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COMPASS
JUNE 2013 NO. 213
The Caribbean's Monthly Look at Sea & Shore

ANTIGUA CLASSICS 2013

See story page 18



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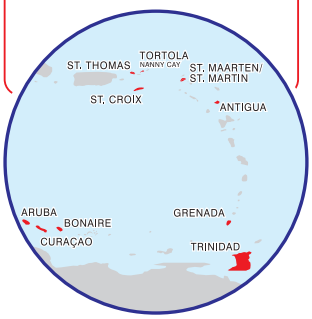
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Cover photo: Old and new classics: the 65-foot schooner Mary Rose, *a 1925 Herreshoff design, and* Juno, *a Nat Benjamin design launched in 2000. Photographer Tim Wright recorded the races*



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

'As an avid reader of Caribbean Compass I love the stories and informative articles that cruisers share. It's a great portal into what's going on in the Caribbean. I couldn't be without my monthly fix!'
—Rosie Burr
Wandering Star

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Info & Updates

Prior Permission for Barbuda

Antigua & Barbuda's Comptroller of Customs, Raju Boddu, reminds *Compass* readers that, because Barbuda is not an authorized Port of Entry, yachts are required to



CHRIS DOYLE

seek Customs' permission prior to visiting Barbuda; you cannot arrive there directly from foreign waters without it. The eSeaClear system is operational in Antigua, but not in Barbuda. Permission has to come from the Comptroller of the day and must be requested 48 hours in advance. If Mr. Boddu not in office, the Acting Comptroller will respond to requests.

The requests can be sent via e-mail to Mr. Boddu at rajuboddu@hotmail.com or to customs@ab.gov.ag, or by fax at (268) 462-2767. The details required are: the purpose of visit, the crew list, the details of the vessel such as size, class, capacity, etcetera.

Curaçao's 90-Day Rule

Heading to Curaçao this summer? Note that that nonresident visitors are routinely only allowed a 90-day permit per calendar year, although in the past exceptions had been made for visitors who owned an apartment or house and cruisers who visited the island especially for the hurricane season. About eight months ago, Immigration officials started applying the 90-day rule more strictly. Concerned parties have asked the authorities to work out solutions for certain target groups, such as visiting boat owners, who wish to stay longer, but meanwhile adjust your itinerary accordingly.

Yachts themselves can be left long-term at Curaçao Marine, Royal Marine and Seru Boca Marina. If you leave the island while the yacht is in storage, provide a letter to Immigration stating that the yacht is in the care of the boatyard or marina (the management should be able to furnish this).

Curaçao is a great place to visit in the summer. It is safe, it has a diverse culture, there are good facilities for hauling out and maintaining yachts, and there are excellent flight connections to the USA and Europe.

Marine Protected Area Staff Gain Law Enforcement Skills

In April, skills including emergency first responder, self-defense, interview techniques, evidence gathering and case preparation were learned by marine protected area staff from all the Grenada marine protected areas plus from five other Caribbean countries at a comprehensive law-enforcement training course held in Grenada. Captain Jayson Horadam of MPA Enforcement International says, "The



staff of the marine protected areas have built strong alliances with their counterparts in these authorities, with whom they share common law enforcement goals. It is these alliances that are the foundation of strong law enforcement to protect marine and coastal resources."

—Continued on next page

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Blue Lagoon

St. Croix, USVI
Wilsons' Cruzan Canvas
Christiansted

Trinidad & Tobago
Soca Sails, Ltd.
Chaguaramas

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Three of the trainers from the MPA enforcement workshop (left to right), Captain (Retired) Jayson Horadam of MPA Enforcement International; Constable Alex James of the Special Services Unit, Royal Grenada Police Force; and Constable Kerry Swan, Prosecutor, Royal Grenada Police Force

Vivian Titre, Head Ranger from Soufriere Scot's Head Marine Reserve in Dominica, commented, "We have a dangerous job yet we patrol our marine protected areas with dedication. My colleagues in the region share this dedication and we look forward to applying new skills learned."

For more information contact rolandbaldeo@hotmail.com.

US Embassy and Hands Across the Sea Bring Books

Hands Across the Sea, co-founded in 2007 by cruising sailors Harriet and Tom Linskey to promote children's literacy and assist schools and libraries in Caribbean communities, has received a generous Public Affairs Grant from the US Embassy to Barbados and the Eastern Caribbean to help refurbish the libraries of six secondary schools on six islands: Antigua, St. Kitts, Dominica, St. Lucia, St. Vincent and Grenada. The six schools assisted by the US Embassy Bridgetown and Hands Across the Sea partnership have staffs that are passionate about improving the literacy levels of their students, but their school library collections were outdated and small. Hands Across the Sea sent each school approximately 500 books, and now the schools have a wide selection of young adult fiction for avid readers, high interest/low reading level books for reluctant readers, lots of research resources in social science and science, and titles specific to the Caribbean high-school exams. The result is libraries that are active, well used by students and staff, and gaining in popularity among reluctant readers.

For more information visit www.handsacrossthesea.net/HandsLog.htm.

Cruisers Giving in Grenada

Wendy Ulik and Hope O'Hara report: Members of the yachting community recently attended a meeting of the Pink Ribbon Society of Grenada to donate EC$300. After the yachties lost a member of their community to cancer, they decided to host a fundraiser in her memory and donate the proceeds to local cancer groups. A Mexican Train Domino game was held at Whisper Cove Marina and nearly EC$500 was raised in honor of Marita Boodry of the *S/V Aurora*. The proceeds were donated to a Mt. Hartman man currently battling cancer and to the Grenada Pink Ribbon Society.

Why donate the funds in Grenada instead of Marita's home country? The answer is simple. People everywhere are affected by cancer and home is a feeling as much as a place. For many in the yachting community, Grenada is home for many months during the year. They feel welcome here, they have many friends in Grenada and some of those friends or their families have been touched by this disease. It was an opportunity to honor a friend's memory and do something positive at the same time.

JAMES ULIK



Visiting cruisers and Pink Ribbon Society of Grenada members: Hope O'Hara, Glenda Seales, Wendy Ulik and Mary John

The Pink Ribbon Society is an organization committed to the care and assistance of cancer patients. The Society provides cash for transportation, medications, and supplies for those patients unable to do so on their own. The Pink Ribbon Society serves food and beverages at the weekly oncology clinic at Grenada General Hospital and offers emotional and personal support to people affected by cancer of all types. Members have been touched by cancer, either personally or through a loved one, and are committed to making a difference in the lives of others.

For more information about the Pink Ribbon Society or to make a donation, contact Mary John at (473) 440-1456 or Glenda Seales at glendaseales@gmail.com.

Second Life in Haiti for Used Sails

The Second Life Sails project to assist Haitian fishermen who rely on sail-powered boats has received the approval of the Seven Seas Cruising Association as an SSCA-endorsed "Clean Wake" project.

Second Life Sails is essentially a recycling project. The fishermen of Ile-à-Vache, Haiti, are well known for building their own boats and for improvising the sails that power them. They use whatever materials are available — woven plastic, tarpaulins and even bedsheets.

—Continued on next page



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"Frequently people find themselves with used sails and surplus sailcloth as well as fishing gear that have useful life in them, but no way to get them to folks who would put that second life to good use," said Frank Virgintino, author of *A Cruising Guide to Haiti* and frequent visitor to Ile-à-Vache. "A contribution of materials and gear that supports the principal livelihood of the island is a priceless 'thank you' to a community that has been very welcoming to cruising boats for generations."



FRANK VIRGINTINO

Mending nets on Ile-à-Vache. Haitian fishermen will make good use of used sails

Used sails and surplus sailcloth can be dropped off at or shipped to two locations: Marina ZarPar in Boca Chica, Dominican Republic (www.marinazarpar.com) and Minneford Marina on City Island, New York (www.minnefordmarina.com). Second Life Sails is jointly sponsored by Free Cruising Guides and Marina ZarPar, which will handle the logistics and underwrite the cost of transporting donated sails and gear to Haiti.

In February the first delivery of used sails took place to Ile-à-Vache, where they were distributed by a free raffle.

For more information on SSCA-endorsed Clean Wake projects visit www.ssca.org. For more information on the Second Life Sails project and Ile-à-Vache visit www.freecruisingguides.com. For more information on how to participate in Second Life Sails contact fvirgintino@gmail.com.

Cruisers' Site-ings

• You can now keep up to date with all the latest global news for cruising sailors by following ***@NoonsiteEditor on Twitter***. Cruisers can follow the official Twitter feed to find out about site updates, piracy news and blogs from sailors around the world. @NoonsiteEditor shares essential information for sailors planning an offshore voyage. Social share buttons have been added to Noonsite.com, which quickly allow you to share articles with your online community through Facebook, Reddit, Twitter and more.

• Relive the record-breaking Bequia Heineken Easter Regatta 2013 with the slideshow at ***www.begos.com/easterregatta/regallery/index.html***.

• Free Cruising Guides' Vendor Directory is a comprehensive resource of interest to cruising sailors in the Caribbean. It lists businesses ranging from boatyards and marinas to restaurants and car rentals. Perhaps you plan to spend a cruising season in the Windward Islands, leaving your boat in Trinidad for hurricane season. You simply click on 'C-E' to see an alphabetical listing of all businesses in the East Quadrant. Or you plan to stop in Cartagena, Colombia? Click on 'Colombia'. Looking for supper in Cartagena? Then just scroll through 'Categories' and click on 'Restaurants & Bars'. You can also search by business category or alphabetically. Users can rate and review the businesses they patronize, too.

Check it out at ***http://directory.freecruisingguide.com***.

Sinking Highlights Equipment Importance

The sinking of a small sportsfishing boat off St. Lucia in April highlights the importance of safety equipment for all vessels, even if just heading out for a few hours of fun. According to news reports, after *Reel Irie* sank some eight miles off St. Lucia's east coast, two tourists from the US finally swam ashore after spending some 14 hours in rough seas. The captain and mate were rescued after spending nearly 23 hours in the water.



Although the tourists reported that the captain gave everyone lifejackets and radioed *Reel Irie's* coordinates before the boat sank, rescue aircraft did not spot the four in the water before darkness fell. Dan and Kate Suski managed to swim to land, waited for daylight, and then hiked through thick bush until they met a farmer. Dehydrated, the Suskis were hospitalized and received IV fluids. *Reel Irie's* captain and crewman also made a full recovery after their ordeal.

The incident reminds us that having an automatic Personal Locating Beacon with internal GPS would be a great asset, directing Search and Rescue efforts to a specific area. A handheld strobe or laser light would then be a good tool to direct the final locating process. Reflecting-tape patches on lifejackets are also a good idea.

If a liferaft is too costly for some, Island Water World, for example, sells a "lifefloat" that will provide flotation and keep a group together. A "grab bag" can contain flares, handheld radios and batteries, lights, mirrors, whistles, etcetera, even water and personal documents.

Finally, making a "float plan" and briefing a contact person about the trip is also helpful. Updates can be sent as the trip progresses.

Welcome Aboard!

In this issue of *Compass* we welcome aboard new advertiser Yacht Steering Committee of Trinidad & Tobago, on page 47.

Good to have you with us.



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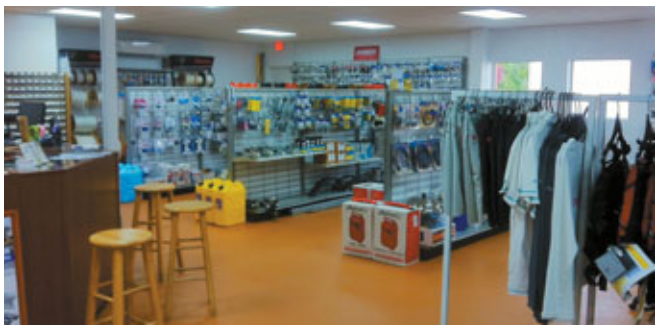
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BUSINESS BRIEFS

New Budget Marine Store in St. Croix
Budget Marine is opening a new store at Gallows Bay, Christiansted, St. Croix. The new Budget Marine store's address is:
5013 Port Street
Christiansted, VI 00820
US Virgin Islands



The new store is located directly across the street from the ferry dock, about a hundred yards from the Customs office in Gallows Bay and the same distance from St. Croix Marine's dinghy dock. By road, just come two blocks north off the Christiansted by-pass; the store is on the right side of the road.
For more information on Budget Marine see ad on page 2.

Island Water World Celebrates 400 Advantage Card Holders
After only three months on the market, Island Water World's Advantage Card is a huge success. Four hundred cruisers, businesses or individuals have signed up, in St. Maarten, St. Lucia and Grenada. A handful of these Advantage Card holders have visited all three islands and shopped and redeemed at all Island Water World stores.
For each dollar spent in ANY Island Water World Store you earn one "mile". Once you have accumulated 500 miles you can redeem these miles for product in ANY of the company's stores. One hundred miles are worth $5, but once you have accumulated 5,000 miles you can exchange these miles for a $500 voucher to be spent in the store of redemption.
The Advantage Card program works in Grenada, St. Lucia and St. Maarten and will be available in their Curaçao store from August. Future plans include earning miles on purchases via their online store. Island Water World is the only marine business offering a true online store in the Caribbean with a FedEx freight calculator to your island destination and encrypted online credit card payment facilities.
For more information see ad on page 9.

Summer Haulouts at Curaçao Marine
The island of Curaçao is situated off the coast of Venezuela. Because of this southern Caribbean location, the island enjoys a very quiet Hurricane Season. Besides having a stable economy, a great climate and an international airport, being "hurricane safe" is still the main reason why Curaçao has been getting more and more hurricane layovers.



The Dutch management of Curaçao Marine hauls yachts with a specially designed 38-ton trailer by Roodberg. This allows Curaçao Marine to do the job with precision and care. Multihulls are not a problem. The trailer extends to the width and length of your monohull or multihull. The large soft pads make sure that your hull will not experience any damage or stress during the haulout.
In October 2013 Curaçao Marine will raise their haulout capacity to 60 tons.
For more information see ad on page 14.

First Place with a Sea Hawk Bottom
As a premier sponsor of many Caribbean regattas each year, Sea Hawk Paints salutes the dedicated sailors who come back year after year to celebrate the joy of Caribbean sailing. But most rewarding for a racing yacht is to cross the finish line first.
Hats off to Bob and Kristin Beltrano, owners of *Nai'a*, a Swan 53, for finishing first in the CSA Division Jib & Main 1 of the BVI Spring Regatta 2013. Bob and Kristin use Islands 44 bottom paint and have been cruising the Caribbean and US East Coast since 2000, spending summers in Annapolis and winters in Tortola. They entered the BVI Spring Regatta to challenge any other Swan yachts taking part, even though they were admittedly "the only boat racing with a cappuccino machine, full freezer and a 40-inch HDTV on board!" Congrats, *Nai'a* captain and crew, on this victory — with a Sea Hawk bottom!
For more information on Sea Hawk paints see ad on page 16.

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Parts & Power Generators in Stock

Yes, it's that time of year again — time to start thinking about preparation for Hurricane Season. Parts & Power have generators in stock available in various sizes to meet your every need.

Their range of portable gasoline-powered generators starts at 1.2kW and generators are available in sizes up to 6.5kW. They are on wheels to allow you to locate them wherever you wish. More importantly, they come with a 12-month warranty as standard. Parts & Power stock spare parts and offer scheduled and unscheduled maintenance support.

Parts & Power's range of diesel generators starts at 14kW and they stock 14, 20 and 30kW sets. They are designed to meet the rigours of the Caribbean, and come complete with aluminium soundproof enclosures (corrosion resistant to ensure long life), long-running fuel tanks for those long hurricane power outages, and internal anti-condensation heaters to protect sensitive electrical equipment in high humidity. They are powered with highly reliable Perkins engines that are world-renowned, and this is coupled with a warranty, spare parts and back-up service.

For more information see ad on page 8.

Soothing Touch Massage Clinic, Grenada

In 2003 local businesswoman Jeanne Fisher and Dr. Stanley, a professor at the St. George's Medical University in Grenada, together with the help and financial contribution of the university, trained four visually impaired Grenadians — Althea Duncan, Hazel-Ann Richards, Isaac Budd and his brother Joseph Budd who are certified by the state of Hawaii — and together they now own and run the Soothing Touch Massage Clinic.

The visually impaired are known to be especially suited for massage therapy owing to their heightened sense of touch. Research shows massage relaxes muscles,



Grenada's Soothing Touch staff (left to right): Isaac Budd, Althea Duncan, Joseph Budd and Hazel-Ann Richards

reduces stress and tension, stimulates body healing, assists in detoxification, and leaves you feeling relaxed and rejuvenated.

The Soothing Touch Massage Clinic provides Swedish, medical, sports and hot-stone massages, plus reflexology. Short sessions are available to suit your needs and pocket. Located on the St. George's University Campus at Grand Anse (across the road from the gym at Spice Island Mall), they are open seven days a week.

Contact the Soothing Touch Massage Clinic at (473) 439-6643, VHF channel 74 or soothingtouchclinicgd@gmail.com, or just pop in.
For more information visit www.soothingtouchgnd.com.

New Seaborne Inter-Island Flights

Thanks to recent certification by the Federal Aviation Administration of its 34-seat Saab 340B aircraft, Seaborne Airlines has begun flights between the St. Croix Henry E. Rohlsen, St. Thomas Cyril E. King, and Tortola Terrence B. Lettsome airports and Luis Muñoz Marín Airport in San Juan, Puerto Rico.

A new route between San Juan and Melville Hall Airport in Dominica also started on April 1st. Two new additional routes will commence on June 1st between San Juan and Aimé Césaire Airport Fort-de-France in Martinique and the Pointe-à-Pitre International Airport in Guadeloupe.

All six routes will be flown with Seaborne's new 34-seat Saab turboprop. The Saab operates with two pilots and a flight attendant providing in-flight service, and has a lavatory.

For more information visit SeaborneAirlines.com.

Carriacou's Lumbadive Gains PADI 5 Stars

Lumbadive dive center, located in Tyrrel Bay, Carriacou, Grenada has recently received PADI 5 Star Resort accreditation.

—Continued on next page



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- Earn 1 Mile for every US $ 1 spent
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*Currently not available in our store in Curacao.



—Continued from previous page

Lumbadive was also the first, from Antigua to Tobago, to be awarded PADI Green Star recognition last year for its sustainable efforts to save energy in ways such as saving electricity, collecting rainwater, re-using laminated forms, storage of documents electronically, etcetera.

Lumbadive PADI 5 Star/Green Star Resort offers courses from Discover Scuba Diving to Assistant Instructor, plus dive excursions and private charters. The Lumbadive building has been extended to offer improved services including tank filling, NITROX, visual inspection, a repair department, a secure storage room for customers, a classroom and a boutique. As a Beuchat Certified Center, Lumbadive offers new equipment, accessories and gear maintenance. Equipped with two compressors and eight banks, their air quality is 20 times better then requested standards. Make sure you have your diving certification card when bringing a tank for refill.

Lumbadive Team is also experienced in underwater work such as boat-bottom cleaning and mooring installation.

Socially involved, Lumbadive hosts annual beach and shore clean-ups, and supports the Sandy Island Oyster Bed Marine Protected Area (SIOBMPA), Carriacou Environmental Committee (CEC) and Camp Kayak to name a few. They assist the KIDO Project foundation by providing a boat and boat captain in sea turtles' tagging and release. More then 350 turtles (hawksbill, green and leatherback) have been released within the MPA boundaries.

For more information visit www.lumbadive.com.

New Marina and POE in Ponce, Puerto Rico

The brand-new Caribbean Images Marina located in Ponce, Puerto Rico at 17°58'00.86N, 66°36'58.55W has been listed by U.S. Customs and Border Protection as a port of entry for clearance into Puerto Rico. In addition to providing clearance and marina facilities, the marina operators have been planting Red Mangroves and natural shoreline vegetation and the Catholic University of Ponce will use it as field research station and will study such as growth rates, water quality samples/growth rate and tidal flow. David Mansfield says, "We feel very happy about this project as we want to illustrate and prove that 'commercial growth' and the natural environment can benefit each other."

For more information contact info@caribbeanimagespr.com or 24-hour cell (787) 244-6283.

Shoreside Luxury in Puerto Plata, DR

Rodolf Etienne reports: Puerto Plata in the Dominican Republic is where Columbus first landed in the Caribbean. It is also where Be VIP Free offers suites, penthouses and villas for a holiday that allows you to enjoy a high quality of service and VIP special areas. Imagine your feet in the water, being served like a king or queen in a five-star experience.



Led by Odile Bessard from Martinique, Be VIP Free offers luxury stays. As a guest of Be VIP Free, you can enjoy the services of the 5-star Lifestyle Holidays Vacation Club, located on Cofresi Bay in Puerto Plata, in the north of the Dominican Republic. The excursions offered by the hotel are numerous and varied. Don't forget to visit Ocean World waterpark.

For more information visit www.bevipfree.com.

New Manager at American Yacht Harbor, St. Thomas

IGY Marinas has recently appointed Lee Hicks, the former dockmaster from Yacht Haven Grande Marina in St. Thomas, as the new general manager of American Yacht Harbor located at Red Hook on the east end of the island.

A former captain and co-pilot, Lee Hicks' strengths lie in customer service, staff management and berthing occupancy. American Yacht Harbor has 126 slips for yachts up to 110 feet. As the premier sportfish destination in the region, the marina plays host to four USVI tournaments and is the nearest marina to the North Drop. Amenities at American Yacht Harbor include retail shops, bars and restaurants.

For more information visit www.igy-americanyachtharbor.com.

New North Atlantic Circle Rally

The new Stokey Woodall Atlantic Circuit (SWAC) proposes an opportunity for yachts to take part in a single complete circuit of the North Atlantic. Organizers say that the goal of SWAC is to offer "an affordable rally for amateur sailors to cross the Atlantic, cruise the Caribbean and return across the Atlantic, all within one season".

It also offers an opportunity to visit destinations that are slightly off the beaten track of bigger rallies. The annual sailing rally will start in two parts, leaving from Madeira on Leg 1 in October 2014, sailing to the Cape Verde Islands and then on to Barbados. Charleston, South Carolina is the May departure port for Leg 2 of the rally, which will also include new yachts that are starting out on the SWAC 2015 from the USA. The combined fleet will sail to the Azores, following which homebound European yachts will head to the UK or Portugal. The outbound American boats will have three months' free cruising in Europe before rejoining the rally again in Madeira prior to the westbound Atlantic crossing in October.



There are four additional cruises that link the rally together: Portugal Experience, Caribbean Cruise, America Adventure (including Cuba) and the Azores Odyssey.

SWAC has been designed under the guidance of Stokey Woodall, who has sailed more than 300,000 miles including 30 Atlantic crossings.

For more information visit www.atlanticcircuit.com.

Caribbean ECO-News

Guadeloupe's Evasion Tropicale Earns Special Mention

The Guadeloupe-based environmental group Evasion Tropicale has won an honorable mention in the Biodiversity Conservation category of the 2013 Caribbean Travel Organization's Travel Mole Sustainable Tourism Awards. With the help of national and international experts, AET has initiated and developed research on marine biodiversity and the natural environment, fostered low-impact whale and turtle watching activities, and supplied educational programs and materials for the schools and public of Guadeloupe.

Association Evasion Tropicale (AET) was launched in 1992 to contribute to and preserve the richness and diversity of marine life in Guadeloupe. At that time, no data was available on the island's marine turtles and cetaceans. In order to get funding for research and sharing knowledge with the public, AET initiated sustainable and educational whale-watching activities. By implementing a code of conduct from the beginning, and thanks to ecotourism principles developed by AET, the whale-watching industry has grown sustainably in Guadeloupe, compared to the unorganized programs developed in some other islands.

AET also provides guidance for best practices in sea turtle-watching activities, advertising with slogans such as "Observe but don't disturb", and encourages land-based watching of humpback whales to avoid impact on this vulnerable migratory species. All these actions are implemented in partnership with the Tourism Board of Guadeloupe, the Regional Council and stakeholders.

For more information visit evasiontropicale.org.

Turtle Rescue in Grenada

Lynn Fletcher reports: Life is never dull running a marina and hotel in Grenada. We at Le Phare Bleu often receive calls requesting help, including calls to assist yachts in distress. Being located on the southeast coast of the island we can be on hand before most others, and, if we can, are always happy to help. So when the phone rang recently and we were asked to come to the aid of a 400-pound leatherback turtle we didn't hesitate. Location confirmed, contact numbers and camera in hand, a boat was launched to go and assist with our two willing crewmembers.



Ocean Spirits, an NGO devoted to the protection of Grenada's natural environment, had been contacted hours earlier by a concerned cruiser, and volunteers swam out 300 metres to the very stressed turtle to assess her situation. Badly entangled in a web of lines and floats connected to an anchor, the turtle was tired and had to surface every 30 seconds to breathe; drowning was not far away. The Ocean Spirits volunteers, who were only armed with a small knife, needed to free the turtle from the anchor as soon as possible and bring the female leatherback to shore where she could be untangled.

After Le Phare Bleu's RIB arrived, the anchor line was cut and the turtle was slowly and safely towed ashore. After being freed from all the lines, she was tagged and released to continue her journey. Thanks go out to everyone involved, especially Pete Evans for making those all-important calls for help.

This 30-year-old leatherback turtle could have been on her way to lay her eggs, but let's hope she had already performed this intensive task. If you are in the Caribbean during April through to July it is well worth contacting organizations such as Ocean Spirits Inc. to see how you can help protect these animals during their journey to lay their eggs.

The non-profit Ocean Spirits is devoted to the protection of Grenada's natural environment through education, research and community based eco-tourism practices.

For more information visit www.oceanspirits.org.

Fishing and Pollution Controls Can Avert Reef Collapse

News from the science community suggests that Caribbean reef systems can be saved from collapse with fishing and pollution controls, but it requires both serious local management of reefs and global action to address climate change.

Recent research by a team including scientists from Australia, Mexico, the UK, Israel, the USA and Germany drew on hundreds of studies to develop computer models of Caribbean reefs. The team investigated whether it was possible for Caribbean reefs to keep growing for the next 70 years.

Peter Mumby of the University of Queensland and University of Exeter says, "Some people have felt that coral reef management might be futile given the problems posed by climate change, such as coral bleaching. But our research reveals that control of fishing and pollution is essential to maintain reefs and that it can have a very meaningful impact."

The researchers stressed the importance of reef function in addition to reef diversity. Those functions of reefs include the provision of habitat for fisheries and the provision of a natural breakwater to reduce the size of waves reaching the shore. In practical terms, hundreds of millions of people depend directly on reefs for their food and livelihoods.

The findings, reported in the Cell Press journal *Current Biology* on May 9th, were based on an analysis that combines the latest science on reef dynamics with the latest climate models.

The research took place in the Caribbean under the EU-funded project FORCE, www.force-project.eu.

Creative Earth Day Workshops in Venezuela

Within the framework of Earth Day, celebrated annually around the world on April 22nd, the Venezuelan environmental group Fundacion la Tortuga organized a series of workshops in order to raise consciousness about our relationship with nature. All who took part received certificates of participation.

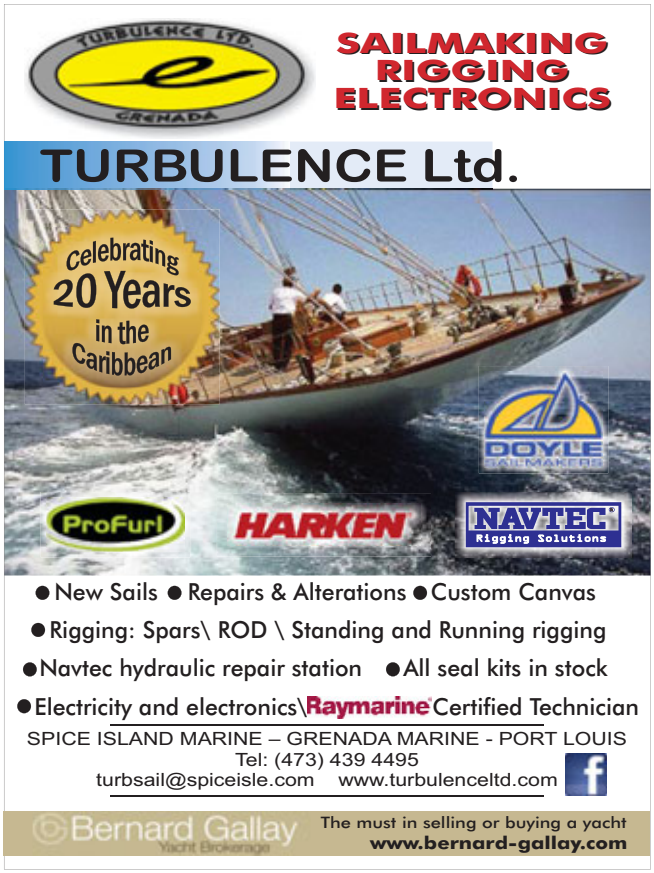


A workshop on costume jewelry showed how recycled materials such as plastic bottles and CDs could be made into into attractive and interesting pieces, immediately tapping into the creativity of the participants.

The natural soaps workshop reminded us how simple it can be not to contaminate the environment. Those who participated were excited about the soaps' gift potential. Natural soaps can be made at home and tailored to friends' and relatives' needs, favorite scents, etcetera.

The vegetarian kitchen workshop offered easy and delicious salad recipes including an Indian salad, a bulgur salad with apple vinaigrette, a tropical salad with tofu and mint, and snow peas with a yogurt-seaweed dressing.

For more information visit www.fundacionlatortuga.org.





FROM PLASTICS TO PLEASURE

by Patrick Holian



It was a Dutch sailor who led the young American to the plastics. Shelley Burggraaff, the liveaboard skipper on *North Wind*, a Trintella 29, had met John Webb on Bonaire. Webb was visiting the island for a month or so, but after having his fill of lazy beach days, was looking for something to do. He happened upon an Internet site on how to build a kayak from discarded plastics. That is when Burggraaff came into the picture. 'The inspiration for the kayak was Shelley. She opened my eyes to Bonaire's East Side and gave me a hand with collecting the first bottles."

As on many Caribbean islands, the windward coast of Bonaire is littered with flotsam, much of it plastic. This debris problem is symptomatic of what is happening worldwide. Much attention has been given to the Pacific Trash Vortex, an enormous gathering of plastics, toxic sludge and other garbage trapped in the North Pacific Gyre. Gyres are rotating ocean currents like the Colombia-Panama Gyre, which flows counter-clockwise to the Caribbean Current. But perhaps a more serious problem for the oceans and people are micro plastics, minuscule particles that range in size from five millimeters to one thousandth of a millimeter. As the sun's



UV rays break down plastic bottles, bags and Styrofoam, countless minute particles are released into the marine environment. Scientists now fear that plastics may be entering the human food chain as a consequence of marine species unknowingly ingesting the minute particles. Additionally, Greenpeace estimates that over a million seabirds and 100,000 marine mammals and sea turtles are killed each year by entanglement with or ingestion of plastics.

John Webb was aware of the impact of sea trash and was determined to do his small part in attacking this enormous problem. He collected nearly 440 plastic bottles along Bonaire's windward coast and gathered enough suitable driftwood to make a boat's frame. There was also plenty of cordage to be found, but owing to time restraints, the rookie boat builder resorted to using store-bought line. With materials in hand, it was time to begin construction.

Webb crafted a frame similar in shape to a ladder, lashing the driftwood together with rope. Simultaneously, he began construction of two pontoons from plastic bottles. "It took me three days to build the kayak," explains Webb, "but much of that was waiting for the glue to dry. The frame's center slats stop two feet back from each end. To give the boat some form, I just glued the bottles in place on these ends with a curve. I extended the length longer than I needed so I would have a room for my freedive gear." Webb then covered the entire vessel with a strong, plastic wrap to give it additional strength. "I never named the kayak officially other than calling it *Bon Dia* ('good morning' in Bonaire's local language of Papiamentu)", says Webb. "I used to say good morning to the boat each day when I arrived to work on it. Plus, the name had connotations of starting something new like what each morning brings — a new day, new adventures and new friends."

Webb launched the 20-pound plastic craft on April 5th and paddled easily in the calm waters of Bonaire's leeward coast. A kilometre later, he pulled into the dock of Yellow Submarine, a Dive Friends dive shop where a group of about 20 applauded the kayak's arrival. Since Webb was leaving the island the next day, he offered *Bon Dia* to Carolyn Caporusso. She heads up Dive Friends' Debris Free Bonaire project (see www.debrisfreebonaire.com). "John has shown that you can take beach trash and make it into something fun," says Caporusso. Debris Free Bonaire is a relatively new endeavor that promotes the collection of plastics along the island's east coast. The dive company supplies tourists and locals with collection bags. Volunteers can dump their plastics in a trailer at Dive Friends' Hamlet Oasis location for recycling later. Since December 2012, the project has collected more than 60 cubic meters of plastic.

"In the future we're hoping to have a contest for local kids so they can make their own kayaks and compete in a race," adds Caporusso. "Who knows? Maybe we will have prizes donated for the winners." Getting youth to help clean up the beach and renew the maritime past of their forefathers is definitely a winning



Above: Plastics and other debris litter the shoreline

Left: John Webb and his plastic-bottle kayak. 'You can take beach trash and make it into something fun'

Right: Dive Friends' Debris Free Bonaire project promotes collection of plastic for recycling

formula. The hand-made kayaks can be easily recycled once they have served their time on the water.

After a week in the sea at the Dive Friends dock, *Bon Dia* started taking on water. But Webb claims that Styrofoam could be also collected from the beach, mixed with acetone to form a sealant and give the boat a smooth finish. With that applied, a builder could paint the hull, add stickers and personalize the vessel. "I even have plans on how to make a paddle from sea trash," says Webb. "But *Bon Dia* can be improved. The stern, as it's shaped now, rises too high when someone is aboard. The next time I would reduce the sheer of boat."

Some may view what John Webb and Dive Friends are doing as insignificant, considering the enormity of the Pacific Trash Vortex and the rapid spread of toxic micro plastics in our oceans. However, these David versus Goliath undertakings have real merit. Local kids learn how to build a boat, enjoy the water and gain environmental awareness early. Plus, islands throughout the Caribbean could easily adopt Bonaire's grassroots efforts. While scientists ponder solutions and politicians debate policy on marine pollution, citizens can take immediate action to help improve to their island's environmental health. From plastics to pleasure pays off in much more than just kayak ownership. It is the power of knowing that one person can make a difference in helping sustain Mother Ocean.

When not writing for Caribbean Compass, ISLANDS *and* Sailing Magazine, *Patrick Holian can be found at the helm of his 14-foot catboat,* Kontentu, *cruising the blue off Bonaire.*



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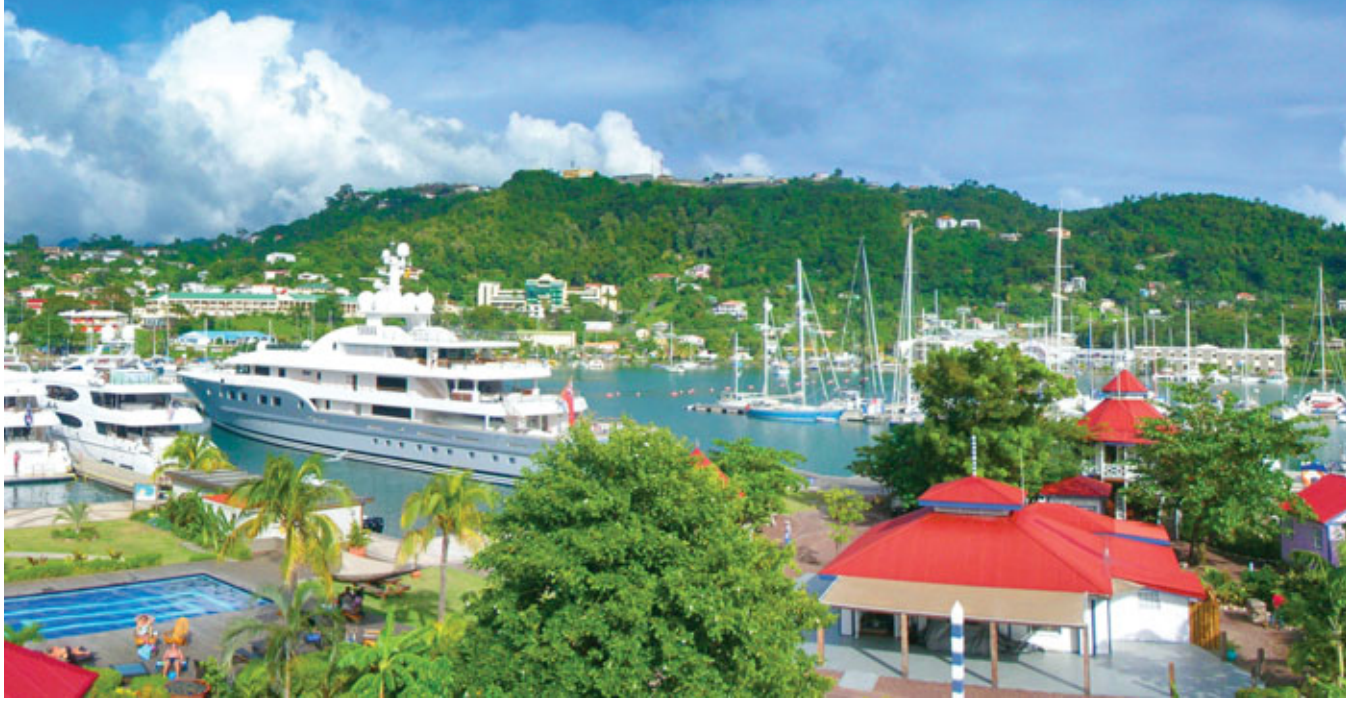
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LOA in feet	Daily $/ft/day	Weekly $/ft/day	Monthly $/ft/day
up to 32	$0.86	$0.77	$0.39
up to 40	$1.08	$0.97	$0.48
up to 50	$1.19	$1.07	$0.53
up to 60	$1.30	$1.17	$0.59
up to 65	$1.46	$1.31	$0.66
up to 75	$1.51	$1.36	$0.67
up to 80	$1.84	$1.65	$0.83
up to 100	$1.89	$1.70	$0.85

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REGATTA NEWS

Record-Breaking Voiles de St. Barth

Steady daily tradewinds of 13 to 20 knots and a record 62 entrants crowned the April 8th to 14th Voiles de St. Barth. With each class finishing four or five races, many class wins were result of dominance: Classic, Maxi, Maxi/Racing and Racing Multi victors all did it with pure bullets. In Spinnaker 2, Sergio Sagramosos's winning *Lazy Dog* from Puerto Rico slipped to second



CHRISTOPHE JOUANY

in only one of five races, and it was the same for Andrzej Kochanski's *Credit Mutuel Martinique Premiere* from Martinique in Spinnaker 3.

In the final day of racing, with more than 20 knots of wind whipping up four- to six-foot seas, the Maxi/Racing, Maxi, and Spinnaker 1 and 2 Classes took a 17-nautical-mile course with shifty conditions in the lee of the island. Spinnaker 3, the Melges 24, Classic, Non-Spinnaker and Multihull classes sailed a 26-nautical-mile course around the islands off the north and east sides of St. Barth, fully exposed to the breeze and swell.

The conditions took their toll on a few boats, starting with *Team Island Water World*, Fritz Bus's Melges 24. The St. Maarten-based boat was leading its class on the first downwind leg but dismasted when the backstay let go. Several boats blew out spinnakers and headsails, and the 51-foot Aage Nielsen-designed ketch *Saphaedra*, raced double-handed by Jamie Enos and Amanda Sparks, retired with the skipper explaining, "Too much wind for an old boat!"

In the Spinnaker 1 Class, going into the last race the Swan 53 *Music* trailed the Marten 49, *Defiance* by one point. *Music* saved her time by over a minute to win the day's race and her class in the regatta.

Les Voiles de St. Barth 2014 will be held April 7th through 12th. To maintain high-level racing, entries will be capped at 80 boats.

For full results visit www.lesvoilesdesaintbarth.com.

World ARC Finishes in St. Lucia

After more than 26,000 nautical miles and 15 months sailing around the world, the World ARC 2012 fleet, which started out on January 8th 2012 from Rodney Bay, crossed the finish line in St. Lucia on April 13th.

The fleet celebrated the event's end with a Parade of Sail up the coast of St. Lucia accompanied by local boats, members of the St. Lucia Yacht Club, media and supporters. The St. Lucia Tourist Board provided a prizegiving party in the evening, with superb food, at the Royal St. Lucian Hotel.

The adventure is just about to begin for the crews of the more than 45 entries who have signed up for the next edition of World ARC, departing St. Lucia in January 2014. Demand for organized cruising continues to increase and World ARC will become an annual event from 2014.

For more information visit www.worldcruising.com/worldarc.

***Mariella* Wins First Inn Challenge Trophy**

Competition for The Inn Challenge Trophy took place in Antigua from April 16th through 18th, and the first name to be engraved on the fine Italian silver Inn Challenge Trophy was that of *Mariella*, Carlo Falcone's 79-foot 1936 Fife ketch. In the first race of this new classic yacht event, *The Blue Peter* (1929), *Vagabundo II* (1944) and *Dione* (1912) fought for the honor of challenging *Mariella* for the trophy. *Vagabundo II* won that honor in squally conditions. At nearly twice the length of *Vagabundo II*, *Mariella* gave a handicap of more than ten minutes an hour to her smaller rival and, on another blustery race day, *Mariella* won by just a few minutes after time correction.

The owners of The Inn at English Harbour presented Falcone with The Inn Challenge Trophy and a keep-

J. RAINEY



sake for the first edition of the regatta, an exquisite Lalique Victoire figurehead. Runner-up *Vagabundo II* received a weekend stay at The Inn at English Harbour, and a barrel of English Harbour Antigua Rum courtesy of Premier Beverages, presented by Mauro Pellaschier, the skipper of the 1983 America's Cup boat *Azzurra*.

Falcone accepted the prize accompanied by his youngest son, Rocco, who will represent Antigua in the Optimist World Championship later this year in Lake Garda, Italy.

High Winds for Cruzan Open 2013

The St. Croix Yacht Club hosted the 11th Annual Cruzan Open Regatta on April 20th and 21st. Fifty-seven participants, from ages eight to over 60, sailed a series of 12 races. Winds of 18 to 22 knots caused delays on the Saturday, and conditions on the Sunday were just as tough.

Chris Murphy from St. Thomas took first overall in the Optimist Class and first in the Opti Red Fleet, the most competitive fleet in the class. Rayne Duff from the BVI won the White Fleet with ten bullets. Thad Lettsome from the BVI took top honors in the Blue Fleet, also with ten firsts. David Conhoff of St. Croix won first place in the Green Fleet, which sailed in calmer conditions right off the Yacht Club beach. Paige Clarke of St. Thomas won Best Female Sailor in the Opti Class. Paige, with Ryan Hunter, Scott McKenzie and Chris Murphy, will represent the US Virgin Islands at the Opti World Championships in in July.

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Morgan Dale took first place in the Sunfish Class. Mack Bryan of St. Croix skippered with Gulia Klein of St. Thomas as crew to win the 420 Class. In the Laser Radial Class, Beecher Higby took first. David Kleeger won the 4.7 division.

Thanks go to sponsors Gold Coast Yachts (Bronze Sponsor), Scotiabank, Budget Marine, Broadband VI, Michael P. Hand & Associates, and Sanford Amerling & Associates.



The Cruzan Open is the first regatta in the new Virgin Island "Triple Crown" Optimist event, which takes in three regattas over three weeks, with the winner of all three taking the Triple Crown. The Cruzan Open was the first in the series, followed by the Virgin Islands Optimist Dinghy Association (VIODA) Championship Regatta in St. John, USVI on April 26th and 27th, and the BVI Dinghy Championships on May 4th and 5th. The second leg of the VI Triple Crown finished with Chris Murphy again taking first overall and Rayne Duff again topping the White Fleet.

505 World Champs in Barbados

The SAP 505 World Championships were held in Barbados from April 24th through May 3rd, with 69 boats competing. The International 505 is a one-design high-performance two-person monohull planing centreboard dinghy, with spinnaker, using a trapeze for the crew. While demanding in a blow, the 16-foot 505 is easier to control than many smaller trapeze boats. Since 1954, 505s have been a staple of international sailing competition, attracting top talent.

At the opening ceremony at the Barbados Yacht Club, Senator Irene Sandiford-Garner, Parliamentary Secretary in the Ministry of Tourism, thanked the island's sailing associations for their commitment in promoting Barbados as a quality sailing destination. She added that the SAP 505 World Championship was one of the biggest yachting events the island has hosted to date, and that Barbadians were justifiably proud that the world body chose Barbados this year.

The world championship was run by the International 505 Class and sailed under the auspices of the Barbados Sailing Association. The host venue was the Barbados Yacht Club, where racecourse data was supplied by sponsor SAP Analytics on big screens in the SAP Sailors' Lounge. Sailors from Britain, United States, Germany, Australia, Canada, France, Sweden, Denmark and Barbados competed in the two-week



event. Going into the ninth race of the series, three teams had a chance at the title, all of them German, all of them veteran. Claas Lehmann and Leon Oehme took the 2013 title.

For full results visit www.sap505worlds.com.

Stay Tuned: 46th Antigua Week

With yacht crews representing 26 different nations, the 46th edition of Antigua Sailing Week, held April 26th through May 2nd, was a truly international affair, and with ten yachts of 60 feet or more racing, Antigua Sailing Week had one of the largest numbers of big boats for many years. Many crews commented that the awards party was the best they had ever attended, not just in Antigua, but in the entire Caribbean.

We'll have a full report on Antigua Sailing Week 2013 in next month's *Compass*!

Nonsuch Bay RS Elite Challenge

On May 1st, the Nonsuch Bay RS Elite Challenge invitational one-design race was held as part of the Antigua Sailing Week Lay Day party at Pigeon Beach. The 24-foot RS Elite's shallow draft meant that the course was set just a few metres off shore, allowing spectators a close-up view of the action.



Eight skippers and crews raced for the top prize of a week's stay and unlimited watersports activities at Nonsuch Bay Resort. The four skippers to make the final were Mark Dicker (Mini Maxi World Champion), Al Ashford (XOD Champion), Ross Applebey (RORC Fastnet and 600 winner) and Marc Fitzgerald (Farr 115 Overall winner, Antigua Sailing Week). With a crew of Irish Olympic Finn sailor Tim Goodbody and King Harald of Norway's bowman, Christian Jensen, Mark Dicker won all three races.

For more information visit www.nonsuchbayresort.com.

5th Annual West Indies Regatta

St. Barthelemy again played host to the West Indies Regatta, this year held May 2nd through 5th. The fifth anniversary was the biggest yet: eight island sloops and one schooner commemorated the great days of trading by sail between the islands.

Every boat brought something from "down island". After the racing at Antigua Classics, *Summer Cloud* left on the evening of prizegiving, bound for Dominica to take on a cargo of organic produce, spices, soaps and essential oils, Carib arts and crafts, coffee, cocoa, flowers and jelly coconuts. At Gustavia, the Artisanal Village showcased the specialty products from Dominica and many other islands — including honey from Bequia; chocolate, paintings and bags from Grenada; coconut oil, mangos, carvings, trinkets and scarves from St. Lucia; salt from Anguilla; and rum from Antigua.

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The Caribbean Artisan Network also showcased their crafts.

Schoolchildren of St. Barths were given tours of the



LUCY TULLOCH

boats and the Artisanal Village. The youngsters were eager to learn about boats and inter-island trade, particularly enjoying tours of *Tradition* and *Jambalaya*, and the chocolate samples!

For the three races, winds were light, which made for some tight contests. *Summer Cloud* won all three races, hotly pursued by *Zemi* and *Savvy*. In the evening the Artisanal Village was in full swing with music and dancing.

The organizers send a big thank-you to sponsors Club UNESCO de St. Barthelemy, Port de Gustavia, the Office d'Tourism St. Barths, and all friends and supporters.

BVI Dinghy Champs and Triple Crown Winner

The 2013 BVI Dinghy Championships, organized by the Royal BVI Yacht Club, attracted racers from all the Virgin Islands, plus Antigua and St. Maarten. The May 4th and 5th event saw light and variable winds that never exceeded seven knots. "It was challenging for the racers," said Principal Race Officer Bill Canfield. "Light wind exacts strong concentration and a lot of focus."

Races run off Nanny Cay Marina for the Optimist Championship, Laser and IC24 fleets averaged 30 minutes. The course involved a long upwind leg followed by a downwind run, then the same upwind leg again before a run to the finish. Race officials reconfigured the course if the wind shifted.

The Optimist Championship Fleet was dominated by 12-year-old Teddy Nicolosi from St. Thomas, who won all but one of eight races. Tortolan Jason Putley took top honours in the Optimist Red Fleet. Rayne Duff, the only sailor to beat Nicolosi in a race, won the White Fleet and scored fourth overall. In the Opti Green Fleet, winner was St. Thomas sailor Victoria Flately.

The Laser Radial Class was won by Rhone Findlay of St. Maarten, one of the best junior Laser sailors in the region. The three-boat IC-24 fleet winners were Colin Rathbun and crew.

The Optimist portion of the event was the final leg of the VI Triple Crown, which saw sailors combining their scores from the Cruzan Open, the VIODA Championships and the BVI Dinghy Championships. Chris Murphy fended off stiff competition at the BVI event to snag the Crown. Scott McKenzie finished second, only one point behind Chris. Teddy Nicolosi, a dark horse in the series with an eighth-place finish in the Cruzan Open, put himself back in the game with a hard-earned second at the VIODA Championship Regatta and a phenomenal first place finish at the BVI Dinghy Champs. Teddy finished third in the series. Paige Clarke earned the VI Triple Crown trophy for Top Girl, finishing eighth overall out of 27 sailors scored for the series. Chris, Scott, Teddy and Paige all train with Coach Santiago "Tino" Galán in VIODA's Advanced Opti Racing Program.

ARC Europe and Atlantic Cup Depart

On May 4th, 37 yachts hailing from 12 different nations departed from Nanny Cay, Tortola with the ARC Europe and Atlantic Cup sailing rallies organized by World Cruising Club. This marked the first time that both the US-bound fleet and the Europe-bound fleet took the same start line. Both fleets sail together to Bermuda, and then continue to their homeports on either side of the Atlantic.

Prior to the start, seminars and festivities was held in Nanny Cay Marina, including safety checks, the Farewell Supper and Skippers' Briefing. The programme provided plenty of opportunities for the crews to create the unique family atmosphere that is the hallmark of World Cruising Club rallies.

For this year's start, the wind was light out of the southwest, an odd occurrence this time of year, thanks to a weak low-pressure system centered just to the northwest of the islands. *Mad Fish*, a family-crewed Moody S38, and veterans of last year's Atlantic Rally for Cruisers, led the way across the start line, followed by *Peter von Danzig* and *La Capitana*, both also ARC 2012 veterans. In fact, of the 37 yachts entered in the two events, 32 have participated in previous World Cruising Club rallies.

A first for 2013 is the Atlantic Cup's Old Bahama Channel route option. Seven yachts, all veterans of last year's Caribbean 1500 rally, took the start with the rest of the fleet but will turn northwest once clear of the BVI and aim for Ft. Lauderdale. The route will see the yachts sailing close to the north shores of Puerto Rico, Hispaniola and Cuba, sheltered from the Atlantic swells by the Turks & Caicos and the Bahamas. The Old Bahama Channel fleet will rendezvous in Ft. Lauderdale for a final farewell dinner before setting off again to their homeports on the US East Coast.

For more information visit www.worldcruising.com/arc_Europe and www.worldcruising.com/atlantic_cup.

21st Int'l Opti Regatta Set for June

Dates for the International Optimist Regatta (IOR) and kick-off Sea Star Clinic and Sea Star Team Race are June 17th to 23rd. Nearly 100 eight- to 15-year-old junior sailors are expected to attend this St. Thomas Yacht Club- and Virgin Island Sailing Association-hosted and Caribbean Sailing Association-sanctioned regatta. Sailors already registered represent Puerto Rico, the British Virgin Islands, Bermuda, the Bahamas, Grand Cayman, St. Maarten/St. Martin, Curaçao, Mexico, all three US Virgin Islands and the US mainland.

Registration is already closed for the Sea Star Clinic, June 17th through 19th. The Sea Star Team Racing event is scheduled for June 20th; registration closes at 5:00PM on June 19th.

The International Optimist Regatta presented by Glacial Energy starts on June 21st, with final registration on the 20th. Shoreside activities include an opening Parade of Nations, a Welcome Party and Caribbean-themed night with fire dancers. The fun culminates with a beachside brunch and Awards Ceremony on June 23rd. Trophies will be awarded to the top five sailors in each fleet and top three overall. The Sea Star Perpetual Trophy will be inscribed with the names of the sailors on the winning racing team.

This year's event will follow an eco-friendly theme. Sailors will be urged to recycle all plastic water bottles, use the reusable water bottle in the goodie bag throughout the regatta, keep all lunch bags and wrapping out of the water, pick up any trash on shore, and accept only drinks without straws.

For more information visit www.styc.net.

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A Pearl of a Regatta

by Louay Habib

Oyster Yachts' 33rd Regatta, the second to be held in Grenada, was blessed with fantastic sailing conditions complemented by fabulous parties at some of the Spice Island's best-loved locations. Nineteen Oysters was a significant number of entries for the April 8th through 13th event, considering that 25 of the prestigious blue-ocean cruisers are currently in the Pacific taking part in the Oyster World Rally. Nine different examples of the Oyster range, including four impressive Oyster 82s, were a magnificent sight in Camper & Nicholsons Port Louis Marina.

Oyster Regattas are a blend of "gentlemen's rule" racing and gala social evenings. After the Skippers' Briefing the social schedule kicked off with a buffet at Mount Cinnamon's Beach Cabana. With a fire blazing on the beach and the rhythmic sounds of the renowned Tivoli Drummers, it was a spectacular evening. Guests of honour were two of Grenada's new Senators: Minister for Foreign Affairs, The Hon. Nickolas Steele and Minister of Tourism, Civil Aviation and Culture, The Hon. Alexandra Otway-Noel.

High-Speed Chase

Race One, sponsored by Dolphin Sails, was a passage race to the resort of Le Phare Bleu, on the south coast of Grenada. It was stirring stuff, with strong tradewinds gusting up to 25 knots propelling the powerful yachts upwind through Caribbean surf for a three-hour high-speed race.

In Class One, Michael Hahn's American Oyster 655, *Matawai*, was the surprise winner, taking the win on corrected time by only three seconds from the Oyster 82 *Starry Night of the Caribbean*, which had an all-star crew including Volvo Ocean Race stalwart Campbell Field on tactics. Roberto Bisiani's Italian Oyster 72, *Bill & Me*, put in a great effort to take third short-handed.

In Class Two, the British Oyster 56 *Sarabi*, expertly sailed by Harvey and Sue Death, won the first race, but it was far from easy with Chris Glossop's British Oyster 575, *Dreamer of Hamble*, less than a minute behind in second. The British Oyster 575, *Sophistikate*, sailed by Richard and Angela Parkinson was third.

Le Phare Bleu know how to throw a party and with the Oyster fleet mooring up for the night, a cocktail party aboard the marina's signature lightship, *Västra Banken*, was followed by an excellent Caribbean buffet at the restaurant with live music supplied by D-Unit playing soft rock and reggae numbers until past midnight.

Tactics Time

A passage race back to Port Louis Marina was Race Two, sponsored by Pelagos Yachts, and although the wind speed had dropped to around 15 knots, the predominantly downwind race was still a spectacular day on the water. Without doubt the performance level of the regatta was evident as gybing tactics came into play. The breeze oscillated from the land at the start before an offshore breeze caused a 20-degree wind shift later on. In Class One, *Starry Night of the Caribbean* got the tactics spot on, playing the lifts off the land before taking a hitch out to sea as the shift arrived. However, *Dreamer of Hamble* was just as impressive in Class Two, and it took *Starry Night of the Caribbean* three-quarters of the race to pass her. Each yacht won its class by 14 minutes, the biggest margin of the entire regatta.

After racing, the regatta competitors enjoyed a night at La Luna Resort. Tucked away near Morne Rouge Bay, the award-winning designer resort has been the secret hideaway of the rich and famous. Oyster owners and their guests enjoyed a fabulous cocktail party and supper with an Italian flavour, echoing the owners' Italian roots. With a lay day scheduled for the next day, the party went on long into the night.

Triangle Drama

After a lay day relaxing on the beautiful beaches of Grenada, the Oyster crews returned to racing action with Race Three, sponsored by Lewmar — a tight and tactical triangular course just outside the capital, St. George's. The proximity of the coast provided a shifty, gusting racetrack and there was drama right from the start with thrills throughout the day.

In Class One, *Matawai* was over-eager and called back to restart. However, she made an excellent recovery to be the second boat to reach the top mark, even after being put about by *Starry Night of the Caribbean*. The Oyster 82 *Rivendell*, skippered by Benjamin Jackson, was the first to risk a spinnaker on a tight angle and the ploy paid off as *Rivendell* took the lead, closely followed by *Starry Night*, *Matawai* and Bill Dockser's Oyster 82, *Ravenous II*. The three 82s had a tremendous battle but also bullied the smaller Oyster 655, *Matawai*, down the fleet. *Starry Night* showed great boat speed to take the lead and extend on the fleet and *Rivendell* stayed clear of trouble to remain second on the water. Meanwhile, *Matawai* and *Ravenous II* had an epic duel. The battle royal in Class One was too close to call — even after time correction *Starry Night* and *Matawai* could not be separated and both yachts were awarded first place.

In Class Two, *Dreamer of Hamble* was unusually lax, being the last yacht to cross the start line, but took line honours and their second win of the regatta. The team on *Dreamer of Hamble* are all members or supporters of Ballyholme YC in Northern Ireland. "Not the best start!" laughed Chris Glossop. "But the team sailed well, and we have done many miles together over the years, which makes a big difference. We have enjoyed a great battle with *Sarabi* and loved having dinner with them the other evening — but we hope to cap off a great regatta in style tomorrow."

Sophistikate came second after a dramatic recovery. She had managed to get tangled up in a fishing net shortly after the start but quick action by Roger Cerrato from regatta sponsor Lewmar limited the time lost and *Sophistikate* moved up to third in class. *Sarabi* had another consistent race to remain in second place overall.

The penultimate venue for the Oyster family's social programme was the unique tropical Aquarium Restaurant on Magazine Beach. The impressive waterside eatery is famous for seafood and local fish dishes melded from Grenadian and European recipes. Superb appetizers at sunset were followed by a seafood barbecue and a freshly sliced carvery, all served by friendly staff in a delightful atmosphere.

Double-Barreled Last Day

Two races were run on the last day, with one scoring race, Race Four, sponsored by Raymarine, and a non-scoring pursuit race designed to let the Oyster fleet have a giant game of "cat and mouse". Class One hung in the balance with a straight shoot-out between *Matawai* and *Starry Night of the Caribbean* for a winner-takes-all final race. In Class Two, *Dreamer of Hamble* was in pole position. However, if *Sarabi* could win the last scoring race, the team from the UK would take the class title.

Race Four started outside the entrance to Port Louis Marina, and then went around Point Salines and Glovers Island before finishing back in the starting area. In Class Two, *Sarabi* nailed the start at the Committee Boat end but was covered by *Sophistikate*, who locked *Sarabi* onto the left side of the course. Class leader *Dreamer of Hamble* started at the pin end and got away in clear air to extend on the fleet and take up an unassailable position. Taking line honours and the win for the third occasion, the *Dreamer of Hamble* crew raised their hands crossing the line to celebrate victory in the race and Class Two overall. *Sophistikate* held out to claim second in the race by just 12 seconds from *Sarabi*. However *Sarabi* finished in the top three every race and was second overall with *Sophistikate* placed third for the regatta.



OYSTER YACHTS / MIKE JONES



Above: Class Two winners on Dreamer of Hamble. *'We have done many miles together over the years, which makes a big difference'*

Left: Michael Hahn, owner of Matawai, *celebrating an 'epic duel' tie for first place in Class One on Day Three*

In Class One, the last scoring race of the regatta proved to be the most competitive in the four-race series. *Rivendell* sailed a superb race to take the gun with *Starry Night* crossing less than a minute later. *Ravenous II* was third over the line. However, after time correction, *Starry Night of the Caribbean* was awarded the win and the class title.

An exhibition Pursuit Race was held after the last scoring race of the regatta with each yacht given their own start time based on their performance during the regatta. Joe and Cathy Leitch, racing the Oyster 575 *On Liberty*, held their nerve to win the Pursuit Race by a comfortable margin. John McTigue's Oyster 56, *Blue Dreams*, was second and Roberto Bisiani's Italian Oyster 72, *Bill & Me*, was placed third.

After racing, Oyster Regatta sponsor Pantaenius, represented by John McCurdy, awarded the best starters of the day a celebratory bottle of champagne. John has done so every day at the Oyster Regatta. "Starts are incredibly important but also tinged with risk and it has been delightful to see that although this has been an incredibly competitive regatta, the competitors have acted in a safe and courteous way throughout. The Oyster yachts are racing, but the ethos of the regatta is that safety should always come first and rightly so."

The aptly named Victory Bar and Restaurant at the Camper & Nicholsons Port Louis Marina was the venue for the final party for the Oyster Regatta 2013. Delicious canapés and cocktails by the pool with fire dancers lighting up the scene opened the evening, followed by the final prizegiving ceremony. Guest of honour was Senator Brenda Hood who was joined by Nikoyan Roberts from the Grenada Board of Tourism. A sumptuous taster menu accompanied by fine wine followed the awards ceremony. After dinner, a brilliant fireworks display lit up the marina and, for those who had enough energy, live music and dancing concluded a week of terrific sailing and peerless parties.

For full results visit www.oystermarine.com.

ANTIGUA CLASSIC YACHT REGATTA 2013



STEVE MANLEY (3)

Feisty Fights in a High-Wind Classic

by Louay Habib

Classic Class D charges to weather, with the Lyle Hess-designed Alice of Penrhyn *in the foreground*

There is nothing else quite like the Antigua Classic Yacht Regatta and with the windiest conditions in living memory the vista on this year's racecourse was nothing short of gobsmacking.

The Saturday saw the most bodacious conditions, with 30 knots of wind and nine-foot seas out at the offshore racing buoy. Racing priceless sailing vessels in these conditions was not for the faint-hearted; even the larger yachts had green water sluicing down the decks and cockpits filled to the brim was a regular occasion on smaller yachts. Five yachts sustained damage to their rigs. Having successfully competed in recent regional events including the Panerai Transat Classique, the BVI Sailing Festival and the inaugural Inn Challenge, the 1930 Alfred Mylne sloop *The Blue Peter* came the worst off, suffering a dismasting. Fortunately there were no reports of anybody getting injured, save a lot of bumps and bruises. Saturday's conditions were huge but, bar the last day, competitors experienced over 20 knots of wind most days and a building sea state.

Sixty-five yachts entered this 26th edition of the event, April 19th to 23rd, competing in four races of 20 to 24 miles each, using Classic Simplified CSA ratings.

In Vintage Class A, Robert Towbin's impressive 94-foot Fife ketch, *Sumurun*, was the standout yacht of the regatta, winning every race. *Sumurun,* built in 1914 and



named after an exotic harem girl, goes like a witch on a reach and reveled in the feisty conditions. Carlo Falcone's 1938, 79-foot Alfred Mylne-designed *Mariella* was second but couldn't really challenge *Sumurun*'s waterline length. However, prior to breaking her mizzen, Ed Kane and Marty Wallace's 1949, 73-foot S&S yawl, *Bolero*, was a challenger to *Sumurun*'s superiority.



Above: Top sails? Why not! The 103-foot gaff ketch Thendara *spanks a schooner in the very competitive Vintage Class B*

Left: The splendid 1914 Fife ketch Sumurun *won every race in Vintage Class A*

Vintage Class B was one of the most competitive of any division. With the top four yachts all capable of taking the class going into the last race, the 103-foot gaff-rigged ketch *Thendara*, built in 1936 and weighing in at 135 tons, took the last race and the title, with the 1924-vintage, 83-foot William Fife III-designed *Adventuress* second. Third was the 1928 Alden schooner *Charm III*, skippered by Richard West. *Charm III* had a fantastic battle with the magnificent 1925 Herreshoff schooner *Mary Rose*; in fact, it required a countback to separate the two beautiful yachts.

Dr. Hans Albrecht's fine-looking 52-foot William Fife, *Dione*, was sailed all the way from Buenos Aires to take part and the German-owned yacht, built as a gaff yawl in 1912, took straight bullets in Vintage Class C. Christoph von Reibnitz's 1936-built, Henry Gruber 59-foot yawl, *Peter Von Seestermühe*, and the stunning '30s-era, French-owned 50-foot Herreshoff ketch, *Bounty*, had a tremendous battle for second place, which was settled in the last race in favour of *Peter Von Seestermühe*.

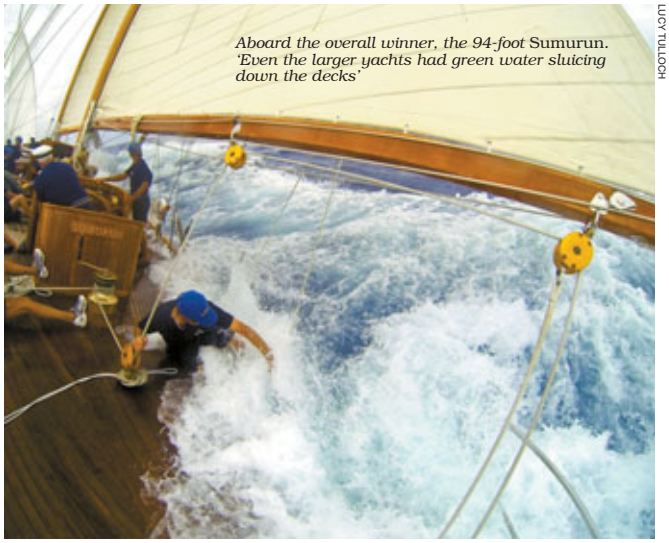
In Vintage Class D, Geoffrey Davis' 27-foot Herreshoff, *Aquila*, built in 1919, had a bad start to the regatta but came back in style winning the last two races to take the class title by just two points from sistership *Squaw*, skippered by Angus Davis.

—Continued on next page

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LUCY TULLOCH

The Classic GRP fleet


LUCY TULLOCH

Aboard the overall winner, the 94-foot Sumurun. *'Even the larger yachts had green water sluicing down the decks'*


STEVE MANLEY

Above: Dione, *built in 1912, was invincible in Vintage Class C*

Below: Launched in 2006, but looking every inch a classic, Kate *was second in Classic Class B*


STEVE MANLEY

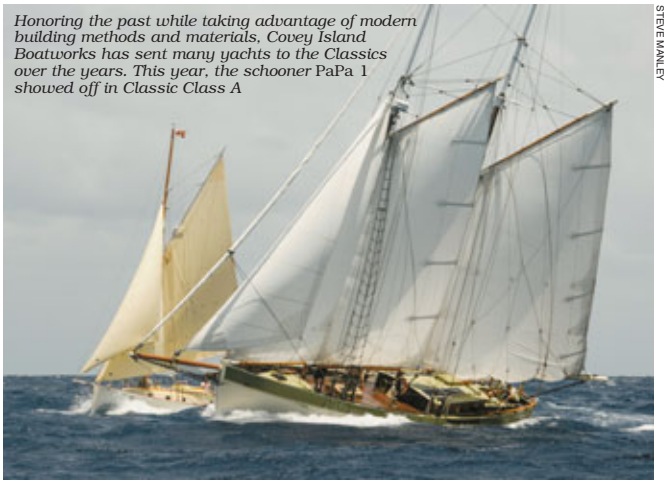
Both yachts had been shipped down from Bristol, Rhode Island, especially to take part in the regatta. As two of the smallest yachts racing at the regatta, they were extremely well sailed, especially in such a big sea state. Roy Boughton's 1936 British-built Gauntlet Class cutter, *Guiding Light*, was third.

Seljm was the standout yacht in Classic Class A — the 1980 Anselmi Boretti 111-footer was unstoppable, winning every race. John Steele's 70-foot schooner, *PaPa 1*, built at his own Covey Island Boatworks in Nova Scotia, was second in every race. The Klaus Röder 109-foot schooner, *Kairós*, built in 2007, was third.

In Classic Class B, New Yorker Robert Soros' Nat Benjamin 65, *Juno*, was the winner with straight bullets. Launched in 2000, the schooner was built for ocean passages and reveled in the tough conditions. *Juno* is one of the largest wooden yachts to be built in Martha's Vineyard for many years and she is capable of clocking up 200 miles a day at sea. Philip Walwyn's 60-footer, *Kate*, designed by Alfred Mylne in 1908 and built by Walwyn and his team of woodworkers in St. Kitts and launched in December 2006, was second. Third was Kieran Latham's 52-foot schooner, *Lilly Bolero*, with a hull design based on the traditional Bristol Channel Pilot Cutter.

Classic Class C was won by the legendary *Stormvogel*. Built in 1961, she was one of the first cold-molded yachts to be built and she went on to win a host of offshore classics including the Fastnet, Sydney-Hobart, Capetown to Rio, and Newport-Bermuda Races. The Van de Stadt-designed *Stormvogel* powered up in the heavy conditions and, although Ira Epstein's 1957, Robert Clark-designed 65-foot ketch, *Lone Fox*, challenged *Stormvogel*, the 74-foot racer won all but one of the races. Leonard Beckwith's 1963, 53-foot Holman-designed yawl, *Saudade*, was third.

In Classic Class D, David Buller's Hartley 40, *Old Bob*, lit up in the big conditions; the concrete-built boat is one of the most peculiar regulars at Antigua Classics. Going into the last race, *Old Bob* needed to take at least third to win the class but came fourth in the dying breeze. Andy Hazell's 32-foot Lyle Hess-designed *Alice of Penrhyn* won the last race to pip *Old Bob* by a single point. Michael Higgins of Lunenburg, Nova Scotia, built the 38-foot *Samara T* himself and sailed her well to claim third.


STEVE MANLEY

Honoring the past while taking advantage of modern building methods and materials, Covey Island Boatworks has sent many yachts to the Classics over the years. This year, the schooner PaPa 1 *showed off in Classic Class A*

Eight Carriacou Sloops were split into two classes. In Traditional Class A, Alwyn Enoe, who was also racing in the class, built all three top yachts: Alexis Andrews' *Genesis*, built in 2003, was the winner, taking all four races; Eli Fuller's *Zemi* was second; and there was a tie for third between Enoe's *Exodus* and Todd Orrell's *Ocean Nomad*, which *Exodus* won on countback.


STEVE MANLEY

Builder Alwyn Enoe was awarded for his Carriacou Sloops, including Zemi *in Traditional Class A*

Charles Morgan and Sam Duce, racing the Zepherin McLaren-built *Sweetheart*, won Traditional Class B, with Andrew Robinson's Baldwin De Roche-built *Summer Cloud* taking second place. Danny Donelan and his crew sailed another De Roche build, *Savvy*, up from Grenada to take third, although the team did win many admirers for their superhero costumes during the Parade of Sail!

"Plastic classics" — fiberglass boats with long keels with keel-hung rudders that are descendants of wooden hull designs — race, too. Paul Deeth, racing *Petrana*, designed by John Alden in 1968, won Classic GRP Class A by winning all but the last race. The 50-foot aft-cockpit ketch was impeccably sailed all week by a team mainly from Antigua. Don Ward's Luders 44, *Frolic*, was second and the 1958, 41-foot Philip Rhodes sloop *Sunshine* was third.

Martin Halpern's Francis Kinney-designed 36-footer, *Ruffian*, was the winner in Classic GRP Class B. Built in Maine in 1961, *Ruffian* fought off a strong challenge from two Antiguan yachts: the 32-foot 1961 Bruce King sloop *Iris J* and the 24-foot 1968 David Boyd sloop *Springtide*.

In Spirit of Tradition Racing there was a tie for first place between Donald Tofias' Joel White-designed *Wild Horses* and Jochen Hertzke's Spirit 60, *Spirit of Rani*, with both yachts scoring the same number of points. The W-76 *Wild Horses* was declared the winner by the smallest margin at the regatta — she won the last race to take the class title by just 12 seconds!

Overall victory in the Antigua Classic Yacht Regatta went to *Sumurun*. Robert Tobin and his crew received the prize of a watch from event sponsors Panerai. Among the myriad other prizes awarded at this spectacular showcase of great yacht designers, builders and sailors was a special lifetime achievement award given to Carriacou boatbuilder Alwyn Enoe — respect from one kind of Caribbean classic to another.

For full results visit www.yachtscoring.com

Cruising at a Regatta



You can take your own boat out as an observation platform, but stay out of the way of the racing boats!

CINDY CADY

by Devi Sharp

What cruiser does not love a good boat race, parties with free food and drinks, and the opportunity to get free hats?

Every year at the end of April, Antigua hosts the Antigua Classic Yacht Regatta and cruisers are welcome to participate. Most of us don't have classic boats, but you do not need to enter your boat to take part. The well-organized event provides opportunities for cruisers to volunteer in various capacities or crew on classic sailboats. Generous sponsorship provides abundant opportunities to eat, drink and socialize with others.

I confess that I am not a sailboat racer and usually don't pay much attention to regattas, but in 2011 my husband, Hunter, and I got hooked. We were in Antigua a few weeks before the regatta and two Carriacou sloops that were hauled out and getting ready for the race caught our attention. We have a soft spot in our hearts for these traditional workboats that are built on the beach in Windward, Carriacou. We knew that in past years a few cruisers had crewed on these sloops and Hunter decided that was his year. It was not an easy *entrée*, but persistence paid off and Hunter was invited aboard *Genesis*. He put in some serious sweat equity, oiling the mast and painting the deck. That was how the doors opened for us to be part of the regatta, and not bystanders.

It turns out that there is a much easier way to participate that does not involve the sweat equity that Hunter put into *Genesis*.

Many cruisers volunteer for support positions and Leslie, on the yacht *Fairhaven*, organizes the volunteer cruisers. If pouring Dark and Stormy drinks at the Mount Gay Rum booth is not your thing, you might enjoy working the hospitality desk and meeting the captains and skippers, setting up and breaking down the events, or being a "boat pusher" by using your dinghy to help the classic sailboats get into and out of the Antigua Yacht Club Marina. The time commitment varies from two hours to an eight-hour day that passes quickly with lunch and beverages provided. Volunteers usually receive an official T-shirt and there is a thank-you party at the beginning to organize the volunteers. During this party there is an open bar at the yacht club and it is a great time to chat with cruising friends.

I volunteered with the media organizer and had the opportunity to meet a number of local people as well as most of the skippers and captains. My mornings started at the Panerai hospitality booth with a complimentary espresso and croissant. Videos of the previous day's action juiced the crews up for another day on the water as they downed their espresso. I could get totally spoiled by the Panerai hospitality espresso in the morning and wine and tapas in the evening!

There is a list of crew wanted and crew looking to sail, but most of the crewing arrangements are made on the docks or by word of mouth.

There are parties and other events most evenings. A few days before the races there is a "meet and greet" get-together for the Coconut Telegraph at the Mongoose Café. The Coconut Telegraph is a single sideband net for the Eastern Caribbean that meets daily at 0800 hours on 4060 USB (using 4030 USB as an alternate frequency when conditions require). Cruisers check in with their locations and conditions, if underway, and relay any safety and security concerns. The purpose of the Coconut Telegraph is to keep cruisers connected and to share information. It is fun to meet the folks you hear on the net and have a drink and catch up with old friends.

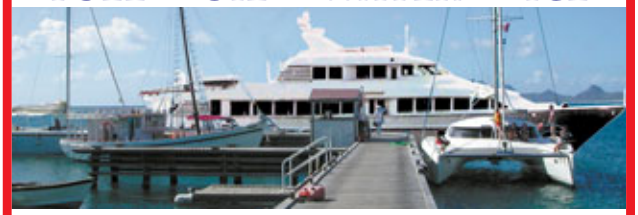
The regatta is launched on the Wednesday (April 17th this year) with a welcome party with food and drink to purchase and music provided. Thursday is the Singlehanded Race and the Concours d'Elégance, which is a beauty pageant for the old boats. It is fun to walk the docks on a Thursday to look and photograph the lovely old yachts with their varnish and brass gleaming. The results of the Concours d'Elégance are announced on Thursday evening with more music, food and drinks.

—Continued on next page



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—*Continued from previous page*

Friday is the first race in the series and in the evening there is an awards ceremony and the much-anticipated free Dark and Stormy rum drinks provided by Mount Gay Rum. One of the cruiser volunteers tending bar at the Dark and Stormy booth told me that they used seven gallons of dark rum that evening — that comes to about 500 drinks. Mount Gay really wanted us to enjoy the rum and the regatta and provided free rum punches on Sunday night in conjunction with the Sail Maine event. Several sponsors from Maine (Portland Yacht Services and several other generous sponsors) provided a dinner of Maine lobster bisque, which was delicious.

After Sunday's race, the classic yachts parade through English Harbour with many of the crew wearing costumes. Danny Donelan's crew on *Savvy* donned superhero costumes; it was quite a juxtaposition to see Batman and Superman aboard the traditional Petite Martinique-built sloop.





Speaking of costumes, what is it about cruisers and hats? Hat lust was on everyone's mind and obtaining a Mount Gay Antigua Classic Yacht Regatta red hat or Panerai hat became minor obsessions for a few cruisers. There were several Mount Gay events at local bars where drinks will earn you tickets that can later be redeemed for the coveted red Mount Gay hat or T-shirt.

The entire event ends on the Tuesday with a traditional British cream tea and gig races. All manner of hard-shell dinghies came out for the rowing and sculling competitions. Ladies wore hats and "Sunday best" and we all enjoyed tea and delicious sweet and savory treats.

If you are not sailing in the regatta or busy volunteering, you can get great views from the water in a boat, or on land from a viewpoint. Cruiser boats go out for the races and hang out near the turning marks or other strategic locations, giving the race boats plenty of room, and get some really close perspectives. Ashore, you can walk up to ruins of a gun emplacement that overlooks the start and part of the racecourse. Falmouth Harbour is separated from English Harbour by a peninsula called the Middle Ground. There is a trail from Pigeon Beach near the mouth of Falmouth Harbour that climbs up over the Middle Ground and ends at Nelson's Dockyard. Along the way it passes the remains of three gun emplacements that once guarded the harbors. You can get to the trailhead at the Falmouth side by walking on the main road above the yacht club and following until it Ts into a road. Take the right leg and walk a minute or two downhill and you will be at the beach; make a left at the beach road and in the trees on your left will be the trailhead for the Middle Ground trail. It took me about 15 minutes to get to the trail head and another 15 minutes to get to the observation point, which is the remains of a fort and provides a good view of portions of the race.



DEVI SHARP (3)

Above: The crews of the Carriacou sloops relax after a race
Top left: A 30-minute walk from the Antigua Yacht Club will give you a good view of the start line and parts of the race course
Bottom left: Cruisers at the Panerai *booth. The generous sponsorship and hospitality of Panerai was much appreciated by all*

The Antigua Yacht Club, which organizes this annual regatta, really appreciates the volunteer help they receive from the cruising community. They make us feel welcome and allow us to become part of the event, not just spectators.

See you there next year!

Devi Sharp is a retired wildlife biologist and exploring the Caribbean with her husband, Hunter on their sailboat, Arctic Tern.

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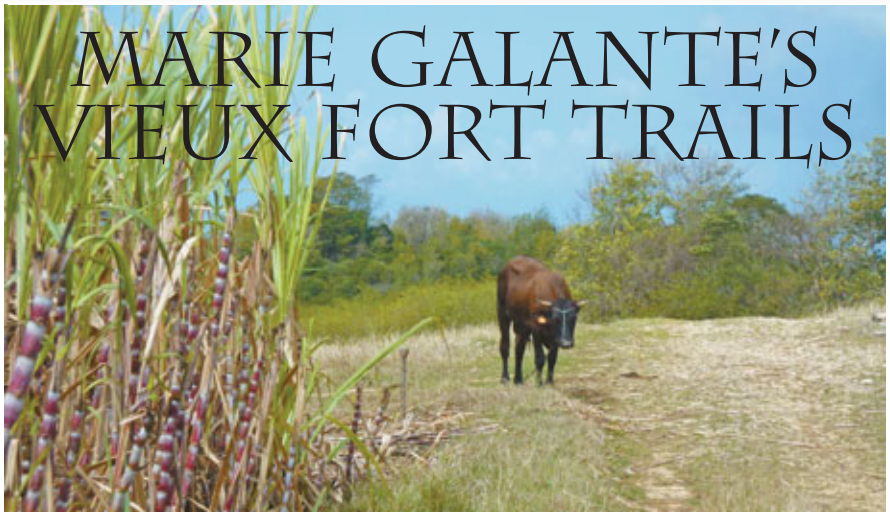
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MARIE GALANTE'S VIEUX FORT TRAILS



The small island of Marie Galante, southeast of Guadeloupe, is agricultural, wooded where uncultivated, and always green even in the dry season. Away from the built-up areas it is picturesque and old-fashioned with fields of sugar cane, oxen and wooden carts. You can gain enough elevation to give pleasant views with the distant sea in the background.

The Vieux Fort Trail is lovely combination of coastal paths along cliffs and beach, and interior terrain of sugar cane fields and farmland. If you do the extra "green" trails (we did not), this adds a whole mangrove habitat. It took my friend Paul and me two and a half hours at a steady pace to complete the hike we did. The park information gives a time of three hours for the whole trail. Given the extra distance, I would think this on the optimistic side.

Saint-Louis is Marie Galante's main yacht anchorage and these hikes can be done from here. I recommend anchoring in the northern part of the bay not too far from Restaurant Eden Voile. Eden Voile is an excellent place to start. You need to get to know the owner Jacqueline, easily done with a few beers in the afternoon, or a delicious Creole meal for lunch or dinner. Eden Voile has a dinghy dock, and Jacqueline lets her customers use it. Alternatively, just south of Eden Voile is a long beach used by fishermen where you can beach your dinghy. You could also anchor in Anse Canot and start your hike from there.



Clockwise from top:
Sugarcane and cattle are features of the island's farmland; Customers can use the dinghy dock at Eden Voile restaurant; Hiking along the beach at Anse Canot



Eden Voile stands a few yards down a minor road that comes off at a corner of the D205. If you follow that road to the end you come to a modern apiary called Miel de la Belle Hotesse, where honey, honey drinks, and honey products are sold. They also sell more common cold drinks, which can be handy.

I am going to describe this trail clockwise, but if you want to do it anti-clockwise, go the apiary, come back one house (on your left as you come out) and take a small path that goes left just past the house (it is hard to distinguish from the grounds). This will bring you to the main path where you turn right. The path comes out on the D205 and you have to turn left on the road for a short while, while looking for the green arrow that marks the trail that goes right off the road by a bend.

Back to the clockwise route. Take the small road from Eden Voile towards the apiary. Look for the unmarked trail on your left. When Paul and I went, heaps of gravel were piled at the turnoff. The trail follows the cliff quite closely with views of the sea through the trees. It is shaded in woodland. After a while it goes downhill and over a riverbed, which is in the area of Massacre. You meet a T-junction just over the riverbed and turn left towards the coast. This delightful path is shaded and takes you along the coast to Point Cimetiere, where people often stand in the surf and fish, through woods, where the lower storey was covered in sweet-smelling spider lilies, to Plage de Moustique. The trail here follows this lovely beach for one and half kilometres where it ends. The road runs very close to the beach and if you prefer the shaded edge of the road you can follow that instead.



At the end of the beach the trail starts again and takes you over the cliffs to Anse Canot. The next part of the trail, marked green on our map, which we did not do, takes you along the coast to the mangrove swamp area and back along the swamp, till you wind through the hills and join the little Grand Pierre Road. We just came out of Anse Canot onto the road, turned right and followed the road back to the small road signposted to Grand Pierre. This is a tiny farm road and you are unlikely to meet traffic. It goes steeply uphill and makes a big change from the coastal hiking so far. You go up and up, and if you are looking, you will see where the green trail joins back into the road on your left.

You get right to the top of the hill and start a little down the other side (from here you can see way over to the eastern side of the island though the trees), but look closely for the trail, which is on your right. It is a clear trail, an old narrow cart track, but it is not well marked. However, when you turn up it, you should see one of the green trail marks fairly soon. You then know you are on the right track. It starts uphill but soon passes over the apex and is then downhill all the way. Down through pretty farm countryside till you come out on D205. Turning left on 205 it is easiest to continue back on the road to Eden Voile. But you can also follow the trail, which starts in a short way on your right. The only sign of it is a green arrow on D205 opposite the trail. Follow the trail till you come out in a cleared area with a view down to the Saint-Louis anchorage. Just after this clearing and before the trail heads downhill take a tiny path on your left which brings you out to the house above the apiary. Turn left here and you are soon back at Eden Voile, having seen a generous slice of the beaches, farmlands and forests of Marie Galante.



Salvage and Salvation: The *Flying Buzzard*

by D'Arcy O'Connor

I stood at the port rail of the *Flying Buzzard* looking down at a sight that both saddened and intrigued me. Saddened by the carcass of what had once been a beautiful classic wooden schooner, and intrigued by a Lakeland terrier that lay peacefully asleep atop the half-submerged trunk cabin of what remained of the broken ship.

It was Sunday, March 3rd, 2013, and I was sipping Caesars with Mike Nelder and Julie ("Jules") Jessop on the deck of their 105-foot ocean-going tug *Flying Buzzard* just inside the mouth of a reef-protected bay leading to Le Phare Bleu Marina on Grenada's south coast. "What's that dog doing down there?" I asked.

"Oh, that's just Toby," Mike shrugged. "He likes it there. Been there every day while we salvage the wreck."

The "wreck" happened to be *Raindancer*, a 67-foot staysail schooner built in 1980 by the legendary Stephens boat-building family of Lunenburg, Nova Scotia, which had been berthed and running charters for some years out of Le Phare Bleu Marina. What remained of her was now strapped securely alongside the tug.

On February 20th, *Raindancer*, with 15 people aboard, had been out watching one of Grenada's famous Dinghy Concerts in Clarkes Court Bay. As she returned under power to her slip at Le Phare Bleu shortly after sunset, she slammed into a rocky shoal a half-mile from her berth. More than a dozen dinghies answered the Mayday call and raced out from yachts berthed at Le Phare Bleu and Clarkes Court marinas and from others anchored at Hog Island and Woburn Bay. All aboard her were rescued unharmed, but the schooner was left to founder on the rocks overnight. By morning she was on her side and breaking up.

And that's when the *Flying Buzzard* entered the picture. Within ten days Mike and a fellow sailor, Nikola, had negotiated with her owner and his insurance company to purchase the wreck with the intent to salvage what was left. The job took some three weeks, but Mike and Nikola, assisted by local friends James, Doug, and Angie, managed to retrieve the yacht's entire teak deck and all its fittings, as well as her two masts, the 220-horsepwer Cummins Marine diesel engine, 6kW Northern Lights generator, Village Marine watermaker and several stainless steel tanks. The engine, generator and watermaker were hauled aboard by the tug's crane to her deck, flushed with fresh water, lubricated and restored to working order.

They'd also recovered several unbroken bottles of fine wine from one of her submerged lockers. But with the paper labels having been washed away, we all toasted to the peaceful interment of a once proud schooner with glasses of what Julie referred to as "Cuvée Salvage".

As Julie contemplated the assorted salvaged items, which included sails, rigging, lines, plus hundreds of feet of hoses and electrical wiring cluttering the tug's broad aft deck, she shook her head and confessed to me that "Mike's a bit of a pack rat; he keeps seeing things that he thinks we can use. And I have to always remind him that it's stuff to sell, not keep!"

If *Raindancer* was lost, another classic yacht at least had been saved through the intervention of Mike and Julie. Three months earlier, on December 5th, 2012, *Lilly Bolero*, an around-the-world 52-foot gaff-rigged schooner, ran aground on a coral reef off Sugarloaf Island at the northern tip of Grenada. She was badly holed and on her side with 30 tons of water in her when the *Flying Buzzard* came to the rescue. With the help of the tug's high-capacity electric pumps and patching equipment, she was, after a week's hard work by Mike and *Lilly Bolero's* Captain Kieren and crew, finally refloated and towed to Carriacou to be hauled out and repaired.

Saving or salvaging reef-stricken yachts had not been Mike and Julie's original game plan when they first acquired the *Flying Buzzard*. Indeed, neither was Grenada, nor even the Caribbean, where they initially intended to be.



Mike, Julie and ship's dog, Toby, with Flying Buzzard *in the background in Grenada's Clarkes Court Bay*

Mike, now 59, is originally from Devon, England. He had migrated to Canada, and in the 1980s and '90s worked as a carpenter, sawmill owner, homebuilder, fisherman, sailor and jack-of-all trades on Gabriola Island, between the British Columbia coast and Vancouver Island.

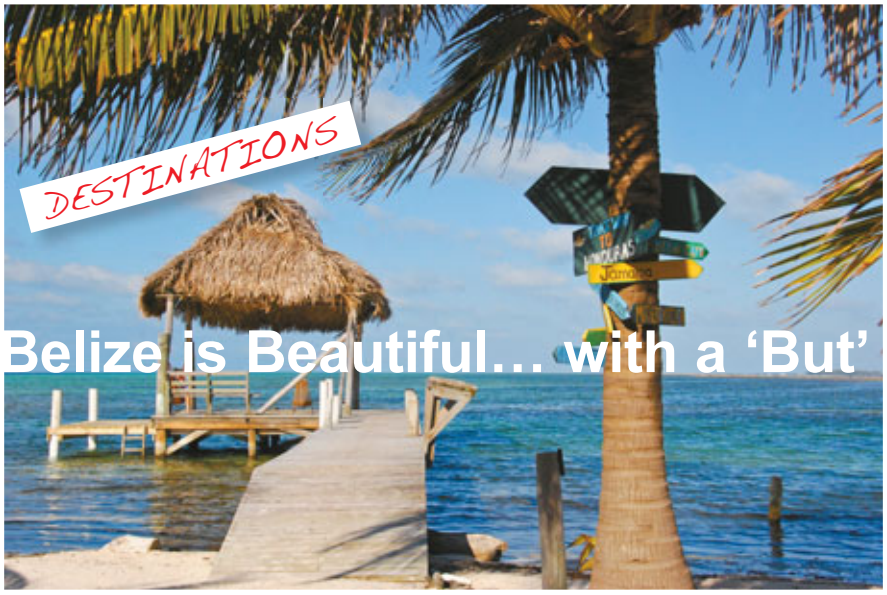
Julie, now 53, was a senior associate researcher with a PhD in Family Sociology from the prestigious Cambridge University in the UK. It was there that they met and fell in love in 2001.

They occasionally drove on sightseeing excursions through England's picturesque Lake District. On one such trip in April 2004 they happened to be passing through the coastal town of Maryport on the Solway estuary. Alongside a dock they spotted the *Flying Buzzard* — a down-at-heel steam-powered tugboat with her boilers removed and looking desperately in need of a lot of TLC. And that's when their ambitious (some would say ridiculous) dream first percolated: they would buy the tug, fix her up, and then take her via the Panama Canal more than 9,000 miles to the West Coast of British Columbia.

Sounds simple, huh?

—Continued on page 45





ALL PHOTOS: DAVID MORGAN

Belize is Beautiful… with a 'But'

by Brenda Webb

With its sandy white beaches, cellophane-clear water, fantastic snorkelling on magical coral reefs and deserted anchorages, Belize is one of the nicest places we've visited in the Caribbean. But (and there is always a "but", isn't there?) why weren't we cut some slack with the weather?

What we didn't know before we sailed there is that, in winter, Belize is affected by cold fronts sweeping down from the USA. These "northers" bring cloudy skies, wind and drizzle and during our time there in January and February, one seemed to come through about every ten days.

It meant we spent a lot of time at anchor off Placencia. Many parts of Belize's waters are uncharted and littered with reefs and shoal ground, so it's unwise to move anywhere without good sunlight and those northers weren't providing much of that.

As much as we loved Placencia, with its distinct Caribbean feel, colourful buildings, fantastic provisioning, funky bars and restaurants and free WiFi, we wanted to see the reefs and beaches that Belize is famous for.

There are so many anchorages in Belize that it is quite possible to be the only boat there and we especially enjoyed the southern Sapodillas for this very reason. The snorkelling was magnificent with the water some of the clearest we've seen in the Caribbean.

Hunting Cay in the Sapodillas has a coast guard/Immigration post. It's not possible to clear in or out there, however a courtesy visit is appreciated. Friendly officials may call you ashore (in our case they sent a fisherman out) to check passports, which was done in bare feet under the shade of swaying palm trees with reggae music playing loudly and the odd rum bottle lying around. The area is a marine reserve, so there is a US$10 per person fee, but it's worth it to be in paradise for a while.





Nearby Nicolas Cay has a resident caretaker who paddled out in his canoe most days for a chat. He told us where the best snorkelling was and we were rewarded with some magnificent sights — a huge stingray feeding in the sand, big grouper in the drop-off in the entrance to the reef and a multitude of colourful reef fish.

—Continued on next page



Clockwise from top:
Beautiful Glover's Reef — an easy day sail from the outer reef — is wonderfully quiet and peaceful

Bandit *romps along towards Tobacco Cay; magical sailing in light winds and flat seas inside the outer reef*

Brightly colored buildings are a featured in Placencia and give the Belize town a Caribbean rather than Central American feel

The Kiwi yacht Bandit *anchored off a sandy white beach at Nicolas Cay; A caretaker is the only resident and is always happy to receive small gifts such as cold drinks and biscuits*

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—Continued from previous page

The Sapodilla and Queen Cays feature lovely white sand — something most of Belize's northern cays are lacking. Many are covered in mangroves, which does mean you get the chance to do some manatee spotting, but it's not quite so good for snorkelling and at dusk the bugs come out in force.

An upside is that the mangroves provide good shelter, and we spent several northers safely hidden in Bannister Bogue and behind Robinson Island. We enjoyed South Long Cocoa Cay and nearby Rendezvous Cay and both offered good snorkelling. Farther north, a second Rendezvous Cay is a daytime anchorage only and, while beautiful, does get overrun with visitors from cruise ships.

Our favourite spot in Belize was Southwater Cay — an absolute gem on the edge of the reef featuring wonderful white sandy beaches, swaying palm trees and a couple of atmospheric beach bars. We did a drift snorkel outside the reef and had a school of huge tarpon taking great interest in us along with spotted rays, grouper and, sadly, the ever-present lionfish.



Owing to our two-metre-plus draft we did not explore any of the cays north of Belize City. We didn't rate Belize City highly but the anchorage off the Fort George hotel is safe and secure in settled weather and provides easy access to taxis for supermarket runs.

The highlight of our time in Belize was always going to be Lighthouse Reef, but, wouldn't you know it, those darned northers kept us away. Our draft meant we could not get to the more sheltered inside anchorage so we would be exposed in northers. We later met up with American cruising friends who did make it and said the snorkelling was fantastic outside the reef, but they balked at the US$60 fee per person to visit the Blue Hole. Looks like we saved ourselves a bundle!

Glover's Reef, to the south, made up for missing Lighthouse. With water ranging from turquoise blue through cobalt and inky, it was magical. The beaches on Glover's were perfect for sundowners but it was disappointing to be told that the beach was private and we weren't welcome. Our cruising buddies on *Balvenie* argued that they had paid US$10 a night (the marine reserve fee) to be here, and surely that should include being able to have a wander on the beach.

The clincher was using the line "We've come all the way from New Zealand to see your beautiful island". The caretakers relented, but made it clear we had to stay near the waterline and the attitude slightly spoilt the evening for us.

Sailing inside the reef in Belize was excellent, with flat seas and afternoon trades on the beam, but the shallow water needed careful eyeball navigation. Just south of scenic Tobacco Cay we almost came to grief on a sandbar that was not shown in the Freya



Clockwise from top:
The Spaniards that traveled the southern coast of Belize gave Placencia its name — Pleasant Point

Eyeball navigation is essential in the Belize Cays, as much of the area is uncharted; keeping a bow watch for coral heads and shallow water is a must

Leaving the Sapodilla Cays we came across a beautiful whale shark that approached Bandit *and was quite happy to let us take turns in the water with it*



Rauscher guide we were using. The next day a French yacht ran hard aground in the same spot. It was a lesson for us that, while the guidebooks are invaluable, they are not infallible.

Our month in Belize was rapidly coming to an end so we cleared out in Dangriga, which we would not recommend as it's on a lee shore and required a somewhat wet and dodgy river bar crossing in the tender. We only went there on a local's advice and it proved slightly misleading.

Our final few days in Belize were frustrating as we waited for a weather window to head north but, once again, kept being held back by northers. Eventually we headed off in winds on the nose forecast to come aft. They never did and it was a two-day bash up the Mexican coast with the Yucatan current throwing in a bit of drama north of Cozumel.

What we saw of Belize we loved, but would temper that by making sure that would-be cruisers were aware of the draft issues and the weather. That aside, it's a magical place and definitely worth including in any western Caribbean cruising itinerary — especially if you do it north to south with the wind behind you.

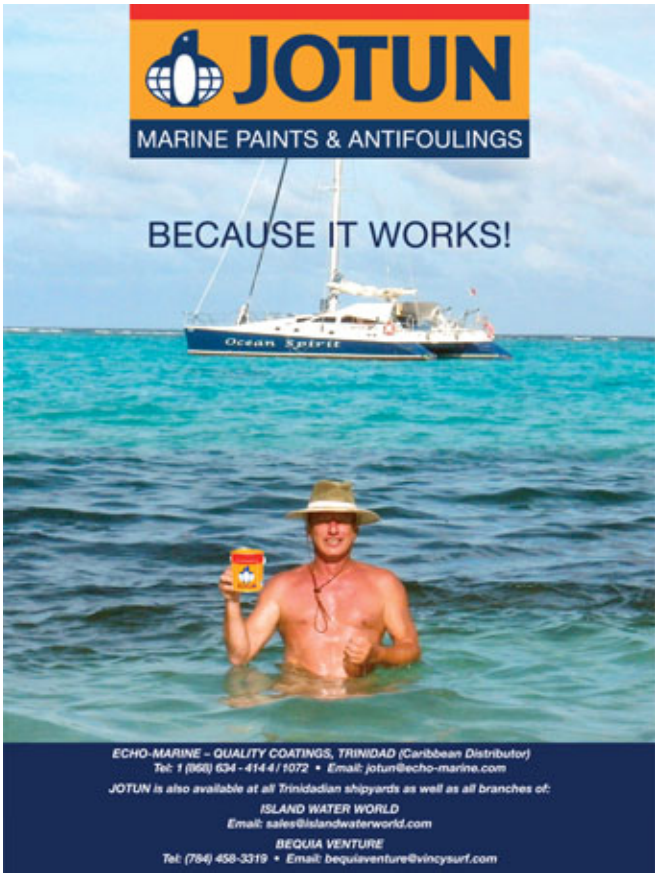
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Crossing the channels between Caribbean islands with a favorable tide will make your passage faster and more comfortable. The table below, courtesy Don Street, author of Street's Guides and compiler of Imray-Iolaire charts, which shows the time of 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!

June 2013

DATE	TIME
1	0625
2	0711
3	0757
4	0843
5	0929
6	1014
7	1104
8	1157 (new moon)
9	1240
10	1328
11	1414
12	1500
13	1545
14	1629
15	1713
16	1758
17	1846
18	1936
19	2029
20	2127
21	2228
22	2331
23	0000 (full moon)
24	0035
25	0136
26	0234
27	0328
28	0419
29	0508
30	0555

July 2013

1	0641
2	0728
3	0814
4	0902
5	0949
6	1032
7	1125
8	1212 (new moon)
9	1258
10	1343
11	1428
12	1512
13	1556
14	1642
15	1729
16	1820
17	1914
18	2021
19	2112
20	2214
21	2314
22	0000 (full moon)
23	0016
24	0114
25	0207
26	0259
27	0348
28	0436
29	0523
30	0613
31	0656

Caribbean Cruising and Crime Prevention

Part 1:

THE ESSENTIALS

by Frank Virgintino

When we set a course to a destination, we consider weather prognostics, currents, hazards along the way, and the peculiarities of what it will be like when we close land. Real effort goes into the work of planning a cruise.

But when was the last time you reviewed the crime statistics for all of the destinations on your proposed route?

To prepare for the risks of cruising, we study seamanship and navigation. We equip our boats well. We have life jackets and liferafts, EPIRBs and SART devices. We have ways to fight onboard fires and alarms for the intrusion of water. Navigation instruments, charts, laptop computers, satellite phones, SSB radios and a host of other electronic equipment help us stay out of harm's way.

But what have we done to prepare against the risk of crime?

The idea of armed robbers coming up on deck does not come to mind for most of us. If that vision is not scary enough, then picture the boat under full sail when you spot a large open boat coming towards you at 40 knots with six men in it all holding automatic weapons.

RYAN WEAVER



Before arriving at a new destination, have you done your homework about the level of crime risk there? How well prepared are you for that level of risk? It's obvious that you'll have a better time if you avoid being a victim of crime

How do we prepare for these events if we have not even thought of them?

Most of us are inadequately prepared, and the reason for the lack of preparation is a subconscious belief that crime will not happen to us. But of course it might. In order to prepare, we must organize, and in order to organize, we must define what it is we are dealing with — a subject most of us do not really want to address.

When the subject of crime against cruisers comes up, everybody makes noise. The resulting discussion — who lost their dinghy, who had their boat broken into, who was hurt, who was caught, and what to do about it all — is a party spoiler. But as you return to your boat, you get a feeling that you are as helpless now as when you first started discussing the whole crime issue. No one really knows what to do.

Brainstorming becomes a popular exercise as a result. Electrify the lifelines! Install bars inside all of the hatches! Consider the merits of alarm and camera systems! The idea of carrying firearms always comes up, especially when discussing being boarded offshore. Should pistols be carried? Or rifles? Or both? I have actually heard cruisers discussing the value of hand grenades and rocket launchers and what it might take to procure them and learn how to use them.

—Continued on page 45

PREPARING FOR A HURRICANE



by David H. Lyman

Okay, a Hurricane Watch has been called for your part of the puddle. That means hurricane conditions are possible in a few days. Now what? Now's the time to begin preparing the boat and yourself for what's possibly ahead.

Have a Plan and Checklist

It's time to drag out that Storm Plan you drew up last year, read it over, update it, keep it handy. If you don't have a Storm Plan yet, make one now.

Every commercial airline and private pilot has printed checklists they use before every takeoff, prior to taxi and just prior to landing. Create a "hurricane to-do" checklist as far as possible in advance and modify it after each event. This can be very helpful as a storm approaches. It's just a reminder to yourself of what not to forget.

Check Weather Sources

Log on to NOAA's National Hurricane Center website (www.nhc.noaa.gov) and study the cones of probability for each hurricane and tropical storm's track as they approach. Log on to PassageWeather.com and dial in your specific region. (www.Passageweather.com). This site gives you wind direction and speed, atmospheric pressure and wave patterns for an entire week. You can study a given hour, or animate the charts and watch the winds increase, decrease and change direction as the storm passes. [*See more weather forecast sources on the following pages.*]

Be aware of what's happening in the Caribbean, the mid-Atlantic, and even in the Pacific. Some Pacific-born hurricanes sweep over Mexico, enter the western Caribbean, and head north to slam into the Gulf Coast.

Review Your Insurance

Read over your insurance policy. Talk to your broker. Alert him to your plans, listen to his advice and get his consent.

What's your deductible, $2,000? Spend half that on preparations — a new storm anchor, line, chafe gear, a haul-out. Once you have invested in a new pennant, rode and mooring chain, you have them for years. Some insurance companies will pay for half the cost of a haul-out (and it's also an opportunity to clean the bottom, replace the zincs and inspect the ding in the keel from the last time you hit a rock).

Initiate Your Plan

Your Storm Plan should be activated 72 hours before the storm is predicted to arrive, whether it involves hauling the boat, moving it to a hurricane hole, or doubling up on a mooring (dive on the mooring yourself, or hire a qualified mooring expert to inspect your mooring system).

Then, with two more days to prepare, you can proceed with a cool head and lots of time to do things right.

Decide: Stay On Board or Go Ashore?

This is a serious consideration, affected by a number of issues. Is the boat uninsured? Is your boat your only home? What's the storm's predicted intensity and wind direction? Wave action will be a serious consideration. Is your anchorage protected from both seas and wind? Does the bottom provide good holding? Have you swum down to take a look? Do you have at least three or four anchors on board? How many boats are moored or anchored nearby? How many are ill prepared for a blow? Are you confident that remaining aboard will be beneficial, or are you just planning to remain on board for the experience?

Why remain aboard? To inspect chafe gear, deploy additional anchors and fend off other boats. I've experienced three West Indies hurricanes aboard my 41-foot sailboat, *Afaran*. For two of them I had little choice, as there were few options. For the last one, Hurricane Luis (1995), I went out of my way to be aboard. But then, I skied too fast, climbed mountains that were too high, and was a Navy combat photographer in Vietnam (1967), so risk was what I lived on.

Things in my life are different now. Back then, I was single and singlehanding back and forth between Maine and the Caribbean. Today, I have two kids and I'm over 70, and not as agile or strong or foolish as I was in my 30s, 40s or even 50s. Would I remain on board for a blow now? If the anchorage was well protected, and the forecast showed winds less than 80 knots, I might — if for no other reason than to be available to help others. But, insurance companies tell you to prepare your boat as best you can and go ashore. It's good advice.

Prepare Your Boat for a Blow

Remove and stow all the sails. Remove the rolling furling jib. If staying aboard and there is a chance you may have to cut loose and sail out of a cramped anchorage, leave on the reefed main (or storm trysail) and a storm jib, well wrapped and secured.

Remove all deck gear that's not bolted down. If debris from the shore might be blown about, cover the boat's windows with storm windows. Test the bilge pumps. Inspect the bilges to see if there is debris there that might clog the pumps.

I have mixed feelings when it comes to stripping the electronics off the boat. The GPS/chart plotter is easily removed, but the rest of the gear is more difficult to remove and re-mount.

Close and tape all ports and hatches — tight — so water has no way to get below. Wind-driven rain and spray can get through the smallest cracks. Remove air scoops (dorade vents) and replace with storm caps. Tape hatch seams with "gaffer tape" or blue masking tape that's easier to remove and leaves no messy residue. Secure cockpit lockers with tape. Should the boat heel over, or be driven ashore on her side, this will keep water out of the inside.

Put the hatch boards in, but do not lock the boat. Leave the key in the ignition. Should your boat go adrift, someone else may come to the rescue. They will need to gain access below and run the engine to keep your boat off the rocks.

If You Remain Aboard

Are you physically ready for the tasks ahead? Are you prepared emotionally and psychologically for the experience? Do you have others who can help, or does the presence of someone else just increase your anxiety level?

Is your foul weather gear adequate? You'll need a dive mask and snorkel as you go on deck to inspect the lines and chafe gear. You can't see when the wind is blowing over 50 knots. Don't believe me? Stick your head out the car window at 65 MPH in a rainstorm and tell me if you can see anything.

If you are remaining on board you'll need extra batteries for the flashlights, a hand-held VHF radio, and supplies of food and water as the stores ashore may be closed for days following a blow. Charge the boat's batteries. Cell phone charged?

Be prepared to remain awake through the entire storm. Tropical Storms and hurricanes only last ten to 12 hours, but they always seem to come at night. During the storm, lie down when possible to conserve energy. I doubt you'll fall asleep, but the rest will do you good. Get lots of rest, you'll need it. Eat and drink — water.

Anchoring Out

If planning to be at anchor for a storm, arrive at your hurricane hole a day or two ahead of it. This will hopefully give you the choice of the best spots. Inspect every element of your ground tackle: the line and chain, the anchors, the shackles and thimbles.

Rig the chafing gear before deploying the anchors. Set two anchors at 45 degrees, placing the storm anchor so it is used throughout the worst of the storm. If you anticipate a wind shift, set a third or fourth anchor in those directions.

Lay everything out, then set the storm anchor and back down on it, hard. Dive on it to ensure it's well dug in. Using the dinghy, deploy the second and third anchors. Slack the first anchor line, and back down on the second and third anchors, then re-adjust all rodes so the boat rides between them. Dive again to ensure each anchor is properly set and the chain and rodes are free from anything on the bottom that could cause a problem. Re-anchor as many times as necessary. Do it right.

Back on board, adjust the chafe gear, install the snubbing line on the chain, slack the chain itself by a few feet. If the snubbing line is 30 feet, it may stretch 25 percent of its length, or eight feet. Slack the chain by that amount. Secure all the lines so that you can adjust each one separately.

Lay out extra gear. Have a spare anchor or two rigged and ready to deploy. Have spare lines, hardware and tools at the ready. Have a sharp knife handy should it be necessary to cut an anchor rode if another boat fouls your anchor line and begins dragging down on you. Have another anchor ready to drop.

Look around. Others, less experienced, will welcome your aid and advice. It's important to you that your neighbors are well anchored or moored. Boats dragging down on others is a major cause of boats ending up on the beach.

Pay attention to details. Wire all shackles. Inspect all chain and each rode before deploying. Is your working anchor line worn? Replace it. Rope manufacturers will tell you an anchor line loses half its strength in just a few years. A dedicated storm anchor rode, one that is stowed below, out of the sun, and used only for storms is advisable.

That Plan Again

Look at your Storm Plan and checklist. Anything missing? Anything not attended to? Have you called your insurance broker? Is your will up to date? Anyone ashore to brief?

Radio Nets

Riding out Hurricanes Hugo and Luis in the Virgin Islands, I listened in to the Virgin Island Search and Rescue League (VISAR) radio net — a good bunch of savvy guys who are helpful during times like these. The radio net started hours before Hugo arrived. It was a clearinghouse of information. Boats reported in from all around the islands, giving wind speed, direction and conditions. I listened to some harrowing stories unfold, as boats began to drag, crashing into others, boats being holed and taking on water. I heard "Mayday, mayday…" from people who were trapped on a boat that was being driven up on the beach and battered by waves. At that point, there was nothing anyone could do.

The net was more helpful after the hurricanes, helping people get in touch with relatives at home. The phone system on the islands was out for days. The only way to communicate with the outside world was through helpful "hams" on their shortwave radios.

Finally

If you and your boat are forced to ride out a hurricane, use the opportunity to grow. To experience the magnitude of nature's power provides great lessons. You'll know how to do things better the next time. During this experience, you will also learn about yourself. It will make you stronger, more able to survive other key events in your life.

Steps for Hurricane Preparation

Well in Advance

Review your Storm Plan every spring. Bring it up to date.
Read accounts of hurricanes and Tropical Storms in books, magazines, and online.
Review your insurance policy.
Bookmark weather websites.
Hire a diver to inspect your mooring system.
Discuss storm preparations with marina, yard, yacht club managers, insurance agent and your mate.
Discuss storm policy with the local harbormaster.
Inspect possible hurricane holes nearby.
Inspect, replace and/or repair storm gear on board.

One Week Out

Download hurricane tracks and update daily.
Review strategy with family, crew, insurance company/broker, marina.
Post checklists on board.
Top off fuel and water tanks.
Prepare storm anchoring, mooring or docking lines and fenders.

3 Days Out

Strip the boat of sails, bimini, dodger, boom and other gear, and stow below or ashore.
On a mooring: Inspect the mooring system, install storm pennant and chafe gear, and discuss storm preparations with nearby boat owners and the harbormaster.
On your own hook: Move boat to hurricane hole and deploy anchors, attach buoys to the anchors, and if possible dive to inspect anchors and the bottom for anything that might foul or chafe your rode.
At the dock: Discuss storm preparations with marina personnel and fellow yachtsmen, double up lines, deploy lines to pilings abreast of the slip, double up fenders.

2 Days Out

Secure hatches and ports with tape.
Remove air vents and replace with deck plates.
Secure chafe gear on all lines.
Place snubbing line on anchor chain.

1 Day Out

Monitor NOAA and NHC online storm updates.

Following the Storm

Inspect your boat for damage; check bilge, engine, plumbing systems.
Help others nearby.
Contact your insurance company (agent) with an update on the boat's condition.
Open up the boat to air it out.
Retrieve storm anchor gear, wash, dry and stow.
Update your Storm Plan.

Visit the author's website at www.DHLyman.com.

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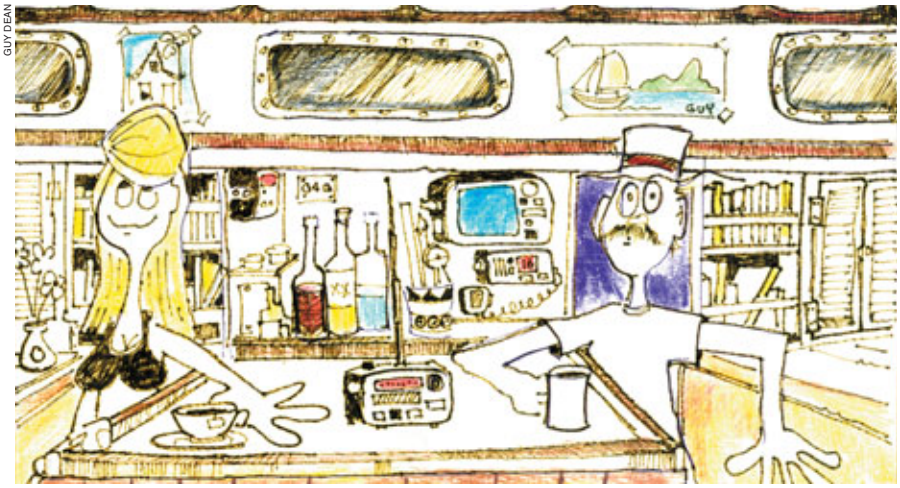
Marine Insurance
The insurance business has changed. No longer can brokers talk of low rates. Rather, the honest broker can only say, "I'll do my best to minimize your increase!" There is good insurance, there is cheap insurance, but there is no good cheap insurance. You never know how good your insurance is until you have a claim. My claims settlement record cannot be matched.

I have been connected with the marine insurance business for 47 years. I have developed a rapport with brokers and underwriters at Lloyds and am able to introduce boat owners to specialist brokers in the Lloyds market.

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GUY DEAN



SELECTED CARIBBEAN SHORTWAVE WEATHER REPORTS

UTC	AST	STATION & REPORT DESCRIPTION	FREQ	TYPE	MODE
0930	0530	Offshore Forecast	A	Voice	USB
1030	0630	Carib. Emergency & Weather Net	3815	Voice	LSB/ham
1100	0700	Caribbean Weather (Chris)	8137	Voice	USB (Note 1)
1100	0700	Caribbean Maritime Mobile Net	7241	Voice	LSB/ham
1100	0700	Bahamas Weather Net	4003	Voice	USB
1110	0710	Puerto Rico/VI Weather Net	3930	Voice	LSB/ham
1120	0720	C6AGG Carolyn Wardle Weather Net	3696	Voice	LSB/ham
1130	0730	Caribbean Weather (Chris)	4045	Voice	USB (Note 1)
1200	0800	Coconut Telegraph	4060	Voice	USB
1230	0830	Caribbean Weather (Chris)	8104	Voice	USB (Note 1)
1300	0900	Caribbean Sea (WLO)	C	Voice	USB
1330	0930	Caribbean Weather (Chris)	12350	Voice	USB (Note 1)
1400	1000	Caribbean Weather (Chris)	6221	Voice	USB (Note 1)
1530	1130	Offshore Forecast	A	Voice	USB
1800	1400	Caribbean Sea (WLO)	C	Voice	USB
2000	1600	Southbound II (Herb)	12359	Voice	USB
2030	1630	Carib. Cocktail & Weather Net	7086	Voice	LSB/ham (Note 2)
2130	1730	Offshore Forecast	A	Voice	USB
2235	1835	Caribbean Emergency & Weather Net	3815	Voice	LSB/ham
0000	2000	Caribbean Sea (WLO)	C	Voice	USB
0330	2330	Offshore Forecast	A	Voice	USB

Frequencies (in kHz):
A) NMN, Chesapeake, 4426, 6501, 8764, 13089, 17314.
Caribbean Sea approximately 25 minutes later.
NMG, New Orleans, 4316, 8502,12788.
Caribbean Sea approximately 25 minutes later.
B) 4316, 8502, 12788, 17144.5
C) 4369, 8788, 13110, 17362, 22804.
Gulf of Mexico, Southwest North Atlantic, then Caribbean Sea

Note 1: Unless severe weather threatens, this net is not conducted on Sundays. When there are active Tropical systems in the Atlantic, Caribbean Weather (Chris) runs a Net at 2300 UTC / 1900 AST, on 8137, Voice, USB. For complete schedule and changes visit www.caribwx.com/ssb.html

Note 2: This net now operates during hurricane season only

- WWV has World Marine Storm Warnings (Voice) at 8 minutes after each hour, and Solar Flux information at 18 minutes after each hour on 2500, 5000, 10000, 15000, and 20000 AM.
- During hurricane activity, information can be found continuously on the Hurricane Watch Net on 14325 USB/ham.
- Anyone, licensed or not, may legally operate on HAM frequencies in the event of a life-threatening emergency.
- For cruiser info, check out the Coconut Telegraph at 1200 UTC [0800 AST) at 4060 USB. Also of interest, with weather, security and genral info segments, are the Panama Connection Net at 1330 UTC on 8107 and the Northwest Caribbean Net at 1400 UTC on 6209.

A more complete schedule of eastern North Atlantic and Caribbean cruising nets is available at www.docksideradio.com/east_coast.htm.

SELECTED CRUISERS' VHF NETS

Nassau, Bahamas	0715	VHF 14	
St. Martin/Maarten	0730	VHF 14	Monday-Saturday
English Harbour	0900	VHF 68/06	Daily
Rodney Bay	0830	VHF 68	Monday-Saturday
Bequia	0800	VHF 68	Daily
Grenada	0730	VHF 66 Intl	Monday-Saturday
Chaguaramas	0800	VHF 68	Daily
Puerto La Cruz	0745	VHF 72	as available
Curaçao	0745	VHF 72	Monday-Saturday

Thanks to numerous cruisers for this information, which was correct to the best of our knowledge as this issue of Compass went to press.
We welcome corrections and comments at sally@caribbeancompass.com.



Selected On-Line Weather Sources

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

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



Long Distance Weather Forecasts Now Made By Machine

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

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

An article from
Modern Mechanics *magazine, 1932*

The technology used to disseminate weather forecasts is continually evolving. Although it's been a very long time since people tried seriously to predict the weather by examining onion skins or seeing whether or not the groundhog went back in his hole, it has also been a while since mariners routinely listened to good old WWV radio for marine storm warnings (Atlantic high seas warnings are still broadcast by WWV at eight and nine minutes after the hour on 2.5, 5, 10, 15 and 20 Mhz), because they no longer need WWV's "time ticks" to ensure the timing accuracy of sextant sights. The use of once-popular weatherfax has to a great extent been replaced by GRIB (GRIdded Binary) files.

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

Caribbean National and Island Weather Websites
- Barbados Weather Radar: www.barbadosweather.org/barbados-weather-radar.php
- Cuba Met Institute: www.met.inf.cu (in Spanish)
- Curaçao Met Department: www.meteo.an
- Dominican Republic Met Office: www.onamet.gov.do (in Spanish)
- French West Indies Weather: http://outremer.meteofrance.com (in French)
- SXM Cyclone/St. Martin: www.sxmcyclone.com (in French)
- US National Weather Service (for USVI and Puerto Rico): www.srh.noaa.gov/sju

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

Commercial Marine Weather Service Websites
- Buoyweather: www.buoyweather.com (supplies free two-day forecasts in addition to paid-for custom forecasts)
- Chris Parker's Marine Weather center: www.mwxc.com (paid-for custom forecasts)
- Crown Weather Services: www.crownweather.com (provides a good Tropical Weather page in addition to paid-for custom forecasts)
- Storm Pulse: www.stormpulse.com (no longer free as of April 2012)

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

In addition, weather forecasts, radar and interactive weather maps are available at http://ibiseye.com, and surf forecasts (great for those "iffy" anchorages) are provided at http://magicseaweed.com.

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

Happy weather windows!







JUNE 2013

♈ ARIES (21 Mar - 20 Apr)
This month will be one of rough seas in your homeport; the relationship forecast could include misunderstandings and disagreements. But the prudent mariner can weather these, and things will smooth out by month's end.

♉ TAURUS (21 Apr - 21 May)
Other than small glitches on the boat-business side, this month will be pleasantly aspect free: gentle winds and smooth seas with no clouds on the horizon.

♊ GEMINI (22 May - 21 Jun)
You'll have full sails and lots of creative energy to expend on new ideas. Use these aspects to the fullest before they dissipate on the 21st and the Full Moon is rising.

CANCER ♋ (22 Jun - 23 Jul)
Romance will flow smoothly this month to balance any rough seas left over from last month. This influence could have lasting benefits to your cruising creativity.

♌ LEO (24 Jul - 23 Aug)
Love is sailing your way and will arrive during the last week. Now is a good time to clear the decks and get things shipshape so you can just enjoy it when amour drops anchor off your stern.

♍ VIRGO (24 Aug - 23 Sep)
Inventive ventures could have choppy seas and fluky winds with many small setbacks. Just keep a firm hand on the helm and you'll sail right through to clear weather.

♎ LIBRA (24 Sep - 23 Oct)
Though your love life may have some squalls, your ingeniousness will experience perfect conditions. Concentrate on this positive aspect and let the rain slide off your back.

♏ SCORPIO (24 Oct - 22 Nov)
A female crewmember or cruising pal will help in your business course. Enjoy the rising tide now as it could ebb in the next month.

♐ SAGITTARIUS (23 Nov - 21 Dec)
You will find many counter-currents in any imaginative projects you attempt. Find the time to get off the boat, leave responsibilities behind for a while, and just recharge your batteries.

♑ CAPRICORN (22 Dec - 20 Jan)
There will be a spate of misunderstandings on board and a romantic interest will be the cause of discontent. Reprogram your waypoints.

♒ AQUARIUS (21 Jan - 19 Feb)
This will be a good time to complete any unfinished projects on board, especially in the first three weeks when conditions are right for exercising your work ethic.

♓ PISCES (20 Feb - 20 Mar)
Romance will dominate your attention for the first three weeks and could be distracting you from productive endeavors. Your energy will improve in the last week, so redirect it to where it is most needed.

Island Poets

The Quiet Yachtsman's Lament



Noise, noise, noise,
We are so sick of noise.
All around the bay it blares,
Lots disturbed but no one cares.

Clubs and bars and open air,
Music hounds us everywhere,
We just seek some peace and quiet,
But have this problem every night.

Shut the windows, ear plugs in,
Won't anybody stop this din?
Does it need to be so loud
To satisfy your dancing crowd?

Amplifiers are a curse,
There's little chance of a reverse.
Maybe if the yachts all leave,
There'll be a chance of a reprieve.

Starts at eight, goes on till five,
Sleep won't come howe'er we strive.
That constant drumming pounds my chest
And will not give me any rest.

As the clock is striking four,
Once or twice I've crept ashore.
There's the speaker on the shelf
Playing music to itself.

All the dancers on the floor,
Cannot hear it any more.
Horizontal, deaf and dumb,
Unconscious from their dose of rum.

So sail away and let them be,
Eventually some sense they'll see.
Try turning speakers to the shore,
'Til those on land can take no more.

But we have found some bays to hide
From this swelling noisy tide:
Antigua's music's varied, quiet.
The French Isles too have tasteful diet.

And in other places, silence rules.

— Rocco Relic

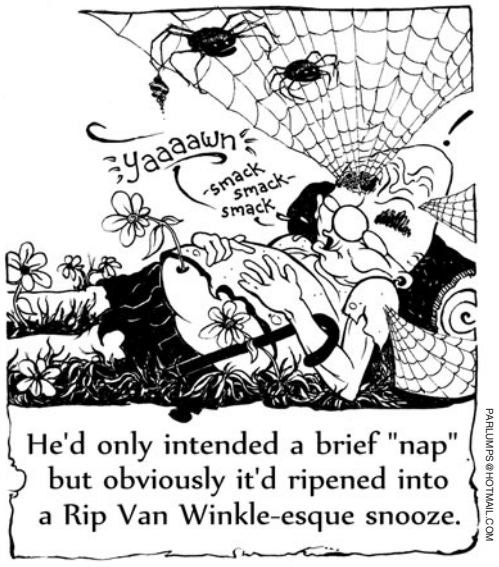
NECKER ISLAND

South I sail into a sparkling sea
I look ahead and what do I see?
Do I hallucinate?
Is rum my trusty sailing mate?
I see a tree
Growing in the sea.
How can that be?
Trees don't grow in sea.
As I get closer
It's not one tree — it's three!
The breaking waves.
The island forms a lee.

It's my belief
They'll come to grief
(Yes, okay, they're on the reef).
But they ought to die;
The salt will take them like a thief,
Kill the roots
Of those coc'nut shoots.
Until, to my relief,
I realize —
It's the Virgin magic of the skies.
So, no, I don't hallucinate:
Mr. Branson makes them grow!
Mr. Branson runs the show
As Necker Island settles in the evening glow.

— Sandy Mair

parlumps marooned



OTTLEY HALL
MARINA & SHIPYARD

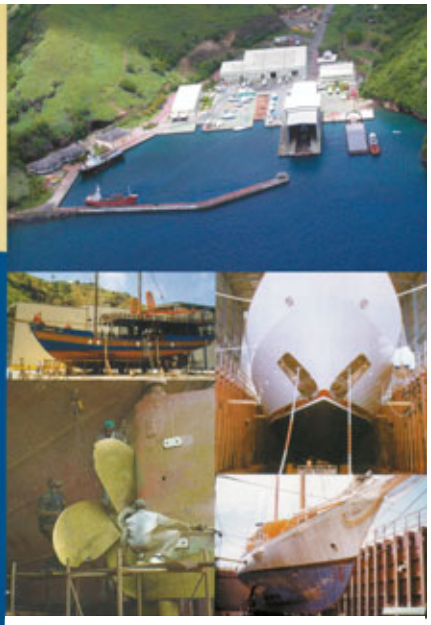
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CRUISING KIDS' CORNER

Trevor and the Billy Cart

by Lee Kessell

Trevor was once more over in Barbados enjoying himself by making up wild plans with his younger cousin Ernie. Trevor lived in St. Lucia but he had a lot more freedom at Ernie's house on the wild Atlantic coast, up and away above the old sugar valley of Sweet Bottom, than under the eyes of his own mother and father. Aunt Josefina disapproved of Trevor but her husband, Trevor's Uncle Solly, always said, "Boys will be boys." Ernie's little sister, Nyna, was not allowed to play with the boys, which she considered very unfair.

Now, Trevor had only been at Ernie's comfortable, rustic cottage for a couple of days when he thought up this grand scheme to build a billy cart. Ernie had never heard of such a thing but he was willing to learn. Trevor explained that all they needed was a three-sided box that rested on two pieces of plank, set crossways. At the back, the box sat upon the crosswise plank, which was attached to wheels. The front of the lengthwise plank had its own axle, which again had two wheels with a pivot in the middle. The two ends of a long piece of rope were attached to the front axle near each front wheel, and the driver guided the cart by pulling on the appropriate end.

"Neat eh?" boasted Trevor.

So the two boys set about collecting the materials. Uncle Solly had a work shed in the back yard and here they found an old wood box from which they knocked out one side. They also found some planks of wood, which Trevor sawed into the right lengths. Rope was easy, as Uncle Solly had plenty, and they found the wheels from an old pram. Ernie now helped Trevor assemble the cart and when they finished burst out, "But how do you stop it?"

"With your feet," Trevor replied. Ernie didn't like the sound of this at all but he didn't like to admit it. As the boys had been working on the cart all morning and after lunch as well, the afternoon was half gone by the time Trevor and Ernie were ready. The last thing was to go into the house and put on their trainers, as their feet would take a lot of pressure.

Trevor and Ernie pulled the cart all the way up the crushed coral road that went around some sharp corners to the top of the hill. At last they were ready to get into the cart. Now, as a billy cart is meant for only one person, Ernie had to sit in front of Trevor so that he could add to the braking power.

> *'All right,' ordered Trevor, as the cart was poised on the brink of the downhill run. 'Get into the cart and we'll push off with our feet.'*

"All right," ordered Trevor, as the cart was poised on the brink of the downhill run. "Get into the cart and we'll push off with our feet."

Ernie, filled with fear, did as Trevor said and together they pushed with all their might. The billy cart hesitated for a moment, then flew off with such speed that Ernie was almost tossed out.

"Brake, brake!" screamed Trevor and both boys put their feet down as hard as they could. The friction caused heat to rise up their legs. Suddenly a sharp corner sped up to them and Trevor pulled the rope to the right with all his strength.

"Ernie, duck your head — I can't see over you!" Trevor bellowed and Ernie was only too happy not to see the death he knew was awaiting them.

"Keep braking with your feet! Oh gawd, another turn!"

So the billy cart with the two boys hurtled crazily around and down to the wall in front of Aunt Josefina's garden, but before the expected crash the cart hit a rock and the boys were catapulted right over the fence and into the flowerbeds. The noise of the crash woke up Rusty the dog, who barked furiously and brought Aunt Josephina, Nyna and Uncle Solly rushing to see what had happened. When Rusty realized who he was barking at he wagged his tail and tried to lick Ernie's face. Aunt Josephina took one horrified look at her garden, another at the tattered trainers that had flown off the boys' feet, and pronounced instant punishment.

"You boys are grounded until you replant my garden and help pay for new shoes!" Then she stamped inside. Uncle Solly just shook his head and sighed. "Well, boys will be boys... but you were lucky you didn't break your necks."

Nyna put her hands on her hips and hissed, "Serves you right!" and sashayed back into the house.

Trevor sat up and grinned, "Ernie, man, that was some ride — just like flying!"

Ernie lay still, bruised in body and spirit, and gritted his teeth.

THE END

The Sky in June 2013

by Scott Welty

The Planets in June

MERCURY - Evening star all month. It's at maximum elongation (biggest angle from the Sun) on the 12th.

VENUS - Also an evening star, setting between 1945 and 2000 hours.

EARTH - Can't wait for Rap to die, as did Disco.

MARS - Rising just before the Sun all month.

JUPITER - An evening star on June 1st and swinging around the Sun to be a morning star at the end of the month. May be too close to the Sun to see in the morning until July.

SATURN - Rising in the afternoon so setting in the wee hours; riding in Virgo.

Sky Events This Month

This month has lots of monkey business low in the eastern or western skies. Good viewing for those at sea or with other unobstructed horizons.

1st - Jupiter, Venus and Mercury low in the western sky at sunset (Figure 1).

7th - Mars and crescent moon in early morning (Figure 2).

8th - New Moon

10th - Tiny sliver of the moon setting with Venus.

19th - Find Saturn — it will be riding just above the nearly full moon.

20th - Mercury and Venus set together as they ride with the Gemini twins, Castor and Pollux (Figure 3).

21st - Summer Solstice (see below)

23rd - Full Moon

Summer Solstice

June 21st is the Summer Solstice. The word Solstice is from the Latin *Sol* (Sun) *sistere* (to stop). Sun stop? Well of course the Sun isn't really moving in the first place, but it does seem to move in our sky. It "moves" around our sky once a day and also swings north and south during the year. This due to the fact that the Earth is tipped relative to the plane of its orbit. If you were to mark where the Sun rises relative to the horizon (or with a compass if at sea) this point would have been marching northward ever since late December and now, in June, it slows its northerly motion, seems to stop (on the 21st) and then reverse its course back to the south.

Of course, much celestial navigation is based on where are you relative to where the spot of the Sun is on the Earth — that is, the spot on the Earth where you could stand in the shade of your own sombrero. On the day of the Summer Solstice that place would be on the Tropic of Cancer — 23.5° north latitude.

Why is this called the Tropic of Cancer? When this latitude line was named, the Sun was in the constellation Cancer. However, this is no longer the case. (By the way, the word *tropic* comes from the Greek *to turn*, as this is when the Sun turns back and heads south again.) Because of the precession of the equinoxes, the Sun is actually now more in Gemini at the Summer Solstice. I ran my computer program backwards to see when the Sun was actually within Cancer on the solstice and I had to go back to about 2000BC. Talk about a name sticking! The question is, who was doing astronomy then to do the naming? I find that Aristotle and his band of ruffians were working just a few hundred years BC. You have to go back to the Egyptians, who were doing astronomy 5000 years BC. Egypt of course was routinely invaded by the likes of Alexander the Great (and his brother Bob the Mediocre) and the Romans, so perhaps the idea of the Sun being in Cancer got absorbed into Greek and Roman thought from the Egyptians. Let's have the historians weigh in on this.

To Contemplate While Having a Glass of Wine on Deck

We think our orbit around the Sun is the same year after year, but we find it is slowly changing. We think the stars are firmly planted in the black abyss and then we find they have proper motion, that the galaxy itself is spinning and that all the billions of galaxies themselves are flying away from each other. The only constant is the change itself....

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

FIGURE 1



Jupiter, Venus and Mercury at sunset on June 1st

FIGURE 2



Get up! Mars and tiny crescent moon early morning on the 7th

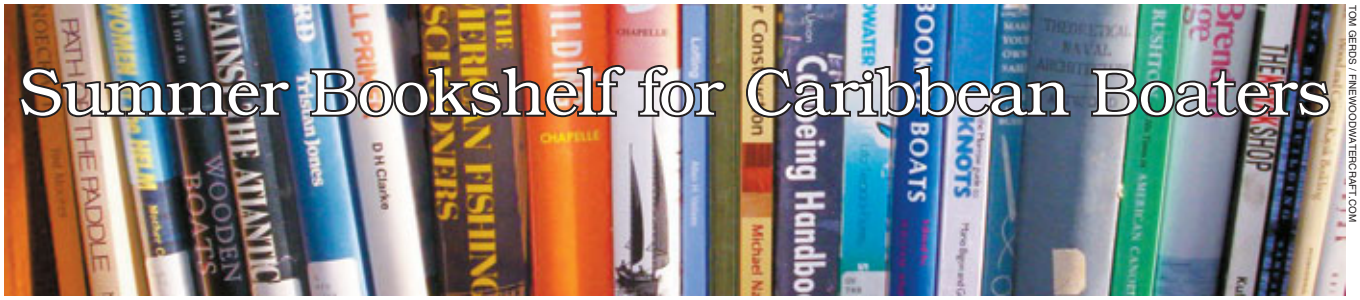
FIGURE 3



Elusive Mercury and good old Venus set together with the Gemini twins on the 20th

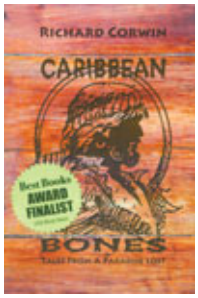


Summer Bookshelf for Caribbean Boaters



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Whether you've just put down the sandpaper and want to kick back in the cockpit for a while, are sitting in an airport waiting for a connecting flight, or are just chilling on the beach, a good book is a fine summertime companion. At least one of the following should float your boat. All books mentioned are paperbacks unless otherwise noted.



NON-FICTION: MEMOIRS

Caribbean Bones: Tales from a Paradise Lost, *by Richard Corwin © 2011. Bujew Press. 194 pages. ISBN 978-1-466252-58-5.*

A self-published collection of short stories based on the author's experiences living on St. Thomas "before a massive influx of condo developments scarred the island. It was a time when life was complicated only by its simplicity." Although written in the third person, the stories, Corwin assures us, are true, although names have been changed "to protect the guilty". Although Corwin is an experienced writer, the book suffers from the usual self-publishing curse of insufficient copy-editing. Nevertheless, it's worth looking past any blemishes to the character-filled face beneath. Corwin tells tales of a particular expat reality, the likes of which won't be seen again. For you who lived on St. Thomas "back in the day", chapter titles like "Two Tokes to Takeoff" and "Fearless Fred's Frigorific Fraternity" will resonate, and for others it's an entertaining look back in Caribbean time.

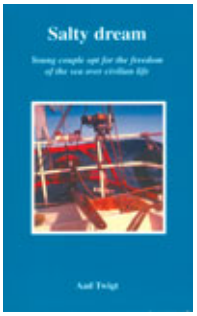
Available from bujewpress@gmail.com.

Where the Trade Winds Blow, *by RL Boudreau © 2012. Bryler Publications. 282 pages, B&W photos, ISBN 978-1-927003-20-6.*



A wonderful memoir of a unique boyhood — growing up in the 1950s as the son of the charismatic adventurer and schooner captain Walter Boudreau. Walter and his wife were pioneers in the Caribbean's passenger windjammer business and founded the original Yacht Haven Hotel at Marigot Bay, St. Lucia. They and their five children alternately lived aboard Walter's various schooners and at the hotel. The way the author tells it, a richer childhood cannot be imagined, and Boudreau (also author of *Maclean's* magazine's best-seller *The Man Who Loved Schooners*, among other books) is a fine storyteller. Think *Huckleberry Finn* meets *Don't Stop the Carnival*, sprinkle with terrific sea stories and you'll get the idea. Photos of spectacular sailing vessels — *Caribee, Ramona, Le Voyageur, Janeen, High Barbaree* — are a plus. Boudreau was raised to love the islands and islanders, and to love sailing and the sea. This book shares the love.

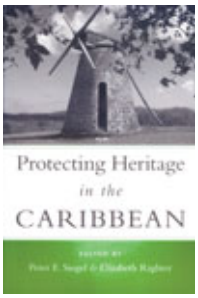
Available from www.brylerpublications.com.



Salty Dream, *by Aad Twigt © 2007. Twigt & Janiczek. 140 pages. ISBN 90-810487-1-6.*

Originally published in Dutch, this book records the journey of a young European couple — the author and his wife, Hella — who, as the book's subtitle says, "opt for the freedom of the sea over civilian life". At age 27, Aad drops out of a career as a merchant mariner, and he and Hella, a schoolteacher, set out from Holland aboard an eight-metre (26-foot) steel sloop to see the world, or at least the Caribbean. Like many cruising accounts that are (presumably) based on logs or journals, the narration is a bit pedestrian — "we did this, and then we did this..." — but it's an intimate look at how, some 30 years ago, a couple of prospective "suits" transformed themselves into genuine sea gypsies. Aad and Hella are still sailing.

Available from www.aadtwigt.nl/boeken.html.



NON-FICTION: ENVIRONMENT

Protecting Heritage in the Caribbean, *edited by Peter E. Siegel and Elizabeth Righter. The University of Alabama Press © 2011. 202 pages. ISBN 978-0-8173-5667-5.*

Rich historic and cultural heritage resources in the Caribbean are destroyed every year by unenlightened developers on one hand, and by local populations who see certain things as symbols of an oppressive past on the other. This scholarly book looks at how Caribbean nations address the challenges of protecting their patrimony in the face of pressing economic concerns. The chapters are organized by geographic location, north to south, covering the Greater and Lesser Antilles. Considerable variety is seen in different nations' approaches. There are important lessons here to be learned.

Available from www.uapress.ua.edu.

Sea Turtles, an Ecological Guide, *by David Gulco and Karen Eckert. Mutual Publishing © 2004. 122 pages, full color. ISBN 978-1-56647-651-5.*

Seeing a sea turtle in the water just makes your day; you feel you've been given a special little blessing. Observing a sea turtle as she lays her eggs on a beach by night is simply an unforgettable experience. This large-format book will readily educate you about these iconic marine creatures. Recommended as a textbook for students from middle-school through university, the well researched and intelligently presented material is a boon for other sea lovers as well; the authors' intention was to create a book that would be just as easily used by novices as by experts. It will open your eyes to how fascinating these unique animals really are.

—Continued on next page

GOOD GUIDES ARE TIMELESS

Until Don Street wrote his first guide in 1964, the guide he used was Norie and Wilson's "Sailing Directions to the West Indies", published in 1867.



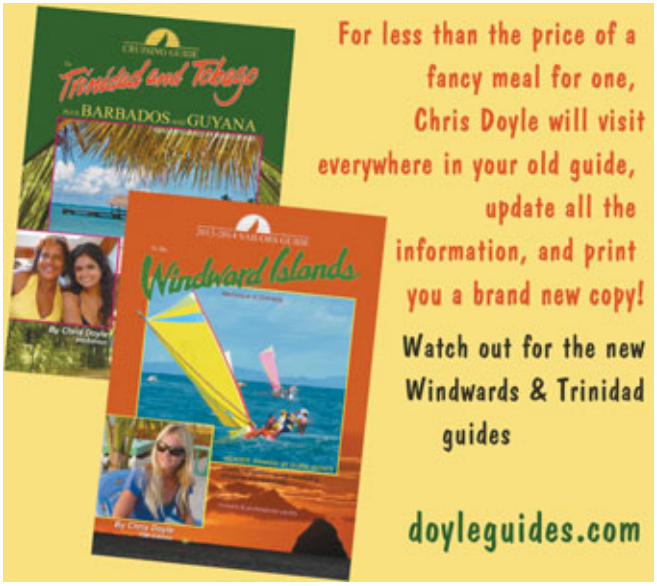
Real sailors use Street's Guides for inter-island and harbor piloting directions, plus interesting anecdotes of people, places and history. Street's Guides are the only ones that describe **ALL** the anchorages in the Eastern Caribbean.

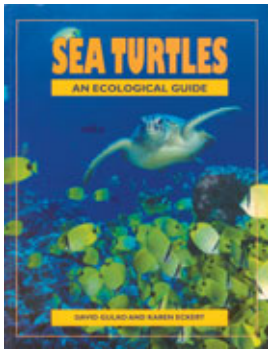
In 1980 Street said in print that if anyone could come up with an anchorage safe for a boat that draws seven feet that he has not covered in the guide he would buy the drinks. Thirty-two years have gone by and he has never had to buy drinks.

Real sailors in the Windwards, Leewards and Virgin Islands circle in Street's Guide the anchorages that are **NOT** described in the other popular guides. Do the same and you will have quiet anchorages.

HURRICANE TIPS! Visit www.street-iolaire.com for a wealth of information on tracking & securing for a storm

Street's Guides are available at Island Water World and Johnson Marine Hardware in St. Lucia, Sully Magras in St. Barts, and Blue Water Books & Charts in Fort Lauderdale, or contact channelsales@authorsolutions.com

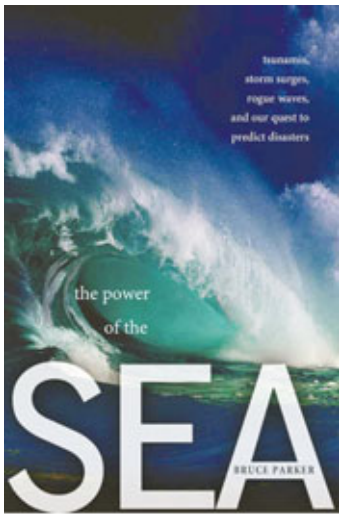




—*Continued from previous page*

Over 200 photographs and illustrations clearly depict every facet of a sea turtle's life and habitat. A portion of the proceeds from the sale of this book benefits the Wider Caribbean Sea Turtle Conservation Network (WIDECAST.)

Available from www.mutualpublishing.com.



The Power of the Sea: Tsunamis, Storm Surges, Rogue Waves, and Our Quest to Predict Disasters*, by Bruce Parker © 2010. Palgrave Macmillan. Hard cover, 292 pages, B&W photos and illustrations. ISBN 978-0-230-61637-0.*

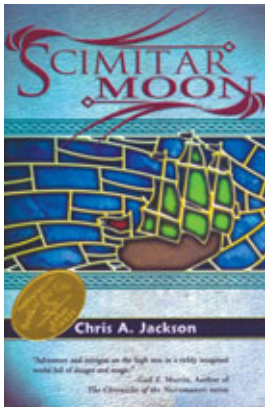
Anyone reading the *Compass* has probably spent a significant amount of time on, in or by the sea — but how much do we really know about this essential element in our lives? From the little wave that gently rocks our boat, to the tsunamis that sweep away lives, to the El Niños that affect hurricane formation, the power of the oceans is evident on local and global scale. How does the ocean work? A sweeping look at more than a thousand years of ocean history and science, *The Power of the Sea* traces the journey from our earliest and strangest notions about the sea to how today's scientists are working to predict the sea's next move. Mixing hair-raising descriptions of maritime disasters with descriptions of our efforts to understand them, it's all interesting, and Chapter 5, "Stormy Seas", will have sailors on the edge of their cockpit cushions.

Available from www.thepowerofthesea.com.

FICTION: ADULT

Scimitar Moon*, by Chris A. Jackson © 2009. Dragon Moon Press. 344 pages. ISBN 978-1-897942-14-7.*

If you're a sailor who likes fantasy, this book's for you. The evil Captain Bloodwind would build a nation of pirates, but Cynthia has plans of her own, and revenge is top on her list. She is no warrior, but Bloodwind murdered her parents, and she has one family trait that nobody can destroy — she can build ships.



The author is a liveaboard sailor, and *Scimitar Moon* won a Gold Medal for Fantasy in the ForeWord Reviews Book of the Year Awards 2009.

Available from www.jaxbooks.com.

Is it Love? ...A Triangle Gone Square*, by Stephen A. Dantes © 2012. 286 pages. ISBN 978-1-4685-4526-5.*

Award-winning St. Lucian poet and novelist Stephen A. Dantes tells the story of Greg, who struggles to obtain his mother's love in their dysfunctional relationship; who is betrayed by Bernice, the mother of his son; and who tries to maintain his forbidden love for Larna. As each character lives his or her life in isolation and secrecy, an unforeseen event reshapes their reality and brings them to a crossroads that changes them forever. And when it seemed like things could not get any worse, Greg's grandmother reveals an age-old secret on her deathbed. The stuff of soap opera is told in an authentic Caribbean context.

Available from www.stephendantes.net.

FICTION: YOUTH

Jake and the Magic Telescope: Treasure of Mango Island, *by Sarah-Jayne Boudreau © 2012. 60 pages. ISBN 978-1-927003-37-4.*

This is a sailing adventure story for children aged six to nine. When Jake gets a model schooner for his birthday, the fun begins. There's a secret bay, a talking seagull, a pirate, a treasure and more. Lively, colorful (and refreshingly nautically accurate) illustrations by Charlton H. Bullock are a bonus. There's even a glossary for landlubber kids.

Available from www.brylerpublications.com.

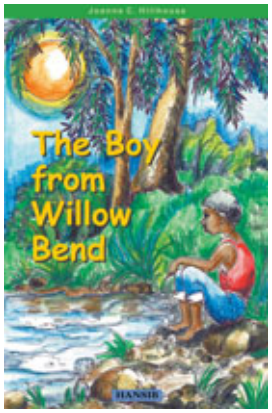


The Boy from Willow Bend*, by Joanne C. Hillhouse. Hansib Caribbean © 2009. 94 pages. ISBN 978-1-906190-29-3.*

The Boy from Willow Bend tells the story of Vere, an Antiguan youth with an irrepressible spirit that is tested as he comes of age amid poverty, loss and hard knocks. The women in his life — his absent mother, longsuffering *tanty*, rebellious June, first crushes Kim and Makeba, and first girlfriend Elizabeth — help shape him, as do his abrasive grandfather and others. In the end he grows into his own person: bright, talented, a survivor.

The Boy from Willow Bend, now on the Antigua schools' reading list, speaks especially to young readers while sparking nostalgia in older readers.

Available from www.hansib-books.com.



ALSO WORTH SEEKING OUT

The Commonwealth Foundation has announced the regional winners for the 2013 Commonwealth Book Prize and Commonwealth Short Story Prize.

Commonwealth Book Prize, Regional Winner, Caribbean: *Disposable People*, by Ezekel Alan of Jamaica.

Commonwealth Short Story Prize, Regional Winner, Caribbean: *The Whale House*, by Sharon Millar of Trinidad & Tobago.



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Tide's Table

by Ross Mavis

FAST, GOOD AND HEALTHY

My 11-year-old grandson has become a label reader; any processed food the family considers when shopping he first carefully studies to see how much sugar and salt, and how many unpronounceable items, are listed on the label. If percentages of sugar and salt are high, or he can't pronounce the names of many of the ingredients, the item is considered unworthy of purchase. He has become a junior food inspector, and his family benefits greatly from his diligence.

When I was a child in Canada, my Mum seldom if ever had processed foods in our home. "Hamburger Helper" was not on store shelves, baked goods containing extra sugar and salt, and the myriads of added chemicals in canned goods didn't grace our table. Bread baked by Mum used wheat flour that is quite different to that made of today's grains.

Today, there are few if any commercially produced fruits and vegetables that have not been genetically engineered to be easier to grow, yield more abundantly, and have a longer shelf life.

Everyday food isn't what it used to be.

Don't get me wrong — my grandson still enjoys an occasional store-bought pizza and a modest selection of packaged cookies or cakes, but his parents purposely limit these acquisitions. The result is a family that is slim and trim, actively athletic and in good health.

The relationship between food and health was dramatically brought to my attention recently. Over the previous year, I had become less energetic than before. Tasks I normally had done with ease became more difficult and often a brief rest was necessary to allow me to catch my breath. My doctor wasn't concerned. He said to remember I was getting older and should expect lesser performance in my physical acuity.



Suddenly, a case of pneumonia resulted in my hospitalization and I was diagnosed with congestive heart failure requiring open-heart surgery to repair blocked arteries and replace my aortic valve. I am alive today and feeling like a new person, thanks to modern medicine, our hospital's excellent cardiac surgeons and a change in my lifestyle. Take it from me: this is not a good way to be forced into considering healthier eating.

Many sailors enjoying the sunny Caribbean are 50 years old or more. Adopting a careful food and drink regimen now will give every opportunity to continue this idyllic recreation for many years. With a little care and attention, we can enjoy life and the rewards of a cold beverage and a healthy meal.

Here is a recipe you will want to try with the satisfaction of knowing it is not only good tasting, but good for your health.

Enjoy!

Shrimp Risotto

2 teaspoons olive oil
3 cloves garlic, minced
1 medium onion, chopped
1 Cup Arborio rice
2 Cups chicken broth (check salt content)
1 1/2 Cups 1% milk
1/4 teaspoon ground black pepper
12 ounces medium raw shrimp, peeled
2 Cups baby arugula or spinach
1 Tablespoon lime juice
Salt (lightly to taste)
Fresh basil leaves

In a medium size saucepan, over medium heat, sauté garlic and onion until soft. Add rice and continue to sauté for another minute or two. Stir in broth and 1 1/4 Cups milk. Continue to heat, stirring while bringing to boiling. Reduce heat to low, simmer and stir several times for about 15 minutes. When rice is tender, add shrimp and continue to simmer for another 5 minutes. Stir in remaining 1/4 Cup of milk and add pepper, greens and lime juice, and taste for salt.

Serve hot in bowls with fresh basil leaves to garnish.

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CRUISING FEARS

Dear *Compass*,

After reading Frank Virgintino's excellent article on crime and cruisers, "Cruising with(out) Fear", in an old September 2012 edition of the *Compass* spread out beneath my tin of bilge paint, I was left with a profound sense of unease. On reflection I realized this feeling was not a result of the statistics and implications of the criminal acts committed or anything to do with the paint fumes. It was the jaw-dropping revelation that cruisers are not only concerned with these incidences of maritime mugging, but also with the horrors of overnight sailing — "the bane of many cruisers without night-sailing experience".

This of course implies that some of the cruisers who have no nighttime experience do not fear overnight sailing, which is a relief.

Then there are the cruisers who dare not sail offshore. Again FV says, "the bane of us who fear being out of the sight of land"! (the exclamation mark is mine). I have to say here that I am sorry to hear that Mr. Virgintino is one of those who share this fear, and wonder how it influences his pilotage publications.

To me this implies that a considerable number of cruisers are not only missing out on the real joys of cruising — the freedom of the open ocean, the bounding main, the joys of sailing a little ship and a star to steer her by, the wake aglow in phosphorescence etcetera — but are, therefore, dangerously lacking in sailing and seamanship experience. Hopping anxiously from one marina slip or mooring field to another in daylight hours is not really what ocean cruising is all about. When accomplished under the burden of thalassophobia, I wonder why people bother cruising at all.

I realize ocean cruising is now a feasible, technology-enabled lifestyle choice for anybody, regardless of knowledge or experience and a favorite among retirees. It's hard to appreciate today in a world of GPS and Sat-phones that not long ago it was considered a commitment based on self-reliance, sailing experience and an understanding of the risks involved — to disappear at sea for a prolonged period, independent and practically self-sufficient in respect of the boat, its structure, its rig, sails and machinery; to be prepared for any weather and have a real understanding of the meaning of 'seamanship'; to hand, reef and steer and know the 'cut of a man's jib'. These skills are now sadly lost on many of today's cruisers.

I wonder how many of the cruisers referred to by Mr. Virgintino are the 'Real Cruisers' met by Mr. Josh Tulloch and touchingly ridiculed in his letter printed in the same edition.

Chris Long
Tropical Dream

MORE ON MOORINGS

Dear *Compass*,

Regarding the ongoing discussion of moorings that began with Chris Doyle's article in the October 2012 issue of *Compass*, it is difficult to condemn waterfront guys in Bequia for putting down mooring buoys without the sanction of the authorities. It is easy money: for the cost of line, chain, something heavy on the seabed and a mooring buoy you can enjoy a decent income during the yachting season, especially from bareboat charter yachts.

Cruisers tend to avoid using moorings because they object to paying for them and they are aware that many are poorly maintained. If your boat is attached to an unauthorized mooring and the line breaks and you subsequently cause damage to another yacht, you are liable for all damages. Forget any insurance claim.

There was a letter in *Compass* a couple of months ago saying that the moorings do not fail. Frankly that is not true. During the time I was in Bequia so far this year, two broke.

The second incident was quite amusing.

I heard a row going on at about 12.30PM, so I popped my head up to see what was happening. A bareboat was on the bow of the yacht anchored in front of us and the owner of the yacht was having a very loud and heated discussion with the bareboat charterers.

I asked her the next day what had happened. Briefly, the bareboat's mooring had broken and she had been woken by a thump as the bareboat hit her boat. What was amusing was that the bareboaters kept saying, "But we are okay, because we are on a mooring!" — pointing at the mooring buoy attached to their yacht. She said they simply could not get it through their heads that although the mooring buoy was indeed still attached to their boat, the mooring buoy was no longer anchored to the seabed. They had drifted 70 metres before hitting her!

Knowing that this buoy controversy is fairly contentious at the moment I made discreet enquiries through local contacts to find out which moorings are well maintained, and I suggest others do the same. Many are well maintained, but the rest, "you pays your money and you takes your chances". Me, I will continue sticking the hook down. It is very good holding in Bequia, and with my trusty anchor in place I can sleep at night.

Tim Sadler
S/Y Nanou

INCENSED

Dear *Compass*,

We were so incensed by "Punta Gorda's" latest missive (in the April issue) about checking in and out of Dominica, we felt it necessary to ask the following questions:

Why did he think he should be able to check out on a Sunday without paying overtime? Having been kindly attended to at the Customs officer's accommodation (let's not forget it was still Sunday and the office was closed), why did he think a receipt book would be at hand?

We should also point out that he doesn't seem to know the difference between a Customs officer and a Customs agent. Confusing the two demonstrates just the sort of lack of respect shown by this correspondent. Perhaps a good shakedown is what he needs!

We were very pleased that *Compass* saw fit to print the horrible letter (both sides of the story, as always, thank you), as that gave the excuse for you to print the two following letters that were so full of praise for this wonderful island. Personally, we have experienced nothing but warmth and friendliness from everyone here.

Mike and Bev
S/V Whitebird

Editor's note: We don't feel that we need an excuse to print letters of praise!

HURRICANE STORAGE

Dear *Compass*,

Regarding Richard Power's Letter of the Month in the April issue of *Compass*, he makes some good points but I would like to make a few comments.

The photo illustrating his letter shows good chocking, plywood pads under the feet of the screw jacks so they will not sink into soft rain-soaked ground, and good tie downs — but that is not the be-all and end-all for safe hurricane storage.

In March and April 2012 I traveled through the Caribbean via plane and ferry, visiting almost all the islands from St. Thomas to Grenada, visiting every major yacht hauling facility. I was not impressed. In some yards they had taken the view that if they spaced the boats cheek to jowl, so close you could not walk between them, they could not fall over. In many other yards, many boats were properly chocked or were in specially made cradles and properly tied down. But often, right next to boats properly stored, you would find boats not tied down, and with roller headsails still up, mainsails furled on the boom and dodger still up. If the neighboring boat blows over and damages the properly stored boat, the lawyers are happy for many months.

Regarding sailing south into the path of a hurricane, see my article "Tracking Hurricanes" at www.streetiolaire.com. There you will find ten articles written since 1984 when *Iolaire* and I were caught in Hurricane Klaus on the north side of St Martin. Klaus was late in the season, early November, and the first hurricane in modern times that went east in the low latitudes. We survived, using six of the seven anchors we had on board. But that is another story.

I have been in the Caribbean for 57 years, have been studying hurricanes since 1954 when I spent the summer trying to dodge them in Long Island Sound. I have been in the marine insurance business for 51 years. Ever since Klaus caught me and everyone else in the Caribbean completely unaware, I have made an in-depth survey of past hurricanes. If you are staying on your boat in the water during hurricane season, read all that I have written about hurricanes on my website. You should also study the NOAA book *Tropical Cyclones in the North Atlantic Ocean 1871 to 1998* with supplements to bring it up to date.

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According to the annual spring forecast of Colorado State University meteorologists, the 2013 Atlantic hurricane season is likely to be more active than usual, with 18 named storms, nine hurricanes and four major hurricanes. Hurricane predictions have been coming out of Colorado State University's Department of Atmospheric Science for years. I am convinced that the boys in Colorado are blowing smoke. If someone went back and listed their annual predictions, then next to it listed what actually happened, they would come to the conclusion that their predictions are pretty useless. I wonder if the boys in Colorado would be willing to make up such a table and publish it.

Don Street
Glandore, Ireland

'HELPED' IN CHATEAUBELAIR

Dear *Compass* Readers,

While checking into St. Vincent recently, my wife and I had a disturbing experience in Chateaubelair.

We anchored in the middle of the bay, off the Beach Front Restaurant, and headed for the dock on the south end, near the Customs office. As we approached the dock, we were met by numerous "helpers", all gesturing as to where we should bring our dinghy in and grabbing for our line. When we got close, someone grabbed the line from my wife and brought our dinghy up tight to a piece of rough concrete. The dock at Chateaubelair is in rough shape: not the worst we've encountered, but pretty bad. I asked the line handler to slack up on the line so as not to scuff our dinghy but he ignored me and just kept telling us to climb up. Someone else reached down and took my wife's hand and literally pulled her up onto the dock. We've experienced our share of helpers at various anchorages but these guys seemed a little aggressive.

We got the dinghy safely secured and one of the older members of the group said he would take us to Customs. No doubt we could have found it on our own, but over the years we've had some interesting conversations with self-appointed helpers and the small fee we might pay is worth it for what can be a mini cultural exchange. When we got to Customs the officer was not in. Gone fishing we were told. Our guide took us up to the police station and the friendly folks there handled both Immigration and Customs quickly and cheaply.

When we returned to the dock the crowd of "dinghy watchers" was still there. Our guide asked for something for his help; we paid him EC$20, and started to get into our dinghy. He said we needed to pay one of the dinghy watchers also. I told him that he should share what I paid him with whoever he felt was due. He repeated, in a not particularly friendly tone, that I needed to pay the fellow who watched our dinghy.

At this point one of the group was holding the stern line, one was holding the bow line and we were still on the dock, surrounded by several more young people. Something about the situation began to feel wrong, so I took the course of least resistance and paid another EC$5. On the way back to the boat, my wife and I agreed that in hindsight, we should have been alerted when there were so many people on the dock, all aggressively trying to help, and simply turned around, not landed, and rethought our plan.

The other thing we agreed on was that we would not feel safe staying in Chateaubelair for a couple of days as planned, so we raised anchor and headed to Cumberland Bay.

Here are a couple of our comments on this experience. First, while my wife and I aren't world cruisers, we have lived and cruised in the Caribbean for more than ten years and have interacted with lots of boat boys, dinghy watchers and helpers. Almost all of these encounters have been positive. Second, we will quickly admit that we could have been a little more aware of our surroundings as we approached the dock at Chateaubelair and opted not to tie up there.

Finally, here is something for the officials and business folks in Chateaubelair to consider. When we arrived at Chateaubelair, we had planned to stay a couple of days, relaxing and exploring the town. Instead, because of the aggressive behavior of a few individuals, we spent our time and money in Cumberland Bay.

In contrast, approaching Cumberland we were met by Kenny, a smiling Rasta in his colorful hat, who waved and welcomed us, asked how we were and offered his assistance if we wanted it. Consequently, we spent three days in Cumberland Bay, frequenting the local bars, restaurants and shops. Never once did we feel anything but welcome there.

I spoke with Chris Doyle via e-mail about this and he suggested that since he had not had any bad reports about Chateaubelair recently, perhaps it was just an isolated case. I hope Chris is right. Still, cruisers should be aware of potential problems at this anchorage.

Ralph and Mary Mills
S/V Restless Heart

Dear Ralph and Mary,

Thanks for sharing your experience. There are many people who are concerned about improving Chateaubelair as a cruising stop, and developments such as making it a port of entry for yachts, promoting the world-class hiking nearby, and reducing crime in the bay have been steps forward. Your "helpers" might have been trying to assist you, and of course earn a few dollars in the process, but apparently a little more customer-service training is in order.

It's interesting that you had quite a different experience in the next anchorage along the St. Vincent coast. The May 3rd edition of the local newspaper, The Vincentian, *reports that local stakeholders in the business and tourism sectors with specific interest in Cumberland Bay met on April 11th to renew their commitment to make Cumberland a safe and welcoming stop for visiting yachts. In addition to the businesspeople, water taxi operators, concerned citizens and visiting yachtsmen present at the meeting were St. Vincent & the Grenadines' Minister of Tourism, Hon. Cecil McKie; Deputy Commissioner of Police, Michael Charles; and Director of Special Projects, Dr. Jerrol Thompson. Obviously, when communities work together for a good cause, it bears fruit. We hope to see this sort of initiative spreading to beautiful Chateaubelair.*

Please note the following letter. The citizens of Cumberland are trying to make the bay nice for visiting yachts; let's keep it nice for the residents in turn.
CC

DON'T FOUL CUMBERLAND BAY!

Dear *Compass*,

I'd just like to first of all commend you and your team for doing an excellent job. Bravo!

Next I would like to say thank-you to all who attended our recent meeting at Cumberland Bay, where we tackled some worrying issues and sought ways to overcome them.

Today, however, I have a vexing issue. Why do some boat owners choose to come to a peaceful and serene place (like Cumberland) to do MAJOR REPAIRS on their boats? This is not only a noise pollution issue but an environmental pollution issue also. God only knows what is being left in our beautiful bay. I'm not talking about minor repairs that unavoidably need to be done. I'm talking about grinding, pounding, hammering every day for days on end. And it's not from the charter catamarans; usually it's from the "old fashioned-looking" ships. From the moment I see one of these boats heading into Cumberland I instantly think "Oh my! Here we go again."

Mostly we the locals moan among ourselves, but one day I did take it upon myself to send the skipper a stern but polite note, which he heeded. But surely the skippers know this is Cumberland Bay, a place of beauty and tranquillity, not Ottley Hall shipyard!

Caroline Jordon
Cumberland Bay, St. Vincent

DINGHY DANGER

Dear *Compass* Readers,

As reported by the BBC, on May 5th the driver of a 26-foot RIB and his eight-year-old daughter were thrown from the boat and killed. As the boat turned in decreasing circles, the man's wife and their other three children were thrown out and run over. The mother and four-year-old son received injuries described as "life changing".

Preliminary investigations centred on the "kill cord" and its failure to operate, for whatever reason. This appalling accident must send a very clear message to all boaters and operators of small, fast dinghies with outboards: they can be lethal. The kill cord should be used at all times. The fact that the tragedy took place in UK waters is immaterial.

Christopher Price
Hummingbird

CHOOSING A 'DINKY'

Dear *Compass* Readers,

It's always hard to look for a new dinky: what model, what make, the choice of engine and lots of other criteria must be considered. In our case things were a little different because we had the excellent help of several professionals. We just gave a list of our preferences to Jenny Allen and Erin Cooper and they came up with the ideal solution.

Of course we had a slightly different dinky in mind than most — ours was supposed to have four legs, fur and the ability to bark. We always had a dog on board but the last one had been looked after on another boat during our haul-out in Trinidad, and the caretaker had grown attached to her. So after some consideration we left her with him.

After a couple of weeks we came to Prickly Bay, Grenada where we spoke with some students of St. George's University. A girl at the restaurant had a really sweet dog with her and we got into conversation. She informed us of the possibility of adopting a dog through the university. They have a project to house street dogs, and since all my dogs so far had been from dog pounds, this was the ideal moment to get another dog on board. We exchanged e-mail addresses and a few days later we had a dog for a tryout day. She took to us right from the beginning and was really into dinky rides, sitting in front with her head sticking out, so her name was easily found: "Dinky" it was.

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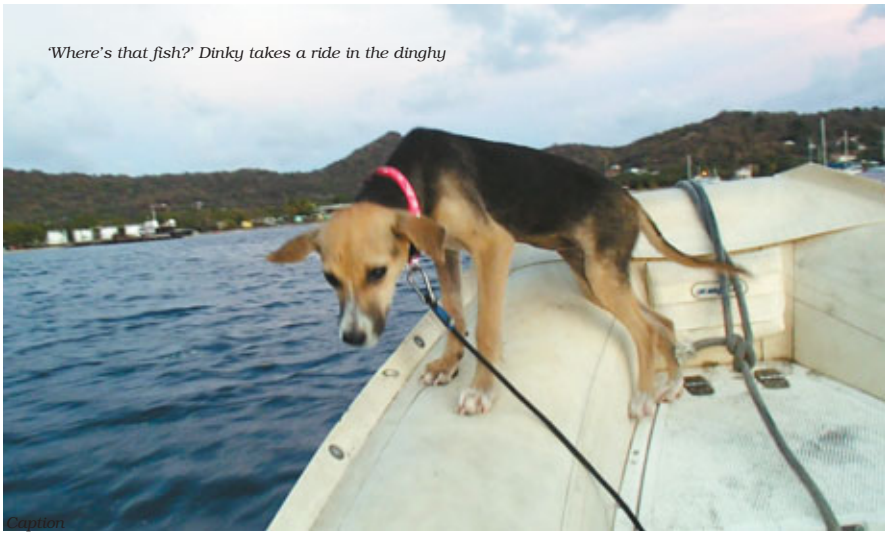




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After we had her for one week she acted as though she was born on a boat.

So I would advise everyone looking for a dog to take this option into consideration. If you decide to take a dog she will be fully vaccinated, with a certificate, spayed if necessary — and all of this free of charge! So if you're in for a dog, don't hesitate to contact Erin or Jenny. And remember that you will probably save the life of an animal!



'Where's that fish?' Dinky takes a ride in the dinghy

Caption

For further information, or donations, please contact PAP (Pothounds Against Pregnancy), in conjunction with the St. George's University at jennyshounds@yahoo.com.

Maarten Pieterse

PUERTO RICO PIT STOP

Dear *Compass*,

We have just discovered Marina Pescaderia, the new marina at Puerto Real, which must be the best fuel and water stop in Puerto Rico, indeed arguably the whole of the Eastern Caribbean. It has a long and easily approached fuel dock, good staff, and good prices. Facilities are above standard, including a modern bar and restaurant with fantastic service, and the cheapest laundry we have found in the whole of the Eastern Caribbean.

The approach showed on our new chartplotter as six feet. Wrong — it is double that, and well marked. We have anchored in front of the marina, and there is plenty of room to do so. There is easy access to Mayaguez to check in; the marina can organize a driver.

We stumbled on this gem through word of a local (thanks Marc, *Wings*), and I had some trepidation, but boy is this so easy — much better than jerry-jugging at Boqueron, et al. I am totally sold. The word needs to get out on this one, especially for those coming from or going to the Dominican Republic.

Stephen Parry
S/V Blue Pelican

LOOKING FOR EAST INDIANS

Dear *Compass* Readers,

I am conducting research on the history of East Indians in St. Kitts and their migration to Trinidad.

It is recorded that 337 labourers were brought from India by British sugarcane planters to work in St. Kitts in 1861 under a system of indenture. They and their children soon migrated to other Caribbean islands, including Trinidad. I am looking for the descendants of these migrants in Trinidad to interview.

If you have any leads, please contact me at 756-4961 or dmahabir@gmail.com.

Sincerely,
Dr. Kumar Mahabir
San Juan, Trinidad & Tobago

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.

We do not publish individual consumer complaints or individual regatta results complaints. (Kudos are okay!) We do not publish anonymous letters; however, your name may be withheld from print at your request. Please keep letters shorter than 600 words. Letters may be edited for length, clarity and fair play.

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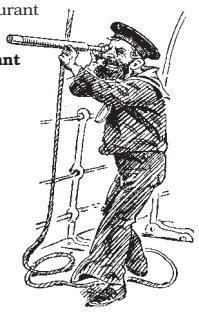
Ahoy, *Compass* Readers! When in Grenada, pick up your free monthly copy of the *Caribbean Compass* at any of these locations (advertisers in this issue appear in **bold**):

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PETITE MARTINIQUE
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LETTER OF THE MONTH

Dear *Compass* Readers,

Don Street (in the February 2013 issue of *Compass*) and Richard Power (in April) have re-opened a can of worms labelled "Hurricane Insurance" and have, as a result, provoked me into looking closely at what goes on in this wriggling mess. It is not an altogether pretty sight, at least not as far as the cruising yachtie is concerned.

Power argues that by abandoning the 12°N or 12°40'N rule the insurance companies and their underwriters have opened up the Eastern Caribbean such that boatowners are no longer obliged to head south in a panic when they are looking down the barrel of a Category 3 wind machine. They can sit tight wherever they are and ride it out with the same level of cover they would have had south of a defined line.

This overlooks two points. First, the line in itself never provided protection from anything. Hurricanes go where hurricanes go and claims by commercial interests that at 12°N Grenada is safely below the hurricane zone are meaningless. Similarly, the oft-repeated claim that Ivan was the first such thing to strike in 50 years does not stand close examination. Don Street has published figures in this journal showing that during that period there were at least five events that would have scared the stuffing out of yachties, and I have no doubt that, if prodded with a stick, he will do so again.

My second point is that, in practice, very few cruisers have changed their habits and are now prepared to spend the summer north of Grenada. I accept Power's point about expanded haulout facilities in Antigua (and I would also mention Rodney Bay in St. Lucia), but the numbers involved are not, in my view, germane to the argument. For the sailing community in the Eastern Caribbean, the crux of the matter as far as insurance cover and costs are concerned, is what happens in Grenada. Let's have a look at some figures.

According to Doyle's Windward Islands guide, the two boatyards in Grenada have a total capacity of 450 boats. Following Hurricane Ivan they have both taken huge steps towards meeting the insurance companies' requirements to qualify for full cover for stored yachts. Thus, they are equipped with cradles galore, tie-down points throughout the yard, mast racks and welded stands. Obviously these facilities come at a cost and my recollection is that, post Ivan, they added about US$1,500 to the cost of storing a 45-foot monohull. I have a clearer recollection that premiums also rose as a result of the massive claims faced by the companies.

During the summer months the marinas, mooring fields and anchorages of Grenada also are home to at least 450, maybe as many as 530 boats. This means that, in crude arithmetical terms, no more than half the boats visiting the island can be accommodated to a standard that complies with the insurance company requirements. In other words, the market cannot cope with the theoretical demand. It is a rampant seller's market, which is exploited fully and understandably by the providers of the service. Both the yards in question have minimum storage periods ranging from four to six months and this means that a 45-foot boat can pay US$6,000 to stay any time between six days and six months.

Boatowners, like their boats, come in all sorts of shapes and sizes and from all sorts of financial backgrounds. Clearly those who spend the summer at anchor off Hog Island do not wish to vanish to the USA, Canada or Europe for six months while their boat is parked in a yard. It is quite likely that they could not afford to do so anyway. They are live-aboard cruisers and they want to stay on their boats. They may find that if something really nasty is coming out of the east there are no suitable moorings available and that the mangroves are too crowded for safety. Therefore they have to accept that they are uninsured, regardless of the care with which they have secured their boat at anchor.

It seems to me that it is the marina dwellers who may have benefited most from the post-Ivan revolution in underwriter thinking. All they have to do is just sit there, boring as it may be, and take what comes. Few of them know how many boats docked at marinas in Grenada were seriously damaged in Ivan, and the underwriters seem to have forgotten it as well. The boat owners may find it wise to enquire about the additional precautions taken by the marina as a hurricane approaches, especially if they are off island at the time, but generally speaking they have little to worry about.

So now we come to the crunch. Richard Power reviewed the post-Ivan yacht insurance world and seemed to conclude that it looked okay. I see a world in which storage costs have risen sky high — with none of it going to the insurers, which doesn't sound very clever — and many genuine cruising yachties are being shortchanged. I think that the insurance market has not yet got it right and they should, therefore, try again to achieve a fairer balance. That should mean talking to their customers to find out what they do and don't want.

Christopher Price
Hummingbird

Editor's note: We asked relevant professionals for their input. Received responses follow.

Dear *Compass*,

The information from my guide is correct. I do not know how many boats actually hang out in Grenada for the hurricane season, but it is a lot and I for one am delighted that Grenada is benefiting from this yachting boom. There are two parts to Mr. Price's letter, and I will try and clarify things a little.

On the shore-storage side, the yards, having limited capacity, do have some restriction on hurricane-season storage. Grenada Marine has no minimum time, except if you want to use one of the limited number of hurricane cradles. For cradles, they have a four-month minimum, which makes sense, because if they blocked out a cradle for two months and someone wanted cradle storage for four or six months they would lose the longer rent. Spice Island Marine goes further and has a six-month storage minimum. I understand this, too; I used to own a charter yacht and I would never accept a two-day charter in the high season because I would be pretty sure it would lose me a full week's charter.

The idea that there is only half the needed capacity assumes that everyone wants to be in a facility. This is far from true. Many cruisers want to remain on anchor for the season, moving their boats to one of Grenada's hurricane holes if there is a threat. As far as I can tell there is plenty of available in-the-water storage. I am pretty sure Clarkes Court Bay Marina and Secret Harbour Marina both have plenty of room for shorter stays, and probably most of the other marinas do as well.

It also has to be remembered that there are plenty of other islands in the Caribbean with storage facilities that have some reserve capacity. For example, in Trinidad, Peakes, Coral Cove and IMS generally have room.

Grenada has done well in recent years and at the moment, in the hurricane season, the yards tend to get full. Spice Island Marine has no possible expansion space at this time, and Grenada Marine, which has expanded rapidly, has now pretty much filled up their acreage, so we cannot expect to see much happening until someone comes up with a new facility.

Chris Doyle

Dear *Compass*,

Regarding Mr. Price's letter, let me point out more accurately what are our present rates and what rate changes have taken place:

Grenada Marine has no minimum on hauling LOA, no minimum on storage LOA, and no minimum on length of stay. The only minimums we have are on storage in cradles: minimum length 40 feet (which began 2008) and minimum stay four months (which began 2012).

In 2004, long storage for monohulls was US$0.25. In 2005, it was US$0.25 plus $1/foot/month for chocking and strapping. In 2006, it was US$0.30 plus $1/foot/month. Cradles were added at US$4/foot/month. In 2013, nine years after Ivan, long storage for monohulls is US$0.35 plus $1/foot/month. Cradles are US$7/foot/month.

As we only have 32 cradles, the vast majority of our clients are not cradled. In 2004, a 45-foot monohull's monthly storage was US$0.25 x 45 x 31 = US$348.75/month. Cost for six months = US$2,092.50. In 2005, a 45-foot monohull's monthly storage: US$0.25 x 45 x 31 = US$348.75 + $45 = US$393.75/month. Cost for six months = US$2,362.50. In 2013, a 45-foot monohull's monthly storage: US$0.35 x 45 x 31 = US$488.25 + $45 = US$533.25/month. Cost for six months = US$$3,199.50

Difference 2004 to 2013: US$184.50 per month or $1,107 for six months' storage.

Cradle storage, which is premium storage, but only applicable for 32 boats in our case, would add $315/month onto the present 2013 costs.

It might be helpful to point out that the boats that throw us into total full-yard mode and cause us to refuse reservations tend to be short-term workboats, charter boats and such like. We stop taking reservations because we wouldn't be able to move around the short-term boats, not necessarily because there is no more storage space per se. The boats remaining in-water tend to be there by choice.

Jason Fletcher
Grenada Marine

Dear *Compass*,

Mr. Price seems to forget that insurance companies and boatyards are in business to make money.

Since Hurricane Klaus in 1984, the Eastern Caribbean has been blasted by numerous hurricanes that have cost tremendous losses to boats afloat and ashore. After Klaus came Hugo in 1989, and Luis and Marilyn in 1995. After these and other storms wreaked havoc in the Lesser Antilles, many underwriters established a so called "hurricane box" that cover the area from 35°N to 12°40', believing this would keep boats safe.

Grenada, at about 12°N, had not been hit by a hurricane since 1955, and the previous hurricane to hit Grenada was in 1898. Boats flocked to Grenada to either haul or lay afloat for the summer. Because of the increased demand for space to be hauled ashore, Grenada Marine was founded and Spice Island Marine Services moved from their small yard to a new facility that hauled 200 boats.

After Hurricane Ivan hit Grenada in 2004, a large number of underwriters and insurance companies moved the southern limit of the hurricane box to 12°N and offered no coverage, afloat or ashore, within the box.

Over the next few years the yards upgraded their chocking procedures and also provided steel cradles. They built racks where unstepped masts could be properly stored. All this of course cost money, so the yards had to increase their rates. Some yards were able to talk some underwriters into insuring boats hauled in their facility because of upgraded chocking and/or cradles.

The present situation as I see it:

- You can haul in the hurricane box and be insured; just find a yard that says an insurance company approves of their hurricane storage operation and contact the insurance company concerned.
- You can leave a boat in the water in the hurricane box, in a marina or in the care of a boat maintenance firm, but finding an underwriter to cover this type of risk can be difficult.
- If you are staying on board, read "Cruising During Hurricane Season" at www.street-ioliare.com. I recommend that anyone whose boat will be in the hurricane box read everything I have written on the subject of hurricanes. It is all on the website.

Regarding insurance: read your policy and check out your broker and underwriter. An underwriter is not obliged to pay for a loss until the boat is completely repaired and is back in the condition it was before the loss, with the bills submitted and a surveyor's report that the work was properly done received. However, good brokers who have a rapport with the underwriter can usually obtain a 50-percent advance against the estimated total repair bill.

Finally, I quote Mr. Price's last sentence: "That should mean (underwriters/brokers) talking to their customers to find out what they do and do not want." This is pure optimism. Underwriters and insurance companies will look at an area and figure out terms and conditions that will allow them to make money. Then the sailor who wants insurance will have to organize his plans to accommodate the underwriter. The Caribbean is only a small piece of business in the underwriter's worldwide book. If he is not making money in an area he just closes down that area. Also, underwriters do not want to have too much insurance in one area.

The underwriter I am dealing with has already has a lot of Caribbean risk on his books. He has told me that he will only take more Caribbean business if it is a really good risk, and no named-storm insurance is needed in the hurricane box. He says that when, in advance of an approaching hurricane, the good risk boat picks up the anchor and heads south of 12°N, then the boat is covered if the named storm goes below 12°N and damages the boat.

The above is written based on 57 years in Caribbean, 50 years in the yacht insurance business.

Don Street

Dear *Compass* Readers,

As a longtime yachtsman, insurance broker and reader of *Compass* I note the comments on the "Hurricane Box" with interest.

With regard to Mr. Street's original letter in the February 2013 issue of *Compass*, he is correct insofar as in the past underwriting philosophy favoured exiting the box and get south to be "covered" for Named Windstorms. Alas, that scenario is being reviewed by many insurers due to Ivan and other weather phenomena, with the result that the Rule Book regarding storms and their behavior has been essentially thrown away or at least revisited.

Policy language is also changing from year to year and your key is to stay current, discuss your coverage with your broker and make an informed decision. If the difference is not too great, consider buying the peace of mind that will insure you for storms no matter where you are and then you can concentrate on staying safe.

William J Coates
Offshore Risk Management

DINGHY THEFT

by Tanya Power-Stevens

On a recent Sunday morning I woke up to my husband stomping through the cockpit and down the companionway steps.

"What's up?"

"*Snowflake's* gone!"

It's every boater's nightmare — the dinghy stolen. The most valuable piece of sailing equipment after the boat itself is usually the dinghy. Ours was a two-year-old AB with an almost new 15-horsepower Enduro. Indeed, the engine had been on the dinghy less than a month.

My husband went to search the lagoon for *Snowflake*. It was only 7:00AM and we had chained up the dinghy at 9:00 the night before, so there was a chance it had not yet been whisked away. I got on the radio and put out an announcement, gave details and asked should anyone be offered the dinghy and/or engine, that they call me. I also went on Facebook and reported it on the St. Maarten cruisers' page. Later in the morning, we reported it to the gendarmes.

We got a lot of sympathy and a lot of help. Friends went out immediately and looked. But a week later we still have neither dinghy nor outboard. We haven't entirely given up hope. My husband still looks around the lagoon at all 9.5-foot ABs that pass, and two days ago he found a nine-foot AB in Sandy Ground, which we handed in.

I still can't believe it happened. We have, or rather had, eight-millimetre chain on our dinghy and one of those huge padlocks that close in on themselves so they cannot be cut with bolt cutters, and we were fastidious about chaining. The outboard had a bolt lock on it and the fuel tank was locked into the dinghy. I honestly thought we had taken all the precautions against theft and, naively I guess, I thought we were safe.

So, what else could we have done? We always chose not to put the yacht's name on the dinghy because that just lets people know when you are away from the boat. For a while we also lifted the dinghy, but without davits it was always difficult. When we put the Enduro on, we talked about painting it. We knew that the 15-horse Enduro is a sought-after outboard and likely to be stolen; we could possibly have made it less attractive by painting it and the outboard shaft (the engine casing is easy to replace) in bright gaudy colours. Some people swear by this, and paint the dinghy itself, too, but we'll never know if it would have helped.

Ironically, we came to St. Maarten to buy our dinghy. After years of sailing in the Med with a soft dinghy and four-horse outboard, we realized the Caribbean required an upgrade, given the longer distances we were travelling in the dinghy; plus we have two growing children. We did the research and sailed here because it was the cheapest place to buy with the most variety.

This time last year we were in Grenada when we heard that 30 dinghies had been stolen in St. Maarten/St. Martin in a month and we seriously considered not returning here. Now, it is happening again. We are now in the last weeks before the last boats go back across the Atlantic — and that makes it "high season" for dinghy thefts. It is of course the outboards that are most lucrative. Last year a local teenager was arrested in St. Maarten when tens of outboards were found at his home. But it's not only locals who steal. Half a dozen Enduros or two-strokes, which cannot be bought new in Europe anymore, can finance a season of cruising in the Med.

What needs to be addressed is the lack of consequence for the thieves. The thefts go on and few thieves are caught or penalized by the authorities. Of all the dinghy thefts last year, only one person (the teenager mentioned above) was jailed. He is apparently still in jail in Guadeloupe, but he was clearly only one of a gang who stole so many outboards.

Friends raced after a dinghy they saw being stolen last year. As they chased it out the French bridge they saw the gendarmes coming in. They shouted and asked for help. The gendarmes responded that they were already towing a stolen jet-ski and couldn't help, so our friends should pursue the dinghy themselves! Without the help of officials one is left to one's own devices and, while different for everyone, let's face it: those devices are not without violence.

And what cannot be ignored is the question, "Who buys the stolen merchandise?" Where there is poverty and apparent wealth alongside, then theft is a possibility. Combine that with a prevalent drug culture and it's definitely an option, especially if there's a market for the goods. It's easy to complain and blame, but I have a sneaking suspicion that it is fellow sailors who are the very market for the stolen goods.

What do we do if the authorities don't care, we take precautions and we still lose



In happier days, family and friends in the now-missing Snowflake. *Note that dinghy thefts happen not only in St. Maarten/St. Martin; they have been reported in recent months from Puerto Rico, Panama, and other 'jumping off' points for yachts leaving the Caribbean at the end of the season. According to the Caribbean Marine Association, dinghy and outboard motor theft are among the region's most common yacht-related crimes*

our dinghies? The only thing left is to vote with our keels and sail away. But let's be honest, that's not going to have an impact on St. Maarten/St. Martin. In the wider scale of things, specifically the mega-yacht industry on the island, the income from yachties, or its loss, is insignificant.

The situation is depressing and personally leaves me feeling disempowered. All I can conclude is that I shouldn't be here during April and May and I should deface my property so it is not attractive to thieves and their buyers. In the meantime, I am hopeful we may yet find our dinghy. Often stolen dinghies are scuppered once the engine is removed, but sometimes they are simply left adrift: a friend last year found his dinghy floating in Simpson Bay Lagoon two weeks after it was taken. Or perhaps the engine might be found in a raid — but that would also require a lot more thefts, and that doesn't sit well with me.





CALENDAR

JUNE

3 – 7 63rd Ernest Hemingway International Billfishing Tournament, Marina Hemingway, Cuba. www.hemingwaycuba.com/hemingway-fishing-tournament.html
5 World Environment Day
7 Public holiday in the Bahamas (Labour Day)
8 Public holiday in BVI and Anguilla (Sovereign's Birthday)
8 – 9 Laser Championship, St. Maarten. www.laserchamps.com
11 – 16 Bonaire Kiteboard Week. www.bonairekiteweek.com
15 – 16 St. Lucia Dinghy Champioship. St. Lucia Yacht Club (SLYC), tel (758) 452-8350, managerslyc@gmail.com, www.stluciayachtclub.com
16 J/24 Caribbean Championships, Barbados. Barbados Yacht Club (BYC), byc@sunbeach.net
16 Budget Marine Challenge, Curaçao
17 – 23 International Optimist Regatta, St. Thomas. St. Thomas Yacht Club (STYC), tel (340) 775-6320, info@styc.net, www.styc.net
19 Public holiday in Trinidad & Tobago (Labour Day)
20 Summer Solstice
22 Summer Sailstice, worldwide. www.summersailstice.com
22 - 24 International Optimist Regatta, St. Thomas. internationaloptiregatta@gmail.com
22 – 23 Caribbean J/24 Open Championships, Barbados. J/24 Club of Barbados, info@j24barbados.com
23 Tobago Culinary Festival, Pigeon Point, Tobago. Free admission
23 FULL MOON Parties at Trellis Bay, Tortola; West End, Tortola; and Nevis
28 – July 9 Vincy Mas (St. Vincent Carnival). www.discoversvg.com
29 Fisherman's Birthday. Local boat racing in many communities

JULY

1 Public holiday in Antigua & Barbuda (Vere Cornwall Bird Sr. Day) and the BVI (Territory Day)
2 Public holiday in CARICOM countries (CARICOM Day), Curaçao (Flag Day) and Cayman Islands (Constitution Day)
6 – 7 21st Annual Firecracker 500 & Chili Cook-off, Tortola. West End Yacht Club (WEYC), Tortola, BVI, tel (284) 496-8685, martin@sailsistership.com
7 Mango Melee food and fun fair, St. George Village Botanical Garden, St. Croix. infoatthegarden@gmail.com
10 Public holiday in the Bahamas (Independence Day)
12 - 14 KATS Premier's Cup International Youth Regatta, Tortola. www.katsbvi.com
13 Bequia Fishermen's Day Competition. www.bequiatourism.com
14 Barbados Cruising Club Regatta. Barbados Cruising Club (BCC), alene@barbadoscruisingclub.org
14 Bastille Day. Celebrations on French islands; yole races in Martinique, http://yoles-rondes.net
14 PCYC Hobie Cat Match Races, Grenada, www.pcycgrenada.com
22 FULL MOON Parties at Trellis Bay, Tortola; West End, Tortola; and Nevis
22 – 25 5th Annual BVI Billfish Tournament, Virgin Gorda. Bitter End Yacht Club (BEYC), binfo@beyc.com, www.beyc.com
24 30th Annual "Christmas Eve in July" Waterfront & Marina Celebration, Virgin Gorda. BEYC
25 – Aug 10 BVI Emancipation Festival, Road Town, Tortola. www.bvitourism.com
27 – Aug 6 Antigua Carnival. http://antiguacarnival.com
28 – Aug 5 48th Annual Carriacou Regatta. www.grenadagrenadines.com
28 – Aug 4 Tour des Yoles Rondes, Martinique. http://yoles-rondes.net
31 Carriacou Children's Education Fund Annual Welcome Potluck Barbecue. ccefinfo@gmail.com
TBA Guy Eldridge Memorial Trophy Race. Royal British Virgin Islands Yacht Club (RBVIYC), tel (284) 494-3286, sailing@royalbviyc.org, www.royalbviyc.org
TBA Tobago Heritage Festival. http://tobagoheritagefestival.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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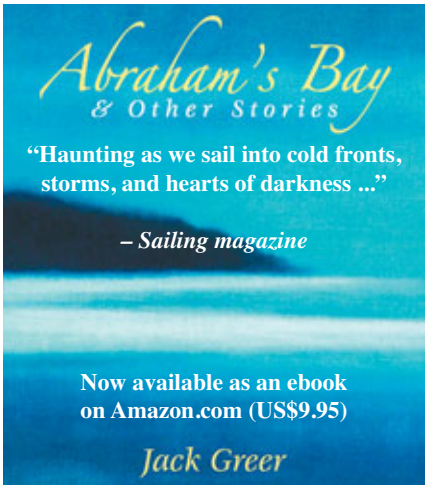






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—Continued from page 23 …Flying Buzzard

As Mike, with a reflective smile, metaphorically puts it, "Julie always wanted to meet someone she could hold hands and run with – someone with a sense of adventure." She'd obviously found that in Mike. And they now had a shared dream.

Two months and 20,000 British pounds later they became the proud owners and liveaboards of a dilapidated historic tug that had been built in 1951 on the River Clyde by Ferguson Brothers of Port Glasgow — one of the last riveted steamships to be commissioned. She'd been brought to Cumbria in 1983 as the flagship for the Maryport Steamship Museum. But with the museum lacking financial support, the classic boat was ill maintained for most of the next 20 years. It was only a matter of time before she'd have been an abandoned derelict.

Until Mike and Julie rescued her. With the 242-ton vessel propped on the Maryport beach above the high-tide line, they, with the help of many friends, began repairing and refitting her. Since her boilers had been removed, Mike replaced the 36-ton steam-condensing engine with a second-hand fuel-efficient Callesen five-cylinder 575-horsepower diesel driving a variable-pitch propeller. Apart from major mechanical and structural work (such as installing a two-ton-lifting-capacity crane on the rear deck) they rebuilt her interior, taking care to preserve and recycle as many of her original features as possible.

It was a triangle of love — they with one another and with their shared love of a tugboat and the seemingly endless project on which they'd embarked. And after putting in four and a half years of backbreaking labor and an estimated $150,000 of their savings plus donated funds from whomever and wherever they could get it, the intrepid duo were ready to put to sea.

They left Maryport on December 4th, 2008, with two other couples plus the ship's cat, Nellie, and their beloved dog, Toby, as crew. Down below in a cavernous 20-by-20-foot hold (which Mike refers to as the ship's "basement") that had once housed the tug's huge boilers were stacked a variety of supplies — tools, computers, books, medical equipment — that they'd volunteered to drop off for several British charities and aid organizations in Central America on their way up the Pacific Coast to Vancouver. The hold also contained a couple of British motorcycles and even two upright pianos.

Most of that is still stowed below today. For, as so often happens on a long-distance cruise, plans can change. After sailing (or "chugging" as Julie calls it) from Maryport to Spain, the Canaries and the Cape Verdes, they crossed the Atlantic, arriving in Trinidad the following April. From there they spent several months cruising the Lesser Antilles as far north as the British Virgin Islands.

Like so many other sailors before them who'd arrived from across the Pond, Mike and Julie fell in love with the climate, the people and the tempo of life in the southern Caribbean. So the planned trip to the west coast of Canada was put off indefinitely. Very indefinitely! Instead, they sailed back to Trinidad where they were married in July 2010. They then headed north to their favorite Caribbean island of all — Grenada. They've been here on a mooring in Woburn Bay ever since. As Mike is quick to acknowledge, "Of all the places we've ever been, Grenada is by far the best."

This past spring they repainted the *Flying Buzzard's* gunwales and funnel (which now serves as a glass-covered skylight to the salon below) a bright red, remodeled most of her cabins, and installed an array of solar panels over the starboard deck to supply 2,500 watts of electric power. This latter addition means, as Mike puts it, "We'll now have an environmentally clean and quiet boat" since the tug's massive and noisy 50-kilowatt Yanmar generator will be taken out and the space it occupies be put to better use. There is even a billiards table in the roomy salon.

All of which is in preparation for what may be the tugboat's next reincarnation — a floating base for the sailing regatta circuit in the Eastern Caribbean; a concept which Mike and Julie and some of their cruising friends have bandied about for some time. The idea would be for the *Flying Buzzard* to hire out as a mother ship to the owner of a racing yacht to provide accommodation and meals for its crew, and even, given its well-equipped tool room and on-deck crane, as a parts-supply and repair vessel. And since the tug can carry 100 tons of fuel and 30 tons of water, "our cruising range is almost unlimited," notes Mike.

Flying Buzzard, which can comfortably sleep up to 14 people, could also be used as quarters for journalists who follow the Caribbean racing circuit or for anyone who wants to be near the action.

"It wouldn't be five-star accommodation; we're a working boat after all." But, Mike adds, "It would be a lot cheaper than what (visiting racing crews) are now paying for hotels and villas on the islands."

Indeed it would. But perhaps more importantly, anyone who's had the pleasure of meeting Mike and Julie would agree that these are two very interesting people. In the all too short time I've known them, Mike and Julie have made me appreciate the camaraderie that exists among cruising sailors. And that seems especially true here in Grenada — especially in the closely-knit community of Woburn Bay and Hog Island.

Many a local boatowner has told me about the time that Mike, with his technical know-how and well-equipped tug, fixed their outboard or stepped their mast or raised their mooring or installed a generator or inboard engine — and usually for nothing more than a cold beer or a rum and Coke. When I ask him about it, Mike simply shrugs and says, "I guess I'm still an old-school hippie type. I'm always ready to help the local yachties… But sometimes they help me too… and that's the way it should be."

If Mike is the go-to guy to get your broken equipment fixed, his wife Julie is the go-to-girl to get your emotions fixed, as I observed a couple of times this past spring when she was consoling a broken spirit on Hog Island. Then again, I still have the recent memory of a barefoot Julie in a girly-girl frock operating the tug's 20-ton crane to hoist a boat part out of the water.

Perhaps the best description of Mike and Julie and their *Flying Buzzard* project comes from Mike Magee, a long-time Caribbean sailor who this past January took me out on his 43-foot Beneteau sloop *Premier Cru* to meet them for the first time.



The mighty Flying Buzzard *is not your typical cruising yacht*

Inset: Toby guards the wreck of the Raindancer

"You have to admire the grit and determination shown by two people who bought into a dream together, saw the opportunity to realize that dream on board a living museum, and almost 4,000 miles from home," says Mike, adding that they were "forging steel from day one, but now many friendships in the beautiful bay of Woburn, Hog Island, and southern Grenada… You will rarely find warmer hospitality than with Mike and Julie."

I have to concur. And through Mike and Julie I met Toby (the sentinel on the wreck) who taught me how to dig holes on Hog Island's beach… But that's another story.

D'Arcy O'Connor is an author, freelance journalist and a round-the-world sailor. He divides his time between winters in Grenada and the rest of the year at his home in Montreal, Canada.

—Continued from page 26 …Caribbean Cruising and Crime Prevention

It is best to belay the discussions about guns and traps that can cause injury to those that seek to board without permission. Except in a case of proven self-defense, you could end up in a very complex legal situation.

Consider the Causes

Many think of the Caribbean as a laid-back place where no one is in any rush and people spend time sitting in the shade of palm trees sipping their favorite drink. That may be applicable to the tourists but it is not life for the locals. For the 40,000,000 permanent residents, life is rarely easy. The biggest problem is a lack of jobs. Many visitors believe that tourism provides all of the jobs necessary for full employment in the Caribbean. This is far from the truth. Moreover, in times of financial downturn, the tourism industry is highly sensitive and many jobs are lost. Officially, unemployment rates vary in the Caribbean, averaging between six and 12 percent. However, the data used to compile these rates does not take into account many groups within the various countries and, as a result, should not be viewed as having the same significance as unemployment rates in Canada, the United States and Europe. Those that cruise through the Caribbean will come upon many areas where the unemployment rate locally will be 25 to 50 percent. In many places in the Caribbean people live in poverty. Many have no running water and no indoor plumbing. They have no medical insurance and no insurance against storm damage. Jobs are hard to come by and easy to lose.

In addition, there is the problem of drug-related crime. Situated between South and North America, the Caribbean is on the Drug Route. The drug trade and related drug use beget crime and violence; there is a growing amount of crime that was not present in the Caribbean 50 or even 25 years ago.

There you have two major causes of crime against cruising boats in the Caribbean: unemployment and drugs.

Think about how it looks to struggling locals when a group of good-looking cruising boats arrive, with people aboard who seem to have an endless supply of money that comes from the plastic cards they carry. Those who would steal know the boats contain valuable laptops, expensive cell phones, iPads and iPods, radios, cameras, jewelry and cash — not to mention the always-marketable dinghy engine.

Adjust Your Habits

It may sound onerous to think about crime and adjust one's habits. However, it is absolutely necessary to the success of your cruise that the question of security be addressed fully.

The most effective way to fight crime is to reduce the risk of it, so you must know what those risks are. Risks arise in different ways in different places. There are crimes at marinas and boatyards, at anchor and underway. Each of these categories has its own factors that need to be examined and understood in order to reduce risk.

On land, there has been an increase in muggings. These often occur while crew are walking back to their boat or dinghy at night. We have to know the "lay of the land" before we venture out!

In marinas and in boatyards, many have a sense that they are in a safe space. While personal injury is usually not the issue, boat equipment theft can happen even at facilities that have security. Often I am asked, "Doesn't the boatyard or marina have a responsibility to protect me and my boat?" The answer is yes; in fact, what they have under the law is a "bailment". A bailment is an obligation to take reasonable care of what they have been paid to protect. The first difficulty is that the law of bailments varies widely by country and culture. Additionally, the marina or boatyard has no way of knowing what equipment and other possessions were on your boat in the first place. Therefore, how can they be responsible? Under the majority of bailment laws, they must only prove that they took "reasonable care" and were not negligent. "Lock it or lose it" is prudent advice in marinas and boatyards as well as in anchorages.

At anchorages, when cruisers get together to enjoy, it is easy to drop one's guard and become a victim of crime. Those who are watching know exactly when to strike. The greatest majority are looking to "hit the boat" when no one is aboard, but the most desperate (often those on drugs), and often the most dangerous, attack the boat regardless of who is on board. Night is one of their favorite times, but it can also be "crime time" when everyone goes ashore for lunch or to the beach. An unattended boat in an anchorage is an invitation for burglary. It is essential that you leave someone aboard or, at a minimum, alert the people on the boat anchored closest to you that you will be off the boat. Lock up thoroughly and also, at night, leave on as many lights as you can.

Underway, plot courses away from known dangerous areas. Do not take a risk and visit an area with a high probability of crime, no matter how attractive; to get into trouble is not the reason we go cruising.

Just as you consult the weather forecasts, consult databases that can give you accurate information about crime against yachts. Both Noonsite (www.noonsite.com) and the Caribbean Safety and Security Net (www.safetyandsecuritynet.com) are excellent, and free. Additionally, www.freecruisingguides.com offers the Caribbean Security Index, also free. It will give you the probability of crime in different areas of the Caribbean. Use it to choose anchorages, courses and destinations.

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

Next month: Frank looks at specific pre-emptive measures to reduce cruisers' risk of being exposed to crime.

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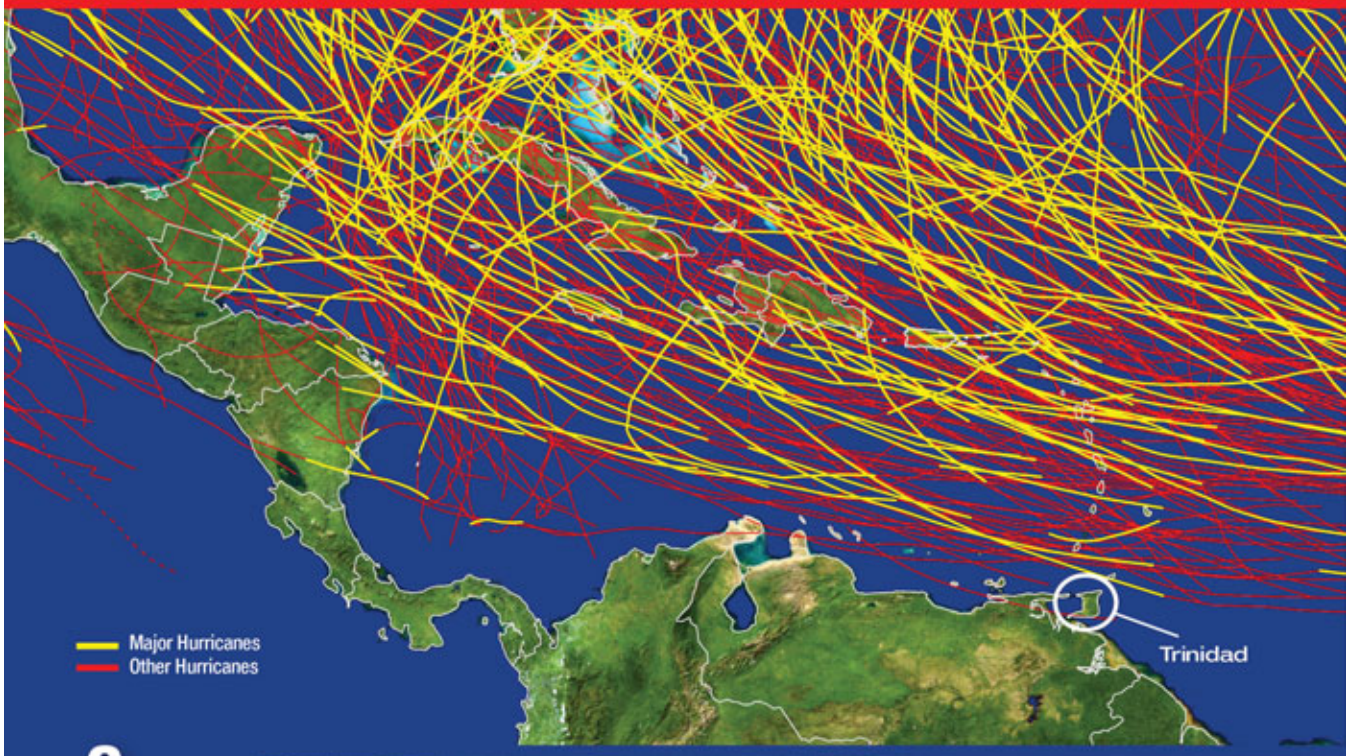
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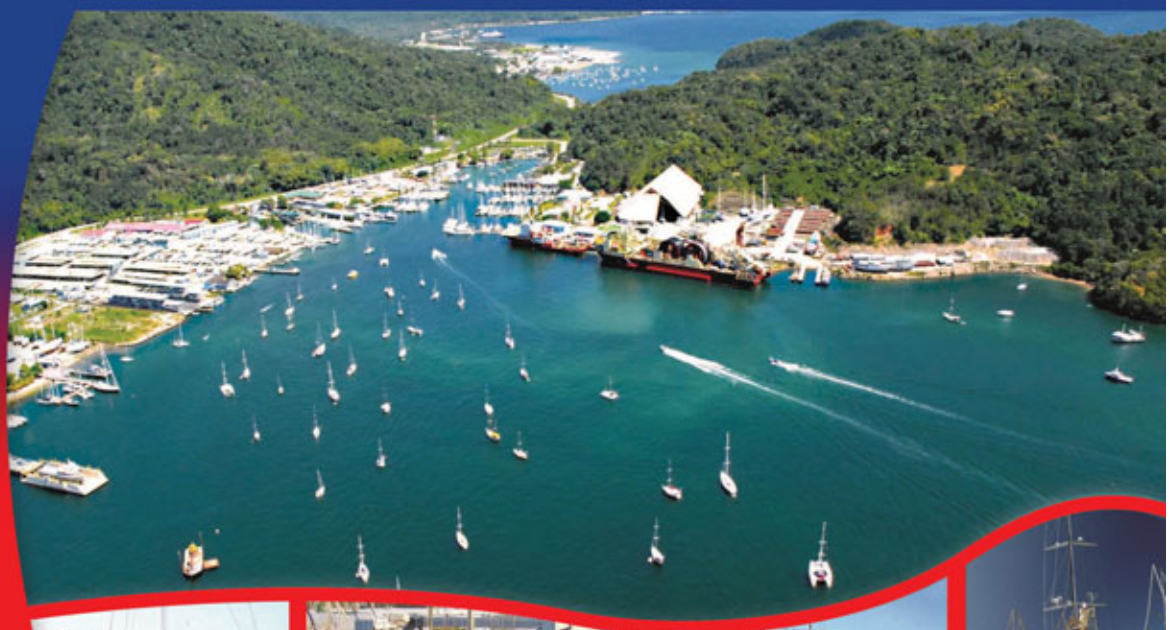
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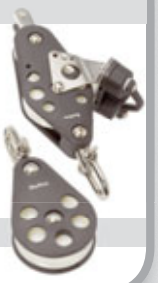
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