CARIBBEAN On-line
COMPASS
JULY 2018 NO. 274
The Caribbean's Monthly Look at Sea & Shore

IOR St. Thomas

See Regatta News page 16

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ANR SAILING REGATTA LTD

Tobago's Back!
A favorite regatta reborn..... 17

Rally to St. Vincent
A new landfall for ARC+..... 19



TOR PINNEY

San Blas Bliss
The wonders of the *islas*..... 22



RALPH TROUT

Cuba's Southeast Coast
Historic, photogenic, friendly 24

Summer Help
Products for projects..... 26



JONNY HAWKINS

"This isn't what I meant when I asked you to take me to an island paradise."

Info & Updates 4
Business Briefs 8
Eco-News 10
Regatta News..... 14
Y2A..... 18
Meridian Passage..... 21
The Caribbean Sky..... 28
Look Our For… 30
Seaboard Birds 31
Readers' Forum..... 33
Caribbean Market Place..... 34
Calendar of Events..... 37
Classified Ads 38
Advertisers Index..... 38

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On the cover: For over a quarter of a century, the International Optimist Regatta in St. Thomas has provided some of the region's keenest junior-sailing competition. Photographer Dean Barnes captured the 2018 action. See Regatta News item on page 16



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

Info & Updates

Selected Cruisers' VHF Nets

A good way to find out what's happening in a new anchorage is to tune in to the local cruisers' VHF net. Here are some of the popular ones in the Eastern Caribbean and surrounding areas. Times given are local:

- Nassau, Bahamas — 0715, VHF channel 14
- St. Martin/Maarten — 0730, VHF channel 10, Monday-Saturday
- English Harbour, Antigua — 0900, VHF channel 06, Daily
- Le Marin/St. Anne, Martinique — 0830, VHF channel 08, Monday, Wednesday, and Friday
- Bequia (in the Grenadines) — 0800, VHF channel 68, Daily
- Grenada — 0730, VHF channel 66 (International), Monday-Saturday
  Note: If the 66 repeater is unavailable then listen on the alternate Ch-69 for this net.
- Chaguaramas, Trinidad — 0800, VHF channel 68, Daily
- Puerto La Cruz, Venezuela — 0745, VHF channel 72, as available
- Curaçao — 0745, VHF channel 72, Monday-Saturday

Thanks to cruisers for this information; as this issue of *Compass* went to press, it was correct to the best of our knowledge.

Corrections and additions are welcome. Please send them to sally@caribbeancompass.com

SSB Radio Notes

- In case of maritime emergency, there is a 24/7/365 Maritime Mobile Net (emergency, weather and cruiser assistance) 14300 USB/Ham. Any vessel in DISTRESS may call in, even if they are not licensed for Amateur Radio (Ham).
- Glenn (callsign KPK) listens for emergency/humanitarian calls of any kind on his 1215 UTC morning SSCA net on 8104 MHz Upper Sideband.
- Similarly, Chris Parker always listens for emergency traffic at the very beginning of every weather net on 4045, 8137 and 12350 MHz Upper Sideband.

Eight Bells

SIR EMILE GUMBS

Former Chief Minister of Anguilla, Sir Emile Gumbs, passed away on May 10th, at the age of 90. He held leadership positions in Anguillian politics for 27 years, from 1967 to 1994, and was instrumental in resolving the crisis which led to the administrative separation of Anguilla from St. Kitts & Nevis.

In his youth, Sir Emile sailed throughout the Caribbean on oil tankers and trading vessels, eventually taking command of the family-owned schooner, *Warspite*. This 75-foot vessel, built in 1905, is depicted on the reverse of the EC$10 bank note. Sir



WAYNE HARRIGAN

Emile was an enthralling raconteur with tales of his early sailing days. He supported local sailing communities in Anguilla and successfully participated in races with his own boat, *SagaBoy*.

Sir Emile was accorded a State funeral on May 25th.

STEVE PAVLIDIS

Stephen J. Pavlidis, one of America's top cruising guide authors, died on May 29th in Covington, Georgia, after a long period of failing health. He was 65 years old.

"Steve was one of the hardest-working individuals I have ever known," said his publisher and friend, Joseph F. Janson of Seaworthy Publications. "Even as his health was failing he continued to work on projects and co-authored a new book, *The Captain's Guide to Hurricane Holes*, published in 2018. He had a brilliant mind and was that unique combination of writer and cartographer in one person."

Beginning in 1989, Pavlidis lived aboard his 40-foot sailboat *IV Play* for nearly 30 years. He cruised the Bahamas and Caribbean for much of that time, researching and writing more than a dozen cruising guides.

—Continued on next page



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His guides covered the Bahamas, Turks & Caicos Islands, the Dominican Republic, Puerto Rico, the US and British Virgin Islands, the Leeward Islands, the Windward Islands, Trinidad & Tobago, the Northwest Caribbean including the Cayman Islands, Jamaica, Guatemala and the Río Dulce, as well as Honduras and the Bay Islands.



COURTESY MILT BAKER

According to Janson, "Steve personally sailed to and visited each place he wrote about, and he created over 500 detailed charts for his guides. Seaworthy Publications is committed to keeping Steve's guides up to date just as Steve always did his best to ensure." Pavlidis's cruising guides are available through bookseller channels, and under the Island Hopping Digital Guide series wherever eBooks are sold.

"Steve saw himself as a journalist, in the sense of telling a stream-of-thought recounting of his own observations," Janson said. "Read his guides and you'll find him walking you through the process, whether on land or on the water. On the water he lays out options, if any, then takes you through each one. On land he walks you from the dinghy dock into the town and the businesses and other things you will see along your way. He was the guide."

According to Amazon.com's Stephen J. Pavlidis author page, "His books are different than most other cruising guides in some very significant ways. All of the charts in Steve's books were created using data personally collected while visiting each area using a computerized system that interfaces GPS and depth soundings to produce data that allows him to create extremely accurate digital charts. The charts are so accurate that they have been licensed to GPS manufacturers as well as paper chart publishers to supplement and add detail to the official government-produced charts of regions throughout the Bahamas and Caribbean."

Pavlidis used a laptop linked to a GPS and depth sounder, all mounted in a Pelican case, and he would shuttle his dinghy back and forth across each anchorage like mowing the lawn. The process created a dataset that linked each sounding with a GPS reading. "The amount of data was enormous," Janson said, "and Steve would scan down through it all, and wherever he noticed a change in depth he'd plot that depth on his chart." The process provided Pavlidis and Seaworthy GPS-accurate proprietary copyrighted charts for each guide.

Prominent world cruising sailor John Kretschmer, says, "His guidebooks were excellent, and they combined a special mix of highly accurate navigational details, charming descriptions and an unfailingly generous spirit."

Pavlidis told friends he had lived the outlaw-biker lifestyle before he began sailing. He found a kindred spirit in Robert "Bob Bitchin" Lipkin, who founded *Latitudes & Attitudes* and *Cruising Outpost* magazines. "Motorcycles and the outlaw motorcycle lifestyle were both our passions until we 'discovered' sailing," Lipkin wrote. "But that doesn't tell the tale of a man who lived large and loved life. He was a brother to many as well as a guide to the Caribbean sailing lifestyle. His words will be missed, but he will be missed even more. Ride on brother. Or should I say, sail on?"

Thanks to Milt Baker for this report.

Memories of Saint Barth

The permanent exhibition of the territorial museum of St. Barth has been transformed, and is now entitled "Memories of Yesteryear". This exhibition brings together



testimonies of life in St. Barth between the years 1940 and 1970, including vintage photographs and objects that will recall memories of the island's past. "Memories of Yesteryear" provides an overview of the museum archives' contents focusing on boats, fishing and the port — resource number one of Saint-Barthélemy.

Visit www.facebook.com/LeJSB/photos for more information.

—*Continued on next page*



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Details of Search for Spanish Galleon Released

The Woods Hole Oceanographic Institution (WHOI) recently obtained authorization by Maritime Archaeology Consultants (MAC), Switzerland AG, and the Colombian government to release new details from the successful search for the three-century old *San José* — a 62-gun, three-masted Spanish galleon launched in 1698 that sank with a cargo believed to be worth billions of dollars during the War of Spanish Succession.





SAMUEL SCOTT / INSET: WHOI

On its final voyage, the *San José* sailed as the flagship of a treasure fleet composed of three Spanish warships and 14 merchant vessels sailing from Portobelo, Panama to Cartagena, Colombia. On June 8th, 1708, the fleet encountered a British squadron near Barú, leading to a battle known as Wager's Action. During the battle, the powder magazines of the *San José* detonated, destroying the ship with most of her crew and the gold, silver, emeralds and jewelry collected in the South American colonies to finance the Spanish king's war effort. Of the 600 people aboard, only 11 survived.

The wreck was discovered off the coast of Cartagena, Colombia in 2015, by an international team of scientists and engineers during an expedition aboard the Colombian Navy research ship *ARC Malpelo* led by MAC's Chief Project Archaeologist Roger Dooley. It was found more than 600 metres below the surface during a search initiated by MAC and approved by the Colombian Ministry of Culture. The search was supervised by Instituto Colombiano de Antropología e Historia and Dirección General Marítima.

"In order to ensure a successful search, we retained the services of Woods Hole Oceanographic Institution, which has an extensive and recognized expertise in deep water exploration," said Dooley. "This partnership was key to the discovery of the *San José*."

WHOI played a crucial role in both the search and discovery of the final resting place of the San José, which had remained a great mystery to marine archeologists, historians, governments, and treasure hunters for decades. Specifically, the institution provided and operated an autonomous underwater vehicle called REMUS 6000 to survey an area off Colombia's Barú Peninsula. In November 2015, REMUS 6000 took some side sonar images that found the *San José* in more than 2,000 feet (600 metres) of water. The vehicle descended to 30 feet (9 metres) above the wreck to take several photographs, including some of the distinctive dolphin engravings on the *San José's* cannons, a key piece of visual evidence.

"The wreck was partially sediment-covered, but with the camera images from the lower-altitude missions we were able to see new details in the wreckage and the resolution was good enough to make out the decorative carving on the cannons," said WHOI expedition leader Mike Purcell.

The *San José* discovery carries considerable cultural and historical significance for the Colombian government and people because of the ship's treasure of cultural and historical artifacts and the clues they may provide about Europe's economic, social, and political climate in the early 18th century. The Colombian government plans to build a museum and world-class conservation laboratory to preserve and publicly display the wreck's contents, including cannons, ceramics, and other artifacts.

The treasure has been the subject of legal battles among several nations as well as private companies. UNESCO, the United Nations cultural agency, has called on Colombia not to commercially exploit the wreck, whose exact location remains a state secret.

Venezuela 'Least Secure' Country in Poll

Although Venezuela is now far from the thriving hurricane-season yachting destination it was in the 1980s and '90s, the few cruisers headed that way this summer might be interested to learn that, of 142 countries included in the Gallup poll's most recent annual "Law and Order Index", Venezuela was deemed "least secure".

The Law and Order Index is a composite score based on people's reported confidence in their local police, their feelings of personal safety and the incidence of theft and assault or mugging in the past year. The higher the score, the higher the proportion of the population that reports feeling secure. Scores worldwide ranged from a high of 97 in Singapore to a low of 44 in Venezuela.

Missing Yacht Found Adrift

The Beneteau 362 *Mugari* was reported stolen from Calliaqua, St. Vincent on June 3rd. On or about June 15th, the US Coast Guard found the 36-foot sloop adrift about 35 miles off Ponce, Puerto Rico. When found, the vessel was dismasted with no one on board. It has been towed to Ponce Yacht Club.

Discount Now for Antigua Charter Show

The 2018 Antigua Charter Yacht Show will run from December 4th through 10th.

If you participated in last year's show, click on "Returning Attendee" and log in with your username and the password to confirm or edit your registration. If new to the show please click on "New Attendee" and create a new account. Please make a note of your username and password for future Antigua Charter Yacht Show registration.

Yachts that register and pay their registration fee prior to July 31st will receive a ten-percent discount.

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

Welcome Aboard!

In this issue of *Caribbean Compass* we welcome new advertiser SVG Marine Center of St. Vincent, on page 34. Good to have you with us!



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BUSINESS BRIEFS

Curaçao Marine is Geared Up for Summer!

Nicole van Beusekom reports: Ahoy, sailors — hurricane season is here once again! Set your GPS to 12°06.5N, 68°55.3W and cruise on to Curacao Marine!

The Curacao Marine Team is geared up for our busy season. Those extra 665 stands and 300 straps ordered last year will be put to great use. We are now able to

CURAÇAO MARINE



accommodate more yachts than ever before, owing to our rearrangements and new planning system. The good news is that we now offer 250 instead of 140 spots on the hard. The less good news for sailors still looking for a spot to haul out, is that these spots are as good as fully booked. Nevertheless, inquire with us for up-to-date openings or to be put on the waiting list.

Some of our 2018 improvements include:

Knocking out a few walls in our office gives us more office space to meet with our customers and also gives us the opportunity to re-open a supplies and provisioning shop on the premises where we sell a growing selection of yacht maintenance must-haves. In this renovation we also incorporated storage space that can be rented by the square metre by our clients.

At the dry berths for long-term yacht storage, 120 cubic metres of gravel have been spread out to ensure less dust and a clean surface.

Big news is that we are expanding our wet berths! Floating piers have been ordered to go from 21 to 60 mooring spots, complete with water and power connections at the docks.

Other major news is that we have dredged in front of our slipway, and now we can haul out yachts with drafts up to three metres.

In the first quarter of 2018 we have hauled out many vessels, but two vessel haulouts really stood out. We broke two of our yard records: that of "The biggest and widest catamaran" and that of "The yacht with deepest draft". Both haulouts required hours of preparations, precision and great team work. We did it and we are ready for more!

For more information on Curaçao Marine see ad on page 15.

New GPS Tracking App

Recently an iPhone/iPad app for GPS tracking and logbook keeping has been released.

It's aimed at yachtsmen wanting a simple and systematic way to track and log cruising from harbor to harbor; a record of observations on wind, sea and weather conditions during cruising; analysis of speed, engine and sails set hours; free-text notes editable before, during and after cruising; and display of current and historic tracks in lists and on maps.

The app may be used standing alone or connected to the optional website SailorLogBook.com that gives backup and restoration of app data, access to automatic harbor retrieval, option to add images and crew, option to share cruisemaps, and many lists and maps.

Both app and website are fully documented with manuals and videos at SailorLogBook.com. Here you'll also find a link for downloading the app from the App Store.

Klaus Kyrsting, creator of the app explains: "I have been a sailor and programmer for many years. My first boat was a self-built mini-tonner (1979). My first program was in Algol: it printed a table giving volume of an elliptic tank as function of depth measure (1967). Since then I worked mostly with minicomputers and mainframes. But I find the iPhone a lot more fun, with its power, built-in software and options. I'm looking forward to my next app!

"As a yachtsman I have always wanted to keep my written logbook up to date. Realizing there must be a better way of doing this semi-automatically and systematically, inspired me to make the system — first the website, and then the app. I have used it during a couple of seasons now.

"The template for the system is actually an old printed logbook — I use the same methodology in the app for keeping track of 'clock and log' and observations on wind and sea conditions, as in the past. Of course the app has a number of features the old skippers didn't have, like calculations and map display."

Contact support@SailorLogBook.com for more information.

Horizon Yacht Charters Adds to Grenada Fleet

Horizon Yacht Charters Grenada announces four new additions to its Grenada charter fleet.

Stella is a 2015 Beneteau Oceanis 45. She has three double cabins, two heads, AC and a light and airy saloon and galley. She was a very popular yacht in the Antigua fleet and is now moving south. She is available from July 1st — a great opportunity to take advantage of a "ten nights for the price of seven" special, starting from July 10th.

Little Bird is a 2015 Fountaine Pajot Helia 44 catamaran. She has three cabins including a spacious master cabin with settee and desk. She is fully air-conditioned and has three electric heads.

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Nanuk is available for skippered or crewed charters and is a 2014 Jeanneau 57, with accommodation for up to eight guests in four en-suite cabins. The professional skipper will have his or her own private crew cabin and head. *Nanuk* has many extras such as AC, electric heads and cockpit table with built-in fridge.

Island Life is a 2018 Lagoon 42 with a three-cabin layout, again with a master suite with settee and desk.

As well as adding these great new yachts to our fleet, we are committed to offering yachts for all budgets, in immaculate condition coupled with first-class customer



Nanuk, *now available for charter out of Grenada*

service. With yachts ranging from our Beneteau 37 to our new Jeanneau 57, and with everything else in between, we can find something to suit you.

Horizon Yachts Grenada also offers management, sales and maintenance services.

For more information, see Horizon Yachts ad in the Market Place section, pages 34 to 36.

Miramar Sailing School's Yachtmaster Xpress

Miramar Sailing School reports: Our Yachtmaster Xpress programme offers an unprecedented combination of new skills learning, a high level RYA/MCA qualification, plus a Caribbean sailing and touring adventure that would cost a fortune if you chartered your own skippered yacht.

Previously we have offered only one programme a year, in January. Owing to demand we have decided to add a second programme, starting in late April.

The programme is still 16 weeks duration. It is still priced very favourably given what is included. It still offers first class training by RYA/MCA Yachtmaster Instructors. So, what has changed? The early, but essential, parts of the course will still take place around the waters of Antigua and the Leeward Islands — beautiful sailing grounds in themselves.

We have decided to add more of a 'cruising' appeal to the challenge of building miles and experience. We feel that the students will get more opportunity to enjoy the Caribbean if we cruise slowly south, exploring parts of the Windward Islands and St. Vincent & the Grenadines on the way, then return north exploring different islands on the way back. We will then head south again, with a chance to visit the islands we missed on the previous trip.

Fast Track Yachtmaster Xpress courses will begin on January 6th and April 28th, 2019.

Visit www.miramarsailing.com for more information.

Grenada Strengthens Awareness in Key North American Cities

As part of ongoing public relations and marketing efforts to strengthen awareness of the Pure Grenada brand in the US and Canadian markets, the Grenada Tourism Authority hosted its first-ever media reception in Toronto, on April 20th, and in New York, on May 31st. Coordinated by the GTA's North American public relations firm, Cheryl Andrews Marketing Communications, the goals of the campaign were to educate media and travel agents on the latest news and developments from the island as well as why Grenada is the destination of choice for discerning travelers.



Charming St. George's, just one reason to visit the Spice Isle

GTA's CEO Patricia Maher noted, "This campaign is part of a series of strategic events with the objective of educating our target audiences throughout North America. By sharing all of our developments, news and industry enhancements, we are demonstrating not only our commitment to providing each traveler with a unique experience but information for repeat visitors that there is something new in store once they return."

For more information on Pure Grenada, visit www.puregrenada.com



Caribbean ECO-News

St. Lucia Innovates to Address Sargassum

As reported by Caribbean 360 (www.caribbean360.com), sargassum is free-floating brown macro-algae that lives in the temperate and tropical oceans of the world. In the open ocean, the floating seaweed provides important ecosystem services by acting as habitats for a diverse group of marine animals. It provides food, shade, and shelter to many types of specialized fish, crustaceans, and turtles. When it reaches the coastline, it provides fertilizer for the plant ecosystems that protect the shoreline from erosion and promotes biodiversity of marine bird- and wildlife.



THE ST. LUCIA STAR

Young St. Lucian entrepreneur Johanan Dujon saw the opportunity to use sargassum to make a useful product

Since 2011, excessively large quantities of sargassum have accumulated in the Caribbean Sea, only to wash ashore in several Caribbean countries. Massive sargassum seaweed blooms are becoming increasingly frequent in the Caribbean. The seaweed covers the beaches in huge, stinking blankets that sometimes measure up to ten feet in depth. As it rots, the seaweed emits a toxic gas, hydrogen sulphide.

The seaweed creates an extreme lack of oxygen in the sea close to shore, killing native species and resulting in "dead zones". It fouls the beaches, and in places sea turtles have to dig through several feet of seaweed to lay their eggs or climb beyond the seaweed mats to find clear sand. Later, their hatchlings can get entangled in the seaweed on their way to the ocean and die.

On the east coast of St. Lucia, a local youth by the name of Johanan Dujon noticed how the piles of seaweed were causing trouble for the local fishermen by damaging their equipment and boat engines, as well as complicating their daily lives by making landing difficult upon return from fishing trips. The budding entrepreneur recognized an opportunity to capitalize on this freely available resource to create valuable organic agricultural inputs, which could in turn reduce and eventually replace the environmentally harmful synthetic chemicals used to grow food in St. Lucia. In 2014, Dujon founded Algas Organics and began experimentation with formulations to make this idea a reality.

Dujon successfully formulated the Algas Total Plant Tonic after several rounds of experimentation in 2015. This all-natural, seaweed-based bio-stimulant optimizes plants' nutrient uptake through strong root development. Algas Organics, the Caribbean's first indigenous biotech manufacturing company, made its debut with the Total Plant Tonic on the St. Lucian market in August 2015, and was warmly received by the gardening and farming community of the island.

With demand for the product on the rise, Dujon recognized the positive impact this could have on the livelihoods of fishermen as an alternative source of income. Dujon approached the St. Lucia Fisher Folk Cooperative Society, Ltd. to partner with him in order to scale up the initiative, and to provide the fishermen with some relief from the vexing seaweed. The partnership received technical and financial support from the Global Environment Facility Small Grants Programme, the Inter-American Institute for Cooperation on Agriculture, and the Government of St. Lucia.

Algas Organics and the St. Lucia Fisher Folk Cooperative Society Ltd have removed over 298 tonnes of wet seaweed from the beaches in eastern St. Lucia since the start of the partnership in 2015. This has provided a livelihood for six local community members, who have been trained in harvesting and drying techniques, as well as fertilizer processing, packaging, and quality control. The product has since become well known in St. Lucia's agriculture sector and was recently introduced to Barbados.

To verify its efficacy, Algas Organics has had its fertilizer tonic tested by a recognized ISO 9000 laboratory, and the results show that the product holds its own against similar top international brands of fertilizer. In 2017, Algas Organics sold a total of 1,680 bottles of fertilizer, up from 289 bottles sold between 2015 and 2016 — a 481-percent increase in sales. A projected 5,000 bottles will be sold in 2018.

The strong partnership between Algas Organics and the St. Lucia Fisherfolk Cooperative Society Ltd has led to the establishment of the first Sargassum Seaweed Processing Facility in the Caribbean, and Algas Organics is currently pursuing a certification from the Organic Materials Review Institute.

In the next phase of the project, the Sargassum Seaweed Processing Facility will be expanded in terms of community members hired and fertilizer production capacity. The vision for the future is to develop this community facility as the core of an emerging bio-stimulant and bio-fertilizer industry in St. Lucia.

In addition to the capacity expansion, the processing facility will also be fully solarized by 2018, and rain water harvesting systems will be installed to augment the existing water supply as a means of increasing resilience to climate change and reducing the average cost of production.

Read more at www.caribbean360.com/news/communities-innovate-to-address-sargassum-seaweed-on-st-lucias-coasts

Workshop Addresses Maritime Greenhouse Gas Emissions

Cutting greenhouse gas emissions from shipping and port operations were in sharp focus at a recent workshop hosted by the Maritime Authority of …

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...Jamaica as part of Jamaica's activities as one of ten Lead Pilot Countries and the only country in the Caribbean selected to participate in the GloMEEP Project.

The Global Maritime Energy Efficiency Partnerships (GloMEEP) is a project of the Global Environment Facility, the United Nations Development Program and the International Maritime Organization aimed at supporting the implementation of energy efficiency measures for shipping, thereby reducing greenhouse gas emissions.

The project supports countries where there is a concentration of shipping, whether as port or flag state, to implement the energy efficiency measures in the MARPOL Convention. Jamaica has one of the largest trans-shipment ports in the Caribbean and the opening of the expanded Panama Canal in 2016 has transformed maritime transport in the country with significant increases in ship sizes transiting its waters and calling at the trans-shipment port in Kingston.

Material from the workshop will be used to form policies and programs and Jamaica, as a Lead Pilot Country, will transfer this knowledge throughout the Caribbean and other Small Island Developing States.

St. Lucia National Conservation Fund Launched

As reported in the *St. Lucia Star*, the St. Lucia National Conservation Fund (SLNCF) was officially launched in May, to "catalyze and support the conservation, restoration, and effective management of St. Lucia's biodiversity and natural resources". The SLNCF will provide funding for public and private sector entities wishing to embark on environmental conservation projects.

The World Bank, the Nature Conservancy and the Caribbean Biodiversity Fund all provided technical assistance toward the launching of the SLNCF.

The SLNCF plans to sign a Memorandum of Understanding with the Saint Lucia Hotel and Tourism Association's Tourism Enhancement Fund, and is in discussions with the IGY Rodney Bay Marina and Capella Resorts in Marigot for partnership to develop an environmental marina programme through co-financing of such programmes.

Public sector agencies will have to provide a 1:1 match from in-kind or cash contributions. Private sector entities must make a 1:2 match and ensure that no profits will be made from the project. Local non-governmental organizations, colleges, community associations and other credible organizations are eligible to apply for funding from the SLNCF with varying requirements.

Most of the speakers at the SLNCF's launching emphasized that there needs to be a balance between conservation and development and that St. Lucia's natural and historical resources are its most valuable tourism assets.

Read more at https://stluciastar.com/saint-lucia-welcomes-conservation-fund

Hundreds Discover St. Martin Wildlife at Endemic Animal Festival

Nearly 300 people learned about the animals that live only on St. Martin at the fifth annual Endemic Animal Festival on May 20th. They were welcomed by over 30 volunteers and experts sharing diverse topics like nature in St. Martin literature, sharks, iguanas, native plants and animals, stone walls and local building traditions. The event was hosted by the Les Fruits de Mer association at Amuseum Naturalis at The Old House in the French Quarter.

"We were thrilled to see so many people having fun and discovering this island's unique animals!" said Les Fruits de Mer President Jenn Yerkes. "This was our first public event at Amuseum Naturalis at The Old House. We're working with the community to make this a place where many voices share what is special about St. Martin. So we were also really excited to invite local experts to present. They used this year's theme — Made Here — to connect local wildlife to many other parts of local heritage."



Learning about St. Martin's wildlife with iguana masks at the Endemic Animal Festival

—Continued on next page



—*Continued from previous page*

Local experts spoke on seven topics. Tadzio Bervoets and the St. Maarten Nature Foundation presented information about the island's sharks. Author and publisher Lasana M. Sekou prepared selections of local poetry and writing about nature for display. Christophe Henocq highlighted historic stone walls as a unique habitat for plants and animals. Laura Bijnsdorp and EPIC (Environmental Protection in the Caribbean) explained how local plants help protect the island. Bird specialist Binkie van Es led fun activities from the BirdSleuth Caribbean program. The Anguilla National Trust told about their work to save rare iguanas on Anguilla. Mark Yokoyama showcased St. Martin's endemic animals.

Kids and adults enjoyed several animal-themed arts and crafts, including making iguana masks and hand-painting wildlife bags. Guests also learned about Plantilles, the heritage plant program getting started on the grounds of Amuseum Naturalis. The project includes community gardens, a native plants nursery and a bush tea garden.

This year's festival was the first chance in several years for the public to see the historic Old House in the French Quarter. It will be the new home of free nature museum Amuseum Naturalis, which is moving there after two years in Grand Case. Over 100 volunteers have helped prepare the property since the beginning of the year. Les Fruits de Mer hosts regular volunteer events on weekends, and welcomes everyone to get involved. The association is hoping to relaunch the museum itself later this year.

The Endemic Animal Festival was free to the public. This was made possible by the festival sponsors: BirdsCaribbean, Delta Petroleum, Happy Wine, Location De Bennes Diligence Express, Lagoonies Bistro and Bar and Tri-Sport.

Visit lesfruitsdemer.com for more information.

CDB Spotlights 'Blue Economy'

At the Caribbean Development Bank's (CDB) 48th Annual Meeting in May, CDB President, Dr. William Warren Smith urged delegates to leverage opportunities for 'blue economy' growth. Caribbean countries should dive into the "blue economy" to utilize marine resources, giving their economies a much needed boost, while at the same time protecting coastal ecosystems, economists said. The island nations — which have 80 times more sea than land — have been hampered by low growth and high debt, and they will need to attract financing to develop sectors such as ocean renewable energy and marine biotechnology, they said. The blue economy is made of up of economic activities that either take place directly in the ocean, or use outputs from the sea for consumption or as a source of income.

The ocean plays a role in the livelihood of approximately 40 percent of the world's population that lives in coastal areas, and makes a significant contribution to economic growth. However, most countries in the Caribbean Region are yet to fully leverage the blue economy as a driver of growth, shows a new study released by the CDB. Capitalizing on newer areas of the so-called blue economy, such as using the oceans to generate energy, could help drive economic growth in the region where one person in five lives in poverty, said the report.

The paper, a joint initiative between CDB and the United Nations Development Programme, also explores factors that can constrain our Region's ability to take full advantage of the ocean's potential. New and high-value blue economy growth industries such as aquaculture, marine biotechnology, deep seabed mining, and ocean renewable energy remain under-developed in our Region.

The Nature Conservancy, a US-based group, proposed that Caribbean nations negotiate debt-for-nature deals, as it has done with the Seychelles. The East African island nation designated a third of its marine area as "protected" in return for The Nature Conservancy agreeing to buy up nearly US$22 million of its outstanding $406 million sovereign debt.

Grenada, which has 26,000 square kilometres of ocean within its territory, is one country now negotiating a debt-for-nature swap as part of its Blue Growth Coastal Master Plan. Related projects could also involve funding to improve fisheries and develop sustainable energy, said Mark Weary, a senior director at NatureVest, which funds deals for The Nature Conservancy.

"The private-sector capital is interested in the debt restructuring work because of the cash flow it creates for conservation," Weary told the Thomson Reuters Foundation. He said renewable energy projects would be likely to attract investors. "It's a true impact. They get their money back with a return and you generate all this cash for the environment."

Join a Turtle Nest Monitoring Patrol Klein Bonaire

During the sea turtle nesting season running through November, you can join Sea Turtle Conservation Bonaire staff and volunteers for a nest monitoring patrol on Klein Bonaire. STCB staff visit the main nesting beach on Klein Bonaire three times a week, on Monday, Wednesday and Friday mornings. They will take you in their boat to Klein Bonaire. There you will be walking along the two-kilometre beach with STCB's turtle experts looking for new and hatched nests. Tickets are $40 for adults, $20 for Bonaire residents and children. To make a reservation, e-mail cepa@bonaireturtles.org.

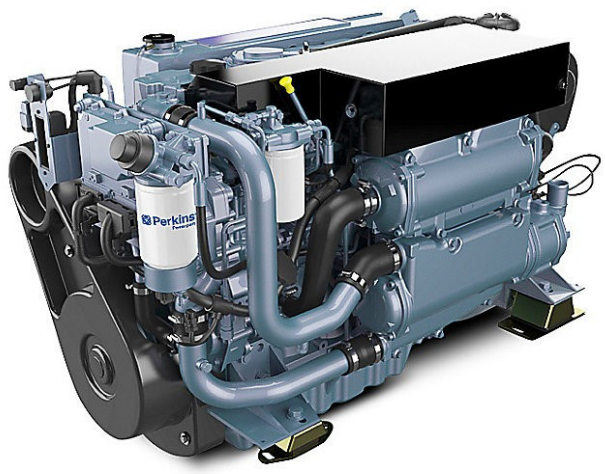

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REGATTA NEWS

Barbados Old Brigand Rum Regatta

The 2018 Barbados Old Brigand Regatta saw 15 boats competing in various classes on May 19th and 20th at Carlisle Bay, Barbados.

The J/24 Class was the largest, with eight boats. Last year's winner, *BungaBunga*, captained by veteran Barbadian sailor Charlie Gloumeau, couldn't be beaten. Also seeking victory in the J/24 showdown were *Impulse,* under the guidance of Neil Burke, and the *Undercover* youth team coached by Kwame Hinds and captained by 16-year-old Delyth Morris. Robbie Yearwood's perennial podium placer *Die Hard* out of Grenada was the lone overseas boat.

The prizegiving ceremony took place on May 20th at the Barbados Yacht Club. The winners were:

J/24 Class
1) *BungaBunga*, Charlie Gloumeau
2) *Die Hard*, Robbie Yearwood
3) *Impulse,* Neil Burke

CSA Class
1) *Whistler*, J/105, Peter Lewis
2) *Rapajam*, Beneteau First 53, Ralph Johnson
3) *Conviction,* TP52, David Staples

Non-CSA Class
1) *Sail La Vie*, Burke 10m, Bill Tempro
2) *College Fund$*, J/24, Jason Tindale
3) *Oiseau Noir*, Pen Duick 600, Franchero Ellis

ON THE HORIZON

Martinique's Tour des Yoles

Martinique's spectacular Tour des Yoles will run from July 29th through August 5th. This seven-stage round-the-island race in Martinique's unique open sailboats is considered the island's most important annual sporting event.

The term yole, from Norwegian "jol" (canoe) designates a narrow, shallow-draft boat, light and very fast. In the Eastern Caribbean, the sailing yoles were first used, especially on the east coast of Martinique, by fishermen as replacements for the heavier *gommier* dugout canoes. The faster and more manageable yole soon sparked local and ultimately island-wide competitions. The round-the-island race captures the attention of the public and visitors alike.

The 2018 Tour des Yoles begins at the town of François and ends at Fort-de-France. The stages go from François to Trinité on July 30th, Trinité to Prêcheur on July 31st, Prêcheur to Anse d'Arlet on August 1st, Anses d'Arlet to Marin on August 2nd, Marin to Anses d'Arlet on August 3rd, Anses d'Arlet to Fort-de-France on August 4th, and Fort-de-France to Fort-de-France on August 5th.

Visit www.tourdesyoles.com for more information.

Carriacou Regatta Next Month

Jerry Stewart reports: And where are you going for the summer?

Having watched the Carriacou sloops race this year in Grenada, Bequia, Antigua and St. Barths, I just have to be at Carriacou Regatta in early August and witness these amazing vessels perform once more! Many a modern yacht cannot hold them to windward, and off the wind an array of unusual sails speed them away in a cloud of billowing sail cloth.

DAVON BAKER



Saturday August 4th features the Decked Sloops Round the Island Race starting from Windward, an event keenly followed from the shore and from a fleet of attending small craft. Races continue until Monday, with the spectacle of the the sloops supported by various classes of open indigenous sailing boats, some of which come from as far away as Bequia.

All this talk of racing getting your own racing blood pumping? Friday August 3rd features the Yachts Two-Handed Round Carriacou Race. Get your entry form at the Gallery Café or the Slipway Restaurant in Tyrrel Bay. See you there!

Antigua to Host Caribbean Dinghy Champs 2018

The Caribbean Sailing Association has announced that the 2018 edition of the Caribbean Dinghy Championship will be hosted by the Antigua Yacht Club in association with the National Sailing Academy in Falmouth Harbour, Antigua on October 27th and 28th.

The Caribbean Dinghy Championship (CDC) provides the opportunity for teams of sailors from island nations in the Caribbean region to compete in a variety of one-design dinghy sailing classes. For 2018, these classes include Optimist, Laser (Radial and Standard), and a new class for the CDC, the two-person RS Feva.

Ellen Birrell, Chair of CSA Sailing Development Committee, says, "The Caribbean Dinghy Championship offers CSA member nations a chance to participate with their Caribbean neighbours in a unique regatta format. Participating nations put together teams across a spectrum of ages and skill sets to race in a variety of one-design class dinghies.

—Continued on next page

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Participants have a chance to enjoy high-level racing and learn from other sailors in order to improve themselves."

Each Caribbean island nation wishing to participate is invited to send one team of six sailors to attend. Entries for the 2018 event are limited to a total of six teams. Entry forms must be received by August 1st.



Antigua will host the Caribbean Dinghy Championship 2108 in October

Visit https://caribbean-sailing.com/sailing-development/2018-caribbean-dinghy-championships for more information.

First Annual Caribbean Multihull Challenge St. Maarten

The Sint Maarten Yacht Club, founders of the St. Maarten Heineken Regatta in 1980, announce a new annual sailing event premiering February 8th through 10th, 2019. The Caribbean Multihull Challenge St. Maarten is open only to multihulls.

In the 1950s St. Maarten was the birthplace of multihull sailing in the Caribbean with inspired designs from Peter Spronk, who built boats there that are still sailing today. In this innovative spirit, the organizers of this regatta are acknowledging the rapid growth in the market for modern multihulls and the technological advances in the industry that enable these boats to be fast, safe and comfortable.

"This event will welcome every multihull type. We will even throw in a Pirate Class so local charter boats with fun handicaps can also race. Combine that with post-racing events, a small multihull boat show and more, and this will become a real hit in the Caribbean racing circuit!" states Steering Committee Chairman, Petro Jonker.

Visit www.smyc.com/caribbean-multihull-challenge for more information.

Extra Day for St. Maarten Heineken Regatta 2019

The organizers have added an additional day of Serious Fun to the 39th St. Maarten Heineken Regatta. Four days of world-class racing and four nights of top-notch entertainment are now on the agenda for February 28th through March 3rd, 2019.

Planning and preparations are underway for the 39th St. Maarten Heineken Regatta. With the new Notice of Race published, the event is now accepting entries.

"The 38th edition saw a number of big changes, mainly due to circumstances after Hurricane Irma, but it also presented us with a number of opportunities: the Regatta Village, hosting all concerts in one location, and adding a fundraising aspect all contributed greatly to the success of this year's event. We are planning to present many innovative ideas during the 39th edition," says General Manager of the Sint Maarten Yacht Club, Michele Korteweg.

The usual pre-event on the Thursday has been changed to an official first day of racing, allowing Race Management to offer a variety of courses during the four days of the event, accommodating Maxis, monohulls, performance multihulls, chartered bareboats and liveaboard families cruising the Caribbean.

The Notice of Race can be downloaded at https://heinekenregatta.com/notice-of-race, and visit https://heinekenregatta.com/registration to register online.

Registration Open for Grenada Sailing Week 2019

Rosie Hoggarth reports: Online registration is now open for the Island Water World Grenada Sailing Week 2019. Sign up now for four days of exciting racing, January 27th through February 1st, 2019.

What's new with the coming event? We have switched venues and moved dates: Final Registration and Skippers' Briefing will take place on January 27th at Camper & Nicholsons Port Louis Marina in St. George's, followed by two days of racing in the calmer waters off Grand Anse Beach. A transition race on Tuesday January 29th will move the event to Secret Harbour Marina in Mount Hartman Bay for Lay Day, with more racing on the challenging south coast and the grand finale on February 1st.

Island Water World will be title sponsor for the fifth year, continuing their loyal support of the event.

—Continued on next page



TIM WRIGHT FOR GRENADA SAILING FESTIVAL

Online registration for the famously friendly Grenada Sailing Festival is open now

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—*Continued from previous page*

With two host venues, four days of competitive racing and six nights of parties, why not start the 2019 regatta season with a bang? Shake out those sails and come on down to Grenada to join one of the friendliest regattas in the Caribbean.

Online registration is open at https://yachtscoring.com/emenu.cfm?eID=5886

For more information, including NoR, visit www.grenadasailingweek.com and sign up for our newsletter. Email: info@grenadasailingweek.com. Find us on Facebook at GrenadaSailingWeek or at Twitter @grenadasailweek

YOUTH SAILING NEWS

Youth Sailing Curaçao 2018 Champions

Santiago van Werkhoven and Darius Bérénos are the



Santiago (left) and Darius (right), Curacao's Youth Sailing Champions 2018

Youth Sailing Curaçao 2018 Champions.

Youth Sailing Curaçao (YSCO) traditionally organizes its yearly championship during the third weekend of May. Spanish Water lagoon, with winds of around 20 knots and gusts up to 25 knots, was the venue. It was the 17th championship in a row organized by the YSCO.

On May 20th, the champions were announced. Thirteen-year-old Santiago van Werkhoven won in the Optimist Class and Darius Bérénos, age 16, topped the Laser Radials. Both champions came first in all five races. Bérénos held his title: in 2017 he became the top Laser sailor after he had taken over from Derek Bongaertz, the 2015 and 2016 champion who went to the Netherlands for studies.

Second and third in the Laser Radial class for 2018 were Bruno Brouwers and Cas van der Klok.

Bérénos will be competing in the Laser Radial Class at the World Sailing Youth Championship this month in Texas.

Van Werkhoven, who can be found almost daily on the Spanish Water lagoon sailing, fishing or wakeboarding and who knows the racing area like the back of his hand, shared the gold fleet Optimist podium with Koen van der Gulik, who finished second, and Jason Montesant, who took third. Van Werkhoven succeeds Anouk Wind, who won the title in 2017; Darius Bérénos was the Optimist champion in 2015 and 2016. Top honors this year in the Optimist silver fleet were for Tijn van der Werf, Skyler Vinck and Christiaan Meloen.

Foley Wins Opti International in St. Thomas

Carol Bareuther reports: Speed and tactics proved the winning combination that led 13-year-old Peter Foley to place first overall at the 26th International Optimist Regatta, presented by Electronic Merchant Systems Virgin Islands and hosted by the St. Thomas Yacht Club, June 15th through 17th. Yet it was the starts that figured strongly in Foley's win, especially in the final two races for the Championship Fleet. A combination of light winds, strong current and last-day push-the-limits excitement led to many being over the start line early, causing several place changes on the scoreboard.

"I was in second place by eight points going into today," says Foley, from Florida. "My strategy was to sail my best and win the first race, which I did. Then, I was prepared to match race Ryan (Satterberg) if I needed to in the second race just to be sure and get ahead of him. In the end, he (Ryan) had two black flags (over early designations) and I only had one."

Seventy-nine sailors completed ten races in the Championship Fleet. Foley also won the 13- to 15-year-old Red Fleet.

Foley's sister, Audrey, led the 11-and 12-year old Blue Fleet. "My strategy was to do my best, always find a good place on the start line, and stay in front," says the 12-year-old, who said she enjoys sailing against her brother and the competition it offers. Foley also won the Top Girl award.

In the White Fleet, Elliott Lipp, from South Carolina, scored a black flag in the last race, but two of these penalties sent class leader, James Pine, from Texas, to third. St. Croix's Ryan Moorhead expertly handled his starts to move up to second in this fleet.

"The waves were the hardest for me," says ten-year-old Elliott. "I actually got seasick the first day. We sail in the harbor at home in Charleston and this was the first time I've raced in the open ocean."

In the Green Beginner Fleet, the champion was ten-year-old Alejandro Ferrer, from Puerto Rico. The 24 sailors in this fleet completed 22 races.

In other awards, Canada's Daniel Connors, representing the Royal Nova Scotia Yacht Squadron, earned the Chuck Fuller Sportsmanship Award, while Tony Slowik III, from the Austin Yacht Club in Texas was presented with the Pete Ives Award, given for a combination of sailing prowess, sportsmanship, determination and good attitude both on and off the water.

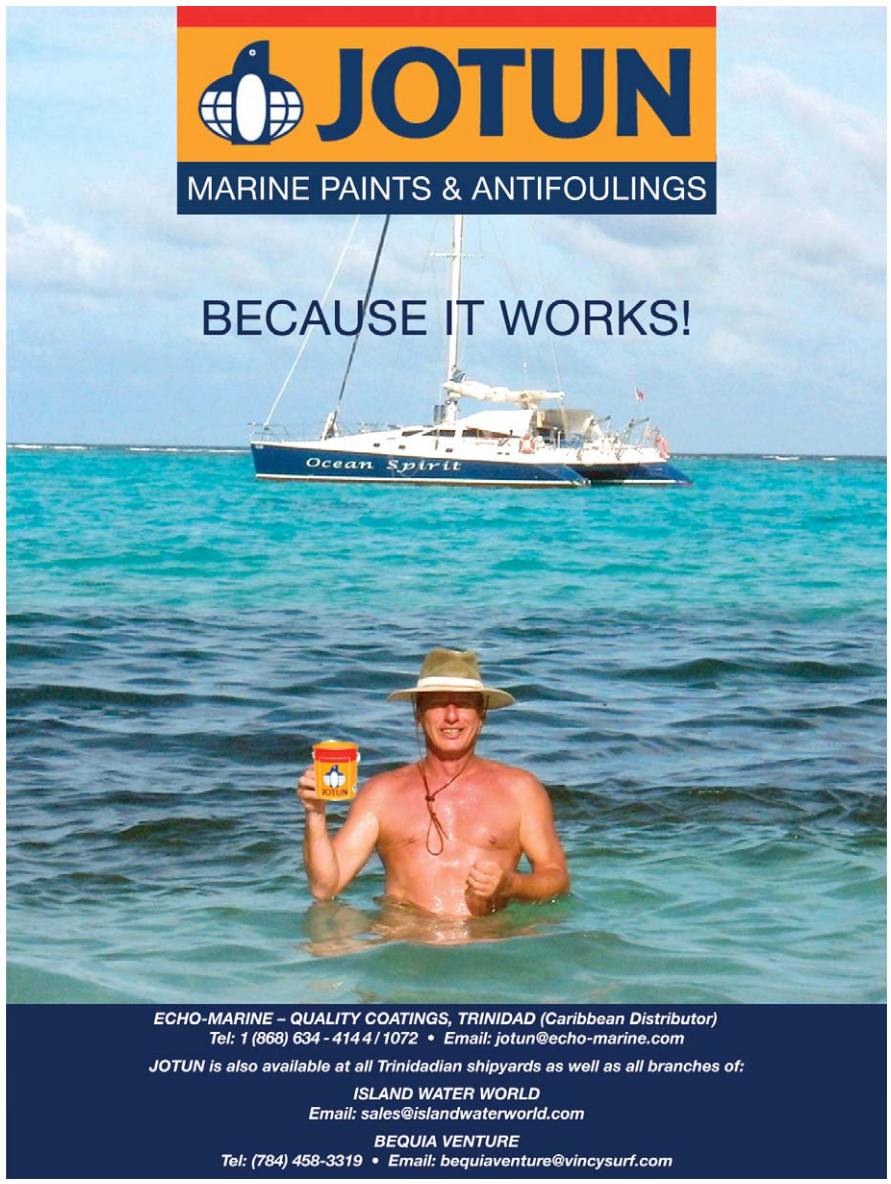
DEAN BARNES



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"The wind cooperated, and we had fantastic championship and beginner fleets. It was probably one of the best regattas we've had. As always, the St. Thomas Yacht Club and Virgin Islands Sailing Association delivered again," says St. Thomas's Bill Canfield, who shared Principal Race Officer duties with Puerto Rico's Diana Emmanuelli.

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





ICONIC ISLAND REGATTA REVIVED!

by J. Wynner



ALL PHOTOS: ANR SAILING REGATTA LTD

Store Bay at Crown Point, Tobago was the scene of the ANR Tobago Sailing Regatta from May 16th through 19th.

The island of Tobago has a long history of hosting popular regattas. The Trinidad & Tobago Sailing Association first hosted a Tobago Race Week in 1982. In 1988 it was renamed the "Angostura Race Week" with Angostura Limited, makers of the world-famous bitters, as the major sponsor. The eminent UK-based magazine *Yachting World* joined as another major sponsor in 1994 and the event's name





Top: The classic Galatéa *came from Grenada to place second in Racing-Cruising II*
Above: In Racing-Cruising I, the San Juan 34 Nirvana *placed first and* Wajang, *a Beneteau First 10, came second*

changed to "Angostura Yachting World Regatta". In its heyday "Tobago Regatta" was one of the largest in the Southern Caribbean, attracting up to 60 yachts. In an attempt to boost subsequently dwindling numbers, though, 2009 saw the event broadened in scope (to include yachts, indigenous sailing craft, windsurfers and kiteboarders), rescheduled from May to February, relocated from Crown Point to Pigeon Point, and rebranded as the Tobago Carnival Regatta. This ambitious program did not survive however, and after a nine-year yacht racing hiatus on the island, the ANR Tobago Sailing Regatta was a most welcome event.

In October 2017, the ANR Sailing Regatta Limited, a private, non-profit company, was set up wholly to run the ANR Tobago Sailing Regatta, which is to be an annual event. "ANR" is derived from the first letter of the names of the company founders, Adrian Bartholomew, Norman DaCosta and Roger Awah. ANR is also synonymous with the name Arthur Napoleon Raymond Robinson, Trinidad & Tobago's first Tobago-born prime minister.

Thirteen yachts participated: 12 from Trinidad, and one, *Galatéa*, from Grenada. *Galatéa*, a US-registered boat residing in Grenada, was built in 1889 and is still going strong. This newcomer joined legendary T&T racers such as *Legacy* and *Petit Carême* on the podium.

The skippers' briefing was held on May 16th and over the next three days, five races were held. Blue skies and light winds prevailed for the first two days — unlike the full-blown 35-knot squall conditions which made the final day of racing so challenging and exciting.

On the first day there were two races, the second day two races, and one race on the third day. The racing was divided into two classes, Racing-Cruising I and Racing-Cruising II. The yachts had an average size crew of five with a range of ages from eight to over 70 years.

The course for the first and third days started from Crown Point, headed northwards to Buccoo Point and then back. On the second day the races also started at Crown Point, racing around the southern tip of Tobago out to the Atlantic, and then up to the Magdalena Hotel and back.

Since Store Bay doesn't have a marina or even a dinghy dock, an innovative touch at the regatta was the floating jetty built by the regatta's committee chairman, Roger Awah. Despite everyone telling him it could not be done, Roger built a jetty using scaffolding pipes and boards, which extended from the beach to a barge (provided by Adrian, a.k.a. Dutchy) where the participants' dinghies could be tied instead of being pulled up on the beach.

James Benoit from Grenada was the race officer. The start boat was *Celerity*, owned by Tommy Johnson, the president of the Yacht Services Association of T&T. Recently retired CEO of the Power Boats boatyard, Don Stollmeyer, provided his *Ballerina Girl* as the finish boat. Don was also the chief judge, but there was no need for his judgment as there were no protests.

Panache, a Cal 30 owned by Wade Riley, was dubbed Boat of the Regatta. The Code Red Challenge Trophy for perseverance in the face of adversity was awarded to Lt. Commander Vishnu Boodoo, sailing in his ferro-cement *Bol D'Air*, which was built in France in the 1970s. Lt. Commander Boodoo was a true trooper. In spite of the many mishaps, he sailed in every race.

Sponsors included host Crown Point Beach Hotel, the Trinidad & Tobago Ministry of Trade & Industry, The Tobago House of Assembly, Bartholomew Transport, Angostura, Carib Brewery, Well Services Trinidad Ltd, Scaffolding Manufacturers Ltd, Budget Marine, 21st Century Insurance Brokers, West Shore Hospital, Code Red Security, Mission Sanitation Services, Trinidad & Tobago Coast Guard, Guy's Autozone, Vijay's Machine Shop, SGI Distributors, Bel Ray Ltd, CGA, V&S Pharmaceuticals, Mileage Mac Ltd, Hilti, BK Holdings Ltd, and Tobago Bottlers.

The date has already been set for the second ANR Tobago Sailing Regatta — May 14th through 18th, 2019 — making it four days of sailing, with the first day being registration and briefing. Sailors please note the dates!

Contact anrsailing@gmail.com for more information.

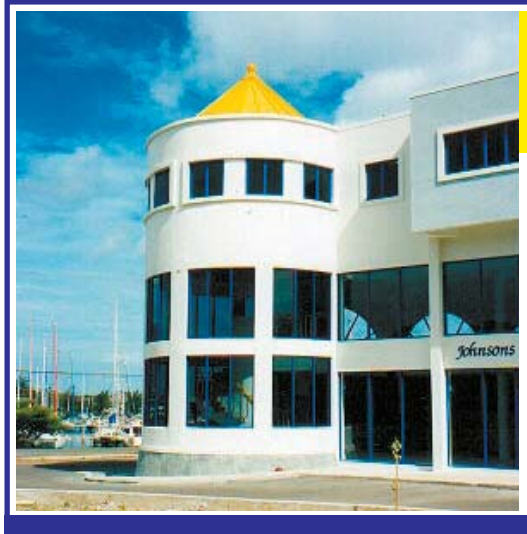
ANR Tobago Sailing Regatta 2018 Winners

Racing-Cruising I
1) *Nirvana*, San Juan 34, Lloyd DeRoche, Trinidad
2) *Wajang*, Beneteau First 10, Darcy Carr, Trinidad
3) *Petit Carême*, Beneteau First 38, Jonathan Kacal, Trinidad

Racing-Cruising II
1) *Panache*, Cal 30, Wade Riley, Trinidad
2) *Galatéa*, 72-foot classic yawl, Judd Tinius, Grenada
3) *Legacy*, Soverel 42, Reginald Williams, Trinidad



Prizegiving with Panache*: Paul Hatch; Michael DaCosta; Wade Riley; Senator the Honourable Mrs. Paula Gopee-Scoon, Minister of Trade & Industry; and Wade Hamilton*



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Windwards Lose Youth Advocate

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

Rehn "Eddie" Brown grew up in Jamaica, and during his working career in Germany he met his wife, Karin. They began taking sailing vacations to the Grenadines and discovered a place they came to love — Bequia. When Eddie retired, they made Bequia their permanent home. Karin and Eddie were involved in the community. Eddie volunteered his time with local youths, teaching them sailing, nautical rules such as right of way and racing principles. He accompanied groups of young Bequia sailors to regattas in other St. Vincent Grenadines and in Carriacou, and to mainland St. Vincent for sailing clinics. The patience and reliability Eddie displayed over the years as an effective teacher and coach made him a role model.



Willing to literally "put his money where his mouth is", in 2013 Eddie traveled to Antigua to attend the Caribbean Sailing Association's Annual Conference. He networked and learned about how other Caribbean youth sailing organizations were overcoming obstacles and moving things forward. There he gained insights into the benefits a country can gain through formation of a national sailing association.

Eddie became instrumental in the drive to establish the St. Vincent & the Grenadines Sailing Association. He said of the effort: "The idea behind it is that the push for double-enders keeps tradition alive, but the traditional boats are not recognized outside the Grenadines. If we want to compete farther afield we need to do it in Optis and other international classes. That was the idea behind forming the association. That is the idea to be able to move forward with assistance from ISAF (now World Sailing)."

Eddie died on May 3rd after a battle with stomach cancer.

Reflecting on Eddie Brown

"Rest in peace, Eddie Brown, a true friend and coach for kids sailing in Bequia. Our thoughts are with his wife, Karin. You will be sadly missed," says Rose Kaye of Junior Sailing Bequia.

Here is my own anecdote commemorating a sterling individual. Standing on the beach in Harvey Vale, Carriacou, back in 2012, the wind wailed. It was a last day of July and Carriacou's annual regatta was about to begin. Working with the local junior sailing club and supporting Carriacou's efforts to attract young sailors from around the region, we anxiously awaited the arrival of a catamaran bringing some of Bequia's top youth sailors for Carriacou's Sunday Optimist races.

"I think they've arrived at Hillsborough to check in," someone said. It wasn't long after, that through white-capping water, gusty winds and gray clouds we saw tiny white triangles off the outermost edge of Tyrrel Bay. Coming into view, it was Bequia youths, sailing Optimists through challenging weather and sea conditions.

To answer our aghast faces, Coach Andy Mitchell later explained: "They pleaded to sail their boats into Tyrrel Bay (from Hillsborough). Yes, the conditions are harsh today, but my sailors often take the boats out in Admiralty Bay in similar conditions. I have faith in them."

The skills and confidence of Bequia youth shone through in the regatta that followed, in which they took two of the three top spots. Eddie had been a big part of training these young sailors.

Back in 2012, timed water starts, utilizing a formal race committee for youth sailing races in the Grenadines, were rare. Bequia's top youth sailor at that time, 11-year-old Oreakay (like Elvis, known only by his first name, which was painted across his red boat) epitomized the kind of cool-headed and persevering approach that Eddie embodied during training. Running the youth race committee boat that year, we remember Oreakay being called over at the start. By the time he understood he needed to come back and re-cross the line, he relinquished his lead and was well behind all the other sailors. He remained calm, returned, re-crossed the start line and still beat everyone to the weather mark.

On another occasion that same day, the driver of a spectator boat deliberately doused Oreakay with its wake, swamping his Optimist. Again, remaining calm, he bailed and though he could only regain a second position by the finish line, he ended up winning the regatta.

Sharing these precious memories of Eddie's legacy will remain with me all my life.

Andrew Mitchell of Bequia Youth Sailors says, "Eddie Brown was a true gentleman. He did what he said he would do. I met Eddie about ten years back while he was cruising on a charter yacht. He told me he was looking for a place to retire and he liked Bequia so he will be back and he will be looking for a rental house.

"To my surprise, two years later he came back. He told me that he had rented a house and had plans to spend his retirement here. But he said that he would like to do something for free, helping out. I suggested a youth sailing club, and while we had no boats at that time, I knew where there were six Optimists over by the Rotary Club. I kept asking the Rotary, and after about one year they finally gave in and donated the boats for youth sailing instruction.

"I shared with Eddie how they needed fixing up as well as parts and sails. We had no money, so Charles Brewer came on board and said that he would pay EC$2,000 to the Anglican parish workshop to do all the fiberglassing so that me and Eddie could do all the labor and makeshift rigging. We got six sails from a visiting yacht that were a bit old.



Above: Eddie Brown (second from left) with other founding members and Governor-General Sir Frederick Ballantyne (far right) at the formation of the SVG National Sailing Association

Left: On the water with the Bequia Youth Sailors

"We started the club over at Tradewinds Cruise Club, without a name. One afternoon, me, Eddie and Chris McNeil (a visiting Nova Scotian Laser champion) came up with the name Bequia Youth Sailors. Chris was important to the club because he was the only one of us with Optimist training. He took one summer off in 2011 teaching the kids sailing, and me and Eddie how to rig the Optimist.

"After Chris left and went back on his charter yacht, me and Eddie continued the training of the kids and taking them to all the surrounding island races competing in Optimists.

"Eddie was there all the way with us every Saturday and Sunday for lots of sailing — 30 to 40 kids at a time!"

I think Eddie would be pleased about Andy's upcoming plans: "We are planning a 2018 summer camp in Canouan for the month of August. I am taking 15 boats: Optimists, a Laser and double-enders. Hoping that Mayreau will come over with six boats and use the Canouan double-ender so we can have up to 25 sailing boats with lots of kids from all over St. Vincent & the Grenadines participating."

Louise Mitchell of the SVGSA says, "I met Coach Eddie Brown around October, 2014 when we joined forces, together with Sir Frederick Ballantyne, Andrew Mitchell, Philip Barnard and others, to form the St. Vincent & the Grenadines Sailing Association. Coach Eddie was committed to the ideal of developing the sport of sailing in St. Vincent & the Grenadines. He gave of his time freely in teaching youngsters to sail for many years in Bequia and more recently in St. Vincent. Last summer the Sailing Association held a summer camp at Paradise Hotel, Villa Beach and Coach Eddie was on hand to impart his knowledge to the youngsters day after day.

ROSE KAYE



"Coach Eddie was a humble, quiet man who was willing to give of his time, without reservation and without need for recognition or fanfare. He was a great asset to the sport of sailing and his passing is a great loss for St. Vincent & the Grenadines, particularly at this time when the development of the sport of sailing is taking shape.

"I wish to thank Coach Eddie for generously giving to our youth, including my daughter Tai and niece Ila, who both were taught by him. He will be remembered fondly by the kids he taught and by the wider sailing community of St. Vincent & the Grenadines.

"Oh, captain, my captain Eddie, your trip is done, your young sailors of SVG will sail on fondly remembering you. At this year's summer camp in August 2018, there will be a special ceremony to remember Coach Eddie."

Eddie saw youth as our future. From Y2A and the wider Eastern Caribbean, hats off to Rehn "Eddie" Brown, who can be a role model to the rest of us as someone who tirelessly contributed his time and skills for the betterment of youth. To Karin, our hearts are with you during this time of grieving. Always know that Eddie made a difference in the lives of many. He will be missed.

Farewell, Eddie — your spirit shines on

ARC+... ST. VINCENT!



ALL PHOTOS: CHRIS DOYLE

Blue Lagoon, on the south coast of St. Vincent, is the gateway to the Grenadines

World Cruising Club has announced a new alternative-destination route for ARC+ this November — "ARC+ St. Vincent"!

Demand for spaces on ARC+, the annual transatlantic yacht rally that departs from the Canary Islands and makes a stopover in the Cape Verde Islands before continuing on to St. Lucia, has grown year on year since the inaugural event in 2013, and has been full to capacity for the last two years. This year has proved no exception: with a full entry list by mid-January, and a limit on the number of entries because of marina capacity in Mindelo, a waiting list was started, which as of early June listed more than ten yachts.

With the support of the ARC+ host marinas at the start in Las Palmas and at the stopover in Mindelo, and with the addition of a new destination in the Caribbean, World Cruising Club is now able to offer extra capacity on the popular ARC+ route, with a second, slightly later, start and an alternative finish, in St. Vincent.

The new route choice for the world's most popular cruising rally enables transatlantic voyagers to make the most of the northeast tradewinds by sailing via the Cape Verde Islands to St. Vincent, the gateway to the cruisers' paradise of the Grenadines.

ARC+ St. Vincent is open to all monohulls or multihulls between 10.30 metres (33'10") and 18.29 metres (59'11").

ARC+ St. Vincent sailors will be part of the ARC family at the start in Las Palmas. ARC+ St. Vincent will enjoy the ARC+ programme of events and activities in Las Palmas, as well as an additional four days before the start, during which there will be a farewell supper. All pre-start ARC discounts are available to ARC+ participants, including extensive marina discounts en route to Gran Canaria, the rally handbook and crew-match service. ARC+ St. Vincent will set off from Las Palmas de Gran Canaria on November 15th, four days after the ARC+ start, for the approximately 850-mile sail to Mindelo.

The ARC+ St. Vincent stopover in the Cape Verde Islands will give participants the chance to explore a new archipelago, restock and regroup before heading out into the tradewinds for the Atlantic crossing to Blue Lagoon, St. Vincent. A repeat of the ARC+ programme enjoyed by those heading to St. Lucia will be run in Mindelo for ARC+ St. Vincent participants, with tours and other social activities to maximize the experience of the stopover.

ARC+ St. Vincent yachts will depart from Mindelo, Cape Verdes, on November 25th, the same day as the original direct-to-St. Lucia ARC start from Las Palmas. The distance from Mindelo to St. Vincent is approximately 2,150 miles.

Being a new destination, a new programme of activities is being developed in St. Vincent that will have the full support of Blue Lagoon Marina and the St. Vincent & the Grenadines Tourism Authority.

All other benefits of sailing with an ARC rally will remain the same, including pre-departure safety checks, weather forecasts at sea, satellite tracking of each boat during the crossing, intra-yacht radio net and communication with ARC rally control for safety and fleet-support messages. ARC+ St. Vincent will not include an IRC Racing Division but there will be the usual fun competition in the Cruising Division, for which the ARC is well known.

Blue Lagoon Marina will host the fleet's arrival in St. Vincent & the Grenadines. When arriving in St. Vincent, there is a lit marked channel to Blue Lagoon suitable for yachts with a draft less than 2.30 metres (7' 7"): a deeper channel exists for daytime entry only with local pilotage.

Entries in the new ARC+ St. Vincent are limited to 25 yachts in 2018 and those keen to pioneer the new route are encouraged to enter early to avoid disappointment.

Visit www.worldcruising.com for more information.



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Havana to Key West Crossing by Kayak:

BREAKING RECORDS, STRENGTHENING TIES



Hundreds of Cubans, and a few hardy souls from other countries, have attempted to paddle one sort of watercraft or another the 113 miles across the Straits of Florida from Havana to Key West.

The first documented "unsupported" single-person kayak crossing from Havana to Key West was recently accomplished by three young American kayakers, Andy Cochrane, Wyatt Roscoe and Luke Walker. As they told Ryan Brower of Adventure Sports Network (adventuresportsnetwork.com), they undertook the crossing to promote open borders. They explained that the aim of the project, dubbed Kayak Libre, is "to pay homage to the tragic history of the crossing, celebrate the current legal status, and advocate for continued open borders in the future."

At dawn on May 28th, the trio started their journey from the headquarters of the Hemingway International Yacht Club of Cuba at Marina Hemingway, just outside Havana. At the club, Commodore José Miguel Díaz Escrich said farewell and wished them a successful passage. The kayakers' physical goal was to establish a record of paddling for 30 hours without outside support and without rest. It was Cochrane, Roscoe and Walker's second attempt. Their first try was made in July of 2017, but a strong electrical storm had forced them to retire.



HEMINGWAY INTERNATIONAL YACHT CLUB

Three American kayakers set a record pace from Havana to Key West to advocate for open borders. Andy Cochrane, Wyatt Roscoe and Luke Walker received a warm send-off from Commodore Escrich in Cuba

Before leaving Cuba this time, they reiterated that they would use their skills to establish a record and, at the same time, transmit a message that contributes to the expansion of friendly relations between the peoples of Cuba and the United States.

Cochrane told Adventure Sports Network that the original idea for the Cuba-to-Key West project came a couple of years ago when "we saw good friends trying the same crossing. They rowed the 113 miles in tandem kayaks, with one of their five boats making it from Havana to Key West. Inspired by their efforts, we began to think of a way to do something similar. As far as we knew, nobody had completed the solo crossing in a kayak," said Cochrane.

As Cochrane told Adventure Sports Network's Ryan Brower when asked how Tropical Storm Alberto affected the voyage, "It was a little bit bigger than we thought (wind- and waves-wise). Overall, though, we got somewhat lucky with how it all played out. It was supposed to hit in Havana on Thursday, but it didn't really hit until Friday. So essentially, we were dealing with it the entire time. It was cooling down and we knew the waves might lie down a little bit after the storm passed, but it just sat in the Gulf for a long time. It didn't push north, so it meant the wind started going north, which was super helpful for us."



Cochrane also told Brower, "The goal when you do anything this big and dumb is to challenge ourselves.... The bigger [goal] to us was that we developed some pretty cool relationships with Cuban-Americans and feel like this is an opportunity for us as experienced paddlers to use this skill and knowledge to advocate for open borders — at its broadest extent, to respect people of different backgrounds. We wanted to raise the voice of past and future immigrants. Cuba is this weird geographically close country, but people consider it so far away, and sometimes Third World."

Commodore José Miguel Díaz Escrich of the Hemingway International Yacht Club of Cuba concurs, saying, "We feel very honored and proud to have been the host institution of this solo kayak event from Havana to Key West, which will contribute to strengthening our friendly and collaborative relations with the nautical community of the United States."

On May 29th at 10:27AM, the three kayakers arrived together at Stock Island, Key West, establishing a record of 27 hours, 12 minutes and 30 seconds, paddling solo without stopping and without rest. Johnie Emma Gall, a member of the support team, reported that the three kayakers arrived very exhausted, but very happy to have written a new page in the nautical history between Cuba and the United States and to have contributed to strengthening the bridge of friendship between the two countries.

Thanks to Adventure Sports Network and Commodore José Miguel Díaz Escrich for information in this report.

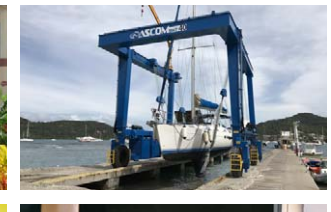
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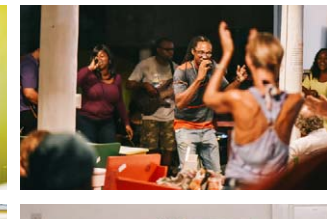
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Lunches and pizza night at the Iguana café



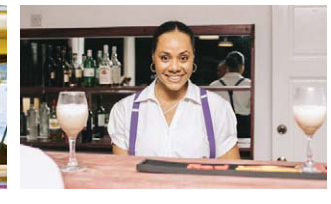


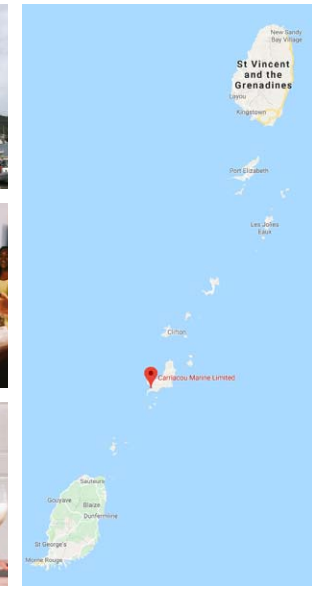












Telfor Bedeau Celebrates 1,000 Miles by Kayak

by Chris Doyle



JEFF FISHER (2)

Pushing 80, and pushing the records. After sailing on inter-island vessels, hiking thousands of miles, and circumnavigating Grenada by both rowboat and windsurfer, Telfor Bedeau recently logged a thousand miles by kayak. One of his students, Simon, came to help him celebrate

Telfor Bedeau is an iconic Grenadian — always active, always adventurous. Even now, as he approaches his 80s with bad knees, he is outdoors having fun. I hiked with him many years ago when he was guiding people through Grenada's countryside. He would meet you when you got off the bus, maybe hike with you to a different part of the island, and then get you on a bus going home. Private transport just made things too complicated.

In Telfor's early days he loved the sea and went sailing on the rum-running inter-island sloops as cook. In those days the cook made an open fire on the foredeck and cooked on that. He told me that one day a big sea washed over the bow and took away the fire, the pot, and the food.

He was one of the sailors and boatbuilders interviewed in the award-winning film *Vanishing Sail* (www.vanishingsail.com) and has talked about his life on the Grenada Broadcasting Service and on the BBC. He is also a contributor from time to time to *Caribbean Compass*.

We recently met on Grande Anse beach in Grenada to celebrate his completion of a thousand miles by kayak. Telfor is meticulous about adding up his leisure miles, whether kayaking, sailing, rowing or hiking. He has taught some young Grenadians to kayak, and one of his students, Simon, came to join us, along with several more of his friends. Kayaking has been a blessing for Telfor, since after 14,000 miles of personal hikes and many more as a tour guide, his knees are not in good shape. He has circumnavigated Grenada by kayak, and kayaked in every bay along the way. He also windsurfed around Grenada, but had to get a tow for a way on the west coast when the wind ran out.

Telfor can still get about, with sticks or without, but less painfully when he has them. But kayaking? No problem there! He has had to give up his hiking tours, but kayaking tours may come soon.



Meridian Passage of the Moon



July - August 2018

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 2018							
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2	0302	23	2102		12	1310	
3	0347	24	2150		13	1405	
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8	0734	29	0100		18	1810	
9	0826	30	0145		19	1858	
10	0923	31	0230		20	1946	
11	1023	**August 2018**			21	2035	
12	1126	1	0313		22	2123	
13	1229	2	0357		23	2211	
14	1332	3	0442		24	2257	
15	1431	4	0558		25	2343	
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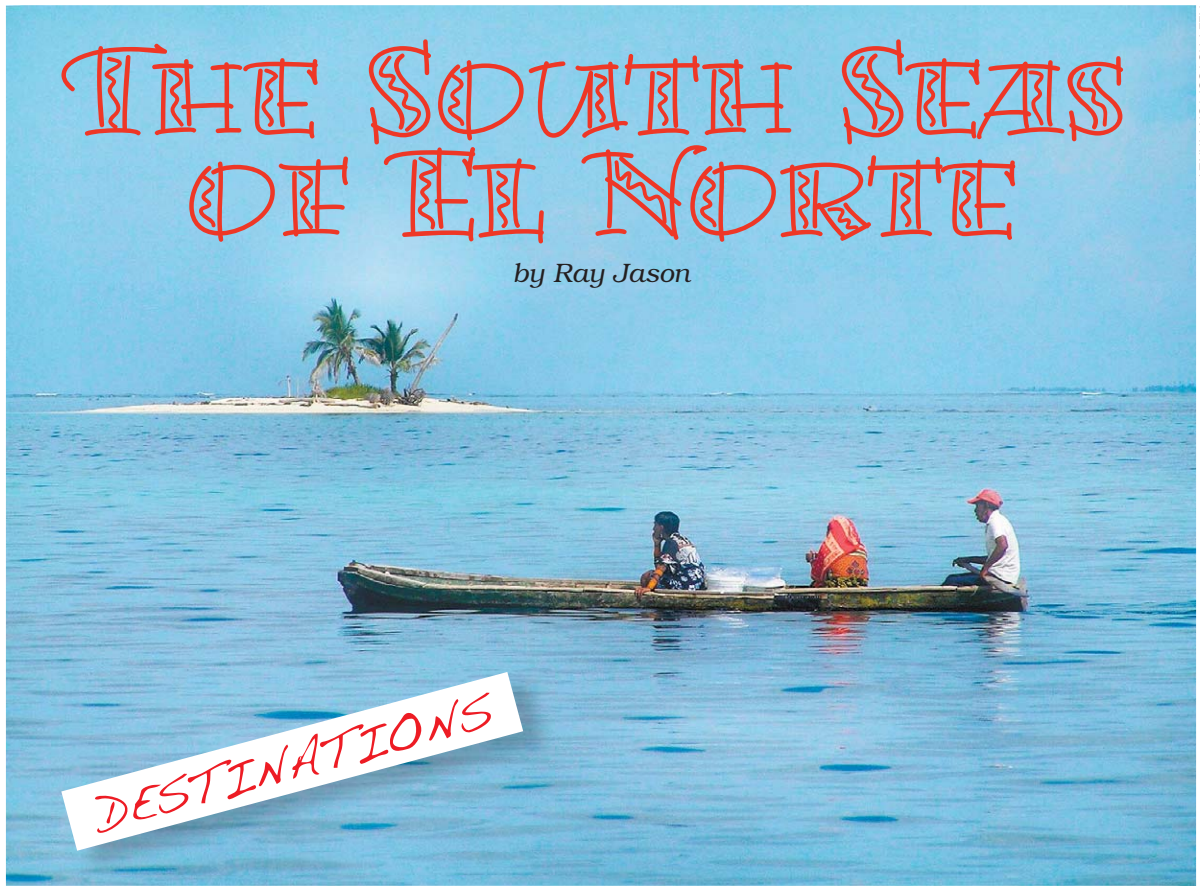
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THE SOUTH SEAS OF EL NORTE

by Ray Jason



ALL PHOTOS: TOR PINNEY

In my article "Panama — A Caribbean Cruiser's Overview" in the February 2018 issue of *Compass* (page 18 at www.caribbeancompass.com/online/february18compass_online.pdf) I gave an overview of the pleasures and possibilities that await any sailors who decide to cruise the Caribbean shores of Panama. This long and luxuriant coastline features three separate areas that will charm the flip-flops off of any sea gypsy. Making up this cruisers' trifecta are the San Blas Islands, the Canal Zone and the Bocas del Toro Archipelago. And none of these gunkholing treasures have ever been hit by hurricanes. In this piece I will zoom in on the wonders of the *islas* of San Blas.

The first thing that you will notice upon arrival is that this archipelago is as stunningly beautiful as you had heard. Many describe it as a bit of the South Seas right here in the northern hemisphere. The next thing that you will realize is that you practically have the whole place to yourself. Even though there are over 370 picturesque islands, there is no tourist infrastructure of Hiltons and Hard Rocks. Also absent is any cacophony of diesel trucks, blaring car horns and disco sub-woofers.

By Eastern Caribbean standards these islands are tiny, with the tops of the palm trees being the highest points. You can walk around one in about 30 minutes and the great majority of them are uninhabited — to be exact, only 49 have permanent settlements.

But those that are populated are astonishing for a variety of reasons. They are utterly jammed with small buildings and narrow paths that seem to be laid out as a gringo-fooling labyrinth. Each bungalow is constructed of all natural materials. There are no nails, and the bamboo walls and palm-frond roofs are held together with vines.

The native population is the unique and colorful Guna (previously called Kuna) Amerindians. The men dress in a nondescript manner, but the women certainly make up for that with their kaleidoscopic outfits. They adorn themselves with beaded bracelets and anklets plus bright skirts and scarves. And then they make their wardrobe even more dazzling with blouses covered with *molas*.

Molas — beautiful small pieces of reverse-appliquéd fabric in original designs — are Panama's best known handicraft. Usually they depict simple animal shapes and they are very artistic. You will learn all about them almost before your anchor digs in, as the women will row out to your boat with stacks of them in the hopes of selling you some. These molas are so lovely that even a lifetime bachelor such as myself has a couple of them onboard.

The culture of the Guna people is as extraordinary as the clothing that the women wear. They are one of a handful of indigenous tribes in the Caribbean that were not conquered by the Spanish. And they maintain their traditional ways with an admirable diligence. They cannot marry outsiders and non-Gunas are not allowed to own property. Even more amazingly, they are largely self-governing, although technically their islands are part of Panama. So visiting San Blas is like doing anthropological field work — in Paradise.

Although most cruisers tend to content themselves with snorkeling around and beachcombing on the vacant islas, I suggest that you visit one of the Guna residence islands if you have the opportunity. By the way, when on any of the islands, make sure that you do not take any coconuts, even if they are lying on the ground. These are the main income source for the *indios*, and pilfering one is a significant offense.

These coconuts are sold to the Colombian trading boats that sell basic items and canned goods to the Guna. These vessels are a sight to behold. They are rough — as in the planks were cut with a chainsaw rough. But what they lack in elegance they make up for in noise as their mighty Detroit diesels power them onward.

The main cruising grounds of the San Blas are about ten miles north to south and 20 east to west, so it is a nicely compact area. And while the reefs are spectacular here, they are also spectacularly numerous. Fortunately, *The Panama Cruising Guide*, by Eric Bauhaus, has a superb section on the San Blas islands. On my first visit way back in 1995, I had to use some hand-drawn charts that were literally Xerox copies. The soundings were so far apart that it might have been better if I had used a Ouija board for navigation.

You will clear in on Isla Porvenir, which has a small air strip. There are so few buildings that finding your way to the correct offices is easy. Once cleared in, a water wonderland awaits you. There are about 20 main spots where most sailboats congregate, but there are literally hundreds of other anchorages that can be your own little tropical hideaway.

For variety, you can go anchor near the mainland. Then you can explore a pristine jungle wilderness. There are amazing trails to hike and rivers to row up and drift back down. No outboards are allowed in order to keep things pristine.

While near the mainland, if you have any friends who wish to visit you, they can arrange mini-van transportation to the little town of Carti, where you can meet them. The other option is for them to fly into Porvenir, where you cleared in.

You will need to arrive in San Blas with your provisions topped off. There are no real grocery stores there, but things have gotten a bit better as vegetable boats now circulate among the main cruiser anchorages. There are ways to connect to the internet that use memory sticks and phone cards. Just ask your fellow sailors when you arrive.

—Continued on next page



Clockwise from left:
The most common mode of transportation in the San Blas islands is the dugout ulu *canoe*
Guna people come alongside with exquisite molas to sell
Sailing writer and photographer Tor Pinney enjoying this uncrowded corner of the Caribbean





—*Continued from previous page*

And this leads me into a little vignette that underscores how magical the San Blas Islands can be.

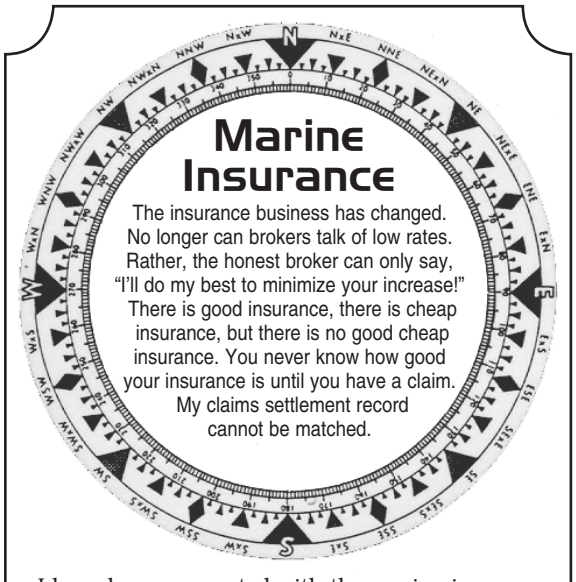
I had just dropped anchor in a lovely little cove. About ten minutes later a dugout canoe (they call them *ulus*) rowed over to me with three teenage girls onboard. I slipped below to grab some barter items and cash, assuming they would be selling molas.

As they came close to *Aventura*, my hands were full of ballpoint pens and writing tablets to donate as gifts. Because I was expecting them to offer me fish or molas, you can imagine my amazement when these three lovely young women, all dressed like they were ready for a *National Geographic* photo op, suddenly thrust cell phones at me.

I laughed quietly at the absurdity of me, the First Worlder, holding primitive writing implements, while these indigenous maidens waved Android technology at me. It turned out that they had no way of charging their phones, since there is no electricity on the islands, and they were hoping that I would do so. And in the face of such a colorful and incongruous apparition, how could I refuse?

Low islands, tall palm trees and unique handicrafts — the San Blas will delight those looking for peace, quiet and a level of authenticity not often found on the 'beaten path'





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SOUTHEASTERN CUBA

Part One: Manzanillo, Cabo Cruz and Punta Gorda Marina

by Ralph Trout

In several recent issues of *Compass* (see footnote), I've given first-hand information about cruising to Cuba, what is necessary if your vessel is US flagged, what to expect in Cuba, and the rules for cruising in Cuban waters. All marinas operated by Marlin Marine are efficient and safe. The few operated by Gaviota are also well managed.



Their websites are a bit confusing, and internet communication prior to entry is a bit difficult, but all are well worth visiting. Expect tight security, most of the usual conveniences, and (with the current exception of Marina Darsena) Customs and Immigration on site. Marina Hemingway just outside Havana, Marina Gaviota at Varadero, Cayo Coco and Cayo Guillermo are all relatively modern facilities. Hemingway is big, uniquely designed along wide canals, and Varadero is huge.

Cuba is the largest island in the Caribbean, almost 800 miles long. There are more than 4,000 islands among the Jardines de la Reina (Gardens of the Queen) and Jardines del Rey (Gardens of the King). There are also many keyhole channels that open to huge bays, such as Cienfuegos. The east coast of Cuba has only two bays, Santiago de Cuba and Guantánamo. No one is cruising into the latter.

Recently I visited the only marina in eastern Cuba, at Santiago. It is several days' sail from Havana.

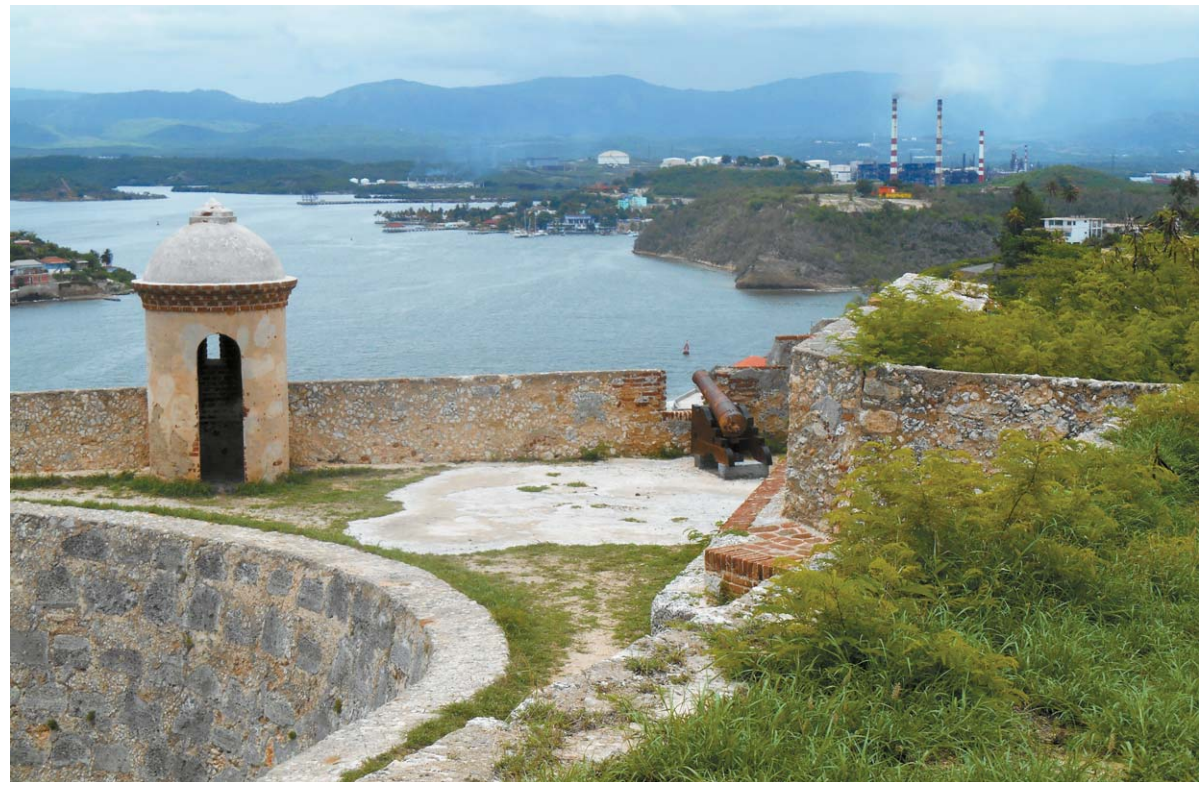
On the way: Manzanillo and Cabo Cruz

Coming from the south, from Cienfuegos to Santiago, a good stop for a day is Manzanillo, a quiet city with a good-sized fishing fleet. Outside are two small sandy keys. Look for the buoys or wait for a fisherman to sail in. The local fishing boats are unique, small and boxy – almost like the Optimist – with a single square-rigged sail. There is no marina, but you can anchor and lock your tender at the fisherman's dock. Manzanillo has a stunningly beautiful city park with two of the very few restaurants. Food, prepared or otherwise, is difficult to locate. The small *malecón* along the sea wall makes a nice walk and there are a few small bars.

Heading east, there is a long reef extending a few miles from the southeast point of Cabo Cruz. Like many a reef, this is tricky, but drafts of five feet and less can tuck inside and then use the tender to visit the small fishing village. It is difficult to miss the lighthouse. There is a small dock for dinghies, and just beyond is a Frontera military station where it would be wise to announce your arrival. Basic supplies are available: water, beer, and rum. If you need more, land transport in a *camión* — a big truck — is available to the closest town, Niguero, a 45-minute trip. Take a hat and sunscreen. Mosquito repellant is a plus inland.



'These bronze cannon are the most intricate I've ever seen'



Cabo Cruz is not designed for tourists and is about as close to the real *Old Man and the Sea* Cuba as it gets. The few small fishing boats are of a boxy design, usually powered by a tiny diesel. We didn't see any fish traps, either marked by buoys or on shore: most of the fishing is by handline or cast net. Land crabs are everywhere. Snorkeling is excellent. There are no diving facilities, and I wouldn't flash a speargun or brag about any lobsters.

The lighthouse is photogenic, but off limits, as it is part of the military base. It is an impressive hundred feet tall, built of pink coral blocks in 1871. The lighthouse is adjoined by what was either the original Spanish military base and/or the home for the lighttender. The entire point is a continuous Kodak moment. Next door is a surprisingly good and reasonably priced restaurant with delightfully cold beer and soft drinks. With so few tourists, it is a rare blessing. It is closed on Mondays.

About a mile walk inland — there is only one road — is a unique archaeological site. It has no specific name that we could ascertain, and cost one CUC (convertible peso) to take the two-kilometre trek through the bush to reach it. There is one dramatically huge and very old cactus, but the site's gem is a hundred-foot-wide sinkhole in the coral containing a pre-Columbian statue under a ledge. Stairs take you down to view the carved statue, where, we were told, the sun hits only on the winter solstice.

Another kilometre away is the place where Fidel Castro's band of rebels landed on Playa Las Coloradas in the vessel *Granma*. In Cuba, *Granma* is Cuba's most famous boat, the Noah's Ark of the revolution. The entire province carries its name. Roadside, a replica of the *Granma* rests with plaques containing photos of all of the rebels. Fidel and his brother Raul had been exiled to Mexico and somehow raised $15,000 to buy the 60-foot cabin cruiser. Instead of its designated 12 passengers, 87 insurgents packed themselves into it and survived eight days at sea with few supplies, making landfall on December 2nd, 1956. Playa Las Coloradas was chosen as the landing site because the Cuban national hero José Martí had landed in the vicinity in 1895. (No matter where you go in Cuba, you will see a statue or reference to José Martí, more than Fidel, Raul, or Che.)

In Havana, tourists queue on the Hemingway Trail, but in the eastern provinces — Oriente — it is all about Fidel and the trail of the revolution. After the 87 landed, all but 12 were killed. In two years those 12, led by Fidel, Raul, and Che, gathered a force made up mostly of peasant-farmer *campesinos* and captured the government.

Punta Gorda Marina

Always looking for the next new place? Santiago de Cuba is a great choice. The marina at Punta Gorda is the only place to dock to explore Cuba's second-biggest city. As with Hemingway in Havana, the marina is a distance from the city center. In Havana, the marina is 15 kilometres and a 25CUC taxi ride from the city's center. Punta Gorda is only 10CUC for the 6-kilometre distance to Santiago's hub.

Left: The marina at Punta Gorda, with the entrance to the bay in the background

Below: A view over Santiago's harbor from Castillo del Morro

It is a long sail from Cabo Cruz to Santiago de Cuba, usually a broad reach all the way. There are no navigation problems as the reefs lie close to shore. There's a rough coastal highway and a couple of small villages en route, but mostly nothing but scenic mountains until you see the small entrance to the great bay. It is guarded on the north side by Castillo del Morro, sitting about 200 feet above the sea. Just to the north of the fort is a modern lighthouse. There's nothing notable on the south side of the entrance.

As you enter there is a small, picturesque island just inside the cut —– Cayo Granma. Punta Gorda Marina lies about a kilometre dead ahead. The channel is well marked, but be aware that this is a major shipping port with plenty of freighters.

Santiago's marina is about to undergo renovations, but it has everything necessary for an enjoyable stay. It is small, with dock space for about 15 yachts. Anchoring is also permitted. The dockmaster, Felix Revilla, was very accommodating.

—Continued on next page

—Continued from previous page

The entry process is a bit different from the other Marlin Marinas we've visited. They monitor VHF channel 16 and their working channel is 72. Incoming yachts do not come directly to the dock, but must anchor and wait for the entry team to come out. First is the medical doctor, and then the sniffer dog, followed by agents for Customs, Immigration and Agriculture, and if you have a pet, the vet. Usually, within an hour, everything is completed and it is time to be a tourist.

Diesel, water and stores are available. Of course there is a bar and restaurant. Just outside the marina is a small, café with tasty local *criollo* cuisine. The recreation area has the second bowling alley I've ever seen in a marina — Hemingway in Havana was the first. It also has a pool table, for some reason rare in Cuba.

A taxi to the heart of Santiago is 10CUC and it costs about the same to visit Castillo del Morro (also known as Castillo de San Pedro de la Roca). The restored fort is a prime attraction, but it's sad to contemplate how many lives went into building it in such a bleak location. As with Havana and Cienfuegos, Santiago was plundered many times by pirates. The bronze cannons at the gate are the most intricate I've ever seen. Inside there is a good display of antique firearms and pirate memorabilia; the fort makes for a good afternoon trek. A ferry boat to picturesque Cayo Granma is only 3CUC.

Next month: Visiting Cuba's Second City — Santiago.

Ralph's Top Cuba Tips

• Always make your cruising intentions known when you leave a port, and contact the police or Immigration when entering the next port. The police usually will direct you to Immigration; there is an office in almost every town we visited.

• Always have your papers. Although it's wise to keep several photocopies of your passport, visa, and boat papers, and this makes life easier, the officials still always want the real ones.

• I used Google Translate to explain my purpose in visiting and printed it, to reduce the hassle of conversing. That worked and all the officials were happy not to try out their partial English or attempt to interpret my shoddy Spanish.

• All prices in the article are given in CUC, the Cuban Convertible Peso. One CUC equals 24 National Pesos. A National Peso is worth about 4 US cents. A small cup of coffee is one National Peso and usually a fried egg sandwich is one and a half to two National Pesos. Ask for pesos when getting change.

• Marina contacts:
Gaviota, director.comercial@marinagav.co.cu tel +(53) 7 867-1194
Marlin Marine: dircomercial@marlin.tur.cu tel (+53) 273-7972, 273-1867

Check out Ralph's previous articles on Cuba in the Back Issue Archive at www.caribbeancompass.com

April 2017 – "Cuba, At Last. Part One: Getting There"
May 2017 – "Cuba, At Last. Part Two: Being There"
July 2017 – "Fun on a Budget Near Marina Hemingway"
August 2017 – "Finding Happiness in Havana"
September 2017 – "In and Out of Varadero"
March 2018 – "Glimpses of Cienfuegos"
April 2018 – "Cuba's New North Coast Marinas"



Above: Fishing boats at Cabo Cruz

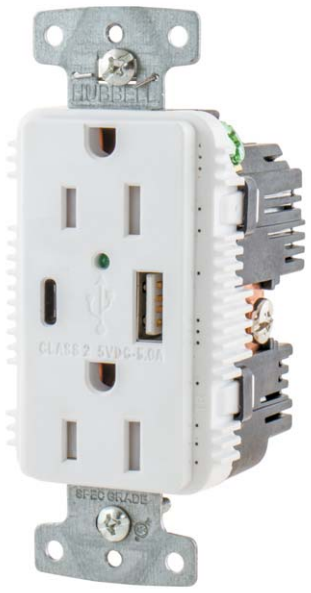
Below: At Cabo Cruz is a hundred-foot-wide sinkhole in the coral containing a pre-Columbian statue under a ledge





PRODUCT POSTINGS

USB Receptacles in New Configurations



Charging handheld devices aboard can be a challenge, especially when it requires unplugging other equipment to accommodate them. Hubbell Marine USB Charging Receptacles eliminate the need for adapter plugs, while maintaining traditional duplex electrical outlets. Two new configurations work with the latest Type C electronics connectors.

Hubbell USB Charging Receptacles come in three versions to accommodate a wide range of devices. Type C models provide two compact USB-C ports for newer portable electronics, while Type A models have two traditional USB ports. For even greater versatility, a combination Type A&C model offers one port of each type. Each delivers a high power output of 5 amps/5 volts to quickly charge multiple devices at once.

All Hubbell Marine USB Charging Receptacles use heavy-duty stainless steel USB ports rated for 10,000 cord insertions and removals. Three-prong electrical outlet connections use cam-action shifters with a friction-free design for effortless plug insertion and removal.

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

Improved Multipurpose Boat Tool

Davis Instruments' Snap Tool Multi-Key has been enhanced with the addition of three common metric hex wrenches. The Multi-Key now has 8mm, 10mm and 13mm hex wrenches, in addition to 5/16", 3/8", 7/16" and 1/2". Add a scraper, slotted and Phillips head screwdrivers, and a recessed cutting blade, and it's like carrying a toolbox in your pocket.

A button snapper and unsnapper is perfect for corroded snaps and weather-tightened fabric. The sanity-saving zipper pull conquers the most stubborn zippers and even works when the pull is missing. A pair of deck plate keys opens all deck caps on the market today, while the shackle tool releases even rusty pins. For the end of a day on the water, there's even a bottle opener.

The Snap Tool Multi-Key is manufactured from hardened 304 stainless steel. It measures 7cm x 11.4cm and weighs a mere 80gm.

Visit www.davisnet.com for more information.



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For more information on Sea Hawk Paints see ad on page 9.

No More Sticky Snaps and Zippers

Speaking of corroded snaps and zippers, with Shurhold Industries' Snap Stick, a few minutes of simple maintenance cam prevent hours of irritation later.

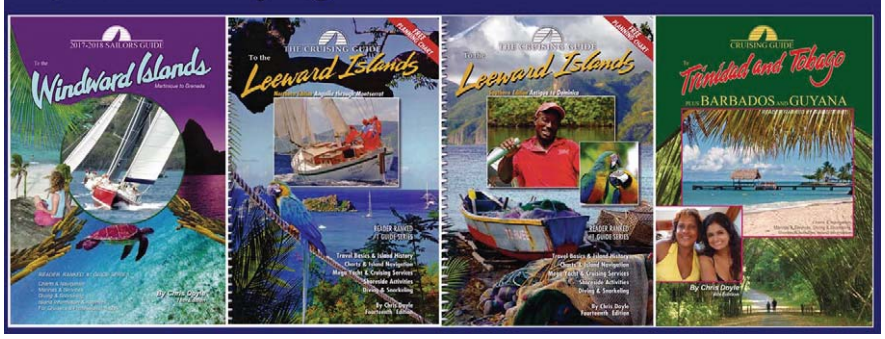
A unique, solid, wax-like formula, Snap Stick lubricates and protects snaps, zippers, hinges and other small hardware. Unscented, non-toxic and biodegradable, it won't harm fabric, gelcoat, metal or plastic. Unlike sprays and gels, it goes only where its dabbed.



For snaps, it's dabbed on the male side, then worked a few times into both sides of the fastener. Run up and down lightly on the teeth of both sides of a zipper, opened and closed several times, it frees even the stickiest closure. A single use provides up to three months of protection and smooth operation.

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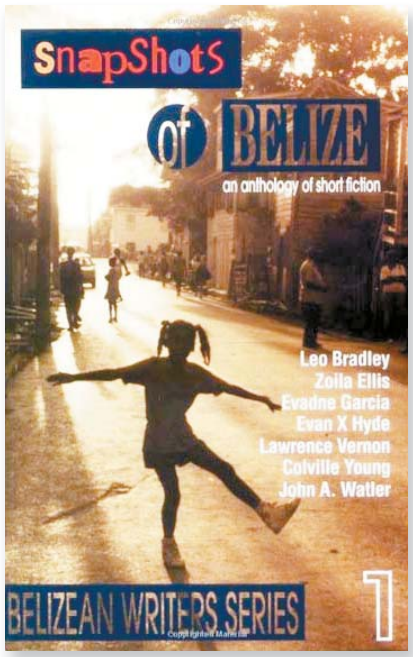
BOOK REVIEW BY J. WYNNER

Say Cheese, Belize!

Snapshots of Belize, *edited By Michael D. Phillips. Cubola Productions, 2001 Edition. ISBN-976-8142-07-3*

The collection of short fiction *Snapshots of Belize*, edited by Michael D. Phillips, is exactly what the title says it is. This rather slim book, comprising nine concise stories by seven diverse authors, takes as long to read as looking through a photo album.

Sir Colville Young, Belize's second Governor-General, and Leo Bradley Sr., Belize's first Chief Librarian and one of the most knowledgeable scholars of Belizean history, have contributed two stories each. The other writers are Zoila Ellis, Evadne Garcia, Evan X. Hyde, Lawrence Vernon and John A. Watler.



The opening story, "Elastic Gold" is a wonderfully written outdoor tale about Max Flowers, a fisherman and his son, Sonny, searching the mangroves in their dory for rubber. In this story, Leo Bradley creates a vivid sense of time and place. The time was 1944 when "German submarines were playing havoc… with American shipping… How often had wrecked life-boats and floating bodies, and broken bits of spars and masts that found their way on the Belizean coast told the tale of midnight sinkings in the orgy of vicious warfare! And now the ships that bore the bulk of rubber…vomited them unwillingly into the sea as torpedoes found their mark… these masses of rubber flotsam and jetsam to lie finally among the mangroves of Turneffe Caye and several other islands. An agent in Belize City was paying twenty cents per pound for any bulk found and delivered" — a price that caused many a fisherman on the Belizean coast to fish for "elastic gold". Max and Sonny, on finding their elastic gold, head out to sea towards Belize City, only to encounter a black boat twice the length of their dory lying in wait to relieve them of their precious find. Bradley concludes his story with a riveting sea chase displaying remarkable seamanship.

"The Representative", by Sir Colville Young, deals with politics and shows people's skepticism about politics and politicians. "The Honourable Jonas Harold Parker ('the silver tongued talker') was, unusually, visiting his constituency. It is true that the next election was not due till the end of the year, but the party leader had given him an ultimatum. He had neglected his area for four years. Then in his fifth year he had allowed the dry season to pass idly by. So today, in spite of the water-filled potholes, he had parked his air-conditioned Buick on the edge of his division and was canvassing house to house. He wore his friendliest smile, had his warmest hugs for the ladies, and his most confidence-inspiring handshakes available for the men. He had also decided to take a few of the children into his arms" — a snapshot of politicians I'm sure most of us have in our photo albums.

In "A Conscience for Christmas", Evan X. Hyde's offering, cool-as-cucumber Caldo's main thought on Christmas Eve was that when he attended his office party, "if he saw anybody suitable, he would move her off and take her somewhere where they could be together". But fate intervenes. On his way to the party he witnesses the mugging of an old lady and comes to the rescue of the victim, Miss Gertrude. She invites him to her home to have a drink with her. He goes, not too willingly: "Christmas Eve was one night you did not spend with old women."… But he is immediately filled with nostalgia. "He could see and feel Christmas in here. Black cake and ham, turkey, the crisp store smell of new linoleum and curtains and varnish and paint. A brightly decorated Christmas tree with angel hair blinking with colourful lights and presents underneath. This was a home at Christmas when he was a boy." Miss Gertrude is full of chat and tells him, "My granddaughter has gone to a party. She is too young, but it is with a friend, so I sent her."

When he finally leaves and goes to his office party, whom should he meet there but Tricia, Miss Gertrude's granddaughter. That's when Caldo discovers his conscience.

Zoila Ellis's "The Teacher" has every reason to never forget the day old Ramsey died. It was on that day that a former Catholic priest, who had had a breakdown and then did not speak for three months, came to Cucumber Bank to teach. He was comforted and found solace in Miss Bella's counseling.

"After the burial he visited Miss Bella and her family… He and Miss Bella were sitting in the parlour facing a huge vase of red plastic roses. Unbidden his voice broke the quiet.

"I used to be a priest you know."

"True Teecha? What happen? Yu stop?"

"Yes, I stopped."

"Oh well, betta yu stop something than yu eena it with only half yu hart…"

Later, "as he paddled home, he felt like laughing and crying at the same time. How could she know what she had done for him? Her simplicity and truth were as natural as the river and together they had set him free."

At two and a half pages long, "Crab Seasin" is Evadne Garcia's blurred snapshot; non- Belizeans might not be able to read this tale, which is written entirely in Creole. Reading it was an exercise in frustration for this Trinidadian reader. All I was able to glean from the story is that it was about catching crabs.

As the saying goes, "Be careful what you wish for — you might get it!" Jim Hilton, "the government's expert on excavating old Mayan sites" brings home a magic stone in Lawrence Vernon's tale, "The Third Wish". Although Jim warns his father about its evil potential, the elder Hilton still invokes the power of the stone, and things go awry, to the detriment of the family.

In one of the longer pieces, and the last tale in the book, the light-hearted "Bitter-Sweet Revenge" is the work of John A. Watler (a typo at the beginning of the story has his name as Walter). After some tit for tat and anxiety, the book ends on a happy note, with Rip Harper saying to young Slim, "There is nothing to be sorry about, son. I did you a mean trick and you did one back to me, so we are even, ha."

Like many a photo album, this anthology spans time — in this case, 40 years — and offers us a variety of images that together help us visualize the life of one unique and diverse family: the people of Belize.

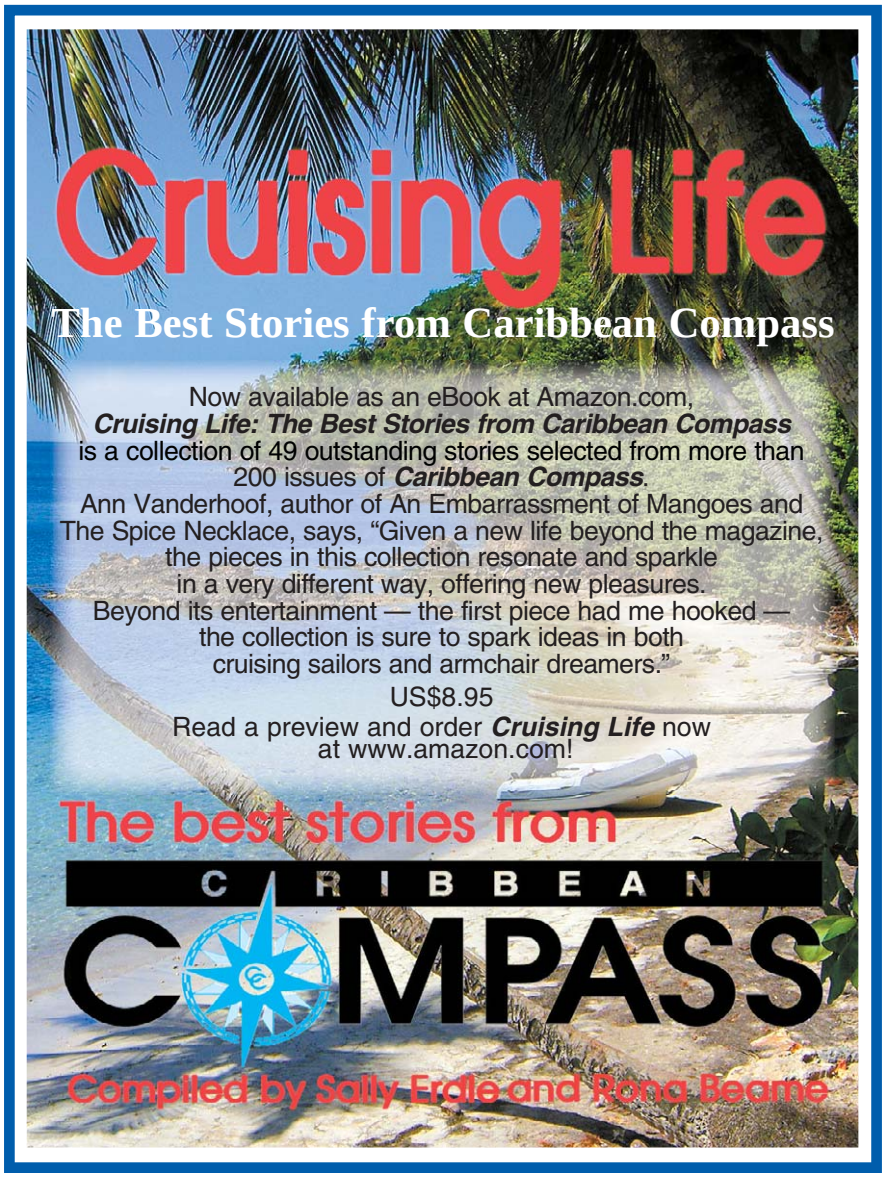
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The Sky from Mid-July to Mid-August

by Jim Ulik

In the summertime when the weather is hot, you can stretch right up and touch the sky.
— Mungo Jerry

You don't want the ear worm "In the Summertime" by Mungo Jerry? (Some of us are old enough to remember this song.) How about "Sunny Afternoon" by The Kinks? I'm sure you can find your own favorite song of summer. In any case, we have reached the middle of summer. The Sun is high in the sky and the temperature is hot. Some of the high temps are because of solar heating, others are not. Summer is the perfect time of year to look for atmospheric phenomenon caused by the Sun. In addition to the many forms of rainbows that occur any time of day and night, there are other phenomena to look for. An hour after sunset may reveal *noctilucent* or "night shining" clouds high in the atmosphere. There is also a glow of the night sky not caused by artificial lighting appropriately called airglow. It is produced by the Sun's UV radiation. Another example is zodiacal light. This light is caused by the scattering of sunlight by dust particles that are in the planet's orbital plane, not from particles in our atmosphere.



FIGURE 1

A view of Earth — the small blue dot — from Saturn

"Have a drink, have a drive. Go out and see what you can find." — Mungo Jerry

Monday, July 16th

Yesterday was the conjunction between the Moon and Venus. Even though there is greater separation between the two bodies tonight they still remain relatively close. Both objects appear in the constellation Leo.

Following the sky eastward you will see Jupiter overhead. Next in line is Saturn, occupying a spot on the Milky Way. The next planet appearing above the eastern horizon after sunset is Mars.

Thursday, July 19th

The Moon reaches First Quarter this afternoon. As dusk approaches Jupiter will become more prominent east of the Moon. Look for the conjunction between the Moon and Jupiter tomorrow.

We can easily see Saturn from Earth, but have you seen Earth from Saturn? Today marks the fifth anniversary of NASA's *Cassini* spacecraft's photograph of Earth and Moon taken during its orbit of Saturn. Yes, Earth is the small blue dot in Figure 1.

Saturday, July 21st

Get ready for a series of meteors showers this period; they are leading up to the grand finale on August 13th. On deck tonight is the alpha Cygnid meteor shower. The shooting stars will radiate out of the northeastern sky from the tail of Cygnus the Swan, otherwise known as an asterism called the Northern Cross. The radiants of the meteor showers this period are in Figure 2.

Tuesday, July 24th

The pairing up of Mercury and Regulus can best be seen through a pair of binoculars. From our perspective, Mercury is getting lower in the western sky, closer to the Sun. The westward shift of constellations will put Regulus close to Mercury. So the Sun doesn't fry your retinas, wait until after it sets to locate both objects about 10 degrees above the horizon.

The Moon has caught up to Saturn. Even though the Moon is almost at the full stage and very bright, there is enough separation from Saturn that each can be seen without moonlight completely blocking the ringed planet.

Thursday, July 26th

The Sigma Capricornids meteor shower will reach its maximum rate of activity this evening. The meteors will appear from the direction of the Moon and Mars. They can best be seen by looking approximately 30 to 40 degrees away from the apparent source.

Friday, July 27th

Mars will appear brightest from July 27th to July 30th. It hasn't been this bright since 2003. Over the next few days it will outshine Jupiter. Contrary to any posts on the internet, Mars will not appear larger than the Moon as it reaches its closest approach to Earth on July 31st.

The total lunar eclipse will not be visible in the Caribbean. What can be seen is the Penumbral Lunar Eclipse. Look for the red/orange glow of the Moon to last for only a few minutes. The eclipse ends around 1930 hours.

Saturday, July 28th

Earth is passing through another cosmic debris field between June 15th and August 10th. The Piscis Austrinids shower will appear to come from an area near the bright star Fomalhaut. The star name means the Fish's Mouth but can be placed near the eye, in the constellation art, of Piscis Austrinus or the Southern Fish. The meteors from this shower are generally slow and white.

—Continued on next page

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—*Continued from previous page*

July 30th

Two additional showers this period peak tonight. The first is the Southern Delta Aquarids. This meteor shower is active July 12th through August 23rd. There could be up to 16 meteors per hour emanating from Aquarius. The second is the Alpha Capricornids meteor shower. The Alpha Capricornids are active from July 11th through August, with the maximum meteors occurring on July 29th and 30th. Even though there may not be numerous shooting stars there is a higher potential for viewing very bright fireballs.

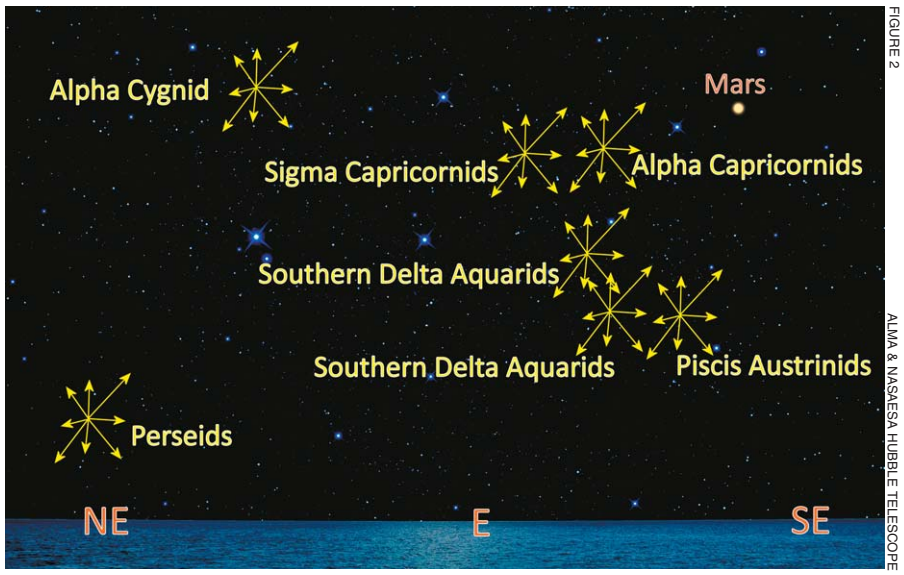


FIGURE 2

ALMA & NASA/ESA HUBBLE TELESCOPE

FIGURE 2: *The radiant of the meteor showers this period around 2300 hours*

FIGURE 3: *Dust ring around Fomalhaut and its planet*

FIGURE 4: *Artist's concept of the Parker Solar Probe spacecraft approaching the Sun*

Monday, August 6th

The Southern Iota Aquarids meteor shower peaks tonight. Like the Southern Delta Aquarids, the radiant is in Aquarius only they originate from a higher or westward location. This shower is active from July 1st through September 18th.

Tuesday, August 7th

One of the first satellites to collect scientific data about Earth was *Explorer 6*. The Earth observation satellite was designed to study trapped radiation of various energies, galactic cosmic rays, geomagnetism, radio propagation in the upper atmosphere, and the flux of micrometeorites. It also tested a scanning device designed for photographing the earth's cloud cover. The first photograph ever taken of the Earth by a US satellite was captured by *Explorer 6*.

Monday, August 13th

The grand finale of meteor showers this period is the popular Perseids. Some shooting stars associated with the shower are expected to be visible each night from July 23rd to August 20th. The normal number of shooting stars during this storm is between 50 and 75 per hour. This storm can also produce a spectacular display of over 100 per hour. Because the radiant is low in the northern sky, the number of visible shooting stars will be fewer. The best time for viewing is after midnight and 30 to 40 degrees away from the source.

Tuesday, August 14th

There is a conjunction between Venus and the Moon this evening. Both objects are located in Virgo. In this scene, realize that there is a probe on its way towards Venus that will eventually enter the Sun's atmosphere. See 'In the News' below.

In the News

NASA's Living With a Star Program (LWS) is a space weather research program. LWS emphasizes science and the applications necessary to understand aspects of the Sun and space environment that most directly affect life and society. Solar flares and magnetic storms produce many noticeable effects on and near Earth that disrupt communications, generate current surges in power lines and grids, corrode oil pipelines, degrade the orbits of all satellites including those that provide GPS, and bombard spacecraft and astronauts with extreme radiation. LWS has developed a mission, the Parker Solar Probe, designed to study the electromagnetic field and composition of the Sun's corona. The probe will fly into the Sun's corona withstanding temperatures of more than one million degrees. The goal is to improve engineering approaches to mitigating the negative effects of space weather. The launch window for this mission is from July 31st through August 19th.

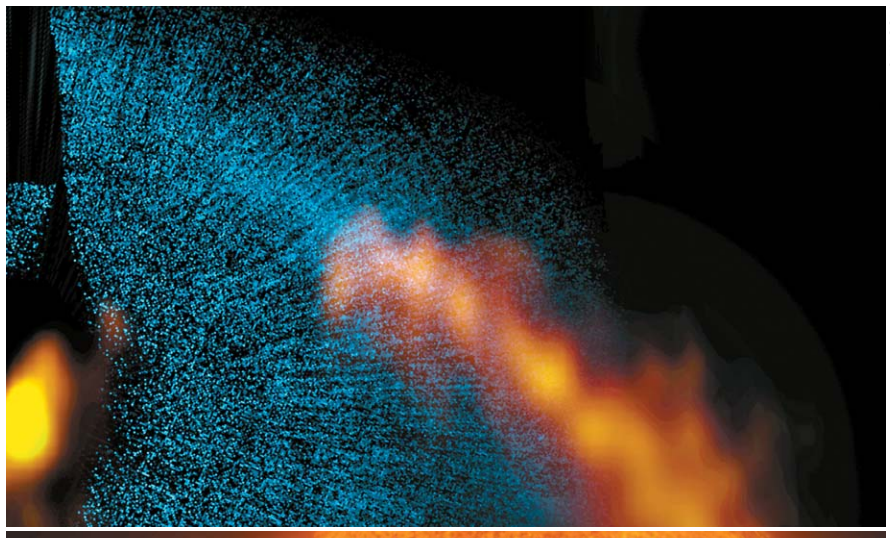


FIGURE 3

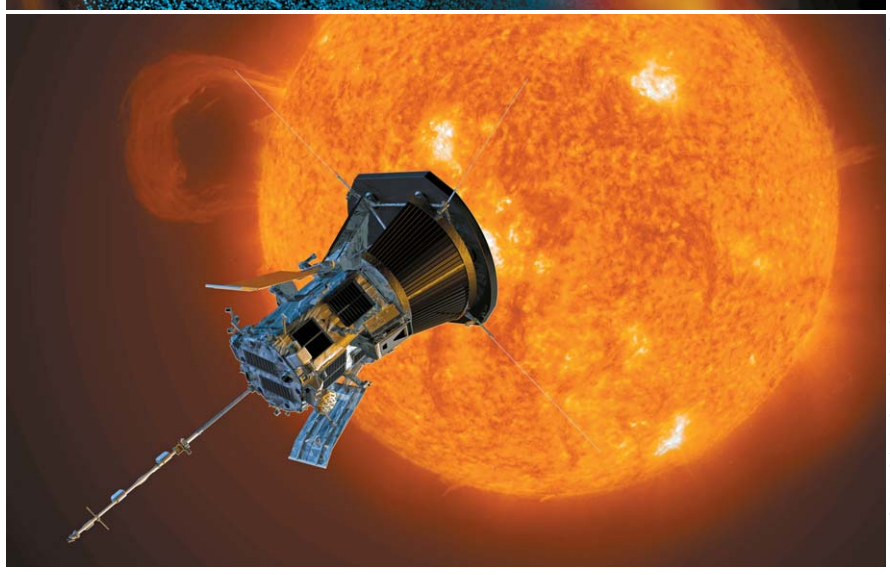


FIGURE 4

NASA / JOHNS HOPKINS APL / STEVE GRIBBEN

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

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





LOOK OUT FOR...

The Parrot's Beak; A Flower of a Different Feather

by Lynn Kaak

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

Gmelina philippensis isn't from around here. As the name may suggest to you, it is originally from the Philippines and other areas of southeast Asia. In the Eastern Caribbean, it is very much an ornamental plant, found predominately in gardens.

The Parrot's Beak has a very striking flower arrangement. The buds are encapsulated in a tube-like structure that hangs down. The bright yellow flowers then burst out of the sides, protruding from between the scale-like bracts. The flowers are reminiscent of the shape of the beak of a parrot, or a snapdragon (Snapdragon Bush is another common name for it). They will bloom in the night, and the flowers will survive for a day or two before dropping off. Each "tube" of flowers can contain a number of buds, so the flowering can continue for months. In the Lesser Antilles, they tend to bloom from the middle of the dry season into the beginning of the rainy season, kind of as a warm-up to mango season.

Eventually the tree or bush will produce small pear-shaped fruit with a single seed. Animals and birds that avail themselves of the fruit then spread the seeds. The fruit is not considered edible for humans. The plant is easily propagated with cuttings.

This tree will normally grow to a manageable height of three to six metres (10 to 20 feet), with a vine-like growth, but it also responds extremely well to pruning. It responds so well to pruning that it is commonly used for bonsai, the Japanese art form of pruning and shaping trees. When kept in check with frequent pruning, the leaves adapt to a smaller size to compensate. It also works well for a fence border if one prefers it a little larger. Those wielding the shears do have to watch out for the spikes, though.

The leaves are normally five to seven and a half centimetres (two to three inches) long and about two to three centimetres (one inch) wide. They are smooth, and are present all year long in normal growing conditions. Their dark, glossy green offsets the bright yellow of the blooms very well.

The Parrot's Beak is another true inhabitant of the tropics. While it will subsist in cooler temperatures, it thrives in temperatures between 21° and 35°C (70° to 95°F), and it prefers a slightly humid atmosphere. It enjoys regular rainfall, as long as it isn't stuck in mud for prolonged periods of time. And sunshine? Bring it on, from partially shaded to full sun — the Parrot's Beak revels in Sol's brilliance.

In India and other areas, the plant has medicinal uses, including using the juice of the fruit externally to treat a form of eczema of the feet. Infusions of the roots, leaves and bark provide other benefits.

While you may not see this plant on some of your bush hikes, keep your eye out for it in more populated areas.



Take a peek at the unusual Parrot's Beak — you can find them in Caribbean home gardens now, at the beginning of the rainy season





SHOREBIRDS — The Rufa Red Knot

Grenada's La Sagesse Nature Center offers a unique opportunity to watch various species of waterbirds found nowhere else on the island. On the southern side of La Sagesse beach is a cul-de-sac painted with amber-coloured sargassum — a decomposing food source for crabs, insects and myriad small organisms. Behind the beach, old mangrove trees stand guardians over a salt pond rich with tiny invertebrates and wading birds. In recent weeks a new tide of fresh seaweed landed on the beach and with it an increase in shorebirds, some of which are rare to the area.



The Caribbean holds important wintering and stopover sites for Rufa Red Knots, who migrate annually between the Canadian Arctic and the tip of South America

One example is two plump Red Knots (*Calidris canutus*) that spent a week in the bay, dressed in breeding plumage of burnt-sienna hues on the face, neck and breast. In basic plumage, adult females and males are identical, but females have paler plumage and males have slightly longer bills. Both are grey-mottled above with pale underparts and faintly vertically barred breasts. Juveniles are similar, with white-striped eyebrows and very plump bodies. There are six recognized Red Knot subspecies of circumpolar breeding distribution, each migrating southward to wintering grounds, but only three breed in the North American Arctic: the *C.c roselaari,* the *C.c islandica* and the *C.c rufa,* known as Rufa Red Knot. In the Caribbean we find the slightly paler Rufa Red Knot, thought to have three distinct populations, each with respective wintering grounds: the southern United States and the Caribbean, the Maranhão region in Brazil's northeast coast, and Tierra Del Fuego. The Caribbean holds important wintering and stopover sites for Red Knots, such as the Cargill Salt Ponds in Bonaire, which holds about one percent of the total Rufa population and has recently been designated a WHSRN (Western Hemisphere Shorebird Reserve Network; see this month's Caribbean Eco News on page 10) Site of Regional Importance, and stopover sites at both the Graeme Hall Swamp and the Chancery Lane Swamp in Barbados, a refuge for transatlantic Red Knots seeking shelter when faced with adverse weather conditions.

Rufa Red Knots are fascinating birds with a unique and complex life cycle; the largest of the calidridine sandpipers, they are only 23 to 26 centimetres long, with a 47 to 53 centimetre wingspan, yet the Tierra del Fuego wintering population boasts one of the longest migratory routes in the animal kingdom as they travel between the Canadian Arctic and the southern tip of South America. These relatively long-winged, skilled aviators fly at high altitudes, taking advantage of following winds in large flocks of hundreds of individuals, covering more than 16,000 miles each year, while simultaneously performing some of the longest single flights of any bird. In a 2010 Rare Birds research project, scientists at the Conserve Wildlife Foundation of New Jersey discovered that a Rufa Red Knot banded with a geolocator flew nonstop for a period of six days and six nights, from southern Brazil to North Carolina, covering an incredible distance of 5,000 miles. Indeed, the Rufa Red Knot is a stunning example of biological engineering which in order to endure long flights undergoes major physiological changes — body parts not used during flight, such as leg muscles and digestive organs decrease in size, while flight muscles, heart and fat stores increase by more than 50 percent. After long-distance flights, individuals lose all fat stores and arrive at stopover sites looking very thin or even emaciated, yet they must wait several days before maximizing food intake as their digestive system needs to regenerate. Thus they rely on refueling points found along their migratory route, with easily found and easily digested protein-rich prey, such as mussels, young clams and the eggs of the horseshoe crab. The Delaware Bay area on the US East Coast is home to the largest concentration of American horseshoe crabs and a crucially important stopover — during the April-May northbound spring migration, about 80 percent of the entire Rufa Red Knot population is found in the bay on a single day as it synchronizes its migration with the horseshoe crab spawning. Here they gorge for about two weeks, doubling in size, before heading to the last stopover on the Nelson River in Hudson Bay, Canada, and finally to their breeding grounds.

Although the Red Knot population travels in large flocks during migration, once in the Arctic it spreads thinly over the vast landscape, where nests can be as much as nine miles apart. Red Knots time the hatching of offspring with the annual insect peak, which is triggered by warmer temperatures and constant daylight hours. Although at their wintering grounds these tactile feeders use specialized, relatively long, tapered bills to probe for bristle worms, small crabs and marine mollusks in the soft sediment of intertidal zones — and in Tierra del Fuego they feed on the *restingas* or intertidal rocky flats, with many shallow pools in which fish, crabs and mussels survive — in the Arctic, knots are visual feeders, eating flying insects and plants. They favor dry, slightly elevated ground where snow melts earlier, with little vegetation, affording clear anti-predator all around visibility.

Upon arrival, males perform territorial displays and prepare three to five cup-shaped depressions in the ground lined with leaves, grasses and lichen. Courtship displays take place a few hours after the female arrives, with the male performing flight, ground and mellow-sounding vocal displays. The female will choose a nest where she will lay four well-camouflaged eggs over the space of four to six days, which both sexes incubate for approximately 22 days. Tiny creamy-colored, dark-spotted chicks are born synchronously during the first two weeks of July and are able to leave the nest within one day of hatching. At this point, the female will usually depart from the breeding grounds, leaving the male to singlehandedly guide and protect the chicks. Male knots are fiercely protective and will attack potential predators such as Long-Tailed Jaegers. However when an attack fails he may feign a "broken wing" — this strategy used by adults of many bird species is intended to lead potential predators away from the vulnerable chicks. The male moves the family away from the nesting grounds and remains with the chicks until fledging occurs at 18 to 25 days old. Couples are annually monogamous, producing one brood a year, and will not attempt a second if the first fails. The Arctic southbound departure back to Nelson River takes place in three stages: the unsuccessful breeders along with females who already hatched a brood depart during the first half of July, followed by the males two weeks later and finally the juveniles with their adult guides in mid-August.

Sadly, the Rufa Red Knot is currently listed as endangered under the Bonn Convention. Particularly, the population wintering in Tierra del Fuego has suffered an 80-percent decrease in the last 25 years. This is thought to be the result of a trend where birds depart from wintering grounds late, arriving late and in poor condition at key refueling stopovers, coupled with a dramatic decrease in food availability at those sites. Alas, the tendency for Red Knots to travel in one single flock means that food shortage at one critical site impacts the entire population. The main identified threat is the decline of horseshoe crab eggs in Delaware Bay caused by coastal development and the intense harvesting of adult crabs not only to be used as bait in the conch and eel fishing industries, but as devices to detect toxins and bacterial contamination in the biomedical industry. Since 2008 there has been a moratorium on the capture of horseshoe crabs, however, its population has not yet recovered and the birds remain in dire straits.

Since the mid-1990s the Pan American Shorebird Program has been capturing and colour-banding Rufa Red Knots in order to understand their migratory routes, nesting and wintering areas without needing to recapture them. Depending on the region where it was captured each bird carries a coloured band: pink for the Caribbean, black for the northern region of South America, gray for Central America, orange for Argentina and Uruguay, red for Chile, dark blue for Brazil, dark and light green for the United States and white for Canada. So look out for the heroic Rufa Red Knots — some might be banded — note the colour of the band to see how far they have traveled and allow these small, yet remarkable pole-trotters to take you on a magic journey from the Caribbean to the Land of the Midnight Sun.



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The Nature Conservancy

DEFEND Paradise



MORE THOUGHTS ON HURRICANES

Dear *Compass*,

The Scottish Captain has written an excellent article, "More Thoughts on Hurricanes", in the May issue of *Compass* (page 28 at www.caribbeancompass.com/online/may18compass_online.pdf). In it he mentions the sinking of the cargo ship *El Faro* in a hurricane.

Everyone knows that all commercial aircraft contain black boxes that, when retrieved after a crash, allow investigators to piece together what happened that led to the disaster. Many sailors do not realize that ships also have black boxes.

El Faro sank in many thousands of feet of water, but the US Coast Guard not only located the wreck but also retrieved the black box. They have issued a report that explains the actions the captain took to try to avoid the hurricane and the various factors contributing to the sinking. What appeared to be at first a minor problem, a loose scuttle, led to complete disaster.

See www.sailingscuttlebutt.com/tag/el-faro

Don Street
Glandore
Ireland

CLEARANCE CHIT-CHAT

Dear *Compass*,

On May 29th I cleared into Grenada at 2:30PM at Tyrrel Bay, Carriacou.

The gentleman who cleared me in did a very polite and competent job. He set aside the paperwork on his desk and gave my clearing-in his full attention.

The lady at the other desk took her phone conversation outside as I filled in the forms.

When the gentleman was finished he said I was to go to the lady next. She was still talking on her phone outside at the picnic table. I went out and indicated I was ready for her help. She kept talking on the phone and held her finger up.

I went inside and waited. A few minutes later, still talking on the phone, she came in. Still talking on the phone, she arranged the papers on her desk. Still talking on the phone, she indicated with a wave of her hand I was to give her my paperwork. Still talking on the phone, she checked it over. Still talking on her phone, she did some calculating on her little calculator. Still talking on the phone, she turned it so I could read the display and pointed at the number (50). Still talking on the phone, she took my EC$100 and gave me my change. Still talking on the phone, she nodded at me. She was still talking on the phone as I left.

Later I talked with the two other visitors who started the clearing-in process when I first went outside to get the lady. They laughed and said she talked on her phone all the way through their clearing in, too.

Perhaps a little instruction about dealing with clients would help this lady. Perhaps a company policy about personal calls? I seem to recall a "No Cell Phones" sign in several Grenada government offices. Does that only apply to the public?

In closing, the old saying "you only get one chance to make a good first impression" comes to mind. There, for almost an hour, two other tourists and I were given the impression "Your visit here and the money you will spend in Grenada is much less important than my personal phone conversation. I'm being paid to talk on the phone; you are bothering me."

I must add that 99 percent of the officials here (in Grenada) and throughout the Caribbean have been wonderful and helpful to me.

John (Jock) Tulloch
S/Y Unleaded

Dear Jock,

We asked the authorities in Grenada for a response to your letter, which follows.

CC

Dear Mr. Tulloch,

The Grenada Tourism Authority is deeply concerned and empathizes with the very poor customer service experience you went through on May 29th in Tyrell Bay, Carriacou. It is also reassuring to note that " 99 percent of the officials here (in Grenada) and throughout the Caribbean have been wonderful and helpful" to you.

The GTA is committed to address this specific issue with the support of the Grenada Customs Department. Thank you for taking the time to highlight this concern which has been shared with their leadership for resolution.

We hope that you will enjoy your stay in Pure Grenada the Spice of the Caribbean.

Yours sincerely,
Patricia Maher
Chief Executive Officer
Grenada Tourism Authority

Dear Mr. Tulloch,

We received your complaint on the actions of our Officer at the Carriacou Marina; the events you described were quite unfortunate and we regret that this has happened.

Every visitor and/or customer is important to us and our officers are encouraged to be professional at all times as we are ambassadors of our island. We are currently working with the Officer at the Marina as well as all of our frontline Officers to improve on our service delivery.

We appreciate your effort to bring this matter to our attention and hope that this incident does not keep you away from the beauty of Grenada.

Sincerely,
Donnan Victor
Comptroller of Customs
Customs and Excise Department
Grenada

BEWARE OF CHARTER YACHTS

On March 8th, a 52-foot catamaran owned by a charter company anchored ahead of our boat off Pigeon Beach, Falmouth, Antigua. Their paid crew (skipper and cook) went ashore to check in, leaving only the charterers onboard.

While they were ashore the cat dragged anchor and drifted swiftly toward us; that's when I was aware of shouting (I was in the saloon at the time).

I got to the foredeck and pushed the catamaran off, but not before it crumpled the port side of the pulpit. I instructed the charterers to start their engines and rig fenders. But nobody onboard knew how to start the engines.

Fortunately fenders were rigged. One of the charterers asked if they could lay alongside. At first I said no because the combined weight may have caused both yachts to drag, but looking at the potential for serious damage to the cat, the charterers and any one of the yachts anchored behind, I decided to rig a warp to our starboard after cleat as the cat passed down our starboard side. Fortunately, the catamaran held and so did our boat when the position was checked on the plotter. The cleat held too!

I then went by dinghy to the cat, located the engine panel and started its engines. Joined by another person from another vessel, preparations were underway to operate the windlass — and then the cat's skipper returned.

The local search-and-rescue launch had been called via the charterers' desperate telephone call to the marina and, after a brief discussion with the captain, I returned to our boat. He proceeded to start the engine, release the tow and moved forward.

Once the catamaran was clear, the cook came by dinghy and yacht details were swapped.

When all was said and done, it could have been much worse and it's my opinion that the scope deployed by the catamaran was minimal — one of the SAR crew had gone onboard because the windlass failed to operate and he brought up only a few handfuls of chain before the anchor was clear of the water.

I met with a representative of the charter company, who turned out be a delivery skipper, and took him out to our boat to assess the damage.

A week later our boat was alongside in English Harbour having the damage professionally assessed. Unfortunately, I wasn't aware of all that was being discussed by the charter company and the repair facility at the time, but it transpired that three more inspections had to be made of the damage while we were anchored in English Harbour, and the charter company, having agreed in principle to have the pulpit replaced, were not willing to pay the cost of delivery from the Bavaria company, in Europe.

E-mails were flying back and forth and, after a very uncooperative telephone call to the office of the charter company, it appeared that no further progress was to be made and so it was felt necessary to involve our insurance company. The repair yard provided us with details as to why the pulpit could not be repaired in Antigua at that time and we were able to obtain a quote from Grenada (where we intended heading for hurricane season), which was passed by our insurers to the charter company. The charter company finally paid the estimated cost of repair a full three months later, in May.



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Read in Next Month's *Compass*:

Where are Cruisers Hanging Out for Hurricane Season 2018?

Anchorages on Cuba's North Coast

Tales of the Caribbean in the Sixties

and much, much more!

I prevented a further incident occurring two weeks later while anchored in English Harbour when a charter catamaran, this time with nobody onboard, drifted towards another yacht due to insufficient scope. Luckily, it was secured before damage was done.

Staying clear of charter yachts appears to be the only way forward as they jockey for the best position in the anchorage and any damage done by them will result in a fight, as they appear reluctant to pay out, regardless of witnesses and photographic evidence.

Jeff Curran
S/V Canapesia

WE WANT TO HEAR FROM YOU!

Dear *Compass* Readers,

We want to hear from YOU!

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

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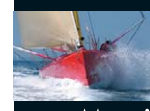
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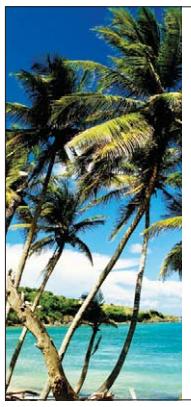
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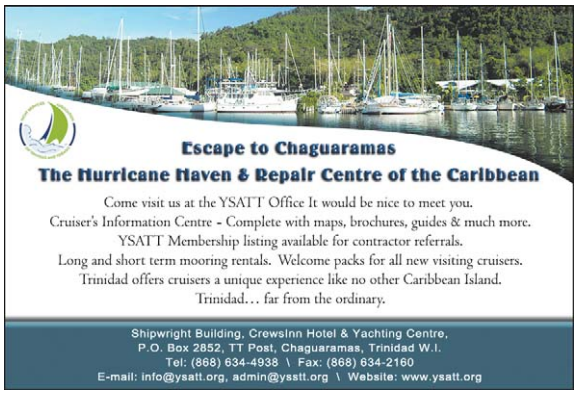
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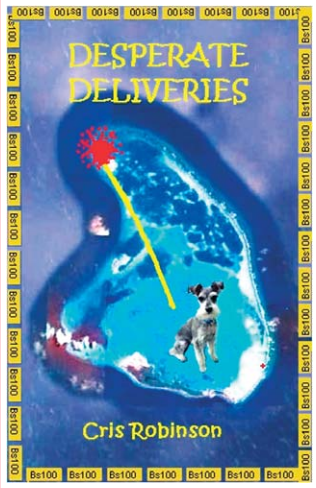
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CALENDAR

JULY

1	Public holiday in BVI (Territory Day), and in Suriname (Emancipation Day)
1 – 10	St. Vincent Carnival, www.carnivalsvg.com
2	Public holiday in Curaçao (Flag Day), and in Cayman Islands (Constitution Day)
3 – 9	Aruba Hi-Winds Kitesurf event. www.hiwindsaruba.com
4	Public holiday in Puerto Rico and USVI (Independence Day). St. John USVI Carnival
5	Public holiday in Venezuela (Independence Day)
8	Mott Memorial Hobie Challenge, Grenada. www.pcycgrenada.com
8	Barbados Cruising Club Discover Sailing Day. commodore@barbadoscruisingclub.org
10	Public holiday in the Bahamas (Independence Day)
14	Public holiday in French islands (Bastille Day); yole races in Martinique,
14 - 18	St. Lucia Carnival. www.stlucia.org/summerfestival/saint-lucia-carnival
15	Bastille Day Kingfish Tournament, St. Thomas USVI. Northside Sportfishing Club, (340) 998-0854
16 – 1 Aug	Tobago Heritage Festival, http://tobagoheritagefestival.com
22 – 25	Grenada Charter Yacht Show. www.selectyachts.com/grenada-charter-yacht-show-2018
24	Public holiday in Venezuela (Simón Bolívar's Birthday)
25	Public holiday in Puerto Rico (Constitution of Puerto Rico Day)
25 – 27	Public holidays in Cuba (National Revolutionary Festival)
27	FULL MOON
27 – 7 Aug	Antigua & Barbuda Carnival
28	Kiddies' Bonanza fishing tournament, St. Lucia
29 – 5 Aug	Around Martinique Yoles Rondes race. www.yole365.com/calendrier-saison-2018
30 – 25 Aug	St. Kitts Optimist Summer Camp. www.skyachtclub.com



CHRIS DOYLE

AUGUST

1	Public holiday in many places (Emancipation Day)
1	Carriacou Regatta Cruisers' Potluck Barbecue & Raffle, Carriacou, www.carriacouchildrenseducationfund.org
2	Annual Carriacou Children's Education Fund Flea Market and Auction, www.carriacouchildrenseducationfund.org
3 – 6	Carriacou Regatta, grenadagrenadines.com/plan/events
6	Public holiday in Barbados (Grand Kadooment parade, www.barbados.org/cropclnd.htm), in Grenada (Emancipation Day) and in Jamaica (Independence Day)
6 - 8	Public holiday in BVI (Emancipation Festival)
9	Public holiday in Suriname (Indigenous People's Day)
13 – 14	Grenada Carnival, www.grenadagrenadines.com
15	Public holiday in Haiti (Assumption Day)
16	Public holiday in Dominican Republic (Restoration Day)
17 – 19	Aruba International Regatta, http://aruba-regatta.com
19	Public holiday in Anguilla (Constitution Day
21	Public holiday in Guyana (Eid-Ul-Azha)
22	Public holiday in Suriname (Eid-Ul-Azha)
25	Carib Great Race (powerboats) from Trinidad to Tobago. www.ttpba.net
26	FULL MOON
31	Public holiday in Trinidad & Tobago (Independence Day)
TBA	Round Grenada Regatta. PCYC, www.pcycgrenada.com

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

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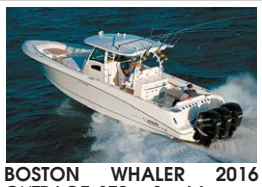
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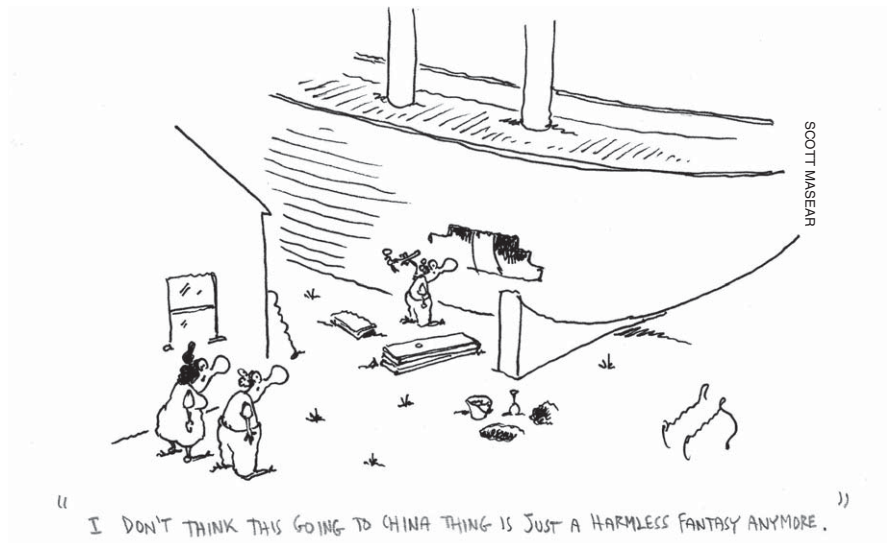
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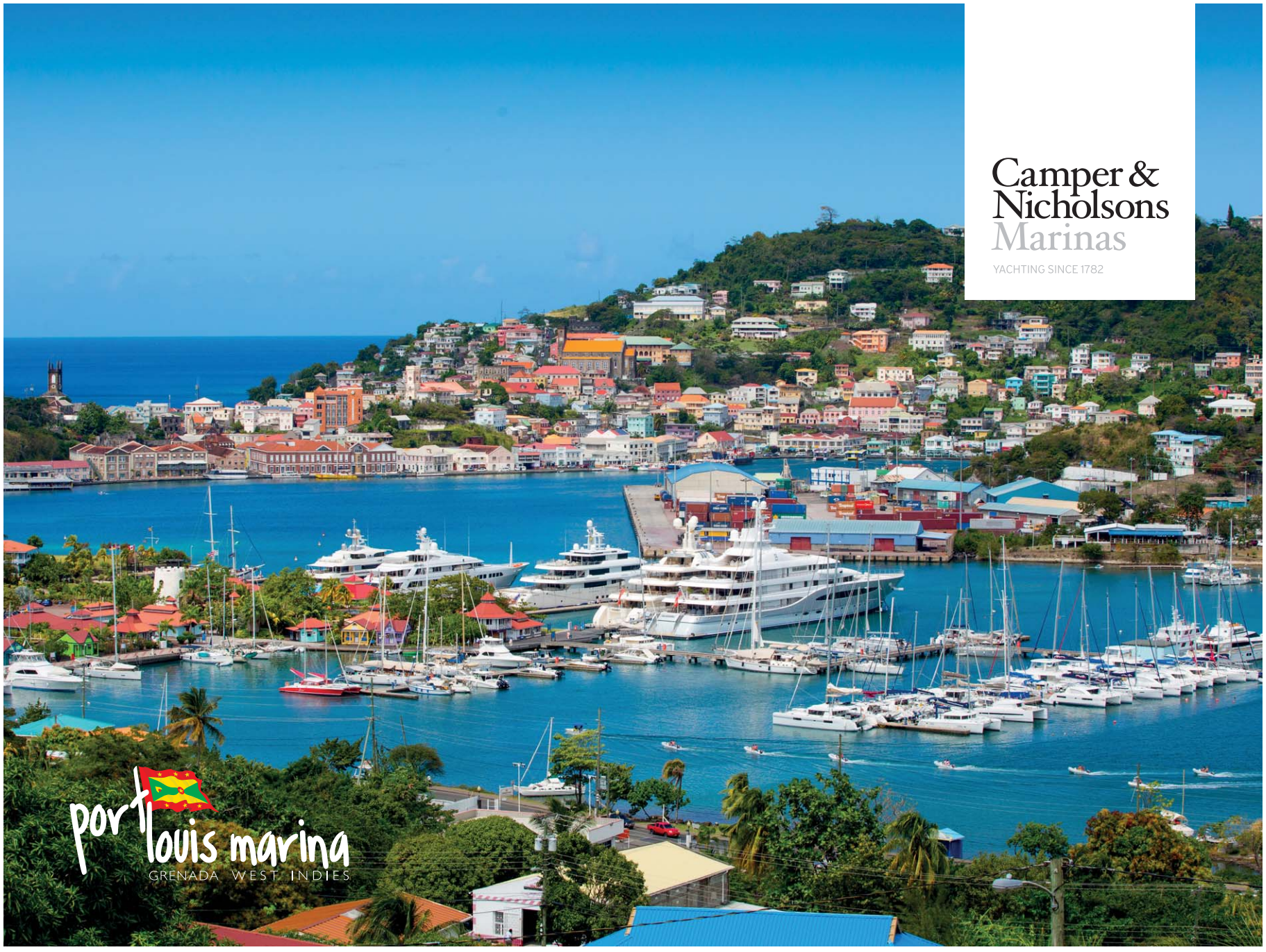
COMPASS CARTOON



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Blue Lagoon Hotel & Marina	SVG	19	Doyle Offshore Sails	Tortola	4	LIAT	C/W	8	Sea Hawk Paints	C/W	9
Boat Paint & Stuff	St. Maarten	28	Doyle's Guides	USA	26	Lulley's Tackle	SVG	MP	Slipway Restaurant	Grenada	MP
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Caribbean Woods	SVG	37	Grenadines Sails	SVG	MP	Ministry of Trade & Industry	Trinidad	6	Tobago Cays	SVG	MP
Carriacou Marine	Grenada	20	Horizon Yacht Charters	Grenada	MP	Multihull Company	C/W	36	Turbulence Sails	Grenada	14/ MP
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Curaçao Marine	Curaçao	15	Island Dreams	Grenada	MP	Peake Yacht Services	Trinidad	7	YSATT	Trinidad	MP
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