigua Classics. Vessel maybe a large wooden schooner seen leaving at daybreak. E-mail: caribpub@gmail.com or Tel: (784) 533-1822

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CARRIACOU - PRIME LAND Stunning panoramic view overlooking Sandy Island & the Grenadines, northern exposure, cooling breezes, four beaches, excellent snorkeling E-mail: seabob@live.com

GRENADA - East side Clarkes Court Bay. Excellent views, water access, plots available. 0.9 acres to 9,000 sq.ft. Prices from US$5 to $10 sq/ft depending on size and location. Including 50' of sand waterfront with steep drop off to deep water. E-mail streetiolaire@hotmail.com



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

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

RENTALS



BEQUIA – MT. PLEASANT Tahiti igloo, Rentals available. 3 bdrms, 2 baths & pool. Tel: (784) 533-4865. www.cedarretreat.wordpress.com www.caribbeanhousesforsaleonline.com

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—Continued from page 9 *...Business Briefs*

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For more information on Barefoot Yacht Charters and Marine Centre see ad on page 27.

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For more information e-mail info@skmw.net or bentels@hotmail.com, visit www.skmw.net and www.facebook.com/SKMarineWorks, and see ad on page 18.

ABYC Certifications for Grenada Marine Team

Grenada Marine is proud and would like to congratulate its technical team on their successful completions of their American Boat and Yacht Council (ABYC) certifications. We are ABYC certified!

Herve Pugin and Meshach Noel are now certified in Marine Electrical Systems.

Roland James has attained Composite Boat Builder Certification.

Stefan Fletcher, Gerald Pascal, Kelly Lewis, Calvin Jaldoo and Sheldon Phillip are now certified in Gasoline and Diesel Engines.

Visit www.abycinc.org for more information on ABYC.

For more information on Grenada Marine see ad on page 19.

Colombia's Marine Trades Association joins ICOMIA

As reported in the May 27th edition of *IBI Plus News* (https://plus.ibinews.com27), the International Council of Marine Industry Association (ICOMIA) has announced that the Nautical Association of Colombia, Asonautica Colombia, has joined the organization. Asonautica Colombia was formed in February this year with the support of a number of local and international institutions. It currently has 30 members from the private yachting industry and government.

The Colombian group is an association that aims to enable growth and competitiveness in the Colombian marine industry, as well as to create and develop business opportunities and contribute to the strengthening of the nautical culture within the country, boosting activities such as marinas, yacht clubs, marinas, shipyards, distributors and dealers of boats, nautical tourism service providers, water sports, sailors, among others.

English-Speaking Agents and Guides in Santa Marta, Colombia

Marilyn Sharpe reports: English-speaking Customs agents and tour guides in Santa Marta, Colombia are now available.

Santa Marta and the adjacent communities of Taganga and Rodadero provide cruisers with a charming, historical and vibrant cultural experience of *costeños* (Colombians living on the Caribbean coast). Cruisers can anchor in sheltered Taganga Bay or in Santa Marta harbor, and an IGY marina is also available in Santa Marta.

Most tourists visiting Colombia are only familiar with Cartagena and the capital, Bogota. But a recent publication by the Colombian government that includes excellent nautical charts for Colombian waters has enticed many cruisers to spend weeks or months in Caribbean Colombia. (Note: This cruising guide to Colombia is available at www.svsarana.com/free_guides.php#COL, but it is a very large PDF book — 300MB! — so only download it if you think you really need it before you go. You can get a hard copy or a digital copy free in Colombia.)



You can snorkel, hike, and swim with wild dolphins in the magnificent Five Bays in Tayrona National Park north of Santa Marta; take a step back to the 16th century while touring Historic Old Town; taste the fresh tropical fruit smoothies, South American fusion cuisine or local arepas along the promenade; visit the estate where Simon Bolivar spent his last days; and visit the oldest Spanish building in South America, which houses the Gold Museum. For the truly adventurous, take the five- or six-day trek to the Ciudad Perdida (Lost City), ancient spiritual site of the Tayrona indigenous peoples in the Sierra Nevada National Park. Or visit a 200-year-old organic coffee farm near Minca in the hills above Santa Marta.

The Colombian government has made security a number-one priority and maintains that stance to entice tourists to its beautiful country. Boaters who have visited in the last couple of years have reported feeling very safe in the Santa Marta area.

To connect with an English-speaking Customs/Immigration agent or request tour-guide services in English, e-mail Dino Melo at csc-stm@hotmail.com or dino.shippingagent@gmail.com. You can phone him at (57 300) 716-4689.

Another excellent English-speaking tour guide for trips to Minca and Tayrona Park is Carlos Arias. His e-mail is C_Arias@hotmail.com and his cell phone is (315) 757-1601.

An English-speaking trekking guide to Ciudad Perdida is Eddie Miller at Samarioc@yahoo.com.

New Management for St. Vincent's Ottley Hall Marina

St. Vincent Shipyard Limited (SSL) has signed a lease with the government of St. Vincent & the Grenadines in respect of the operations of the Ottley Hall Marina & Shipyard, located on the southwest coast of St. Vincent. The company assumes management of the shipyard from July 1st and the lease agreement will be in effect for a period of 15 years in the first instance.

SSL chairman Daniel Ravotti says that the company is excited about this development, which will enhance the area's provision of shipyard and dry-docking facilities. Services to be provided at the marina include dry-docking, hull inspection and repairs, bunkering, sand blasting, shell plating and painting, and the installation, maintenance and overhaul of marine engines.

Director Mark Lulley confirms that SSL will engage in a number of restorative activities in relation to the marina, which was first built in the early 1990s, to make the facility ready for full operations. The company plans to spend over five million EC dollars in this regard. This will include plans for the completion of small hotel and the re-opening of the supermarket.

SSL comprises five local engineers and three persons from abroad.

A spokesperson for SSL has said that the company intends to retain the current staff at the marina, adding that more persons will be employed as the activities at the shipyard increase.

For more information contact Mark Lulley at (784) 528-8554 or mlulley@svgshipyard.com.

Early-Bird Discount for Antigua Charter Yacht Show

Go online now and register or reactivate your registration from last year for Antigua Charter Yacht Show 2015: www.antiguayachtshow.com/register3.php. A ten-percent early registration discount is given to yachts that register and pay their registration fee by July 31st.

The show will be held December 4th through 10th.

Visit www.antiguayachtshow.com for more information.

'Special' Reminder: Check the Ads!

Don't miss out. Ninety-seven percent of respondents in *Caribbean Compass's* most recent survey say they find advertisements in *Compass* to be "useful" or "very useful", and 80 percent refer back to an individual issue more than once for information about an advertiser. Part of this useful information is SPECIALS!

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Clarke's Court	Grenada	5	Hydrovane International Marine	C/W	MP	Northern Lights Generators	Tortola	20	Yacht Steering Committee	Trinidad	47
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Curaçao Marine	Curaçao	18	Island Dreams	Grenada	MP	Power Boats	Trinidad	MP			
Dominica Yacht Services	Dominica	MP	Island Water World	Sint Maarten	48	Renaissance Marina	Aruba	6			

MP = Market Place pages 41 to 43
C/W = Caribbean-wide

Hurricane History 1851 to 2013 - Source: NOAA



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islandwaterworld.com • Store prices good while stocks last and for the month of July only.

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