CARIBBEAN On-line
COMPASS
JUNE 2014 NO. 225
The Caribbean's Monthly Look at Sea & Shore

BEQUIA EASTER REGATTA 2014





Story on page 14



WILFRED DEBERER

Not TOO HOT TOO HANDLE

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CARIBBEAN COMPASS

The Caribbean's Monthly Look at Sea & Shore

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JUNE 2014 • NUMBER 225

What You Say!
Readers' Survey 2014 11


LUCY TULLOCH

Classic Beauty
'Antiques' in Antigua..... 17 & 24


TIM WRIGHT

Sail Week
Season's grand finale..... 18

Fore and Aft
Cruisers' memories and plans... 20


CHRIS DOYLE

A View for You
New St. Lucia ridge hike..... 22

Weather Time
On-line forecast sources 28

DEPARTMENTS

Info & Updates 4
Business Briefs 7
Eco-News 10
Meridian Passage..... 11
Regatta News..... 12
Street's Directions 26
Product Postings 29
Fun Page 30
Book Reviews.....32, 33
The Caribbean Sky..... 34
Cooking with Cruisers..... 37
Readers' Forum..... 38
Calendar of Events..... 40
Salty's Beat..... 40
What's On My Mind..... 41
Caribbean Market Place..... 42
Classified Ads 4
Advertisers' Index..... 46

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On the cover: The many facets of the Bequia Easter Regatta, as seen through the lens of photographer Wilfred Dederer



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.**

'An excellent, interesting and informative publication. We always look forward to the next issue and miss it if we cannot find one.'
— Readers' Survey 2014 respondent

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

Info & Updates

Aruba Clearance Update

Sanders Vellinga of Renaissance Marina in Aruba reports: There have been some changes to Aruban clearance procedures.

Construction work is underway in Barcadera Harbor in preparation for moving the container terminal from Oranjestad to Barcadera Harbor. Therefore, as of April 15th, yachts visiting Aruba have to do their clearance in Oranjestad Harbor.

Call "Aruba Port Control" on VHF channel 16 when approaching Oranjestad harbor. The port captain will switch to channel 11 or 14. Then request permission to enter the harbor to clear Customs and Immigration. Customs agents are present in Oranjestad Harbor; the Immigration officer will have to come down from Barcadera. Calling in your arrival half an hour before arrival will expedite the clearing-in process

Oranjestad southeast entry buoy: 12°30.317'N, 70°02.153'W.

The port captain will assign you a place to tie up on one of the harbor docks and notify the authorities. The Immigration and Customs officers will come to your vessel to do the clearance. This can be at one of three places:

- At the cruise ship dock: the long wharf that you will see upon entry into the harbor from the southeast.
- At the first inlet (called "Eduard Dock" to starboard and "Frits Dock" to port). 12°31.223'N, 70°02.667'W.
- Or, most likely, at the second inlet (with "Gerard Dock" to starboard and "Hans Dock" to port). 12°31.285' N, 70°02.709'W.

You will have to do your clearance with both Customs and Immigration.

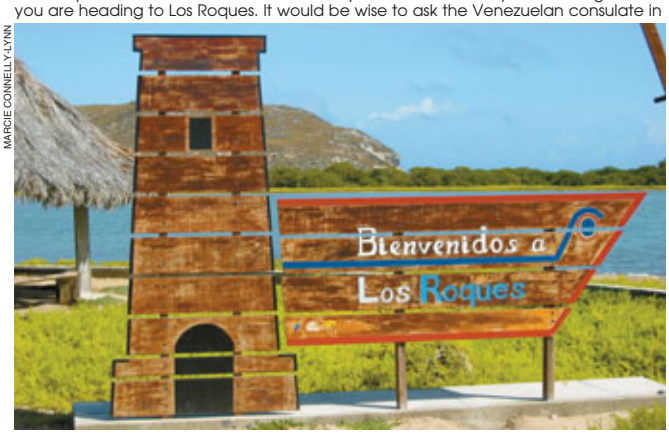
Before departing the harbor to your anchorage or marina of choice (or making any movements within the harbor), call Aruba Port Control to make sure there is no other traffic.

The Aruba Ports Authorities port fee charged for yachts tied to their docks has been discontinued. *For more info about Renaissance Marine see ad on page 6.*

Clearing In at Los Roques

Oscar Hernández Bernalette, who contributed to Chris Doyle's *Cruising Guide to Venezuela*, reports: The commander of the Coast Guard in Los Roques, Capt. Florez Muñoz, gives the following information. When boats arrive at Gran Roque as their first port of call in Venezuela, they can check in with Immigration and present the ship's papers in the building near the airport; just ask for SAIME (for Immigration and other authorities, including a review of the boat by the Coast Guard). Normal routine. Capt. Florez Muñoz recommends that you arrive with a *zarpe* indicating that you are heading to Los Roques. It would be wise to ask the Venezuelan consulate in

MARCIE CONNELLY-LYNN



St. Vincent or Grenada whether or not you need a visa to enter Venezuela.

There can be some restrictions on where you can go in Los Roques, depending on environmental protection or security issues at the time, although there is nothing at the moment. There is no way to get fuel on the island; they don't sell it legally to visitors in the islands. (*Editor's note: Buying fuel illegally can mean big trouble; see "An Unplanned Stay in Venezuela" in last month's* Compass.) They don't have any other specific restrictions at this time.

The Coast Guard is prepared to help in an emergency. Capt. Florez Muñoz's number is (0412) 450-7251 and the emergency number is (0237) 221-1114; country code is 58.

I recommend that when visiting Los Roques, cruisers follow Chris Doyle's *Guide to Venezuela*, not because I was involved but because it is the best for the time being.

Caribbean Safety & Security Net News

Kim White reports: The Caribbean Safety and Security Net (CSSN) is proud to announce the availability of an online form for reporting safety and security incidents. Look for the "Report an Incident" icon on the CSSN home page at www.safetyandsecuritynet.com. The online form is straightforward and will make it easier to submit a complete report.

—Continued on next page

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joanne@doylecaribbean.com

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Panama
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Puerto Rico
Atlantic Canvas & Sail
Fajardo, Puerto Rico

St Lucia
Rodney Bay Sails
Rodney Bay

St. Vincent
Barefoot Yacht Charters
Blue Lagoon

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AMD
Chaguramas

USVI St Croix
Wilsons' Cruzan Canvas
Christiansted

Jamaica NEW
PJG
Kingston

Bonaire NEW
IBS b/v
Kaya Atom Z



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The widespread availability of WiFi/internet should make it possible for complete and up-to-date reporting using the online form. Remember, it is every cruiser's responsibility to ensure that incidents are reported, and with the online form it's easy!

Effective April 1st, the daily SSB voice net on 8104 at 0:815 AST was discontinued. Although a user survey indicated a desire for this service, participation rates were too low to justify the time and effort required to continue this net. Many thanks to Harm Brink of *S/V Horta* who served as the multilingual CSSN net controller for the past two years, and to everyone else who participated throughout the years.

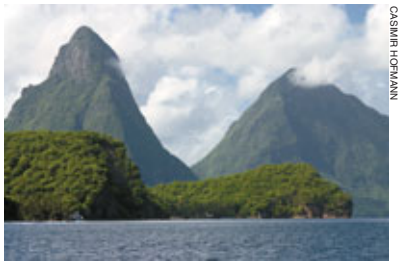
Mayreau Dinghy Dock Patrol

Christine Gooch reports: Since December 2013, the Grenadine island of Mayreau has had a team of volunteers and local police keeping an eye on cruisers' dinghies in both Saltwhistle and Saline Bays. Although there had been no thefts on Mayreau, events on nearby Union Island (such as the assault on the crew of *S/Y Rainbow* at Frigate Island) prompted local policeman Owen Isaacs to be proactive and set up the patrols, which are funded by businesses on the island. The Mayreau Security Patrol arrive at the dinghy dock at 6:00PM and stay until the last dinghy leaves, giving cruisers the peace of mind that they can go ashore to a bar or restaurant and know their dinghy will be there when they get back, which in turn generates customers for the businesses — a win-win situation. Although the patrols don't as yet have enough money to fund a boat patrolling the anchorages, they try to keep an eye on anchored yachts from the shore, watching for unusual activity or boats dragging their anchor. At the moment the patrols will probably only run outside the hurricane season, as there are enough yachts around then to make it viable. However, Mr. Isaacs can be contacted at any time on VHF 16 or by phone on (784) 530-2752.

SMMA Fees Revised, St. Lucia

Chris Doyle reports: The Soufriere Marine Management Area (SMMA) has revised its fees effective from the beginning of April.

Vessel Class 1 (under 70 feet): One night US$20/EC$54/Euro18. One week US$120/EC$324/Euro108



CASMIR HOFMANN

Vessel Class 2 (70 to 120 feet) One night US$100/EC$270/Euro 89

Vessel Class 3: (120 feet and over) One night US$200/EC$540/Euro180

The Class 3 prices will be charged at Class 2 till they have big moorings in place.

Stepped-up police patrols have improved conditions in the SMMA, but still ask about the situation at the Bat Cave before leaving your boat there to go out to dinner.

Grenada Marine Trades on the Move

The Marine and Yachting Association of Grenada held its 2014 AGM at True Blue Bay Resort on March 19th.

A review of the CDE and CDB funded projects scheduled to be completed in September 2014 was presented by Anita Sutton. Those in attendance were briefed on the successful completion of the Economic Impact Study, and a brief peek was given into the Improved Cross-Border Movement of Recreational Yachts Project, which is expected to begin soon.

Nikoyan Roberts, the newly appointed Nautical Development Manager of the Grenada Tourism Authority, gave an outline of the new Tourism Authority's structure and operation. She emphasized its commitment to yachting and outlined marketing plans for the sector for 2014.

Nathalie Ruffin, the Business Sector Development Specialist for the Grenada Industrial Development Corporation, presented the services available to MAYAG members from the GIDC. These included benchmarking of sector and niche infrastructure requirements; designing of sector-specific incentives; publication of an annual report on international market conditions, trends, development and positioning for Grenada; development of a funding proposal and work plan for improving the business operating environment and the performance of the sector; and facilitation of the establishment of a Yachting and Marine Skills Advisory Group and skills-training programme.

After a presentation of financials by Dieter Burkhalter, Board elections were held.

Anita Sutton indicated that after five busy years, it was time to step down as president. She thanked the industry, regional marine organizations, Government bodies, NGOs and the other national private sector associations for their outstanding support and indicated that she will continue to support MAYAG, including ensuring the successful completion of the CDB project.

A new Board was elected as follows: President – Nicholas George (Budget Marine), Vice-President – James Pascall (Horizon Yachts), Treasurer – Dieter Burkhalter (Le Phare Bleu Marina), Secretary – Danny Donelan (Port Louis Marina); Board Member – Rosetta Weston (Grenada Marine); Board Member – Susie Grey (Spice Island Marine); and Advisory Board Member - Nikoyan Roberts (Grenada Tourism Authority).

Nicholas George has been on the MAYAG Board for three years and has been involved directly with the marine industry in Grenada for over 11 years. He began working for Budget Marine (Grenada) Limited in 2003 and is now Store Manager. Within these 11 years Nicholas has forged many close alliances with individuals within the marine industry both locally and regionally.

For more information contact MAYAG at mayagadmin2@gmail.com.

Second Life Sends Sails to Haiti

The Second Life Used Sails program collected 43 sails last season, of which 29 were given by members of the Seven Seas Cruising Association. The program is a joint venture between the SSCA and *Free Cruising Guide*. The sails are sent to the Dominican Republic from where Frank Virgintino, Author of *Free Cruising Guides*, loads them on his sailboat, *Raffles Light*, and takes them to Haiti to be distributed to Haitian fishermen.

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This year the sails were given out at Ile-à-Vache, Bombardopolis and Pointe Sable, all of which are fishing settlements. The fishermen are grateful for the used Dacron sails, as their boats are not powered by motors. They are also in need of fishing gear including floats, hooks, fishing line, nets, etcetera.

For more information see ad on page 10.

Solo Rower Arrives in Dominica

After 91 days at sea, Peder Aström, 34, arrived at Dominica on May 3rd, having rowed alone all the way across the Atlantic from Tenerife in the Canary Islands. On





arrival, Peder told Dominica News Online that his original goal was Barbados but waves from the south disrupted his plans. After satellite phone consultation with his mother, Marie Johansson Geiger, he was advised to take a look at Dominica instead. Off the coast of Scotts Head, he was feeling tired and he requested help from Dominica. *Compass* agent Hubert Winston of Dominica Marine Center (at right in the photo) used his sportfishing boat, *Mega Bite,* to guide him in to Roseau.

Peder's effort was to raise awareness for a Nature Conservancy-supported campaign to stop bottom trawling.

For more information on Peder's transatlantic row visit www.atlantic-project.se.

For more information on Dominica Marine Center see ad in Market Place section, pages 42 through 45.

Upcoming CCEF 2014 Fund-Raising Events

Judy Evans reports: Carriacou's Annual Regatta Festival, August 1st through 4th, is rapidly approaching and the Carriacou Children's Education Fund (CCEF) again has fund-raising activities scheduled to coincide. All proceeds will fund CCEF projects, including providing school uniforms and supplies, Meals from Keels (lunch for needy students), and scholarships to the TA Marryshow Community College.

The traditional CCEF kick-off event is the Annual Potluck Barbecue, scheduled for late afternoon on July 30th at Tanty Lizzy's Seaside Fountain restaurant. Bring a dish to share. Barbecue grills will be available as well as beverages for purchase. The popular potluck raffle of items donated by local businesses is planned. Musically inclined individuals should bring instruments for an informal jam session.

CCEFs Annual Auction is scheduled for Friday afternoon, August 1st, following the Around Carriacou Double-Handed Yacht Race. In addition to the auction, tables are set up to sell items, including the popular "bargain table" of boat parts, electronics, and all manner of miscellaneous items; a household goods table; books and charts table; hats, T-shirts, and more. Among the items to be auctioned this year are two windvane steering systems, three anchors, a small jib, a new Yamaha outboard fuel tank, a Raymarine VHF, an ICOM SSB, a Whale galley fresh water pump, a 220V dehumidifier, a 220V pressure washer, a 220V bread machine, a 110V drill, original art and prints, certificates for "dinners for two" at nearby restaurants, a gourmet cake, a massage, and the traditional certificate for one yacht haul-out at Carriacou Marine.

So put Carriacou Regatta on your summer schedule and help us make this another successful year for the children of Carriacou. If unable to make it but passing through Carriacou, drop items for auction and cash contributions by Arawak Diver. See Kate or Daniela at the Slipway Restaurant for CCEF's free WiFi service. Hope you can join us.

For more information visit www.carriacouchildrenseducationfund.org.

VI to Haiti Sailors Needed Now



Mandy Thody reports: The Good Samaritan Foundation of Haiti, Inc. (www.goodsamaritanofhaiti.com) is still seeking yachts traveling from the Virgin Islands area to Ile-à-Vache, Haiti, before hurricane season. We have donated goods and equipment we'd love to see delivered to our school and to other projects! Local contacts will make your visit safe and enjoyable. Please share this message with your yacht club, cruising association, and friends!

For more information contact mandy.thody@gmail.com.

Department of Corrections

Ooops. We forgot the photo credits on page 28 of last month's *Compass.* The photo from Haiti was taken by David Morgan and the photo from Curaçao was by Marcie Connelly-Lynn.

Welcome Aboard!

In this issue of *Compass* we welcome new advertiser Sugar Reef of Bequia, in the Market Place section, pages 42 through 45. Good to have you with us!



BUSINESS BRIEFS

Perkins Power for Cap'n Fatty

Perkins completed the re-power of *Ganesh*, a Wauquiez 43, through their distributor Parts & Power Ltd in Tortola. *Cruising World* magazine Editor-At-Large, Gary "Cap'n Fatty" Goodlander, has replaced a 30-year-old Perkins 4.154 with a new Perkins M92B.



CAROLYN GOODLANDER

Fatty (left) with Tom and Barb of Parts & Power

As part of the 1104 Series from Perkins, the M92B is a naturally aspirated 4.4-litre engine producing 64 kW at a modest 2400 rpm. During sea trials, *Ganesh* was able to achieve six and a half knots at 1700 rpm, and seven knots at 2000 rpm and reached a maximum speed of eight knots at 2400 rpm. All of this was achieved with a noise level that was nearly half that of the previous engine.

The M92B represents precisely tailored technology delivering improved performance with reduced operating costs. The engines are easy to maintain, and have a 500-hour service interval delivering excellent fuel economy.

Fatty and his wife Carolyn are well into their third circumnavigation, where reliability is vital, and they have reported that the new engine may have saved their lives already.

"At the height of our recent gale, I managed to claw down the jammed storm staysail at dawn, which was very good in one sense but not another," commented Fatty. "We needed to heave-to: if we remained sail-less and sideways, we'd surely roll within minutes. I checked for sheets and lines overboard, and hit the starter button. The Perkins immediately sprang into life, and powered *Ganesh* directly into those powerful, giant, deck-sweeping 20-foot-plus seas, without a problem and at a mere 1900 rpm."

The crew of *Ganesh* have increased confidence in having a low-speed, high-torque, long-lived engine when they need it.

Parts & Power would like to thank all the local BVI businesses that assisted with making this project such a success. BVI Yacht Charters, Tui Marine (the Moorings/Sunsail) and Village Cay Marina all assisted in making the installation go smoothly. Thanks also to the BVI Customs Department and Comptroller of Customs, Wade Smith, for making Cap'n Fatty and Carolyn feel welcome.

Parts & Power Ltd, based in Tortola, British Virgin Islands, was founded in 1973. Parts & Power Ltd has been serving the marine and industrial needs of the Caribbean for 40 years.

For more information about Parts & Power see ad on page 9.

Hooked on Fishing at Budget Marine

In years past, sailing yacht products were the main focus in Budget Marine's chandleries, but today, sportfishing lines also feature prominently in all 12 locations. A substantial chapter of the Budget Marine Product Catalog is devoted to fishing gear and attention is being given to the Caribbean's growing powerboating community. In line with this, Budget Marine now proudly title sponsors a string of fishing tournaments throughout the Caribbean.



Biggest is the popular Budget Marine Spice Isle Billfish Tournament in Grenada, which took place Jan 27th through 31st. Now in its 45th year, it drew 51 boats and 261 anglers hailing from the USA, the UK, Aruba, Martinique, Barbados, St. Lucia, Shetland Islands, Trinidad & Tobago and Grenada. Competition at this event is fierce, as teams vie to catch and release the coveted grand slam prize comprising blue marlin, white marlin and sailfish.

In March this year Budget Marine's store in Trinidad took on title sponsorship of the Budget Marine TTGFA Wahoo Blow Out in which 28 boats and 139 anglers, including 21 juniors participated. Other title-sponsored tournaments are the Budget Marine St. Maarten Wahoo Tournament (November) and the Aruba Nautical Budget Marine Annual Wahoo Challenge (February).

Support is also given to the Tobago International Fishing Tournament (May 14th through 18th), St. Martin Billfish Tournament (June 10th through 14th), St. Thomas Bastille Day Fishing Tournament (July 14th) and Bonaire International & Local Fishing Tournament (Jan 27th through 29th, 2015). So if you dream of catching the big ones — Marlin, Wahoo, Tarpon — register for Budget Marine's fishing e-newsletter about events, latest products and special offers relating specifically to fishy business at www.budgetmarine.com.

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

The Pitfalls of Underinsurance

Offshore Risk Management writes: The cost of insurance is increasing and often clients are inclined to under-insure their boat to keep the costs down. Usually the justification is based on a small mortgage or loan outstanding, or a belief that the vessel is worth less than the market or survey value. Clients feel if they get the value of the insurance policy they will be happy.

This works until a loss occurs, particularly a small loss that is not a Total Loss, but one where underwriters decide to declare the vessel a Constructive Total Loss (CTL) or Agreed Total Loss (ATL) or words/terms to that effect.

For example: Your boat insurance renewal has just arrived and it has increased 25 percent over last year. You are fed up with increases, year after year, when you have had no claims, and you decide to insure the boat for less.

The latest survey you have obtained values the boat at $100,000 but you only have a $25,000 loan on the boat. As far as you are concerned you only want to pay off the loan if you have a claim, and you will take the loss for the difference.

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The premium for $25,000 is much less than for $100,000 and you instruct your agent or broker to renew at the lower value and you save hundreds of dollars.

Then a claim occurs. Your boat is now insured for $25,000. The total damage to the boat is $5,000, quite a bit less than the insured value of the boat, but the loss surveyor/adjuster determines the boat is worth at least $50,000 in its damaged condition and the Insurer declares the vessel a CTL, takes possession of the damaged boat and pays you $25,000. The Insurer then sells the boat for $40,000 and keeps the difference. Can they do that?

Yes. Your insurance underwriter, subject to policy conditions, etcetera, has promised to pay up to $25,000 for damages to your boat. By paying you the $25,000 they have performed their end of the contract. *In exchange for this payment, you must sign over the title of the boat to them.* This determination is based on commerciality, rather than reparability, and is a legitimate course of action for the Underwriter.

This is the reality of underinsuring. We have seen it a few times and this is not the best way to save money.

If you have a survey, or in the absence of a survey, you have an accurate market value for your boat, do not insure for less than that amount unless you are prepared to accept the consequences.

If you cannot afford the renewal premium, there are viable alternatives available, such as financing the premium over a few months or making other changes that will have a less dramatic effect on claims.

Offshore Risk Management is an international insurance provider with offices or correspondents in North America, the Caribbean, the Pacific and elsewhere. For more information see ad on page 28.

Free Cruising Guide to Puerto Rico Now in Spanish

The *Free Cruising Guide to Puerto Rico* is now available in Spanish, as well as in the original English. This is the second guide that FCG offers free, translated into Spanish. The translation is now complete and will be posted to the Puerto Rico FCG website this month.

For more information on Free Cruising Guides see ad on page 33.

DYT Yacht Transport Helps Dismasted Yacht

Super Servant 4, one of the ships in DYT Yacht Transport's fleet of yacht transporters, diverted six miles from its course en route to St. Thomas, USVI to assist racing sailors Thierry Chabagny and Erwan Tabarly aboard their dismasted yacht *Gedimat*, who had radioed the ship for help on April 23rd. The 32-foot Figaro Beneteau II was competing in the Transat AG2R La Mondiale, a 3,890-mile double-handed race that began on April 6th in France and finished at St. Barthelemy. *Gedimat* was leading the fleet at the time of the rig failure and had approximately 1,900 miles to go to reach St. Barths.

Gedimat had dismasted during a gale and its diesel had run dry as the vessel tried to reach Madeira. *Super Servant 4*, which was 180 miles west of Madeira at the time of the distress call, proceeded to divert and deliver two 20-litre drums of diesel to *Gedimat*. The drums were thrown into the water, connected to a third empty drum with a light. The crew was successful in bringing the drums aboard with no additional assistance in the 20-knot breezes and two-metre swells.



A 'selfie' aboard Gedimat *before arrival of DYT's* Super Servant. *After receiving fuel from the yacht-transporting ship, Thierry and Erwan motored safely to Madeira*

Late last year, DYT Yacht Transport partnered with another leading yacht transport company, Sevenstar Yacht Transport, which has been good news for yacht owners who, by choice or necessity, depend on the shipping of their prized possessions to various ports around the world. The two companies, while maintaining their separate identities, are fully equipped to advise on the best options for either float-on/float-off (FLO/FLO) or lift-on/lift-off (LO/LO) services offered by a fleet of over 120 ships that are wholly owned and operated by parent company the Spliethoff Group, one of the largest ship owners in The Netherlands, which plays a major role in the global transport market.

For more information on DYT and Sevenstar, visit www.yacht-transport.com and www.sevenstar-yacht-transport.com.

Mercury Marine Says 'Wear Your Life Jacket to Work!'

Mercury Marine supported "Wear Your Life Jacket to Work" Day on May 16th. Mercury joined boating professionals and boating enthusiasts to heighten awareness of different life jacket types that are available, including inflatable life jackets, and demonstrated their comfort and versatility by wearing them to work.

The annual event, hosted by the US National Safe Boating Council (NSBC) served as a fun, educational element just prior to National Safe Boating Week, May 17th through 23rd, the official launch of the 2014 North American Safe Boating Campaign. Educating the boating public about the safety and comfort of life jackets has been a main focus of the North American Safe Boating Campaign.

Pete Chisholm, product safety manager at Mercury Marine, says, "Wear a life jacket when you boat — that's the message we are trying to promote. They do you no good stuffed under the seat in your boat. You need to wear one for it to work. Today's life jackets are lightweight, comfortable, and won't interfere with your activities."

US Coast Guard statistics show that drowning was the reported cause of death in almost 71 percent of recreational boating fatalities in 2012, and that approximately 85 percent of those who drowned were not wearing life jackets.

More information about the event and safe boating is available at www.Facebook.com/ReadySetWearIt.

The Mercury Marine dealer in Dominica is Dominica Marine Center. For more information see ad in the Market Place section, pages 42 through 45.

—Continued on next page

—Continued from previous page

New Bus in Time for Turtle Watching, Grenada

Karen Kleppa reports: Cuthbert McMeo, better known to the cruisers as Cutty, has acquired a brand new bus, just in time for the 2014 Leatherback Turtle Watch season in Grenada. This turbo-diesel bus seats 16 people comfortably and is equipped with air conditioning, integrated speaker system, and VHF radio. The season for watching the leatherback hatchlings finding their way to the ocean continues through July.



Cutty also guides island and hiking tours in Grenada. His extensive knowledge of the flora and fauna and their natural healing possibilities makes his tours memorable and educational.

Cutty's interest in developing community tourism in Grenada was recently showcased when he and his neighbors hosted an "oil down" (Grenada's national dish), where locals and cruisers alike shared in everything from peeling breadfruit and grating coconut to stoking the open fire. Close to 80 people, half of whom were cruisers, participated in this unique sharing among cultures.

Call Cutty at (473) 407-5153.

Crewseekers Supports Young Crew

Launching alongside Crewseekers' redesigned website, the long-established worldwide yacht crewing introduction agency has announced a Young Crew Sponsorship Programme aimed at helping more young people to participate in a life-changing sailing adventure.

By contributing towards travel to and from the vessel and their share of voyage costs, Crewseekers will help pay for up to four young sailors (between the ages of 18 and 25) per year of any nationality who wish to crew on long distance sailing opportunities published on www.crewseekers.net.

Crewseekers' Young Crew Sponsorship Programme will fund up to three-quarters of the applicant's total costs associated with traveling to and from the vessel and their direct on-board costs. The number of awards may vary in any given year, within the limit of the programme, although it is anticipated that up to four individuals per year will receive support. The maximum contribution to any applicant will be £1,000.

All voyages of more than 1,000 miles posted on crewseekers.net will qualify for inclusion in the scheme. The skipper of the vessel should be a member of Crewseekers and should be qualified to (at least) RYA Yachtmaster Offshore or equivalent. They should be experienced in long distance sailing, and Crewseekers will expect the skipper to be able and prepared to offer informal tuition in the various aspects of long distance cruising, such as passage planning, navigation and boat maintenance, during the voyage.

The applicant should have had some sailing experience, ideally qualified to Competent Crew level. Crewseekers will pre-identify qualifying voyages and promote these as such on the website. Skippers of these voyages will be asked to participate in the programme and will be expecting sponsored applications. Applications are accepted throughout the year.

For more information visit www.crewseekers.net/YoungCrew.

New Team Member at Horizon Charters Grenada

Horizon Yacht Charters Grenada announces the addition of Judy Bullen to their growing team as the new Charter Reservations Assistant.

Judy is a native of Grenada, and as a child growing up in the Caribbean, she considered herself to be very lucky to have lived on the two beautiful islands of Grenada and Carriacou. Grenada was seen as the place where the family focussed on school and work, while Carriacou was where they vacationed, spending endless days swimming at one of the many palm-lined white sand beaches, or boating to the small uninhabited islands dotted around Carriacou.

Educated in Toronto, Canada, Judy returned to Grenada where she joined the family business in Carriacou and assisted her father for ten years in running the Silver Beach Resort, a small hotel at the end of Hillsborough Bay.

Judy's responsibilities will include assisting clients with booking their bespoke yacht charter holidays, as well as preparing all relevant paperwork in anticipation of their arrival. Judy will also be maintaining databases and monthly reports. While Horizon Grenada will benefit from her multi-tasking skills, they are also certain that clients will appreciate her local knowledge and hospitality experience! Welcome on board, Judy!

Judy Bullen can be contacted at info@horizongrenada.com or (473) 439-1002.
For more information visit www.horizonyachtcharters.com/grenada/grenada.html

'Growth of Yachting' Spurs Panama Boat Show This Month

The inaugural Panama International Boat Show will take place from June 20th through June 22nd, at the Flamenco Marina conveniently located near downtown Panama City. The marina is a flourishing tourist attraction with a wide range of amenities, including 238 slips protected by two breakwaters, WiFi, and nine onsite restaurants. A new section of the marina, currently under construction, has been earmarked for the boat show.



Confirmed exhibitors to date include Sanlorenzo; HMY Yachts; Evermarine representing Benetti, Azimut, Bertram, Tiara and Boston Whaler; Galati Yacht Sales; Maspor Marine representing Pursuit, Rampage, Tiara, Jupiter, Cruisers, Spencer and Princess; Novey Marine representing Viking, Luhrs and Silverton; Andromeda representing Riviera, Belize and Lagoon; Intrepid Powerboats; Outer Reef Yachts; and Quality Yachts representing Ferretti, Mochi Craft, Pershing, Cobia, Rinker, Cobalt, Scout, Monterey and Formula.

According to the organizers, many exhibitors cite the growth of yachting in the region as the reason why they have made the decision to participate in this inaugural event.

For more information visit www.showmanagement.com/panama-international-boat-show-2014/event.



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YOUR USED SAILS WANTED!

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

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

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

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

Caribbean ECO-News

Beware Chikungunya!

The mosquito-borne disease chikungunya has been reported in islands ranging from the Dominican Republic to the Grenadines, with the dengue-like illness being almost an epidemic in some places.

Chikungunya symptoms include fever, severe joint and muscle pain, headache, exhaustion, and rash. This occurs two to five days after infection and can continue for ten to 14 days. While early symptoms exist you are contagious, and if again bitten by an *Aedes aegypti* mosquito, you can pass on the virus. It is vital that if you do show symptoms, you seek medical attention and isolate yourself as much as possible so as not to spread the disease. Stay onboard if possible. If you must go ashore, use repellants and cover exposed skin by wearing long-sleeved shirts, long pants and hats, and avoid congested areas.

The mosquitoes need to bite to breed. The only way the virus is transmitted is by a Human-Mosquito-Human event. It cannot be otherwise passed by Human-Human contact.

To avoid getting the disease, don't get bitten. As *Aedes aegypti* mosquitoes breed mainly in man-made containers, places with higher population densities provide the greatest risk. Mosquitoes don't like wind, so boats provide a relatively safe space. Ashore, *Aedes aegypti* mosquitoes are day-biters and most active around dusk — the cocktail through the dinner hour, unfortunately! Again, use repellant and wear long-sleeved shirts and long pants.

First St. Martin Endemic Animal Festival

Over 200 people came to Seaside Nature Park in Cay Bay, St. Martin on April 27th for a day of wildlife discovery, fun and learning at the first annual Endemic Animal Festival. The Festival celebrated St. Martin's extraordinary local and regional endemics — the animals that live only on this island or only in this region. The free, public event was created for both residents and tourists by Les Fruits de Mer Association. Most of the Festival activities took place in the Park's breezy event space. Individual posters of over 30 endemic species transformed it into an open-air exhibition.

People of all ages crowded around the Endemic Animal Discovery Station hosted by naturalist Mark Yokoyama. "The Dwarf Geckos were definitely a big hit, especially one carrying a large egg that you could see through its skin," reported Yokoyama, Les Fruits de Mer co-founder and author of *The Incomplete Guide to the Wildlife of Saint Martin*. Yokoyama gave short presentations about island endemics and their role in history as well as showing visitors the various creatures on display. Guests also took turns letting a friendly stick insect walk on their hands and arms.

Festival-goers flocked to special exhibits that were part of BirdsCaribbean's Caribbean Endemic Bird Festival as well, including a video spotlighting the island's vibrant birdlife. Adults and kids alike discovered how the jobs done by regionally endemic birds — as pollinators, seed spreaders, cleaners and more — help both humans and nature.



OLIVIA ROUDON

Attendees had a unique opportunity to learn about endemic wildlife during the event's Guided Nature Walks, which brought them face-to-face with regionally endemic birds and with lizards found only on St. Martin. Participants found out how to spot these special species on future outings. The Walks were led by professional birding guide Binkie van Es and local wildlife enthusiast Dr. Jovan Halley from the Healthy Iguana veterinary practice.

The tables at the Festival's Art Activity Station were buzzing with children taking part in wildlife-themed creative activities led by eco-artist Stephen Winkel and a team of Les Fruits de Mer volunteers. Over 40 kids created festive reptilian masks during the event's Endemic Lizard Mask-Making Workshop, designed to link learning about local wildlife with the cultural tradition of Carnival. "Art and culture can make the best path for some kids to connect with nature and ecologic concepts," explained Winkel. "For example, here we have fun making a mask for Carnival, but it is also a way to talk about what is endemic, learn which lizards live only on this island, and look at their different coloration."

For more information visit http://ass.lesfruitsdemer.org.

Mangroves Could Save Guyana's Shrinking Coastline

As reported by Desmond Brown at caribbean360.com, Guyana has been on an intensive campaign to restore its coastal mangroves.

Approximately 90 percent of Guyana's population lives on a narrow coastline strip a half to one metre below sea level. That coastal belt is protected by seawall barriers that have existed since the Dutch occupation. In recent times, however, severe storms have toppled these defences, resulting in significant flooding, a danger scientists predict may become more frequent. Maintaining the seawalls is an enormous cost for Guyana.

Now, in order to ensure that the seawall and sea dams continue to serve their purpose, Guyana's Ministry of Agriculture has been promoting the growth of mangroves to reduce the impact of the waves.

Guyana has about 80,000 hectares of mangroves in place now. Mangroves that have been lost over the past 20 to 30 years are being replaced and the Ministry is also establishing mangrove growth in new places.

Agriculture Minister Dr. Leslie Ramsammy notes that, "With the water and movement onto the shore, it is very difficult to grow mangroves." As a result, Guyana has been conducting research to determine the best technology to use to achieve success. "You need mangroves to grow to a certain extent before it can withstand the water and so we've been trying things like various grasses and so on to hold the soil together and we have been succeeding in these," he says.

Technicians came up with the idea of constructing geotextile tubes to help natural regeneration. A biodegradable tube filled with sand and water is used to form a barrier so that at high tide, muddy water can enter the area and sediment left behind can help build the soil up to a necessary level. Spartina grass is then planted in the area. The technicians have found that the mangrove seeds get caught in the grass and would later germinate.

WHAT YOU SAY!

Compass Readers' Survey 2014 Results

The results of the sixth *Caribbean Compass* Readers' Survey are in, and thanks to your suggestion of putting the survey online, we've had the greatest response ever!

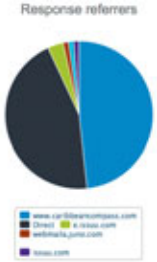
Your Current Concerns

Over the years, the Number One thing that survey respondents say makes an anchorage desirable is a clean environment, and awareness of our responsibility for the marine environment is increasing. As one current survey respondent commented, "When I first arrived here, sewage was not a concern. Now it is." Keeping in mind that the majority of *Compass* readers are boat owners, it's a sign of the times that now slightly more than half feel that yachts should be required to have and use holding tanks. The caveat is that nine out of ten say that marinas should provide sewage pump-out facilities. Where yachts are not required to use holding tanks, more than three-quarters of respondents feel that there should be "No Anchoring Zones" within 200 feet of beaches to keep yacht sewage away from swimmers. No doubt swimmers would agree.

More than three-quarters of respondents also feel it is fair to charge an entry fee for Marine Parks, although it's safe to say that they expect these fees to go directly to the protection of the natural environment within the park.

Not surprisingly, security also remains a major concern, although respondents indicate that they are well aware that security problems occur in specific hot spots. A quarter of readers, at least, don't feel that security is getting to be more of a problem in the region as a whole. Kudos to Grenada, all of the Virgin Islands, Antigua & Barbuda, and all of the French islands (with the exception of St. Martin), which are perceived to be the most secure destinations. Venezuela, the island of St. Vincent,





St. Maarten and the southern part of St. Lucia are perceived to be the least secure.

Customs and Immigration is always a concern when sailing from country to country, but 71 percent of those responding to this survey feel that most Customs and Immigration officers in the Caribbean are efficient and courteous. Having said that, 83 percent said they would use the eSeaClear and/or SailClear system where available.

Where Readers Want to Be

The increasing concern for our natural environment brings us to the Number One thing that readers say makes an anchorage desirable: a clean environment. Can we say it again: A CLEAN ENVIRONMENT.

The next most desirable factors are friendly people and, a bit further down on the list, amenities such as a dinghy dock, access to fuel and water, and a security patrol. We forgot to include a question about WiFi in this year' survey, but write-ins reminded us this is a major attraction, too.

Of course, the natural attributes of a good anchorage — such as protection from wind and sea swell, good holding, reasonable depths, etcetera — are mentioned, as well as "fun factor" items like good snorkeling and swimming, hiking nearby, and a shady beach for relaxing.

Manmade factors that make an anchorage undesirable, in order of severity, are security problems and harassment, an unclean environment, overcrowding and noise.

As distinct from a desirable anchorage, what people are looking for in a "working" destination (that is, somewhere to go for repairs and maintenance) is primarily value for money, followed by availability of parts and supplies, a low crime rate, and availability of skilled service providers.

Consistent with the majority opinion in previous readers' surveys, 88 percent of respondents prefer to be in areas without jet skis.

Content on Course

The responses to this year's survey show that — thanks in no small part to readers' participation in our previous surveys, which have been conducted about every three years — *Caribbean Compass* is right on course with providing informative, relevant and enjoyable articles about sailing in the Caribbean, and delivering that targeted content to you. Eighty-seven percent of all survey respondents say they spend between half an hour and two hours reading each issue, and more than two-thirds report that they refer back to an individual issue more than once. The majority read the *Compass* every month, year round. This reader loyalty is underscored by ratings that show high satisfaction levels with our current content, and your ratings and suggestions let us know what we can fine-tune to make you even happier!

We know that any readers' survey pre-selects an audience of fans, but we're proud to say that, although they also read various other boating publications, 97 percent of survey respondents agree that, "*Caribbean Compass* is my favorite source of monthly information for sailors in the Caribbean".

Ads are Important, Too

Ninety-seven percent of this year's survey respondents say they find advertisements in *Compass* to be "useful" or "very useful", and 80 percent refer back to an individual issue more than once for information about an advertiser. Seventy percent report actually having purchased a product or service after seeing it advertised in *Compass*, and 12 percent more say they haven't yet but plan to do so.

Who Are You?

The typical Compass Readers' Survey 2014 respondent is, of course, a sailor: a North American male over 45 years of age, who is cruising aboard his own sailboat, and is usually on the move. The typical respondent has kept his boat or plans to keep his boat in the Caribbean for more than one year. In addition to North Americans, British, continental European and Caribbean readers also chimed in. Forty-three percent of respondents were female.

You Said It

Finally, we asked readers to describe the *Compass* in their own words. Here is one reply that made us grin: "The journal of record for yachties, yacht racers and holidaymakers whose interests are more than suntans and lager."

Many thanks to the scores of readers who took the time to participate in the Compass Readers' Survey 2014. Thanks to you, it'll just get better.

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MERIDIAN PASSAGE OF THE MOON

JUNE - JULY 2014

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 2014	
DATE	TIME
1	1503
2	1548
3	1632
4	1716
5	1758
6	1842
7	1926
8	2013
9	2102
10	2155
11	2251
12	2351
13	0000 (full moon)
14	0051
15	0152
16	0250
17	0347
18	0440
19	0532
20	0622
21	0712
22	0821
23	0851
24	0941
25	1031
26	1121
27	1204
28	1258
29	1344
30	1429

July 2014	
1	1512
2	1555
3	1638
4	1721
5	1805
6	1852
7	1942
8	2035
9	2132
10	2232
11	2334
12	0000 (full moon)
13	0035
14	0134
15	0231
16	0325
17	0417
18	0508
19	0559
20	0649
21	0738
22	0828
23	0918
24	1007
25	1055
26	1142
27	1227
28	1311
29	1354
30	1436
31	1519

REGATTA NEWS

Smooth-Running Les Voiles de St Barth

Several classes were still up for grabs going into the final day of racing at Les Voiles de St. Barth on April 19th. The conditions remained fresh, with a 22- to 25-knot southeasterly producing an impressive swell on the island's windward side.



CHRISTOPHE JOUANY / LES VOILES DE SAINT-BARTH

Spinnaker Zero class winner, Near Miss. *Owner/skipper Franck Noël says his crew's spirit in Les Voiles was 'perfect'*

Les Voiles de St. Barth Race Committee, led by Race Director Luc Poupon, chose race courses to fit the conditions, sending the Maxi and Spinnaker Zero, 1 and 2 classes on a 22-nautical-mile course, and Spinnaker 3 and 4, Non-Spinnaker, and Multihull on a 16-nautical-mile course. To make up for a missed race on the previous day, the six-boat Melges 24 class completed two races, which were run in the more protected waters on the western side of the island. As a further provision, the class mutually agreed not to use spinnakers.

As spectators watched from a sculpted rock plateau 500 feet above the beach of Colombier, the sailing conditions on the northernmost point of St. Barths seemed epic: strong, fairly steady wind, with flat water at the starting area and the first rounding mark. At the next mark, however, the fleet began its beat around the island's northern end into the ocean swell. A two-knot current running counter to the prevailing wind produced six- to-eight foot seas that, while uncomfortable upwind, made for a rollicking ride off the breeze.

The conditions produced several blown-out spinnakers and sails. Even in the protected area where the Melges 24s were sailing, it was déjà vu for Frits Bus as his *Island Water World* lost its mast and, just like last year, missed out on a chance to seal a victory.

The change in conditions from the lighter wind of the regatta's first two days, April 14th and 15th, to the 20-plus knots on the last two days affected several classes with boats that favored one range or the other.

One of these was the hard-fought Spinnaker 1 Class, where Jim Madden's US-based J/125, *Stark Raving Mad IV*, edged out last years class winner, Sergio Sagramoso's Melges 32, *Lazy Dog*, by one point. Jim said of their battle with *Lazy Dog*, "It's a little bit of the luck of the draw. We give them great credit, they were great competitors and I think they sailed really well."

Winner of the Maxi Class was Swiss sailor Alex Schaerer, owner/skipper of the Mills 68 *Caol Ila R*. Schaerer and his team enjoyed close racing with American Hap Fauth's *Bella Mente* for the first part of the week, until *Bella Mente* suffered a dismasting on the penultimate day. Schaerer sails with a seasoned, mostly Australian crew (the lone exception this week was American Gary Weisman, past president of North Sails) from two different Australian boats: *Loki*, which at 63 feet is close in size to the 69-foot *Caol Ila R*, and the super maxi *Wild Oats XI*, which has won line honours at the Sydney Hobart Race seven times. "The Australians, of course, help us 'little' Swiss get the boat around the marks safely!" Schaerer said.

In Spinnaker Zero Class, Franck Noël, owner/skipper of the TP52 *Near Miss*, managed a near perfect score line (1-2-1-1-1) to finish first. Noël said, "When *Bella Mente* dismasted yesterday, that told us that nothing is really over until the finish line is crossed. Today's race was very similar in wind and sea conditions as yesterday. We had to sail in a very conservative way in order to finish without breaking anything — there could be no useless chances taken.

"The crew has been very professional all week long. Most of all, I appreciate their excellent team spirit and good humor — this is to me the most important thing on board; I hate when people scream at each other. The crew has shown great concentration while at all times keeping its relaxed attitude. It has been perfect!"

In Spinnaker 2, Jack Desmond took a long path to a well-deserved class win on his US-based Swan 48, *Affinity*. In fall 2012, *Affinity* fell off its stands at a boatyard in New England and sustained substantial damage, so for last year's Les Voiles, Desmond chartered the Swan 56 *White Rhino*. This year, *White Rhino* was chartered by Steve Cucchiaro, who became Desmond's closest competitor, tying on point score with *Affinity* but finishing second on a tiebreaker countback.

Sometimes it takes a couple of tries to get it right. Returning this year was the English/Irish team on *Ramanessin*, which managed a victory in Spinnaker 3 Class, after finishing second last year to *Lazy Dog*. Nigel Young, the Irish tactician on board, said, "We were really surprised by the light winds on the first day. We were not expecting that, but this boat did us proud. We managed to get the upper hand on the second race by our sail selection and were able to take the lead over the J/111 *J Boss* (which finished second). We played it conservatively, but then we have an exceptionally good crew, so they do not make any mistakes."

In Spinnaker 4, David Cullen's Irish J/109, *Pocket Rocket*, tied with Claude Roth's *Visiooptic*, a First 40.7 from Guadeloupe, and won on a countback.

Les Voiles de St. Barth includes quite a few competitors and boats that return for multiple editions. In the Non-Spinnaker class, Bobby Velasquez from St. Maarten stands out. Velasquez, a well-known marina owner from the Dutch island, has competed at all five editions of Les Voiles, and this is his third class win.

In the nine-boat Racing Multihull class, the smallest boat, Calle Hennix's Swedish SeaCart 26, *Team All Stars*, won overall. The Multihull class, which continues to grow each edition, comprises a diverse lot. This year it included the Irens-designed 63-foot trimaran *Paradox*, two 62-foot Gunboat catamarans, and two TS 50 catamarans.

In the Melges 24 class, with the last day's two races providing the opportunity for the greatest gain or loss, Thierry LeFort's *Lefort Clim* saved their best for last, scoring two bullets to upset prior leaders *Team Island Water World* and *Budget Marine/Gill* to take the overall class win.

Event Organizer François Tolède said, "This has been another great edition, another success. I am really pleased with the level of competition and camaraderie among all competitors and partners. The professionalism both on the water and onshore has been amazing. Thanks to all our teams, Les Voiles de St. Barth is now running smoothly, while still maintaining welcoming scale for all to enjoy."

The dates for the next edition of Les Voiles de St. Barth will be April 13th through 18th, 2015.

For more information visit www.lesvoilesdesaintbarth.com.

St. Barths' West Indies Regatta 2014

Nine traditional Caribbean sailing vessels from various Eastern Caribbean islands entered the sixth annual West Indies Regatta, held May 1st through 4th in St. Barths.

After independence from colonial rule, sail was the lifeblood for emerging West Indian nations and vessels were built on all the islands in the Eastern Caribbean.

—Continued on next page

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Calivigny Bay, St. George's, Grenada W.I., POS 12°00'11N / 61°43'29W

—Continued from previous page

Crafted on the beach, by artisans who passed down their skills from generation to generation, these schooners and sloops sailed between the islands carrying all kinds of cargo. A surge of interest in recent years has seen outsiders commissioning vessels in Carriacou for a growing racing and charter market. From Grenada to Anguilla, new as well as restored sloops and schooners sail in the charter trade and at regional events including the Antigua Classic Yacht Regatta and the West Indies Regatta.



JUSTIN SHERA / WEST INDIES REGATTA

In addition to several Carriacou sloops, the 2014 West Indies Regatta fleet included the schooners *Alexander Hamilton* from Nevis in the Leeward Islands and *Scaramouche* from Union Island in the Grenadines. *Scaramouche* is one of only two original working trading schooners left; the other is *Friendship Rose* from Bequia — which the event's organizers say will be invited next year.

The competition was fierce this year among *Savvy, Summer Cloud, Zemi, Genesis* and the new sloop *Exodus,* which was launched last year. The Carriacou sloops are the subject of a film called "Vanishing Sail" (www.vanishingsail.com), which will be screening at the 2015 St. Barths Film Festival to coincide with the opening night of the Regatta.

The 2014 West Indies Regatta was won by the Carriacou sloop *Zemi,* followed closely by *Summer Cloud* in second and *Savvy* in third, with all other vessels being honored for their participation. Captains and crew were thanked by the president of the Collectivité de St. Barth, Bruno Magras, for sailing to the event to reconnect our islands.

This year's Artisanal Market was a resounding success, showcasing products of the region that were brought to St. Barths aboard the regatta entrants. The highlight of the market was the arrival of tree sculptures and organic produce from Dominica aboard the schooner *Alexander Hamilton.*

The organizers thank the Collectivité de Saint Barthelemy, Port de Gustavia, Office de Tourism, Club Unesco, Budget Car Rental, SkullDuggery Rum, Alma, Segeco, Revolution Band, Free in St. Barth, and all of the people of St. Barth that have again made the event so welcoming!

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

ARC Europe Departs Tortola

Yachts sailing under the flags of 13 different nations set sail on May 3rd for offshore adventures as part of two World Cruising Club Spring rallies: ARC Europe and ARC USA.

Venturing west to east across the Atlantic, 34 boats will sail with ARC Europe this year; 25 left from Nanny Cay, Tortola, and eight from Portsmouth, Virginia. These groups will converge in Bermuda to continue their passage to Europe and enjoy a cruise through the mid-Atlantic Azores archipelago en route. Among the ARC Europe fleet, many boats are leaving the Caribbean after a winter of cruising, including 13 who sailed with the ARC and ARC+ in 2013. New faces were warmly welcomed with a social program in Nanny Cay, quickly building friendships. At the Ocean Marine Yacht Center in Virginia, host port for the US start of ARC Europe, participants also got together to enjoy happy hours, parties and safety demonstrations during their pre-start build up.

Eight boats sailed with the ARC USA rally from Nanny Cay to Fort Lauderdale, Florida, via the Old Bahama Channel, and shared the fun of the pre-departure programme in Tortola with crews from ARC Europe. Their route will see them sailing close to the north shores of Puerto Rico, Hispaniola and Cuba, sheltered from the Atlantic swells by the Turks & Caicos and the Bahamas. It should take approximately seven days for them to reach Bahia Mar Marina in the Sunshine State.

Conditions for the start of both rallies in Tortola featured sunny skies and a strong easterly breeze gusting up to 20 knots.



WORLD CRUISING CLUB

On May 14th, the ARC Europe fleet re-started for Leg 2, sailing approximately 1,800 nautical miles to the famous mid-Atlantic rendezvous point of Horta in the Azores. The rally visits four of the islands over a 12-day period, with the option of visiting a fifth. After almost two weeks cruising the Azores archipelago, boats either sail on with the fleet to Marina de Lagos in Portugal, or make their own way north towards the UK and Ireland.

ARC Europe will come to a close with a final prizegiving ceremony in Portugal on June 15th.

For more information visit www.worldcruising.com.

ON THE HORIZON…

New Arrival Port for Atlantic Odyssey II

The arrival destination of Jimmy Cornell's Atlantic Odyssey II, which is scheduled to start from La Palma on January 8th, 2015, has been changed from Grenada to Martinique. Organizers say that the change in this new transatlantic rally has been made for logistical and practical reasons, "as Port le Marin is one of the best-endowed marinas in the Eastern Caribbean, with a full range of repair and service facilities".

For more information visit http://www.cornellsailing.com/sailing-rallies/atlantic-odyssey.



BEQUIA EASTER REGATTA 2014

HIGH WINDS — HIGH SPIRITS



ALL PHOTOS: WILFRED DEDERER

THE Bequia Easter Regatta 2014 came to a close on April 21st with the Grand Prizegiving at the Gingerbread Hotel. A total of 71 boats — 43 yachts and 28 local double-enders — registered to take part in the 33rd running of the popular annual event organized by the Bequia Sailing Club. Yachts flew the flags of France, St. Lucia, Grenada, the USA, Austria, Trinidad, Barbados and St. Vincent & the Grenadines, and locally built open double-enders arrived from Carriacou, Mayreau and Canouan to sail against their Bequia counterparts.

BSC Secretary Nicola Redway says, "We were thrilled with the turnout — our best ever for such a late Easter and much higher than anticipated — but the wind and sea conditions were a real challenge for a number of boats."

In the four-day competition, yachts were divided into one Racing and two Cruising Classes, as well as two one-design classes. The yacht side of the regatta was officiated for the 15th year running by Principal Race Officer James Benoit from Grenada, working alongside the BSC Race Committee. The oldest and largest yacht in the fleet was the beautiful 62-foot yawl *Galatea*, built in Sweden in 1899 and skippered by Judd Tinius of the USA, which received the Spirit of Tradition Award. She was joined in the Cruising II Class by a wide range of boats including a 1969 Etchells, *Nobb*, and a 1969 Shields, *True Form*, skippered respectively by Bequians Bruce Gooding and Brooke Robertson.

The sprit-rigged wooden double-enders, originally designed as fishing and whaling boats, were divided into six classes by length ranging from 12 to 28 feet, with the blustery conditions making things especially tough for the smaller boats.

—*Continued on next page*

Above: The J/24 Class, racing hard for both a Bequia Regatta win and the title of J/24 Southern Caribbean Champion 2014

Below: Double-enders in Class 7 prepare for big-boat battle





Of note in this year's double-ender division was the fact that six of the boats were crewed by youth sailors, promising the further development of this local sport. In the high, gusting winds during the weekend, several of the open double-enders rolled or broke down. In fact, fewer than half of the boats registered managed to complete all three races. *Skyler* of Carriacou won the hotly contested 28-footer class when *Bequia Pride* and *Confusion*, both of Bequia, had problems on the final day.

The boisterous 20-plus-knot weather also led to several yachts incurring damage. Among them was *Jaguar*, Peter Morris's Frers 43 from Trinidad, which three months before had been named Best Performing Yacht of Grenada Sailing Week 2014. *Jaguar* lost her rudder in gnarly conditions off the south-east side of Bequia during the first day's race. The boat was towed to safety by Courtney Adams, while on-the-water photographer Kenmore Henville took time out from his work to search for the wayward rudder. Also on Day One, one of the Surprise Class, *Denebola*, was dismasted (see footage on the website noted below). The crew of *ADSL*, which included parents of the youngsters on *Denebola*, allowed the youngsters to carry on racing aboard *ADSL*.

The ten-entry J/24 Class included boats or crews from Barbados, Grenada, St. Lucia and Martinique, competing in six specially designed races. After a close tussle on the final day with last year's J/24 Southern Caribbean Champion, *Sugar Beach Attitude* from St. Lucia, *Mount Gay Scotia Bank Bunga Bunga* from Barbados emerged the Overall Winner of the J/24 Class, thereby taking the J/24 Southern Caribbean's Champion title for 2014. The twin brothers Sebastian and Joshua Morgan, Barbados Yacht Club sailing instructors who crew on *Bunga Bunga*, attributed their win to "teamwork, a great skipper and a very experienced tactician" who took over when the skipper fell ill.

—Continued on next page



Full sails, small crews. Conditions were particularly challenging for the 12- and 14-foot classes



Left: Close racing in the windy but flat waters of Admiralty Bay



Right: The 1899-vintage yawl Galatea *received the Spirit of Tradition Award*



—Continued from previous page

In the other one-design class, the 26-foot Surprises from Martinique, *Clippers Ship*, skippered by Nicolas Poix, was equal on points to *Digilife*, skippered by Vianney Saintenoy, but took the win on a tiebreak.

Dieter Huppenkothen, skipper of the Cruising I Class winner *Rasmus*, said that racing against *Palm Tree Marine* was tough, but since the Swan 43 is rather heavy, "we like to sail in wind, plus we had a good crew… and nothing broke!" Meanwhile, Mike Bingley of *Palm Tree Marine*, a Beneteau First 38.5, says, "We are making steady improvement year on year — and we'll be back!" Dieter and his crew added that they have returned to the Easter Regatta because the "one good race per day" format is fun, and "we love the spirit of Bequia".

When the races were over, the nightly prizegivings and parties hosted by the Bequia Sailing Club, Platinum Sponsors Hairoun, Gold Sponsors Mount Gay Rum and Bronze Sponsors Mountain Top Water, kept spirits refreshed and camaraderie at its usual high level.

The Bequia Sailing Club thanks Platinum Sponsors Hairoun (St. Vincent Brewery), Gold Sponsors Mount Gay Rum (Vintages, Bequia), Silver Sponsors United Insurance, Bronze Sponsors Mountain Top Water and the SVG Tourism Authority, Action Bequia, Bequia Beach Hotel, Frangipani Hotel, De Reef, CK Greaves, Sandrock Bequia, WIP/French House, and Sugar Reef for their support. Thanks also go to Customs and Immigration, SVG Coastguard, the Bequia Tourism Association, Kenmore Henville, Courtney Adams, numerous generous businesses in Bequia and St. Vincent, loyal private donors, and all the volunteers within the Sailing Club who worked so hard to make Regatta 2014 another big success.

For full results and a slide show visit www.begos.com/easterregatta.

The dates of Bequia Easter Regatta 2015 will be April 3rd through 6th.



The yachts' biggest class, Cruising 1, rounding a windward mark on Day Two



Competition was intense in the one-design Surprise Class, won by Clippers Ship

ALL PHOTOS: WILFRED DEDERER



The double-ender Iron Duke, *well over a century old, had a prior career as a seine-fishing boat*



Before the start of double-enders on Saturday morning in Lower Bay



Party time at the daily prizegiving after Friday's races at the Frangipani Hotel

BEQUIA EASTER REGATTA 2014 WINNERS

YACHTS

Cruising Class 1
1) *Rasmus*, Swan 43, Dieter Huppenkothen, Austria
2) *Palm Tree Marine*, Beneteau First 38.5, Mike Bingley, Grenada
3) *C-Mos*, Soverel 42, Norman da Costa, Trinidad

Cruising Class II
1) *Leonora*, Beneteau Oceanis 473, David Spieler, Barbados
2) *Hot Chocolate*, C&C 44, Rich Washington, St. Lucia
3) *Nobb*, Etchells, Bruce Gooding, St. Vincent & the Grenadines

Racing Class
1) *Eliott & Compagnie*, JPK 960, Frederic Dutheil, France
2) *Category 5*, Hobie 33 (modified), Richard Szyjan, Grenada
3) *Open the Barre*, JOD 35, Lionel Baud, France

J/24 Class
1) *Mt. Gay Bunga Bunga*, Charlie Gloumeau, Barbados
2) *Sugar Beach Attitude*, Frederic Sweeney, St. Lucia
3) *College Funds*, Paul Johnson, Barbados

Surprise Class
1) *Clippers Ship*, Nicolas Poix, France
2) *Digilife*, Vianney Saintenoy, France
3) *ADSL O Net*, Gabriel Bouvard/Philippe Kerriou, France

Single-Handed Round Bequia Race
CSA Class: *Mt. Gay Bunga Bunga*, Charlie Gloumeau, Barbados
Non-CSA Class: *Curandera*, Swan 48, Scott Mills, USA

DOUBLE-ENDERS

Class 1
1) *O Connie*, Evan John, Bequia
2) *Witness*, Ryan Marks, Bequia

Class 2
1) *My Way*, Mike Marks, Bequia
2) *D Shark*, Hudson Williams, Canouan
3) *Never D*, Alphaeus Osborne, Bequia

Class 4
1) *Ark Royal*, Javin Morgan, Bequia
2) *Liberty*, Robin Hobson, Bequia

Class 5
1) *Nerissa J 1*, Matthew MacLaurean, Canouan
2) *Camille*, Verol Compton, Bequia
3) *Nerissa J 2*, Vernon Laidlow, Canouan

Class 6
1) *Eclipse*, Kimani James, Bequia
2) *Iron Duke*, Macneil Farrell, Bequia

Class 7
1) *Skyler*, Hope Deroche, Carriacou
2) *Crystal Claire*, Chris Thompson, Bequia
3) (tie) *Bequia Pride*, Arnold Hazell, Bequia
3) (tie) *Confusion*, Wayne Gooding, Bequia



Above: Parliamentary Representative Dr. Lorraine Friday with Alphaeus Osborne of double-enders Class 2

Below: The crew of yachts' Cruising 1 victor, Rasmus, *receives a handcrafted model Bequia double-ender from SVG Minister of Tourism Cecil McKie*



‘A TRULY AMAZING REGATTA’



LUCY TULLOCH

Above: *And they’re off! Never too old to rock ’n’ roll, the belles of yore gather every year to race in Antigua*



ONNE VAN DER WAL / PANERAI

Conditions this year weren’t geriatric, either…

Sixty-four of the world’s most splendid sailing craft participated in Antigua Classic Yacht Regatta 2014, held April 17th through 22nd. Entries included such notable racers of yore as the seminal 1929 S&S *Dorade*, Herreshoff’s iconic 1936 *Ticonderoga*, and the 1960s ocean-racing legend *Stormvogel*.

Yachts competed in five classes: Vintage, Classics, Traditional (Carriacou Sloops), Classic GRP and Spirit of Tradition. Competitors ranged in size from the 26-foot Harrison Butler sloop *Cora* to the 157-foot Klaus Röder schooner *Chronos*.

In Vintage Class C, Michael Jarrald’s 1904 British 66-foot cutter, *Lily Maid*, had an outstanding regatta, winning all four races and taking the overall Vintage Class title. Robert Soros’ American Nat Benjamin 65, *Juno*, also claimed a perfect set of results, as did *Eleda*, Ross Gannon’s 45-foot double-headsail sloop.

Several classes were decided on the last day. Wind shifts made an impact on performance on the windward course, featuring a reaching start with a tricky reverse triangle and a reach finish.

In Vintage Class A, Carlo Falcone’s 1936 Alfred Mylne-designed 79-foot ketch, *Mariella*, won the last race of the regatta to take the class title by just one point from Scott Franz’s 72-foot Herreshoff, *Ticonderoga*.

The Classic Class A duel between the 74-foot Van de Stadt yawl *Stormvogel* and the 105-foot Bruce King ketch *Whitehawk* was also decided in the last race: *Whitehawk* took the gun and the prize.

Overall victory as well as first place in the Classic Class went to *Whitehawk*, which received an Officine Panerai watch. Other overall prizes went to *Nazgull of Fordell* (Spirit of Tradition), *Genesis* (Best Elapsed Time) and *Desiderata* (Classic GRP).

Gerald Rainer describes himself as the “caretaker” of the stunning 1925-built, 65-foot Herreshoff *Mary Rose*, winner of the last race and Vintage Class B. Gerald says, “People come from all over the world because this is a very special regatta. The racing this year has been exceptional. Take today: we raced for three hours and kept meeting with *Ticonderoga* and *Juno* at marks. We were cheering each other on all the way around the course and, at the finish, we were just a few seconds apart. The Classic is a truly amazing regatta.”

For full results visit antiguaclassics.com

See Steve Manley’s Antigua Classic Yacht Regatta 2014 photo essay on page 24.

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Challenges Being Met Both On and Off the Race Course

by Louay Habib



TIM WRIGHT / WWW.PHOTOACTION.COM (2)

They keep on coming — ASW is a winner

Antigua Sailing Week has fought back from a crushing setback in 2009 — to not only survive, but to flourish. Having visited nine regattas in the Caribbean in the 2014 season, I can safely say that the best all-round regatta was Antigua Sailing Week. The 47th edition was extremely well run and highly competitive, and this produced an excellent atmosphere both on the race course and ashore.

In 2009, Stanford Bank collapsed, dealing a double blow to Antigua. On an island already gripped in a worldwide recession, many Antiguans had savings in the bank, which was also the island's biggest private employer. The bank was also the title sponsor for Antigua Sailing Week and that funding was also lost — dark times for one of the Caribbean's longest running regattas.

However, the regatta has been rebuilt and sometimes starting from scratch can have its advantages.

In 2010, Antigua Sailing Week started a Regatta Organising Committee, which now runs the regatta, led by Kathy Lammers as Racing Chairman and Alison Sly-Adams as Commercial Director. The organization delivers a regatta that rivals any other worldwide. The new strapline for the regatta, "Where Sailing Comes First", may appear to be stating the obvious, but for Antigua Sailing Week's organizers, it's an essential part of the strategy.

Piet Vroon's Dutch Ker 46, *Tonnerre de Breskens 3*, was the star of the show, lifting the Lord Nelson Trophy for best performance by any yacht in CSA division. Scoring straight bullets in CSA Zero, the big boat class winner beat Team Varg's Spanish TP52, *Baleria*, into second place and Leo van den Thillart's American Kernan 47, *True*, into third. Robert Date's Australian RP52, *Scarlet Runner*, was always in the mix and the four high-performance yachts enjoyed a tremendous battle all week. *Tonnerre* may have won every race but several were decided by just seconds. What is more, the three other yachts mentioned above enjoyed a terrific fight on the water and that may have been their undoing: while *Tonnerre* sailed its own race, the three other yachts were constantly engaging in skirmishes, which, in the big picture, slowed them down.

"We have had a tremendous Caribbean series and the racing has been very enjoyable. We don't come to Antigua Sailing Week for the trophies, we come here to race against good competition in ideal racing conditions," commented Piet Vroon. "Winning the Lord Nelson Trophy is a great way to end the season."

Mike Slade's 100-foot Maxi, *ICAP Leopard*, and Andy Budgen's Volvo 70, *Monster Project*, were also racing in Class Zero — an impressive sight and proof that the world's fastest yachts can compete at Antigua Sailing Week. But more of that later.

Antiguan dentist Bernie Evan-Wong, racing his Mumm 36, *High Tension*, had a champagne regatta, winning so many trophies that they needed all of the crew to lift them: Best Caribbean Yacht Start Boat A, Best Antiguan Yacht Start Boat A, Winner of CSA 4. However, probably the most significant trophy won by *High Tension* was the Black & White Trophy for the Best Yacht in the Most Competitive Class. *High Tension* won the last race by just 14 seconds to win the class, with three yachts nipping at its heels: Marc Fitzgerald racing the Cork 1720 *Team Sojana*; Ian Hope Ross's Melges 32, *Kick 'em Jenny 2*; and John Gifford's Melges 24, *AMCON*.

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Tonnerre de Breskens 3 *'sailed its own race' to dominate CSA Zero and take the CSA division's Lord Nelson Trophy*

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Bernie was understandably emotional at the prize-giving. "It is an unbelievable end to a fantastic season! *High Tension* has competed at six Caribbean regattas, all of the big ones, and to finish off on home soil, winning so many of the trophies that I have wanted to win all my life. It's like a dream come true! The crew have been just grand all season but to win at Antigua Sailing Week, against very well sailed boats, it is just the icing on the cake."



TM WRIGHT / WWW.PHOTOACTION.COM

CSA 7 produced a clear winner: Dave Cullen's J/109, *Pocket Rocket*, scored seven straight bullets but was beaten in the last race by the Norwegian entry, Aage Kristensen's *Frileans*. *Pocket Rocket* was in contention for the Lord Nelson Trophy until the last race but Dave Cullen was overwhelmed by the regatta. "I have won the trophy in the past but we haven't been back to the regatta recently because there were a lot of problems in Antigua, which I am delighted to say have been sorted out. Congratulations to the organizers for producing a fine regatta, with great racing and an excellent atmosphere ashore. If you had asked me a few years ago about Sailing Week, I wouldn't have been very complimentary but Sailing Week is back where it belongs, one of the best regattas in the world."

While competitors came to Antigua Sailing Week from 23 different countries, the grassroots development of sailing in Antigua is a sign that the sport is growing among locals. Over 250 children attend the National Sailing Academy and many of the Antiguan coaches and pupils were racing at Antigua Sailing Week.

Commercial Director Alison Sly-Adams, comments: "Aside from creating a fantastic experience both on and off the water for Antigua Sailing Week, what lies at the core of our objectives is to assist in whatever way we can in getting more Antiguans and Barbudans involved in the yachting industry. In previous years, much of Antigua Sailing Week's focus locally has been about the parties, and while this is a very important part of any sailing regatta, the current organizing team has shifted the focus so that people can see the opportunities that exist to get involved on the water."

The 2014 edition of Antigua Sailing Week was a great success and the changes made to the regatta since the Regatta Organising Committee took over in 2010 are bearing fruit. But one area remains to be conquered. This year the regatta attracted just over 100 yachts, roughly the same as last year but way down on the 250-yacht fleets of its heyday. Two distinct ways that this number can be increased are via bareboat charters and big boat attendance.

Regatta sponsor Sunsail ramped up their interest in the regatta this year, especially as the charter yachts available were sold out. Sunsail is considering making more boats available in Antigua for next season, and there is no doubt that if more boats were made available then the number of bareboats participating in the regatta would increase.

Earlier in the season, a large number of high-profile yachts were in Antigua, taking part in the Superyacht Challenge Antigua, the RORC Caribbean 600 and the Oyster regatta. However only a minority of these yachts raced at Antigua Sailing Week. This is because most of them had already left the Caribbean for the USA or Europe. Perhaps it is worth considering moving Antigua Sailing Week to an earlier date in the season (just before the RORC Caribbean 600, for example). Opponents may say that will shorten the season, but why not run a dinghy and sportboat regatta at the end of the season, which will bring in sailors from overseas and let the local talent enjoy a regatta against foreign opposition? If the big boats return in numbers, the profile of Antigua Sailing Week will increase, attracting more club class entries.

For full results www.sailingweek.com.

While 'Sailing Comes First' — as demonstrated at left by CSA Class 7 winner Pocket Rocket *— parties are always part of the Antigua Sailing Week mix. This year, Shaggy wowed the crowd at a show sponsored by local favourite English Harbour Rum*



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CHANGING SEASONS

As we hit June — the so-called "sailing season" is past and the "hurricane season" hasn't yet commenced — the crews of four different boats look back at their favorite memories of winter 2013-14, and share their plans for the coming summer.

Tor Pinney, *Silverheels*

My best 2013 Caribbean cruising memory is befriending sailing legend Paul Johnson in Carriacou. Our boats, *Cherub* and *Silverheels*, were anchorage neighbors in Tyrell Bay for most of the five months I was hanging out there. During that time we shared many a sea story in his cockpit or in mine. Well, mostly he shared and I listened. Paul had better stories, and lots more of them.



A major part of cruising is the people you meet. When Cherub *(at left in the photo above) and* Silverheels *(at right) were anchorage neighbors, hanging with sailing artist/designer Paul Johnson (below) was a memorable experience for sailing writer Tor Pinney*



Frankly, I'm surprised we hadn't met sooner. We've likely been in the same harbor more than once over the years, and we have several friends in common. In fact, I first heard of Paul Johnson from two of them, Bermudian sailors, in Coconut Grove in the early 1970s. They were raving about his Venus sailboat designs: strong, fast double-enders that I then began to notice more and more. People have always tended to mention Paul with a kind of awe, usually in connection with his brazen sailing exploits: an Atlantic crossing in an 18-foot lapstrake gaffer when he was 16, his 30-something transatlantics since then, his celebrity-strewn boatbuilding shop in St. Barths, the seemingly endless stream of beautiful women and the passel of children scattered around the world. Then there was his famous shipwreck in the South Pacific and countless adventures and misadventures before and since. Those in the know also praise Paul's rich, tropical paintings and prints, one of which now brightens *Silverheels*' salon.

I suppose I appreciate Paul Johnson most for his indomitable good nature, his open friendliness, and his endlessly entertaining stories. Oh, the stories! I'm still laughing!

Here's hoping we cross paths again before too long.

For the summer, I have sailed *Silverheels* back to Green Cove Springs Marina, my home port boatyard on the St. Johns River in northeast Florida, four months and 1,800 nautical miles since leaving Carriacou the day after New Year's. It's time for the other side of cruising: some months of refreshing, renewing, refitting and re-provisioning this good old 42-foot ketch so we can get on back to the Caribbean again right after hurricane season.

—Continued on next page

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Kevin and Christine Gooch, *Sweet Sensation*

Our best cruising experience of this season was a trip with Cutty's Taxis & Tours to Levera Beach in the far northeast of Grenada, the third largest turtle-nesting site in the Caribbean. It's well organized, with a visitor centre where a volunteer gave us a very informative talk about leatherbacks and some rules about turtle watching so we wouldn't disturb any that came ashore to lay eggs. At the nesting site itself, researchers are on hand to answer questions, count the number of eggs and mark the nesting site.



Like most cruisers, Christine and Kevin on Sweet Sensation *have a fascination with our marine environment and the creatures with whom we share it. Seeing a leatherback turtle lay its eggs on a moonlit beach was unforgettable*

The moon was already high when we arrived at the nesting site, illuminating the low white surf breaking on the long sandy beach. We stood on the sand for an hour, straining our eyes to look for a turtle emerging from the surf, hugging our arms across our chests against the slightly chilly onshore breeze. We were beginning to think that we would be unlucky and no turtles would come ashore that night when Cutty spotted a large black mound moving very slowly up the beach and what looked like caterpillar tracks in the sand behind her where she was dragging herself along.

Using her flippers she dug a large hollow in the sand and then a deeper well behind herself to lay the eggs in. While turtles are laying their eggs they go into a kind of trance and at this point our guide said we could touch her if we wanted to. I didn't (I was afraid I would over-balance at the edge of the depression and fall on top of the turtle!) but one of the other ladies said the shell felt surprisingly smooth and satiny — not as hard and leathery as their name would suggest. Once the turtle had finished laying, she used her back flippers to fill in the hole and then flicked sand with her front ones to disguise the hollow in the sand before heaving herself back down the beach and into the ocean. Watching her was an emotional experience, especially when we considered that this has been happening since the time of the dinosaurs.

We are now back in the UK visiting family and friends and working to top up the cruising fund. *Sweet Sensation* is laid up ashore in Trinidad waiting for us to return in November and set off north to the USA and Canada, where we plan to become "Loopers", travelling the whole of the Great Circle Route via the Intracoastal Waterway from Florida to New York, through the Great Lakes, back down the Mississippi and the Tenn-Tom Canal to Mobile, Alabama before heading back to Florida to complete the loop and then back south through the Caribbean to Tobago, arriving approximately 8,000 miles and 18 months later.

Mark Denebeim, *Sanctuary*

I used to cruise the Caribbean full time but soon was back on land on the beautiful island of Dominica. In less than a year, I completed building a treetop, all wood-and-stone house in the rainforest (and opened The Peanut Farm Bar & Grill), and improved access by land for visitors to Syndicate Falls — all while establishing a busy catamaran day-sailing charter business aboard *Sanctuary*.

In order to satisfy my yearning for longer-range cruising, however, I annually embark on two Caribbean Walkabouts offering weekly charters and "cruiseabout" the Caribbean: south to the Grenadines in September/October and north to St. Barths in March/April. Each voyage is about 400 miles or more roundtrip.

My Winter 2013-14 Exceptional Memory was this year's trip north, which continued in full force upon my return to Dominica. See if you can keep up with five straight weeks of sailing action from St. Martin to Martinique:

March 19th to 23rd: Solo sail from Dominica to Deshaies, Guadeloupe; to Falmouth Harbor, Antigua; to Barbuda; to St. Barths.

March 23rd to 31st: Sail from St. Barths to St. Maarten and back twice, picking up and dropping off six females from Florida who lived aboard while we enjoyed the Bucket Regatta festivities. Anchored at Baie St. Jean and Gustavia and in the Simpson Bay Lagoon, having memorable party times in St. Maarten at La Bamba and in St. Barths, including a risqué evening at Le Ti.

April 1st to 7th: Sail with three male friends from St. Maarten to Dominica, stopping at St. Barths and Montserrat, then opting for a night sail to Deshaies. In Deshaies, a trip to the Botanical Gardens was a must, as was a day in Les Saintes, if only to load up on French cookies and red wine.

—Continued on page 45

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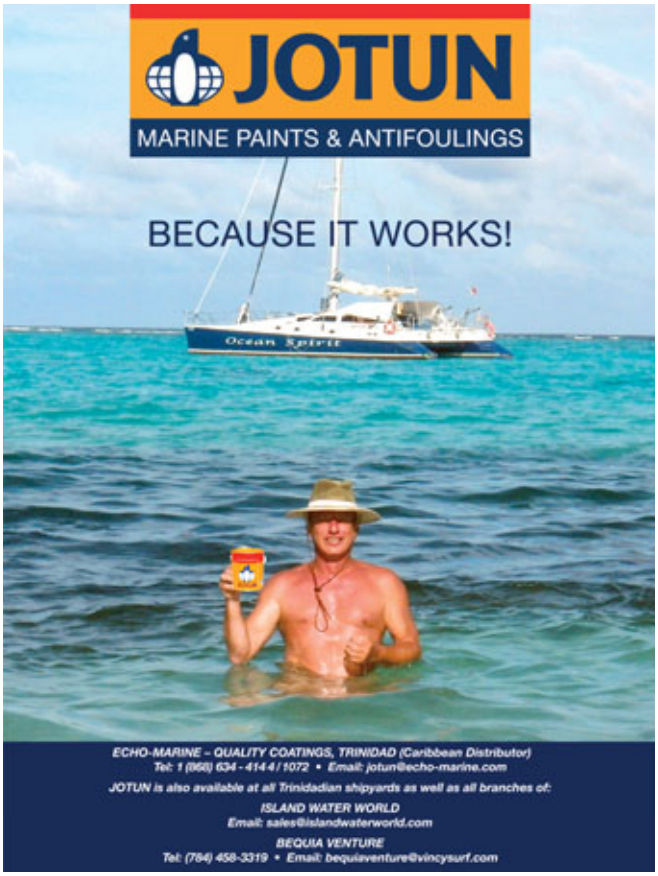
As Marketing Manager you will be responsible for marketing online services in order to attract new clients to our Rental Charter division. The goal of the position is to generate sufficient quality and quantity of leads to attract vacationers to experience a TradeWinds charter. You will need to have commercial ability, creative flair and a focus on delivering results.

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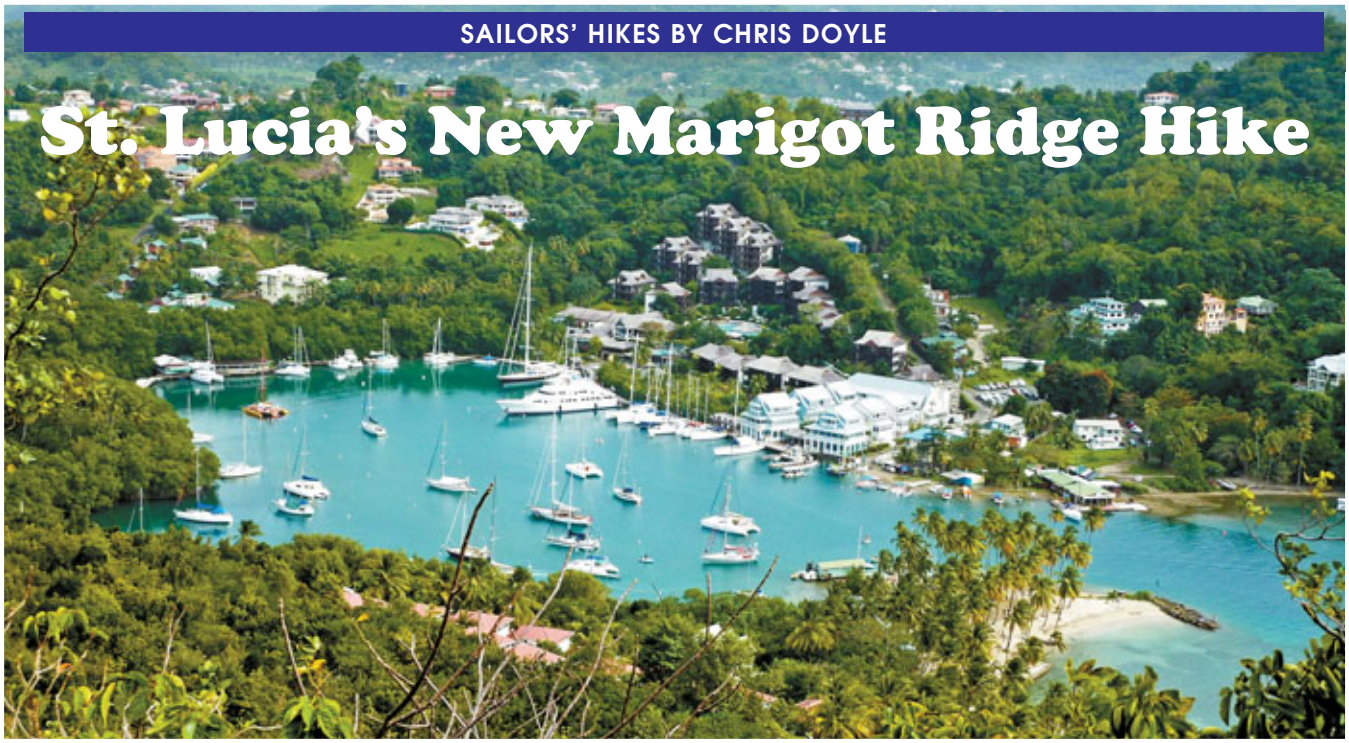
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SAILORS' HIKES BY CHRIS DOYLE

St. Lucia's New Marigot Ridge Hike



St. Lucia's Marigot Bay has become increasingly built-up in recent years, but this hike right from the shore will take you into the forest for a natural perspective

The two short Marigot Ridge Hikes in St. Lucia that I described in *Compass* some four years ago (www.caribbeancompass.com/online/july10compass_online.pdf) have now been linked to make one super hike with great views over Marigot Bay.

For a preview of the hike, look to the north as you sail into the bay. The Marigot Ridge Hike extends from a high point above and a bit west of Doolittle's restaurant at Marigot Beach Club to the really high part above Rainforest Hideaway, the restaurant on the north side of the inner harbour.

The hike is part of a national park and the highest point is about 600 feet. It takes about an hour to an hour and half and is very steep in places (fixed rope hand-holds help). It can be a bit of a scramble, so, while not really hard, you need some agility and shoes with a good grip are almost essential.

While you can do the trail either way round, I suggest starting at the Rainforest Hideaway end as this is the steepest part and is probably easier in some ways to climb than to descend. It also gets the hardest part of the trail over with first. Dock at Rainforest Hideaway and walk up the trail to Marigot Inn right above. If someone is around they can direct you to Ladies Gate; Judith Verity of Rainforest Hideaway and her team have been really nice and kind about this. If no one is around, walk round the east side of the building, head uphill and find it yourself.

From Ladies Gate the path is very clear and looks like an engineer designed it, as it goes directly and almost in a straight line to the top of the ridge. It can be slippery and is very steep in places. At Stairway to Heaven, where the going gets tough, ropes have been tied in place to provide you with a good handhold.

Watch out also for hermit crabs! This is typical habitat for them and footsteps can make them retreat into their shell, upon which they often lose traction and start rolling downhill, which has led some hikers to believe that the trail is littered with aggressive little rocks determined to attack them.

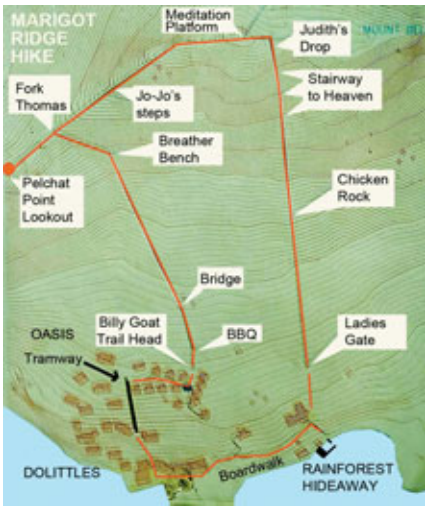
When you reach the summit, turn left and follow the ridge for a short while; you will find a wooden meditation platform with a panoramic view. When you are rested, carry on down the wooded ridge. The only steep part is JoJo's Steps. The rope handholds help, but when my friend Anne and I did this hike one bit of rope must have been serving as boat rope somewhere and we had to do a bit of backside sliding — the rope should be back in place by the time you get there.

It does not take long to get to Fork Thomas. At this junction, follow the signpost to Pelchat Point Lookout. This offers wonderful views back over Marigot Bay and you can rest on a bench. From here, return to Fork Thomas and take the Oasis Trail, which brings you down to the Billy Goat Trail Head. Here you enter the Oasis Development, and unless you make special arrangements they generally shut the gate around sunset. In case you get stuck, the Doolittle's phone numbers are (758) 458-3323 and 451-4974. Once through the gate, head down and east till you come to the nifty little tramway — go down to the bottom and come out into Doolittle's. Looking over the bay, this is a perfect spot to stop for a drink to assuage the thirst you have worked up (happy hour is 1700 to 1900 hours) or for a meal to restore your energy.

Walk out onto the sandspit and in the northeastern corner look for the lovely wooden walkway that runs behind the mangroves back to Rainforest Hideaway. This is also a good place for a celebratory dinner, if you haven't already dined at Doolittle's, but you must book in advance (286-0511 or 451-4485) as they get full quickly.



Above: St. Lucia Yacht Club Secretary Anne Purvis takes a breather on the Stairway to Heaven

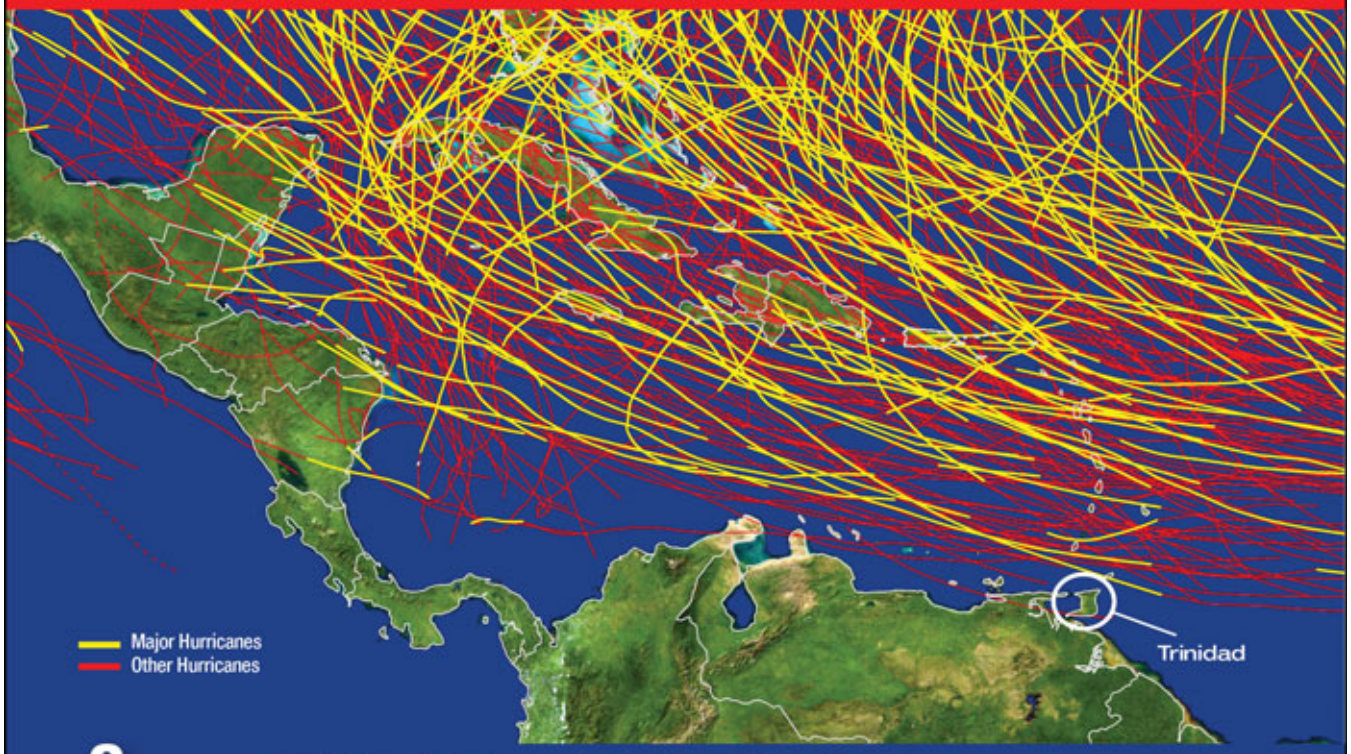




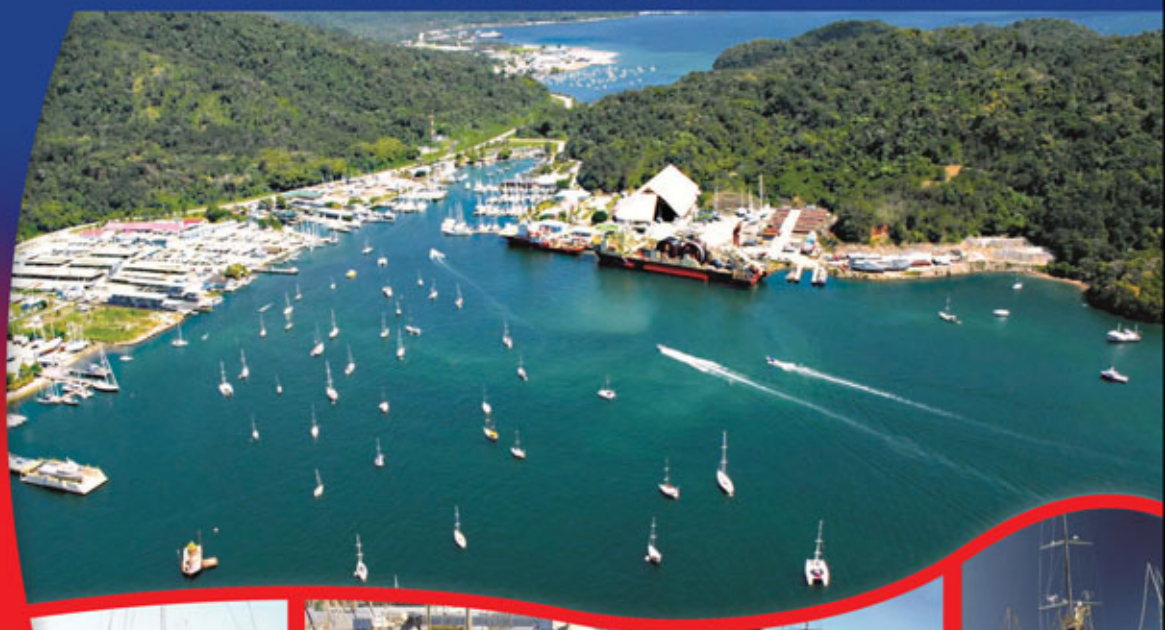
ALL PHOTOS: CHRIS DOYLE

Right: At the end of the hike, a little tramway will take you back to civilization — and a well-deserved cold drink on the bayside

Hurricane History 1851 to 2012 - Source: NOAA



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A high-seas battle in 20- to 30-knot winds, the Antigua Classic Yacht Regatta was wet and wild. *Definitely...*

NOT DEAD CALM

NO, I did not search out Nicole Kidman's dainties. Just as well: Ian Hulleman, captain of the 74-foot Van de Stadt ketch *Stormvogel* — storied race winner since her 1961 launch, and featured in the 1989 film "Dead Calm" — tells me the pair said to hang belowdecks is... just a rumour. Besides, the duel between *Stormvogel* and *Whitehawk* was far too exciting to waste on a knicker hunt. In one corner, *Stormvogel's* Hulleman — the affable, 28-year-old, foul-mouthed-at-the-helm Kiwi. (No quotes here; this is a family magazine.) His pickup crew: a mostly youthful collection of cruising friends and a few (unpaid for this) professional skippers. Slick under pressure — like when the mainsheet car exploded off the end of the traveller in Race Two. (Insert expletives here.) But wrestled and jury-rigged, under control in a heartbeat. In the other corner, the 1978, 105-foot ketch *Whitehawk*, sporting a covey of (dare I say, aging) yacht-racing rock stars (Robbie Doyle, tactician, for one). Never a voice raised, until perhaps the cheer at awards night. In the end, age, waterline, and ample reaching legs prevailed, and *Whitehawk* edged out *Stormvogel* in the final race, also winning the regatta and walking offstage with the coveted Panerai watch from the event's prime sponsor.



When Receta *reaches speedy WiFi, Steve Manley will post more Classic photos on his website, CaribbeanPhotoSource.com*

Pretty as a picture: Launched in 1902 and rebuilt in 2005, 82-foot schooner Coral of Cowes *finished second to Mary Rose, but bested 1924 83-foot Fife schooner* Adventuress *(left), restored in 2012*



Stormvogel's *Ian Hulleman: 'Our old girl showed her stuff'*



In the details: Whitehawk *also won the Concours d'Elégance*

Photographer Steve Manley reports from the decks of The Blue Peter, Stormvogel, Whitehawk *and* Rainbow.

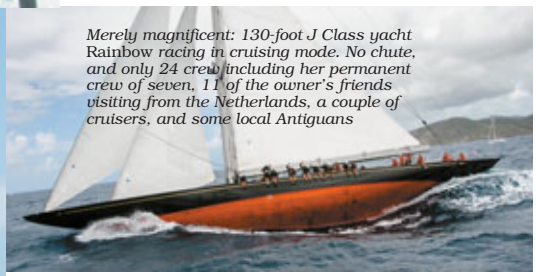
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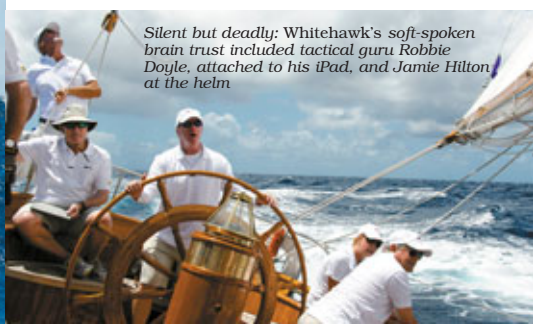
Coming through: 175 tons of Rainbow, *barking at the heels of 52-foot* Lilly Bolero



Frolic, indeed: the Luders 44 Frolic *steams through steep seas flying a chute from her mizzen*



Merely magnificent: 130-foot J Class yacht Rainbow *racing in cruising mode. No chute, and only 24 crew including her permanent crew of seven, 11 of the owner's friends visiting from the Netherlands, a couple of cruisers, and some local Antiguans*



Silent but deadly: Whitehawk's *soft-spoken brain trust included tactical guru Robbie Doyle, attached to his iPad, and Jamie Hilton at the helm*

—Continued from previous page



All hands on deck: Stormvogel *salutes a passing* Rainbow



On the mark: Antigua-based 64.5-foot Nat Herreshoff-design Mary Rose *survives under* Stormvogel *to maintain her inside overlap. She won her division (1-1-2-1)*



What's wrong with this picture? Knot practice on the 72-foot Francis Herreshoff ketch Ticonderoga



No yelling: Owner Mat Barker won the single-handed race aboard his 65-ft. 1940 Alfred Milne sloop



No less fun: Rainbow *covered the course in less time than anyone, taking line honours in every race. Bridget Denning, Rainbow's chef, makes a fine mainsheet trimmer; with her father Robert, tactician, and captain Mark Stapley*

Heading West for the Hurricane Season
Part Two:

Jamaica to Panama

by Don Street

The Caribbean offers many good summertime cruising options. Although Grenada and Trinidad are popular summer destinations, and some boats have fled to the US or Europe, there is no reason the sailor has to abandon the Caribbean or hunker down in one place for the hurricane season.

Last month, I outlined a cruise heading north and west along the Antilles chain to the Dominican Republic and Haiti then cutting south to the ABC islands, where you can spend the summer cruising these islands or carry on to Colombia and Panama, well south of the hurricane area.

From Haiti, the adventurous and confident "eyeball navigator" can also continue sailing westward, to Jamaica and the more remote islands of the southwestern Caribbean, a route that we'll discuss now.

Sailing westward from Haiti, you can visit Jamaica, and possibly explore the Morant Cays and Southwest Cay on San Pedro Bank, then head south to Seranna, Seranilla, Roncador and the Quita Sueño Bank. Next come the Colombian islands of Providencia and San Andrés — interesting stops. Try the Albuquerque Cays or the Corn Islands off the Nicaraguan coast, then head southeast to Panama. This route presents the sailor with a whole new summertime area to explore.

From Ile-à-Vache, Haiti, it is only about 90 miles to the island of Navassa. However, this island and its waters for 12 nautical miles around are a US National Wildlife Refuge, which, owing to its importance as a reference site that hosts coral reefs undamaged by human impact, as well as a number of unique species, is currently off limits to visitors. Navassa has been a US possession since being claimed for his nation by a sea captain in 1857. There is an anchorage off the island's southwest tip that can be used in an emergency. If you must anchor there, if possible notify the Fish and Wildlife Service Office in Boquerón, Puerto Rico (tel [787] 851-7258) of your presence.

Jamaica and the Morant Cays

It's about 150 miles from Ile-à-Vache to the protected harbor of Port Morant, Jamaica. According to Noonsite (www.noonsite.com/Countries/Jamaica/BowdenHarbour) it's an official port of entry, but you might be charged to bring the officials from Kingston.

Jamaica, the Morant Cays and the Pedro Bank are covered by the late John Lethbridge's *A Yachtsman's Guide to Jamaica*. Published in 1996, it is now out of print, but do your best to find a copy. I regard it as one of the finest cruising guides ever written. If you find a copy, cross reference it with Frank Virgintino's *Free Cruising Guide* to the area (see freecruisingguides.com/jamaica), as Frank's shoreside information will be much more up to date. In Frank's guide you will find some information pulled from Lethbridge's guide (with permission from his heirs) and also sailing directions from Ile-à-Vache. The NOAA charts of the south coast of Jamaica are 26150 and 26127.

Regarding the Morant Cays, southeast of Jamaica, the *US NGA Sailing Directions* caution:

Morant Cays are low-lying, mostly uninhabited, and fronted by reefs over which the sea constantly breaks. They are reported radar conspicuous at 10 miles. Morant Cays are to be approached with caution. Currents in their vicinity are quite irregular both with regard to set and velocity (the latter having reached 3 knots), such that vessels navigating within their proximity at night are advised to pass well to the N.

North-East Cay is sometimes divided into three parts, the sea washing over the connecting sand spits. Several huts and a water tank stand on the S side of the cay. A coral head, with a depth of 3.2m, lies 0.5 mile W of the cay. A light is shown from Breezy Point on North-East Cay. A depth of 26.5m was reported 20 miles W of North-East Cay.

South-East Cay lies 1.2 miles SSW of North-East Cay. Sand spits, which extend from its ends, alter in shape with the seasons of the year; in summer the SW spit is washed away and deposited on the W side of the cay. South-West Cay lies 1 mile SW of South-East Cay. A rocky ledge extending from the cay is used as a pier. A dangerous wreck, with a depth of 1.4m, lies 0.7 mile NW of South-East Cay.

Caution: The cays have been the scene of many wrecks, therefore, the greatest caution must be exercised when navigating in their vicinity.

Stepping Stones

A vast underwater plateau stretches from Jamaica to Cabo Gracias a Dios, Nicaragua, and small cays and reefs protruding from it provide an irregular series of stepping stones along this route.



This antique map clearly shows the seldom-visited islands that form stepping stones between Jamaica and Nicaragua

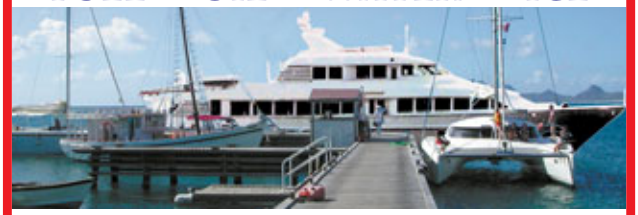
Bajo Nuevo, Serrana, Serranilla and Roncador — the last where the three-masted *USS Kearsarge* of US Civil War fame was wrecked in 1894 en route from Haiti to Nicaragua — are sometimes known as the Guano Islands. They were claimed by the US by Act of Congress in 1853 and were occupied off and on by US personnel until they were turned over to Colombia in the early 1980s.

They were charted by both the US and British in the middle of the 19th century. With great difficulty and some expense, I have managed to obtain from the archives of both countries copies of the surveys of these islands. All four islands appear to provide a tolerable anchorage for a well-handled yacht with a navigator who is good at reef piloting and a crewmember aloft to eyeball the reefs. (With a crewmember on the lower spreader everything is perfectly clear; this is the reason I feel all cruising boats should have steps on the mast to the first spreader.) Back in the early 1890s the captain of the *Kearsarge* reported that the currents around these islands were strong and erratic, impossible to predict — probably the reason the ship was wrecked.

According to Hart and Stone's *A Cruising Guide to the Caribbean and the Bahamas* (also out of print but worth searching for), at Serranilla Bank, you can anchor in the lee of a curving reef that makes out from Beacon Cay. At Serrana Bank, the anchorage at South Cay Channel offers "surprisingly good shelter".

—Continued on next page

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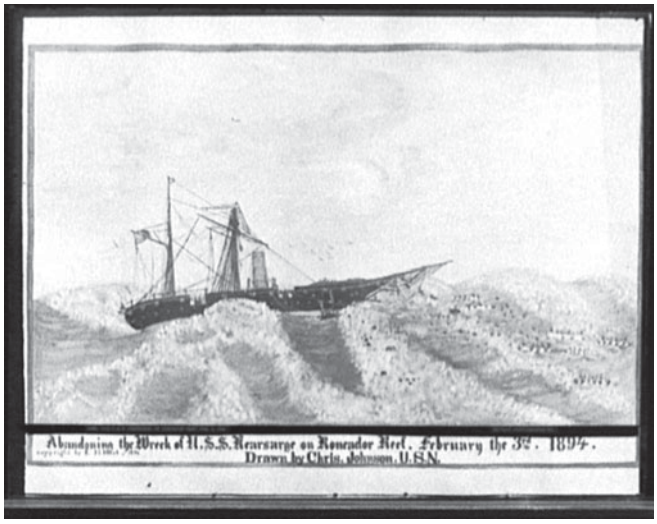
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Quita Sueño Bank extends 30 miles in a north-south direction. This area provides excellent exploring and diving for multihulls and shoal draft monohulls, while being aware of the strong currents.



All of these islands should be approached from the west after 1200 and before 1600 hours. The charted positions may not be accurate; the latitude will probably be correct, but longitude may be off by two or three miles. You may be able to pull an island up on Google Maps and obtain a correct GPS position. I am told that these islands have been re-surveyed by the Colombian Navy. If the modern charts can be obtained it would certainly make exploring this area much easier.

Former charter skipper Dave Ferneding, who spent a lot of his time in the western Caribbean, comments on these isles: "They are all uncrowded, and we found no need for exact coordinates as all the reefs have wrecks planted high out of the water for eyeball bearings. Fresh fish for dinner is guaranteed." But things change, and today the archipelago including Serrana, Quita Sueño, Roncador, Providencia, San Andrés, et al, is the Seaflower Marine Protected Area, reportedly containing the largest, most productive open-ocean coral reefs in the Caribbean, and only indigenous people are allowed to fish there. A few cruisers have advised me that at certain times of the year the authorities frequently patrol the MPA.

South of Quita Sueño Bank we get back on the charts either from Tides End or the British Admiralty, both of which will be based on surveys done in the middle of the 19th century, so eyeball navigation is required. If you can find the Colombian Navy charts, use them, but still rely on eyeball navigation. Forget about GPS and chart plotters!

Colombia's Vacation Islands

About 60 miles from Quita Sueño Bank comes Providencia, then San Andrés and the Albuquerque Cays — all highly regarded as vacation islands by Colombians. They all provide good anchorages. Cayo Bolivar is best visited by high-speed dive boat from the Albuquerque Cays. Sixty miles to the west are the Corn Islands, Great Corn and Little Corn. Both are about 40 miles east of the Nicaraguan coast and small cruise ships and excursion boats occasionally visit them from Nicaragua. The NOAA charts of San Andrés, Cayo Albuquerque, Cayo Bolivar, and Little and Great Corn Islands are 28130, 28120 and 28110.

One hundred and fifty miles to the south is Boca del Toro, Panama, with a modern marina and hauling facility. There are 40 miles of sheltered cruising to the east of Boca del Toro with dozens more islands and uncrowded anchorages to explore.



Above: San Andrés, now a part of Colombia, is a holiday destination with historic ties to the English-speaking Caribbean

Left: The 1894 loss of the USS Kearsarge *on Roncador Reef is a warning of the area's erratic currents*

Panama

The Panamanian coast stretches 250 miles eastwards from Boca del Toro to the Colombian border. Two guides, one by Nancy and Tom Zydler and one by Eric Bauhaus, superbly cover this area. Both guides are excellent. Buy both from either Landfall or Bluewater Books, and cross-reference. The small charts in the above guides are excellent, so there is no need to purchase detailed charts. But do purchase general charts (from BA or Tides End) covering large areas so that you can lay out courses if you are doing long passages from one area to another.

All the experienced sailors that I know who have cruised this coast recommend it. They say it is like the Eastern Caribbean was in the 1960s and '70s. It is possible to lay up your boat in either the marina in Boca del Toro, or in Shelter Bay Marina at the Caribbean end of the Panama Canal. Panama is the hub for COPA Airlines, and flights to a wide variety of destinations in North, Central and South America, and in the Caribbean (including Aruba, Colombia, Cuba and Trinidad) are frequent, making this an excellent place for crew and summer visitors to join you or to take a trip yourself.



Shelter Bay Marina, one of several marinas in Panama now welcoming visiting yachts

For adventurous sailors who have spent years cruising the Eastern Caribbean and are looking for new places to cruise but do not want to do the Pacific-and-round-the-world routine, the western Caribbean certainly provides many years of new and interesting anchorages to explore. If I were 40 years younger I would be heading there rather than racing a 76-year-old Dragon in Ireland!





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Selected On-Line Weather Sources

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

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

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.

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



INGA BEITZ

Caribbean National, Regional and Island Weather Websites

- Barbados Weather Radar: www.barbadosweather.org/barbados-weather-radar-SABDriver.php
- Cuba Met Institute: www.met.inf.cu (in Spanish)
- Curaçao Met Department: www.meteo.an
- Dominican Republic Met Office: www.onamet.gov.do (in Spanish)
- French West Indies Weather: http://outremer.meteofrance.com (in French)
- Martinique Weather Radar: www.meteo.fr/temps/domtom/antilles/pack-public/animation/animMOSAIC2.html (in French)
- SXM Cyclone/St. Martin: www.sxmcyclone.com (in French)
- Trinidad & Tobago Weather Radar: www.metoffice.gov.tt/radar
- US National Weather Service (for USVI and Puerto Rico): www.srh.noaa.gov/sju

International/General Weather Websites

- Desperate Sailors: 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/hurricane

Commercial Marine Weather Service Websites

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

Hurricane Information Websites

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

In addition, surf forecasts (great for those "iffy" anchorages) are provided at http://magicseaweed.com.

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

Happy weather windows!

PRODUCT POSTINGS

"Summer's here and the time is right for…" well, if not dancing in the street, it's probably working on the boat. Whether hauling out, being in a marina slip, rewiring your nav desk, or just changing the outboard oil, the following products might have a place in your summertime arsenal.

Call the Coppers!
Sea Hawk paint tells us that Cukote antifouling's high loading of cuprous oxide (copper) makes this formulation a top performer, even in the most severe fouling areas. As an ablative, self-polishing coating, there is no buildup of bottom paint over time. Cukote copolymer can also withstand removal from water without affecting its antifouling properties. Cukote does not contain any organotin compounds (TBT) and is Lloyd's Registry certified.
For more information on Sea Hawk paints see ad on page 17.

Stop the Torture
Every owner knows that constant, harsh shock on a boat is not only very annoying, but it can be dangerous. The consistent snapping and jerking of dock lines, anchor chains, tow lines and other rope and cable connections can put massive stress on cleats, railings and shackles, affecting the entire vessel.



Davis Instruments' LineSnubber reduces shock loads on dock lines, towing lines, tie-downs and preventers. The LineSnubber has many uses, including tender towing, boom preventer, boom tie down, spinnaker tack, anchoring and docking. The life of dock and anchor lines is increased by reducing chafe. When rigged properly, it keeps boats centered in a slip.
LineSnubbers fit braided or twisted dock lines from 10mm diameter to 25mm. A simple clove hitch makes attaching, adjusting or removing the LineSnubber simple.
The LineSnubber is constructed from the toughest marine-grade shock cord, and covered with 100-percent nylon webbing for sun and abrasion resistance. The 316 stainless steel carabiners make adjusting or removing LineSnubber a snap. Available in blue and black, the LineSnubber measures 51cm.
For more information check your local chandlery or visit www.davisnet.com.

Change the Oil
Changing oil is one of the most important steps to keep an outboard engine running at its peak. Mercury Marine has developed four new convenient oil change kits for their outboards that contain all the components needed. Each kit includes Mercury 25W-40 marine engine oil, OEM Mercury oil filter, drain plug seal, drip tray (if required), and complete instructions.
Mercury oil change kits contain Mercury 25W-40 engine oil. Over five years of engineering and development went in to the exclusive Flagship Protection formula that features the highest levels of corrosion and oxidation protection. Mercury 25W-40 oil has been proven to hold its viscosity ratings longer in industry wear testing than other oils on the market.
For more information see your local Mercury dealer or visit www.mercurymarine.com.

Combine High and Low Voltage
Less is more, especially when it comes to power wires and data jacks. With Hubbell Communication Devices, boat owners can combine a power outlet and any combination of up to two low-voltage jacks for phone, TV and data in a single plate and box. If power is installed in a separate box, users can put any combination of up to



six low-voltage jacks in one plate. Although it all ends up in one neat, little package, each Hubbell component can be individually selected to create a custom communication product meeting the needs of its owner.
Hubbell's RJ600 J-LOAD Multi-Media Box is 8cm deep with seven 1.27cm knockouts and non-metallic sheathed cable clamps on each side. It features screw-in mounting to stud.
The RJ65WTR Multi-Media Outlet includes a decorator frame with two open ports for custom configuration and one power receptacle. It also has dividers for separating the high-voltage power outlet from the low-voltage media outlets. The NS616 Series Frame can accommodate up to six low-voltage media outlets.
The F-Type Connectors from Hubbell distribute high-quality video signal to the workstation. These connectors install with a snap and provide quick, easy screw-on termination. They're compatible with TV, CATV, CCTV, home theater and entertainment systems, satellite, security and surveillance systems, and VCR/DVD applications. Hubbell's SFGRFW and SFFGW are both gold for better data transmission.
Hubbell's SFUSBAAW USB connector is used to provide a simple and easy way to add a USB connection to a work area. To add style, the company's outlet plates provide a finishing touch. All components are available in white, ivory, almond, light almond, gray, black and office white.
For more information check your local chandlery or visit www.hubbell-marine.com.



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JUNE 2014

♈ ARIES (21 Mar - 20 Apr)
During the second and third weeks you could be beating into rough seas no matter which tack you take, and this could tie a reef in your sense of humor in the final week. The company of good friends, however, could distract you from the frustration of these aspects.

♉ TAURUS (21 Apr - 21 May)
While boat business is in the doldrums, love is in the air. Venus is in Taurus and passion will be on your heading. Fickle female that she is, Venus will sail out of your sign on the 24th and offer her charms to Gemini, so enjoy this pleasant interlude while it lasts.

♊ GEMINI (22 May - 21 Jun)
Your creative sails will be full, so set your course for onboard projects and make the most of it before the 21st. You'll have a full cargo of energy to help you succeed.

CANCER ♋ (22 Jun - 23 Jul)
Don't let poor propagation in communications throw you off your creative course. Hold this course for the first week, and then you can relax, hang out on the hook and spend time with friends.

♌ LEO (24 Jul - 23 Aug)
The different landfalls of romance and finance will vie for your attention, but tacking from one course to another will get you nowhere. Take a break from both and find somewhere else to chill out and recharge your batteries.

♍ VIRGO (24 Aug - 23 Sep)
This could be a passionate month. With your renowned attention to detail, intimacy could put fresh winds in your sails and have you happily on a precise course for true love.

♎ LIBRA (24 Sep - 23 Oct)
You could have great success on an ingenious heading during the second and third weeks. There may be a spate of challenging weather mid-month, but it is just a passing squall.

♏ SCORPIO (24 Oct - 22 Nov)
Affection will enter rough waters and could back your boat-business sails if you don't focus on the cruising kitty and give your love life a respite for a time. Your good humor will help sail you into clear skies and calm seas in the last week.

♐ SAGITTARIUS (23 Nov - 21 Dec)
Any attempts to sail an innovative course will meet with headwinds that will not abate until the third week. Communications will be full if static and you could make matters worse if you can't think before picking up the mic.

♑ CAPRICORN (22 Dec - 20 Jan)
Let an infatuation take up the slack in any artistic endeavors. Communications onboard will be intermittent, so the less said the better. Don't make promises you can't keep.

♒ AQUARIUS (21 Jan - 19 Feb)
Your cruising budget could be blown by high seas in your romantic aspirations. Aspects are positive for success in experiments, so concentrate on that course.

♓ PISCES (20 Feb - 20 Mar)
Pay attention to boat business this month and let the rest of the world sail by. Any glitches in radio contact or contrary currents in originality will be gone in good time.

Island Poets

SEA WIFE

I raise a toast! One that is apt,
To all the women who adapt
To life at sea, because their man
Has had a dream, a goal, a plan,
To cast his business cares aside
And sail the oceans wild and wide.

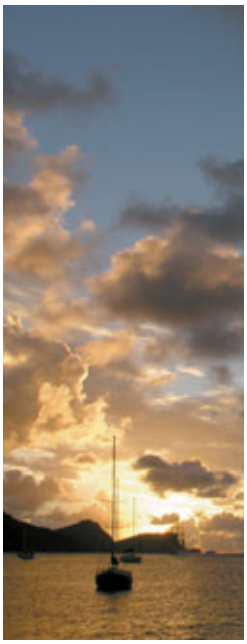
Though life at sea can sound romantic
It's often boring and pedantic,
Seagoing women have to cope,
With unfamiliar sails and rope,
And daunting waves, and winds and weather
To please her man, to stay together.

True, she may learn to love the life,
Become a perfect sailing wife,
Who keeps her cool whate'er the scene is
When Hubby ogles brief bikinis
On lithe young girls on tropic isles,
She laughs; she shakes her head and smiles;
Bikinis are a thing of youth
Her youth has gone, and that's the truth.

She thinks of times when she was young,
Then grins, because her spring has sprung!
And in the galley fixing dinner,
She thanks God for her sense of humor,
And pours herself some wine to go
And revel in the sunset's glow.

Tomorrow they are on their way,
To where? To what? They cannot stay
She tells herself she likes to roam,
But when asleep, she dreams of home.

I raise my glass and say, "God Bless you"
And may the wild sea never test you!



— *Nan Hatch*

Seaweed



SPICE ISLAND
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SERVICE.

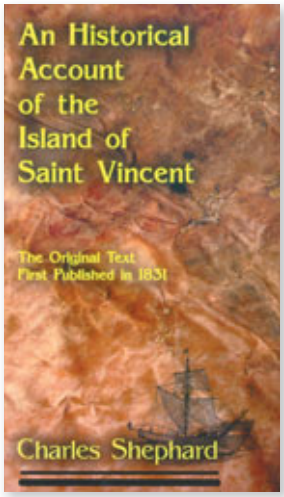
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BOOK REVIEWS BY SALLY ERDLE

TWO BOOKS; TWO LOOKS

A Historical Account of the Island of St Vincent, The Original Text First Published in 1831, *by Charles Shephard. Hobo Jungle Press ©2013. Paperback, 350 pages, black-and-white images. ISBN 978-0-9829945-4-2. US$15.95*



Many who visit the islands of the Eastern Caribbean, and more than a few ex-pats who live here, are not too well informed about the history of the islands. We take them as we find them. But how did they get this way? Perhaps a look at the old invaders will be instructive to us new invaders.

"History is written by the victors" is a quote often attributed to Winston Churchill. "We will go down in history as either the greatest statesmen or the greatest villains" is ascribed to Hermann Göring. *A Historical Account of the Island of St Vincent* is a plainly one-sided narrative written at the request of "several Gentlemen of the colony who were anxious that the particular circumstances attendant on the Insurrection in 1795 should be preserved…". It is told by a British colonial after the island was wrested from the indigenous Caribs. The Caribs' side of the story, as victims of what was essentially ethnic cleansing, does not feature, nor does the viewpoint of the enslaved Africans brought here in chains to toil.

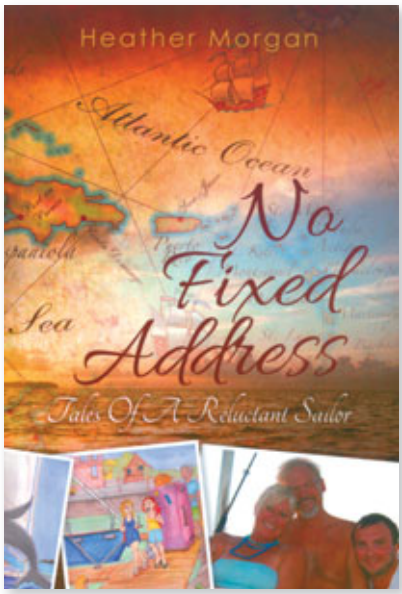
The book is instructive in multiple ways, chiefly as a detailed documentary record of a British colony in the Caribbean; the statistics in its 21 appendices are fascinating. (Most are informative; an abstract of the Slave Act is horrifying.) It is also, as historian Adrian Fraser writes in an introduction to this edition, "a glimpse of the biases and prejudices of the elites of 19th century slave society". Another local historian, Paul Lewis, notes, "While Shephard's 'history' is biased, it is a time piece and presents the views of the dominant white, colonial, land-holding and administrative class on the island. For that particular reason too the book is singularly important for articulating and advocating such self-serving views as the official accounting and explanation of our early colonial history, which had been internalized not only by the colonials themselves but also by generations of Vincentians."

This book is available at the Bequia Bookshop, from amazon.com and via www.hobojungle.org.

No Fixed Address: Tales of a Reluctant Sailor, *by Heather Morgan. Self-published via CreateSpace, ©2013. Paperback, 244 pages, black-and-white photos and illustrations. ISBN 978-0-6157639-9-6.*

A different look at life in the Caribbean through British eyes is presented to us by Heather Morgan, a self-described "reluctant sailor" on an "island-hopping adventure" aboard a high-end Oyster yacht. Having sold their house, she and her husband, joined from time to time by their adult children, sailed from Tortola to Grenada, then to the ABCs. Heather learned to sail, conquered her fear of deep water through a love of snorkeling, and clung to her love of gourmet cooking through thick and thin.

As often happens, Heather kept a journal and a friend said, "You must publish this!", which resulted in a straight "we went here and then we went there" narrative, but she tells a good story and has avoided the usual pitfalls of self-publishing — typos and grammatical errors are nowhere in evidence. Whimsical illustrations by her daughter Nicolette are a bonus.



Heather loves food, and what the family ate is often recounted. Anyone who falls back on a menu of cheese sandwiches or something out of a tin at the end of a long day will be humiliated. In a format popularized by the peerless Ann Vanderhoof in books such as *An Embarrassment of Mangoes* and *The Spice Necklace*, Heather closes each chapter with a selection of her original recipes. Unlike Vanderhoof's, however, these recipes are often more in line with Heather's French-gourmet-influenced taste than with making use of local ingredients. The "Tobago Cays to Grenada" chapter, for example, features recipes for Roasted Striped Bass and Shrimp in Pernod, and Poached Pears in Red Wine. Heather does enjoy the local markets, though (and her Mango Marinated Seared Tuna with Tropical Fruit Salsa sounds killer); just don't forget to also stock your galley with mascarpone, Maldon sea salt flakes and dried porcini mushrooms!

This book is available at bookstores, from amazon.com and via www.daisyatsea.com.

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LUAGR CAS → GULAR SAC

GINNWPAS → WINGSPAN

FAOWOPRETR → WATERPROOF

HOW HIGH CAN IT FLY?

Unscramble each of the clue words.
Copy the letters in the numbered cells to other cells with the same number.

BOOK REVIEW BY J. WYNNER

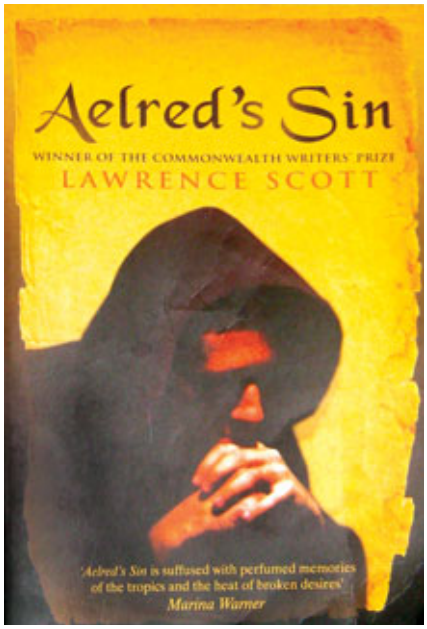
A MONK'S TALE

Aelred's Sin *by Lawrence Scott. Allison & Busby, ©2006, 445 pages. ISBN 978-0-7940-0374-6.*

"… let love speak its many names to a world that has need of them all." This line, written by Richard Holloway, is a part of just one of many glowing reviews of *Aelred's Sin*.

Trinidadian author Lawrence Scott's audacious novel, a Commonwealth Writers' Prize Book about monastic homoeroticism, is an insightful and compassionate story expertly handled. It's a beautifully written book with a poignant story illustrating who and what the central character, Jean Marc de la Borde ("Aelred") is: a gay Caribbean monk.

You may read lots of books and forget the story afterwards, or most of it anyway, but *Aelred's Sin* you'd remember. As the Judges' Citation for the Commonwealth Writers' Prize of 1999 says, "*Aelred's Sin* is a book full of interest and daring. The details of monastic life, the layering of relationships and exploration of various possibilities for male relationships form part of the tension that Scott creates and sustains throughout."



Scott adeptly illuminates his tale about gay love set in the 1980s by switching from present to the past, ferrying us between the monks of the modern monastery of St. Aelred's of Ashton Park, Northumbria, and a historical figure ("the great English Cistercian of the twelfth century"), Aelred of Rievaulx, whose name the young protagonist — Jean Marc from Malgretoute, Les Deux Isles — took when he became a Benedictine novice at the monastery in England.

Scott, always one for lyrical landscapes, navigates his readers between the Northumbria and Les Deux Isles locales, which are stunningly contrasted, capturing the essence of place in both environs. On one hand, *"Within this place of natural solitude, they fashioned spaces of light and shadow; shade from the heat, gardens with flowers and shrubs; oleander, pink like coral, white like first communion clothes; climbing plants on arbours and trellises, bougainvillea and allamanda. At the centre of this perfected place, a fountain which small birds delighted in spilled its light. The birds darted to and fro. In this pool of light, goldfish swam… the boy left the land of sugarcane fields and old racatang town which tumbled down to the sea, and he climbed over the cocoa hills to the plains with the swamps, the rice fields and the oyster beds. He entered where the plains touched the entrance to the cool valleys… ascended the mountain road to the monastery with its school."*

There is no doubt where Scott intends his reader to be: the land of his birth, Les Deux Isles, The Two Islands, Trinidad and Tobago, and the monastery's school at Mount St. Benedict, built on Trinidad's scenic Northern range.

And in Northumbria, he describes the young novice's first winter experience: *"There was a driving wind, sleet and flurries of snow… The young novice savoured each new sensation. He heard the word 'flurry'. He forgot the meaning of heat on the skin. It was wind, not breeze. But he looked forward to the roaring fire in the common room. He thought of jolly Christmas cards. The world looked like a Christmas scene on a Christmas card: holly, laurel, ivy. England was a carol. Earth stood as hard as iron, water like stone. He learnt the feel of 'bleak' ".*

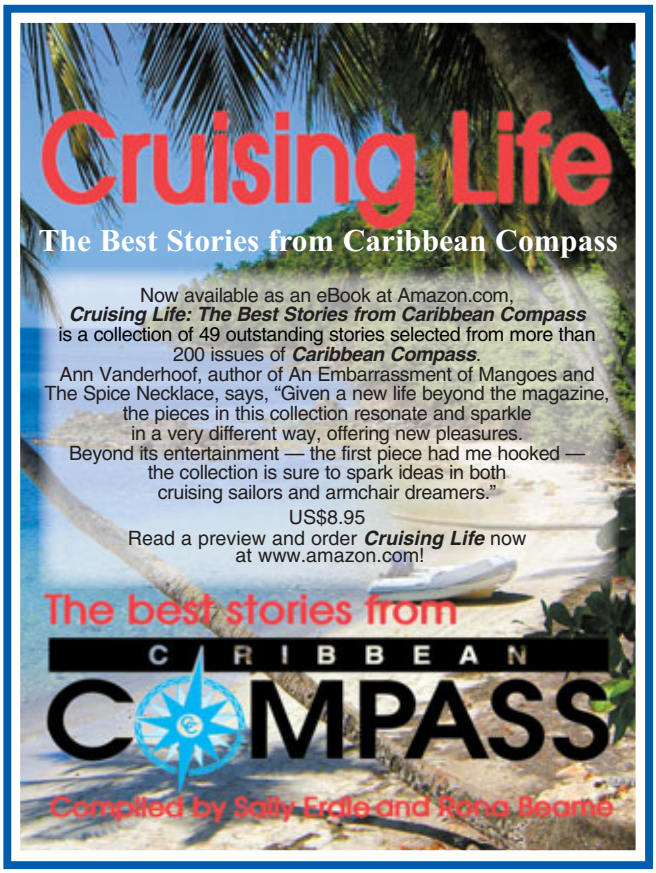
The book opens with a prologue by Robert de la Borde, Jean Marc's/Aelred's younger brother, in which he concludes, *"And me — I follow where he tells me of that life and love, along lines written in blood blue, like Quink ink. Allow me this hagiographic beginning, this preface to a brother's story. One story lies within another."*

Encompassing all these stories is Jean Marc, the young boy from the tropics who enters the monastery across the ocean, barely a man and already with a tragic past behind him.

His application letter to the Abbot of St. Aelred's Abbey stated, *"I have always wanted to be a monk, ever since I was a little boy when I made my first communion… I do not want to join the monastery here because I do not want to be a teacher… St. Aelred's attracts me to the primitive interpretation of the rule of our Holy Father St. Benedict. This is the life I want to lead. I am attracted to the way manual work, study and celebration of Divine Office is described in your brochure. I want to lead the enclosed life."*

And so, Scott takes us behind the walls of the monastery at Northumbria and into the abbey where monks with yearning to find their Christ, and some with hearts filled with love, turn to each other to express that love in the enclosed life.

Upon the death of Jean Marc, it is left to his younger brother, Robert, to piece together through reading his journals the secret life that Jean Marc led, a life in which all love is not judged or treated equally.



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The Sky from Mid-June to Mid-July

by Jim Ulik

The numbers and distances of objects in our solar system seem large but considering the expanse of the solar system including our place in the Milky Way everything is quite small. There are 640,567 asteroids on record and 19 of those will be near Earth from mid-June to mid-July. The closest approach will occur on July 11th and be a distant 3,662,458 miles (5,894,156 km) away. There is always the probability of new asteroids breaking away from the asteroid belt to approach or cross Earth's orbit. There will also be 17 meteor showers over this period. All but two of these will be minor showers. But if you add all these showers together, who knows how many you can see?



FIGURE 1 (NASA/JPL/MSSS)

Figure 1: A Happy Face on the Martian crater Galle — celebrating that planet's summer season perhaps?

Figure 2: Mars, Spica, Ceres and Vesta in the constellation Virgo. Ceres and Vesta are shown for location and not to scale

Figure 3: Summer Triangle and nebulas (actual size) with the Moon on July 12th at 2030. Kepler Mission search area is in blue

Thursday, June 19th

Tonight will be a peak for the Ophiuchid meteor shower. The apparent source will be from the constellation Ophiuchus. There will also be some activity from the June Lyrids with meteors radiating from the constellation Lyra. Remember to look 90 degrees from the source of the shower. Both constellations are up by 2000 hours* so there is no need to wait until after midnight this time. A simple solution for any viewing would be to lie down, look straight up and try not to fall asleep.

Saturday, June 21st

Summer is finally here! The June solstice occurs at 1051 UT. The Earth's axis is tilted toward the Sun causing it to reach its northernmost position in the sky over the Tropic of Cancer at 23.44 degrees north latitude. The event is also known as the northern solstice or the summer solstice. There are no hard and fast criteria to determine the start of each season, but people like to apply a calendar date to these events. Astronomically the seasons are determined by the well-defined equinox and solstice dates. That marks June 21st as the first day of summer.

For those in the Caribbean Basin, the rainy season is beginning. The Sun continues to heat the ocean, activating the cycle that develops into hurricane season.

The June solstice is believed by some to be mid-summer. That claim is more subjective and the start date of summer will vary if using weather and climate as the criterions and also depends on whether high, middle or tropical latitudes are being considered. I think my criteria would include the release date of my favorite summer beers.

FIGURE 2

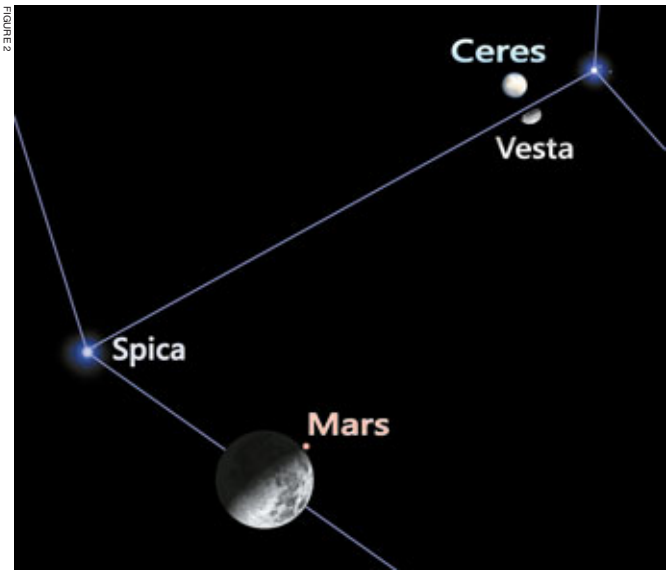
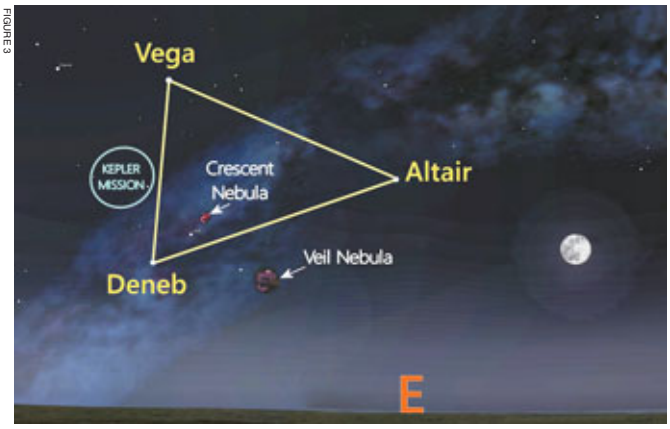


FIGURE 3



Sunday, June 22nd

The International Space Station enters a period of full illumination near the June solstice. That will provide multiple views for people in the Caribbean Basin.

—Continued on next page



—Continued from previous page

You can find the flyover dates and times for your location at http://spotthestation.nasa.gov.

Thursday, June 26th

Don't look for Mercury. The Moon will block out (occult) Mercury early this morning. However, there is a report that you can see Mercury disappear if you are located in the Southeast US or Venezuela just before sunrise.

Friday, June 27th

The Moon will be between the Earth and the Sun today about five degrees south of the Sun's center. This is the best time of the month to observe faint objects because there is no moonlight to interfere. This morning Venus rises at 0338, Mercury rises at 0505, Sunrise is at 0545 and the Moon will rise at 0557. The New Moon occurs at 0808 UT (0408 AST).

Monday, June 30th

The distance between the Earth and the Moon fluctuates because the Moon's orbit is an ellipse. Today the Moon reaches its outermost orbital point (apogee) from Earth. That distance is 252,258 miles (405,942 km). Twelve degrees above the setting Moon you will find Regulus, the brightest star in the constellation Leo.

Tuesday, July 1st

This morning you can see a pairing of Venus and Aldebaran with four degrees of separation. Venus is, of course, one of the brightest objects in the sky. Aldebaran, meaning follower, is the "bull's eye" in the constellation Taurus and one of the stars used in celestial navigation. It is about 153 times brighter than the Sun and the 14th brightest star.

Saturday, July 5th

If you are in Trinidad and south you can see the Moon pass in front of Mars at 0121 UT in the constellation Virgo. In all other locations Mars will pass between zero and two degrees from the Moon. Continue searching Virgo, and find the asteroid Vesta and the dwarf planet Ceres separated by only zero degrees ten minutes. A dwarf planet is a celestial body orbiting the Sun that is massive enough to be become round in shape by means of its own gravity.

Tuesday, July 8th

The Capricornid meteor shower will reach its maximum rate of activity. Some shooting stars will be visible each night from July to August, but the best show will be expected on or around July 8th and 15th. Start looking for any shooting stars at 2000 hours. If you are looking for comets, you may find one in Leo. That comet is C/2012 K1 (Panstarrs) and will reach its maximum brightness in October.

The Moon and Saturn will make a close approach, passing within zero degrees 26 minutes each other in the constellation Libra. The pairing will become visible to the naked eye around 2216 hours.

Saturday, July 12th

The Moon has reached its farthest point from the Sun (aphelion) and it closest point to Earth (perigee). The Full Moon phase is at 0725. Here is a little trivia to pass on during your Full Moon Party or dinghy drift. The zenith position at the exact moment of the Full Moon at 0725 is located 165 nautical miles (305 km) south of Pago Pago, American Samoa. We won't see the Moon until 1852 on our side of the world.

The summer triangle will be in conjunction with the Moon. The triangle of stars is an asterism, not a constellation. An asterism is a group of stars that form a pattern. The three stars (Altair, Deneb and Vega) making this formation are all stars used in celestial navigation. Altair in the constellation Aquila is twice the diameter of our Sun and 17 light years away. Deneb in the constellation Cygnus is 200 times larger than our Sun and 2600 light years away. Vega in the constellation Lyra is three times larger than the Sun and 25 light years away. Figure 3 includes the Crescent and Veil nebulas. They will look like fuzzy patches through a pair of binoculars. There are other famous asterisms such as the Big Dipper, which is a few stars taken from the Ursa Major constellation. Have a rum, find some stars and create your own star patterns.

In the News

The circle in Figure 3 shows the area in the Milky Way that the Kepler spacecraft is searching for Earth-size terrestrial planets in or near the habitable zone of their solar systems. To date there have been 962 planets discovered that qualify. One has been found that is nearly the same size as Earth and has temperatures that would permit liquid oceans on its surface.

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

Jim Ulik is a photographer and cruiser currently based in Grenada.

PICK UP!

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Annual Compass Brunch — WHAT'S THE IDEA?

On April 17th, *Caribbean Compass* contributors, friends and staff gathered in Bequia for our 18th annual pre-Easter get-together. The gathering, in a new venue, was more intimate and less formal than in years past, but its purpose — to exchange ideas about the Caribbean sailing scene — was fulfilled.

The Compass Writers' Brunch was launched in 1997 at Le Petit Jardin restaurant. After that location became Doris's Fresh Food, one year the Brunch was held underway aboard the schooner *Friendship Rose*, which was wildly popular with the sailors but presented logistical challenges (including a guest speaker literally missing the boat!). From the following year until 2013, the Brunch found a happy home at Mac's Pizzeria. Mac's was unable to host our event this year, so we opted for an informal get-together for coffee, pastry and good conversation in the seaside garden of the Gingerbread Café.

The Brunch began as a way for people who had contributed articles, photos, and other content to meet. Many were sure to be in Bequia around Easter Regatta time. Today, however (largely thanks to the internet), our contributors are no longer concentrated in a relatively small geographical area. Every year, we invite those who have had an article published during the past year to attend, and year by year, it's been harder to get this increasingly spread-out cohort together — it's a long way to come from Suriname, Tortola, Panama or beyond. Maybe a Skype Brunch next year?

Among the attendees were cruising guide author Chris Doyle, former Prime Minister of St. Vincent & the Grenadines, Sir James Mitchell; former marketing officer of the Tourism and Industrial Development Company of Trinidad & Tobago Katrina Kelshall; St. Lucia Yacht Club Secretary Anne Purvis; yacht designer Paul Johnson; *Compass* contributors Melinda Parke, Bob Berlinghof and Amal Thomas; and Compass staff Elaine Ollivierre, Shellese Craigg, Wilfred Dederer, Tom Hopman and Sally Erdle.

Since this was a year of changes, we also went back to basics. We didn't start having a guest speaker until 2000; this year we returned to a simple open exchange of views. Perhaps the level of mental activity was raised by caffeine and sugar, rather than being lowered by our usual Bloody Marys and monster brunch, but the 2014 discussion was dynamic.



WILFRED DEDERER



The impact of social media on cruisers' information, cumbersome rules regulating yachts, and regattas as a tourism product were some of the topics scrutinized. Chris Doyle (left) launched the flow of ideas

Chris kicked off with commentary on the effect of social media on sailors' information flow — for better and for worse. He asked, "What would we once do when we needed to get an idea of what to expect at a new destination? We would find other cruisers and ask. Now, social media has put a lot of power into that interaction by enabling us to contact a mass of people who might be helpful." However, he noted that, while the immediacy of information posted on Facebook is indisputable, its accuracy is often not.

Many cruisers' posts on Facebook relate to what Chris calls "my usual bugbear, officialdom", which segued us into the topic of yachting regulations. Chris outlined a problem: "Yesterday a racing boat arrived from overseas. It is a small, cramped boat not designed to carry the big crew needed to race it. So they had booked rooms here in Bequia. This is one of the benefits of a regatta: bringing money into the local economy. They had planned to get here in time to clear in, but winds were light and they arrived just too late. By law they should not go ashore and take a shower and have a good night's rest. They should crash out on the damp floor of their yacht and clear in properly in the morning. But just who is that going to benefit?"

Chris suggested, "Why not have a 'service department' you could call to get permission for the law-bending that seems necessitated by the cruising lifestyle? You'll be arriving too late to clear in but want to go ashore for the night? Why not have a number where we could call to get permission? It would mean officials would have to rethink their job in terms of what they are trying to achieve, rather than in making sure everyone follows laws along the dotted line. But in the long run, sailors would not be risking fines, and the officials would know exactly what was going on."

He then asked the provocative question, "Is it always so easy or desirable that cruisers follow the rules to the letter?" To which Sir James replied, "We need people in government that know sailing and the sea, and front-line civil servants such as Customs and Immigration officers in ports of entry need to understand that their salaries are being paid by tourism, not by 'government'. How do we get officials to understand the problems and the benefits of yacht tourism? By publicizing them."

The mention of regattas bringing money into the local economy triggered another topic. After hearing that "the good old days" when a bunch of friends would put on a race were missed, but also hearing that regattas need ever more sponsorship and manpower, Katrina stated that if a group wants to stage a regatta just for fun, that is its own reward. "But if you want your regatta to be a tourism product rather than a hobbyist event, you need to be professional, you need sponsorship, you need to prove the economic impact of your regatta, and you need a lobbyist to drive government support such as revised legislation."

It was generally agreed that having a lobbyist to promote the regional yacht tourism industry as a whole in the halls of government would be a good idea. (CMA, are you listening?)

Caribbean Cruising — Gastronomically

Part One: A MULTICULTURAL CUISINE

by Frank Virgintino

As we travel the Caribbean, we come into contact with many different cultures. Want to learn about many essentials of a country's culture? Learn about its food!

Among the basic foods of the Caribbean are chicken, fish and seafood, lamb, goat and beef, as well as a wide variety of vegetables and the always-present rice-and-beans or -peas. Rice is the carbohydrate of choice; it is plentiful and relatively inexpensive. There are also a great number of root vegetables, known in the English-speaking islands as "provisions".

What makes food interesting, however, is not only content, but also preparation, seasoning and presentation. You will find that most meals in the Caribbean will satisfy you, but if you are willing to do a little research, you will find levels of the culinary arts that can awaken the palate of even the most discriminating *amoureux de la cuisine*.

Seasoning is the key ingredient that lets you know you are eating at the table of a different culture. Seasonings vary throughout the Caribbean, but Caribbean food is most often not "spicy hot", as one might find in Central American cuisine. Nonetheless, dishes are still quite well seasoned. The base seasoning of most meals, *soffrito* "green seasoning", most frequently includes various types of cilantro, thyme, onions, garlic, chives and celery. Special variations that are particular to an area are often a well-guarded secret passed on from generation to generation.

The Caribbean is vast geographically and diverse culturally, resulting in what can be called "syncretic foodstuffs". What was available before Europeans came? Where did other foods come from? Who brought them to the New World?"

The Tainos, or Native Americans, had a wide range of foods. From Arawak and Carib to Mayan, we can look for and find examples of food rooted in Taino culture. Taino fishermen caught fish many different ways; even poisoning them to stun them momentarily. (The poison did not affect the fish's edibility.) In addition, they grew cassava (yuca), sweet potato (batata), squash, beans, peppers, peanuts, corn and pineapples. Plentiful tropical fruits included berries and guavas.

When the Europeans arrived, they brought many of their own crops arranged for their cultivation. They also brought domestic livestock to provide meat, whereas the Tainos hunted small wild animals.

It is hard to believe that so many fruit trees of the islands were introduced by the Spanish explorers or European settlers. Orange, lime, mango, tamarind and breadfruit were not native to the Caribbean. Even such "Caribbean crops" as sugarcane, cocoa and ginger are non-native. Imagine, you thought those coconut palms were always there, swaying in the wind!

When we sit down to eat, often we do not realize that we are eating foods whose roots can be traced back to West Africa. Europeans, in addition to their crops and livestock, also brought about 4,000,000 West Africans to the Caribbean to work as slaves. West Africans and those of West African mixed heritage are today the clear majority of the populace of the Caribbean. Their impact on the menu is more significant than first meets the eye. Here the culinary pot (as well as the dish in question) thickens — literally! Fufu, which also has other names in West Africa, is a staple food of the Asante and Fante peoples. It is made by boiling starchy food crops such as cassava, yams or plantains, and then pounding them into dough-like consistency. This dish makes its appearance throughout the Caribbean in many different ways. In the Latino countries you can eat *mangu* (mashed boiled plantains) for breakfast with two fried eggs. A cornmeal mush known as *coucou* serves much the same purpose. The cornmeal is simmered low and slow in water (sometimes with the addition of okra or pigeon peas) until all the liquid is absorbed and the mixture comes away easily from the sides of the pot. [*See "Make Your Next Meal with Cornmeal" by Shirley Hall in last month's* Compass.] Coucou is one-half of Barbados's national dish of Coucou and Flying Fish. Coucou is best eaten with a very saucy stew — fish, meat or poultry. If you have ever eaten Italian polenta, you'll understand this dish.

The Africans also introduced okra, callaloo (the leaf of the dasheen vegetable, usually made into a soup or used in stews such as Grenada's national dish, Oil Down), fish cakes, pudding-and-souse (souse is usually made by using parts of the pig such as the feet and then pickling them in vinegar), ackee (a fruit which is the part of the Jamaican national dish of Ackee and Saltfish), and a long list of other notables.

African men were hunters and went out for periods of time in search of food. They would then cook meats over hot coals. This process was further refined by West African slaves in Jamaica, who developed what is known today as "jerk" cooking. It involves the slow cooking of meat that has been seasoned, often highly seasoned.

After slavery was abolished, laborers from India were brought to the Caribbean. As a result curry powder is used in dishes throughout many of the islands, in particular those of Anglo influence. Try "doubles" (a pair of fried Indian flatbread pieces with curried chickpea filling) or a *roti* (curried meat or vegetables wrapped up in a soft Indian flatbread).

The Chinese, also brought as laborers, introduced rice and it is rare to find any Caribbean table that does not present a rice dish.

You can imagine that almost any food that does not need refrigeration is highly valued in the tropics. The early Portuguese sailors introduced *bacalao*, or dried salted codfish, a mainstay known as saltfish still found almost everywhere in the Caribbean.

Further waves of immigration, such as that from the Middle East, brought their own dishes to the islands and explains why you can eat *quipe* (deep fried bulgur sold by street vendors) throughout the Dominican Republic.



SAILROCKETEER.COM

Where visitors once looked for 'local color', local flavor is now sought. Locally sourced dishes on Caribbean charter yachts such as Rocketeer *(as pictured) are often award winning, and students of culture will revel in the international influences that make up today's Caribbean cuisine*

There is so much tropical fruit throughout the Caribbean that you could live on it. Many, such as passion fruit, banana, and mango, may be familiar to you. There are also those that you might sample for the very first time such as balata, sapodilla, soursop and sugar apple. Try being a fruitarian; you won't go hungry! However, before you try, be sure to obtain local knowledge about unfamiliar fruits. The Andrews Sisters sang "Don't sit under the apple tree with anyone else but me." In the case of the manchineel tree, you should not sit under the tree ever! The attractive little green apples are highly toxic; even its sap can cause distress. The ackee fruit is a mixed blessing. Unripe ackee fruit contains a poison called hypoglycin; the protective pods of the fruit must turn red and open for the fruit to be safe. If improperly prepared, ackee can cause the "Jamaican Vomiting Sickness", which can lead to coma or death.

Visit the local markets; eat where the locals eat; make new friends and dine in local homes. The diversity and abundance of food in the Caribbean will delight even the pickiest of eaters. Each country has its own touch and it all adds up to one very big, very diverse gastronomical feast that will delight your nose, your mouth, your eyes and your stomach and most times will not leave your wallet feeling stressed.

Next month: A look at some special island favorites, from Fungi in Antigua to Crab and Callaloo in Tobago.

Frank Virgintino is the author of Free Cruising Guides, *http://freecruisingguides.com.*

Tide's Table

by Ross Mavis

Always Good for What Ails You

Had a rough passage from the Virgins to Martinique? Came in dead last in the last regatta, and now you don't feel so good? Bored in the boatyard? Sad to see your best cruising pals sail off to the Med?

Soup, especially chicken soup, can be both comforting and rejuvenating. As well as a great comfort food, soups, and broth in particular, have long been touted as ideal remedies for illness. I'm a firm believer in this. Granted, the powers of chicken broth are sometimes over-rated. The good news, however, is that an excess of these bowls of golden sunshine won't do you any harm.

Our French ancestors had two words that are linked to the English word soup: *soupe* and *potage*. In the 17th century these were more like stews than purely liquid fare. Soupe referred to the ingredients placed into a broth or bouillon. Today, a soupe is considered a peasant style of soup. Potage originally was a large dish of meat or fish boiled with vegetables. It was served on platters, with some of the liquid more as an afterthought.

Today our mostly liquid soups form two main categories, those considered clear and those thick. Clear soups or *consommes* are served either hot or cold. Thick soups are of three main types: cream, purée or velouté. Suffice it to say that cream soups are finished off with cream in their preparation. Purées are either rubbed through a sieve or processed with a food processor to a fine smooth texture. Veloutés incorporate a white sauce into the final product.

There are more soup recipes worldwide than you have time available to consume them. In the Caribbean, soup is just as popular as anywhere else. Here you'll find pumpkin soup, callaloo soup, corn soup, fish broth, conch chowder, "goat water", cow heel soup, pigeon pea soup and much more.

Soup can be a first course or a complete meal depending on your appetite. The really great thing about soup is that it does not require more than a good pot on a cooking surface to get super results. No need to fire up the oven. Even a modest alcohol stove can produce great soup. Keep it simple. Let it simmer. Eat it often from bowl or mug.

Here are two simple but excellent soup recipes that will comfort your weary body, soothe your prickled palate and restore your faith in humanity. Hmm, I might be pushing the last claim just a bit....



Healing Chicken Soup

3 pounds (1.5 kg) chicken pieces (backs and necks are fine)
10 Cups (2.5 litres) water (enough to cover chicken well)
1 teaspoon (5 ml) salt
1 onion, finely chopped
1/4 Cup (50 ml) fresh parsley, chopped
1 bay leaf
pepper to taste

Any chicken pieces or a whole chicken will do just fine for this great and easy soup. Wash chicken, trimming excess fat. Place in stockpot or saucepan and cover with water. Add all other ingredients except pepper and bring to the boil over medium heat. Skim foam from top of soup. Cover and let simmer for about two hours. Remove from heat, strain broth. Chicken can be taken from the bones and eaten in salad, casseroles or sandwiches.

Broth should be chilled to solidify fat for easy removal. Reheat broth and enjoy with pepper to taste.

This is delicious as is, and makes an excellent base for other soups.

Hot or Cold Vichyssoise

You can make this flavourful soup without a ham bone if you wish, but the flavour is superior when a ham bone is used. This classic soup can be served hot to restore you after a long, wet passage or cold as a light summer supper in the cockpit. Don't let the fancy name scare you off. It is fairly quick and very easy to make.

4 pounds (1.8 kg) potatoes
2 leeks
1/2 Cup (125 ml) fresh parsley, chopped
4 Cups (1 litre) chicken stock
1 ham bone
salt and pepper to taste
1/2 Cup (125 ml) evaporated milk (or cream)

Wash and peel potatoes, slicing thinly. Cut green tops and bottom root fronds off leeks. (If you can't get leeks, substitute yellow onions.) Slice white sections of leeks thinly and wash to remove any sand or dirt. Place potatoes, leeks, and chopped parsley into pot with chicken stock and ham bone. Bring to the boil and simmer until potatoes are fork tender. Remove ham bone, discard and let soup cool slightly. In a blender or food processor, carefully purée soup. Season to taste with salt and pepper. Add evaporated milk (or cream if you wish) and, for hot soup, reheat until steaming. Do not let boil. Serve immediately in hot bowls with parsley garnish.

For cold soup, served chilled but not ice cold.

Enjoy!

Have a food question? You can reach me at ross.mavis@gmail.com.





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Read in Next Month's *Compass*:

Tips for the San Blas Bound

Coming back to Jamaica

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... and much more!



YOUR MUMMY LIED

Dear *Compass*,

The letters in the March issue of Compass sure hit a spot with me.

My feeling about anchor lights is this: if you have legal (360-degree, white, two-nautical-mile) anchor light, if someone hits your home in the night, there is no question who is at fault. Period. Any other lights or no lights at all: who can afford the best lawyer wins.

Regarding dinghy dock etiquette, tie your dinghy on a long painter so everyone can get in. When I've suggested this to folks tying short they almost always give me the "my mother told me I'm the most important little boy in the whole wide world, and no one else matters" look. Your mummy lied to you!

Jock Tulloch
S/Y Unleaded

LIZARD LANDFALL

Dear *Compass*,

Re: "Leaving the Eastern Caribbean for Europe" by Don Street in the April issue, although I can vouch for the usefulness of Don Street's Imray Iolaire passage chart 100 when crossing the Atlantic, I have a suggestion as to an alternative to Crookhaven as a landfall if Falmouth does not appeal ("...when you arrive at Falmouth you will discover the beer is warm, the pub is closed, and a game of cricket is in progress..."). It is Cadgwith Cove, The Lizard.



When I crossed from St. Lucia to the UK via the Azores ten years ago, we were arriving past the Scillies on a Friday afternoon, and I calculated that by the time we reached Falmouth it would be past 1:00AM. So I called Falmouth Coastguard to inquire what the arrival formalities were. They asked where we were coming from, and I replied Horta, Azores. I was told that, as we had already cleared into an EU territory, there were no more requirements; we could stop wherever we liked. Having lived on The Lizard many years ago, and fished with a fisherman from Cadgwith Cove, I knew that on a Friday night in the summer, the Cadgwith Cove Inn was the venue for a drink-up and sing-along hosted by the local fishermen and their choir.

The weather conditions were perfect: gentle north-westerly breeze, very calm and settled for the next few days. Although The Lizard has a fearsome reputation, and attracts very few cruising sailors as a result, like anywhere else, when the sea is calm it can be a different prospect. So we called friends in the village and planned our arrival, anchoring off the beach at Cadgwith where the fishing boats are hauled up. We took the dinghy ashore, to be greeted by familiar faces.

Walking across the road above the beach to the pub, we could already hear the strains of the sea shanties, and our passage-induced thirst for real bitter was soon to be quenched. My fisherman friend ("Nutty Noah"), happened to have a leg of lamb in the oven at home, and with our contribution of two litres of Bounty Rum, the party wasn't over until the sun came up next morning, when we stumbled back down the lane to our berths.

Although such a landfall cannot really be planned in advance, our experience that night would be hard to beat anywhere, and if you should ever find yourself passing that way on a Friday, stop and ask for Nutty Noah.

Safe passage,
Matthew Watters
ex. S/Y Luskentyre

BRAVO, ED BRANGMAN

Dear *Compass*,

I would like to comment on the letter from Ed Brangman, "Shoot-out with Venezuelan pirates", in the April issue's Readers Forum.

Bravo, Ed, well done! If more cruisers like Ed would resist the pirates we would get slowly rid of those pests. As long as the government of their country is not willing to stop the pirates, but even seems to encourage them, we have to act to protect ourselves. And countries that confiscate cruisers' rifles are just protecting the pirates.

I hope Ed eliminated some of the criminals; at least he gave them a good lesson. To shoot and/or resist pirates is the only answer. If some cruisers think they can be cooperative with them, this attitude will only encourage those criminals to attack more yachts, and word will go around how easy it is to take a yacht. Next step is, pirates will multiply like rats. The "cooperative behaviour" will then pose a real danger to new pirates, when they don't meet a softy sailor and get shot. Why have there been no pirate attacks between Trinidad and Grenada recently? Some of the boys didn't return home to their families.

We must realize that the sea is a lawless area; we have to defend ourselves, and have to be prepared at any time, everywhere! Don't believe cruising is nothing but fun; there are some bitter drops in it.

Angelika Grüner
S/Y Angelos

Dear Angelika,

We know that you and your family encountered armed attackers in Venezuela, and we respect your informed opinion. But we would like to add that not all of the sea is "a lawless area" — some places, BVI waters for example, are famously safe — and that resisting armed attackers has resulted in the deaths of victims, most notably Sir Peter Blake.

CC

FEE OR FLEE?

Dear *Compass*,

It is with some disappointment that I find myself writing this from the USVI.

Following a smooth, pleasant check-in with Immigration at Spanish Town, Virgin Gorda, my husband and I proceeded to explore and enjoy the BVI, specifically Virgin Gorda and Anegada — so much so that we realized we were, as usual, slow and would need to extend our stay.

We therefore sailed to Road Town specifically to extend our Immigration status. A very pleasant lady saw us and said, yes, she would extend our stay. The Immigration lady then told us we would have to visit Customs to pay a fee. We inquired as to the nature of this fee. She telephoned Customs and relayed to us that we would need to pay US$201 to temporarily import our vessel, as our stay was going to be over 30 days. Now this seemed odd to us as we are British, our boat is British Registered and we are visiting the BVI, which, to my understanding, is part of the United Kingdom.

We are British, with European Great Britain passports, the same as nationals of the BVI. A local was very proud to show us his burgundy covered EU Great Britain passport and to have all the rights that go along with having this passport as we ourselves feel proud to carry.

We felt this was just a scam tax to get money out of cruisers. Following further discussion we decided to not pay and to leave the BVI for the USVI.

This, we since discovered, is an "Annual Tonnage Fee"; "Cruising Permit" would be a more appropriate name but not so palatable to us cruisers.

This [charging a large fee to stay more than 30 days] seems to be very short sighted of the BVI Government. We on average spend US$1,500 to $2,000 per month living on our boat. We spend all of this money wherever we are, so now we are spending it in the USVI not the BVI. We liveaboards may seem small fry to the BVI Government compared with the charter crowd. But we have more time, can keep coming back, and tell our friends to visit too — or not, as the case may be?

I hope that this letter causes some discussion among the BVI people, especially Dr. Orlando Smith, the Premier and Minister of Tourism, whom I quote (from the *BVI Marine Guide 2014*): "The Leader of such a sailor's paradise..." and "...ensure that the necessary legislation, policies and procedures are carried out that will further advance our reputation as a Yachtsman Friendly Destination".

Jane Townsend
S/Y Greta May

Editor's note: Jane's letter was copied to a number of people, one of whom responds:

Dear Mrs. Townsend,

I read with interest your letter and would like to make a few comments.

The BVI is an overseas territory of the United Kingdom and as such, I, like all UK citizens, am subject to the laws of the BVI, which, in effect, is a separate country from the UK. If a UK citizen wishes to work here, he or she has to first obtain a work permit. Being a UK citizen does not automatically grant you status here.

—Continued on next page

—*Continued from previous page*

Some 15 or 20 years ago, if you had wished to remain in the BVI, you would have had to pay full duty on the hull value of your yacht at a rate of five percent, plus ten percent on the rest of the yacht. This was changed to a much more reasonable figure of $201. This fee is, in fact, for Temporary Importation of the yacht and not Annual Tonnage. It applies to everyone wishing their yacht to remain here over 30 days [*Editor's note: the Temporary Importation fee of $200 covers the boat up to a year*], whether cruising, chartering or simply a private yacht whose owner wishes it to remain here. To say it is a "scam" is completely erroneous. The Cruising Permit you mentioned only applies to vessels trading in BVI waters.

I hope that this clarifies the situation for you.

Frances David
Shore Side Yacht Services Ltd
British Virgin Islands

MOORING LINE MYSTERY

Hi, *Compass*,

We had an unpleasant experience in Wallilabou, St. Vincent recently, which you might want to share with your readers.

I am a boat owner and charter captain and operate in St. Vincent & the Grenadines. On entering Wallilabou, I contacted my usual rope handler by phone and arranged his services (to tie the bow to a buoy and a stern line ashore). We encountered the usual "boat boys madness" on entering the bay, which included two boats colliding in an effort to get to us first.

While trying to maneuver our catamaran into position we had scores of people alongside the boat trying to sell their wares. We even had somebody on a paddleboard between the two hulls! We respectfully asked them all to move away before somebody got injured, but nobody complied.

Through our guests and our crew, we try to support the locals as much as possible but you just can't support them all. This results in some very disgruntled people and this proved to be far more serious than we first thought. At 2:00AM the next morning we found ourselves on the rocks against the shoreline; our bow line had been burnt through (I have photos as proof). We were fortunate that the weather was calm and we only sustained minor damage.



CARIBBEAN COMPASS

I phoned the owner of the restaurant, who also owns the mooring buoys, to advise him of the incident. He later reported back that the "cut" bow line had rubbed on a "metal piece" under the water and caused the line to break. This is not true as the bow line was severed two metres from the bow and the rope was definitely burnt black. I do understand that he is only protecting his business.

One can only assume that there is some sort of vendetta between the locals, and the sailing fraternity needs to be aware of the security risk when visiting. The other important point is, with all the vendors around the boat while trying to moor the boat, it is only a matter of time before somebody gets seriously injured. The authorities need to address this urgently! Sad to say we have taken this lovely anchorage off our itinerary.

Doug Fairfield
Yacht Katlyn

Editor's note: We asked Steve Russell of Wallilabou Anchorage (http://wallilabou.com/about) for his response, which follows.

Dear *Compass*,

Thank you for your e-mail and the opportunity to respond to it.

I was out of state at the time of the incident and was not aware of it until I received your e-mail. I have since enquired of Chef, my manager, who has acknowledged the event and had some discourse with the complainant.

I was able to ascertain the following:

• That the captain has visited Wallilabou on previous occasions. He uses Cedric Davis as his assistant. Davis is an authorized boat boy from the association and an agent for Wallilabou Anchorage.

• That he was tied up on one of our moorings but moved to a mooring on the other end of the bay during the night.

• That the following morning he came to the restaurant with a 20-foot-long rope, which appeared to be a part of our mooring system, and proceeded to lodge a complaint of sabotage to his yacht by burning through the mooring rope, thereby rendering the boat adrift and in peril.

• That he had taken pictures of the rope and wished to pursue the matter.

While the rope appears to have been chafed through, I prefer to let you come to your own conclusion. All of our moorings were replaced in February with new pennants, chain, rope, shackles and swivels. I have put the rope on the Bequia Express to arrive at 11:30AM today for your assessment and analysis.

I would also like to inform you that the Coast Guard now monitors the entire bay, 24 hours a day with panoramic cameras fitted with infrared capabilities. We have requested that they revisit that night in question.

I am, however, sorry for the misfortune and inconvenience suffered here in Wallilabou.

Steve

***Dear* Compass *Readers*,**

We looked at the rope in question, and also asked an experienced yacht skipper and one of the long-time Bequia ferry captains to examine it. At the severed end of the rope, the length of the individual strands was quite even. The very tips of the strands were black. There was also some reddish-brown staining near the ends that might or might not be rust (see our photo at left). We then burned the ends of some of the strands with a lighter to check the effects of burning.

The results of our examination were inconclusive. My personal guess — which certainly could be wrong — would be that the rope was somehow cut, due to the relative evenness of all the ends of the strands. If burning alone had severed such a thick rope, I think there would have been a big glob or globs of melted material on the raw end(s), and all the strands would not have ended up so nearly the same length. Only the very tips of the strands are blackened, but not melted together, consistent with very quick burning (or…?). We got a similar singed-looking effect from holding the lighter on the end of the rope for just a couple of seconds, but had to hold the flame there for several seconds for it to actually begin to melt. Is it possible that the singed effect could be simply from the friction of something slicing through the rope? Or is there another possibility we haven't thought about?

In any case, regardless of the method used, or whether or not it was intentional, having mooring lines part in the night is serious business. Wallilabou Anchorage is to be commended for the recent renovation of its moorings, and the installation of cameras monitored by the Coast Guard is a progressive step. Meanwhile, the Ministry of Tourism has long been trying to get the boat boys of St. Vincent & the Grenadines to become more professional, and in many places they are, but it seems there are always a few who just don't understand how detrimental a chaotic and aggressive approach is for their business. We salute Yacht Katlyn *for supporting local vendors and hope this incident won't discourage them from continuing to do so.*

Sally

BUT THE MANGOES WERE THE BEST

Dear *Compass*,

On April 30th, we arrived on our sailboat in Soufriere, St. Lucia at about 1:30PM and picked up the most westward mooring ball by Rachette Point (the Bat Cave side). We had help from a boat boy, as the mooring balls are close to each other and there was quite a current and wind chop.

We were close to the catamaran ahead of us and, of course, the shoreline, but the depth was 27 feet so we thought little of it.

Later in the afternoon, the Marine Park Ranger came to collect the fee and I queried him about safety issues. He said if there was any problem to call him on VHF16.

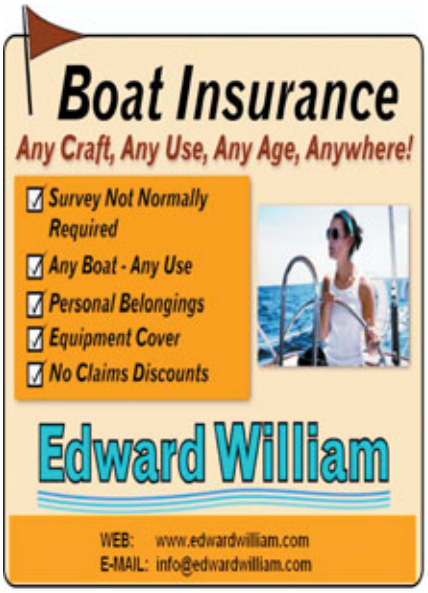
At about 8:00PM, we heard a terrible ruckus above and went topsides to see that we had shifted 180 degrees and the catamaran ahead of us was riding over his mooring ball and coming very close to us. He had his engine on and was trying to back down and remain in a safe position, away from the shore and our boat. We tried hailing the Marine Park Ranger on VHF16 to no avail. The catamaran was from Martinique and also tried hailing the ranger with also no response. There was little we could do to assist and this went on for two hours when the current again changed, then all was well.

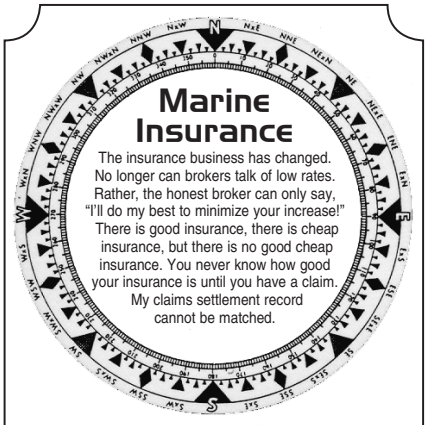
At 6:00AM the current was slowly changing again, but by then all but one of the boats on this side of the mooring field had left, including us.

I was terribly disappointed not to get any assistance from the Marine Park Ranger and thought that if there had been a crime aboard, we would also have been on our own. The fast-moving current and close proximity to the shoreline had us all fearful, let alone the possible collision of boats.

On a positive note, the boat boy who assisted us sold us the most delicious mangoes we have ever had. Other boat boys were also offering some goods and we only wished we had purchased more.

Donna and David
S/V Merlin





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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CALENDAR

JUNE

5 World Environment Day. www.unep.org/wed
6 – 9 Petite Martinique Whitsuntide Regatta. www.grenadagrenadines.com/plan/events/petite-martinique-whitsuntide-regatta-festival
6 – 9 Canouan Whitsuntide Regatta
7 Public holiday in the Bahamas (Labour Day)
7 - 8 J/24 Open Championship, Barbados. www.j24barbados.com
8 Whit Sunday (public holiday in many places)
9 Public holiday in many places (Whit Monday)
8 - 15 ProKids Windsurfing Event, Bonaire. See their Facebook page
9 – 14 64th Ernest Hemingway International Billfishing Tournament, Marina Hemingway, Cuba. www.hemingwaycuba.com/hemingway-fishing-tournament.html
13 FULL MOON Parties at Trellis Bay and West End, Tortola, and at Pinney's Beach, Nevis
14 Public holiday in BVI and Anguilla (Sovereign's Birthday)
14 - 15 Heineken Light Caribbean Laser Championships, St. Martin. www.laserchamps.com
16 – 18 Sea Star Optimist Clinic, St. Thomas. internationaloptiregatta@gmail.com
19 Sea Star Team Racing, St. Thomas. internationaloptiregatta@gmail.com
17 – 22 Caribbean International Kiteboard Week, Bonaire. www.facebook.com/Kiteridebonaire
19 Public holiday in Trinidad & Tobago (Labour Day)
20 Summer Solstice
20 - 22 International Optimist Regatta, St. Thomas. internationaloptiregatta@gmail.com
20 - 22 Curaçao Heineken Regatta. www.heinekenregattacuracao.com
21 Fête de la Musique, St. Barths. www.stbarth-tourisme.com
21 Summer Sailstice. www.summersailstice.com
24 Public holiday in Venezuela (Battle of Carabobo)
27 – 8 July Vincy Mas (St. Vincent Carnival). www.discoversvg.com
29 Fisherman's Birthday. Local boat racing in many communities
30 Public holiday in the BVI (Territory Day)

JULY

1 Public holiday in Antigua & Barbuda (Vere Cornwall Bird Sr. Day)
1 Aruba Hi-Winds Kitesurf event. www.hiwindsaruba.com
2 Public holiday in Curaçao (Flag Day) and Cayman Islands (Constitution Day)
5 Public holiday in Venezuela (Independence Day)
5 – 7 22nd Annual Firecracker 500 & Chili Cook-off, Tortola. West End Yacht Club, martin@sailsistership.com
7 Public holiday in CARICOM countries (CARICOM Day)
10 Public holiday in the Bahamas (Independence Day)
12 Bequia Fishermen's Day Competition. www.bequiatourism.com
12 FULL MOON Parties at Trellis Bay and West End, Tortola, and at Pinney's Beach, Nevis
13 Barbados Cruising Club Regatta. Barbados Cruising Club, www.barbadoscruisingclub.org
13 – 19 Reggae Sumfest, Jamaica. www.reggaesumfest.com
14 Bastille Day. Celebrations on French islands; yole races in Martinique. http://yoles-rondes.net
14 - 15 Chief Minister's Cup International Youth Regatta, Tortola. www.katsbvi.com
14 - 21 Calabash Festival, Montserrat. www.visitmontserrat.com
16 – 1 Aug Tobago Heritage Festival. http://tobagoheritagefestival.com
20 Public holiday in Colombia (Declaration of Independence Day)
24 31st Annual "Christmas Eve in July" Waterfront & Marina Celebration, Virgin Gorda. Bitter End Yacht Club, www.beyc.com
24 Public holiday in Venezuela (Simón Bolívar's Birthday)
26 Guy Eldridge Memorial Trophy Race. Royal British Virgin Islands Yacht Club, www.royalbviyc.org
26 – 5 Aug Antigua Carnival. http://antiguacarnival.com
27 – 3 Aug 30th Tour des Yoles Rondes, Martinique. http://yoles-rondes.net
28 Public holiday in Trinidad & Tobago (Eid al Fitr)
30 Carriacou Children's Education Fund Annual Welcome Potluck Barbecue. ccefinfo@gmail.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*

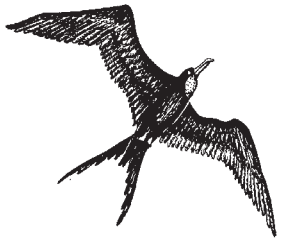
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SALTY'S BEAT BY NATHALIE WARD

The *Magnificent* Frigatebird

With its extraordinarily long wings and deeply forked tail, the man-o-war bird or magnificent frigatebird is unmistakable when seen in flight. The massive wingspan enables the frigatebird to soar effortlessly, and make graceful aerial manoeuvres, which so captivated Charles Darwin that he dubbed this species "the condor of the ocean".

The name "frigatebird" calls to mind the sails of ships and, indeed, frigatebirds sail gracefully in the air currents overhead. Their wingspan is some 7.5 feet and their deeply forked scissor-like tails afford them ultimate maneuverability. Their other common name, however, the "man-o'-war" bird, reflects the way in which they use their consummate flying and maneuvering skill.



FACT: The frigatebird has the largest wingspan in comparison to its body of any bird species in the world, so the frigatebird is naturally an adept pilot.

Because their body weight is very light in comparison to their wing surface, they can glide in the air at altitudes of up to 2,500 meters. Frigatebirds have been known to stay in the air for nearly a whole week and only land on the rocky cliffs to breed or to rest. While perfectly adapted for magnificent flight manoeuvres, the magnificent frigatebird does less well on land and sea. It has short legs and very small feet, causing its movements on land to be somewhat awkward; moreover, the plumage lacks a waterproof coating, hence the bird becomes waterlogged and unable to fly if it sits on the water for more than a minute or two.

FACT: Frigatebirds will rob other seabirds of their catch, using their speed and maneuverability to outrun and harass their victims until they regurgitate their stomach contents, which are caught in flight before they hit the water.

Since these birds do not swim and cannot walk well, and cannot take off from a flat surface, frigatebirds obtain most of their food by snatching it from the ocean surface or beach using their long, hooked bills. They catch fish, baby turtles, the marine iguana and similar items in this way. Although frigatebirds are renowned for their kleptoparasitic feeding behavior — stealing food from other animals — kleptoparasitism is not thought to play a significant part of the diet of any species, and is instead a supplement to food obtained by hunting.

FACT: Frigatebirds are the only seabird family that has obvious, significant differences in plumage between the sexes.

The male magnificent frigatebird has entirely black plumage, glossed green on the head and purple on the upper wings and back, and possesses a bare patch of skin on the lower neck, known as the gular sac. This sac can be inflated into a bright red balloon-like organ, which is used to attract females during courtship, while outside the breeding season, the patch fades to orange and becomes barely visible.

The female magnificent frigatebird is larger than the male, lacks a gular sac, and has less glossy, brownish-black plumage, with a white patch across the breast and upper belly, three white lines on the underwing and a diagonal off-white line running along the upper wing. Juveniles resemble the adult female, except for the head, which is entirely white.

Man O'War Bird

RIAFGTE DRBI

SAALMOSTIPIPKTER

LUAGR CAS

GINNWPAS

FAOWOPRETR

H _ _ H _ H _ _ _ _ _ Y ?

Unscramble each of the clue words.
Copy the letters in the numbered cells to other cells with the same number.

Answer on page 32

WHERE'S HOME?

by Nicola Cornwell

After a couple of years away with just occasional short visits, Mikey and I are now back on board *Pandora* and couldn't be happier.

Here are a few thoughts that have occurred during the six weeks that we've been back, about the tricky concept of "home" and the answer to the vexed question, "Where are you from?"



Baby driver at Saltwhistle Bay, Mayreau. 'We're back in the Caribbean and it's like greeting an old friend'

So, we arrived back in Grenada and it's like greeting an old friend. Sure, a few things have changed since I was last here about 18 months ago, but it's mostly just the same. The taxi driver who picked us up from the airport remembered us, as did various yachtie acquaintances, who welcomed us back at the regular Hog Island Sunday beach barbecue. The roads are still full of potholes, the music is always played loud, local guys walking around with huge machetes are no cause for concern and the locally made hot sauce is way hotter than any dodgy vindaloo you might have chanced at your favourite curry house.

The constant sunshine and warm soft breezes have turned our crusty pale New York skin into deep brown, our feet have got used to being constrained by nothing other than the occasional Jesus boot (a.k.a. flip flop), we have returned to saying "good morning/afternoon/night" to everyone we pass in the street regardless of whether we know them or not, and we have re-learned how to get back on Island Time — when things happen slowly and usually not in the way you thought they would, rendering planning a mostly pointless exercise in needless frustration.

And rum still tastes great.

What's nice about floating around on a boat meeting other like-minded souls is no-one asks what you do, they know what you do: you spend most of your time pootling between islands, fixing and/or cleaning something on your boat and drinking local beer and rum in various beach establishments, usually around the time the sun sets. How you got to this point involves the past and no one much cares about that. But as most sailors here are travellers like us, they do often ask where you're from. Where's home?

We hate that question. It's just so hard to answer.

One clue for the enquirer is the flag on the stern of your boat. By law, you have to fly the flag of the port the boat is registered in. For most people this is their "home" port. We fly the flag of the British Virgin Islands. This is because *Pandora* was registered there when we bought her new, in order not to have to pay VAT as we were taking her out of the UK. The BVI is not our home.

For most people it's where they were born. Mikey was born in Port of Spain, Trinidad and I was born in Aden, Yemen. Nope, that's not home.

For others it's what passport or other similar residential documentation they have. Mikey has a British passport and is a resident of St. Vincent & the Grenadines. I have a British passport, am months away from having an American one and also have resident status in St. Vincent & the Grenadines. But we have no houses in the UK and haven't lived there since 2008. Even Her Majesty's Inland Revenue Dept have us listed as non-residents. So no, that's not home.

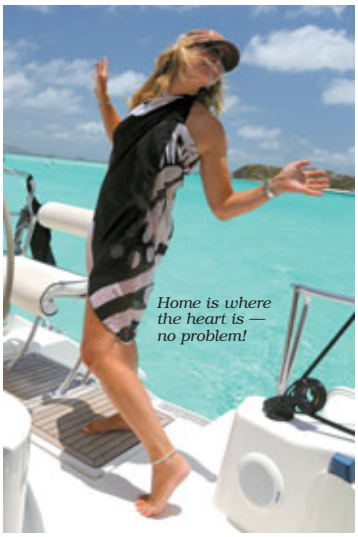
So, where do you have a house? Well we have an apartment in New York City but Mikey is not legally allowed to "live" in the US (he's only allowed to be a visitor) and, even though I am technically about to be an American, I still can't bring myself to say it's where I'm from.

What about families then, where did you grow up, maybe that's where you're from? Well, Mikey spent his early years in Venezuela before going to England, and I flitted between England and Germany before moving to Australia when I was 12 years old, where my family still live. But I haven't lived in Australia for 25 years and have no legal residency status there any more. So maybe Mikey is still sort of English and I'm... well, I still dunno.

Hmmm... see the problem now?

The fact is that we don't really care where home is and we don't mind that we don't really have a sense of where we're from. Home is an abstract concept for us. Quite simply, wherever we are is home and we're good with that. More often than not it's other people who are more bothered than we are when we have difficulty giving an answer to what is usually a straightforward question.

So, while we always sigh when asked "the question", knowing our answer is not going to be satisfactory and is never succinct, we have come up with a cunning plan to defray the first assumptions based on our stern flag. We're going to buy a load of different countries' flags, and then, depending on what kind of mood we are in, will insert the appropriate one in our flag holder and adopt the clichéd sailing stereotype associated with that country. So for instance, when we want to park right up someone's jacksie and go ashore before waiting until we've seen if the boat will swing around into anyone, we'll pop in the French flag. If we want to have a loud argument on deck, we'll grab the German one. If we want to get naked when we shower off the back off the boat, time for Sweden. If we want everyone to avoid us like the plague, it's up with the Stars and Stripes... you get the idea.



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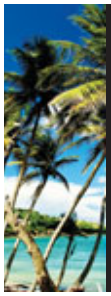
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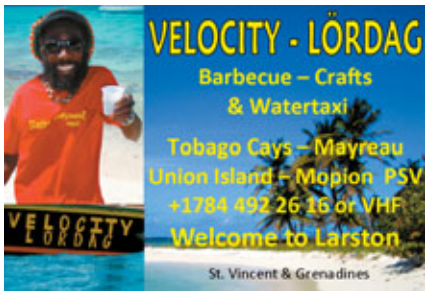
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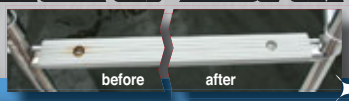
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—*Continued from page 21*

April 7th to 9th: Sail to Portsmouth; the boys stay at The Peanut Farm Bungalows and visit Syndicate Falls and Red Rock, and we hike a nearby trail to a hot spring.

April 9th: Day sail with *Canadian Yachting* journalists to Toucari Bay for a snorkel.

April 10th and 11th: Motor down coast to Roseau and have dinner at DaBoardwalk in Wall House with a girlfriend.



'Am I having fun yet? Of course!' Captain Mark's whole winter was a non-stop memorable experience

April 12th and 13th: Pick up a German couple and their three teenage boys in St. Pierre, Martinique; sail back the next day. Buy two bottles of my favorite Clement Limited Edition Vieux *rhum*!

April 13th to 18th: Visit Titou Gorge (so cool) and Trafalgar Falls (so beautiful) east of Roseau. Germans hike to Boiling Lake in record time and visit Red Rock Dunes while I move the boat to Portsmouth and replace a fan belt. We sail to Les Saintes for two nights, fast passages, smooth seas, where the Germans enjoy the beach, Au Bon Vivre and Coconuts Bar.

April 18th: Return to Portsmouth from Les Saintes; the Germans move to The Peanut Farm until April 22nd, enjoying a reggae festival in Mero. I stay aboard *Sanctuary*, take in the laundry.

April 20: Take *SAIL* magazine and newspaper journalists, and Cobra Tours, on *Sanctuary* to Toucari Bay for article on sailing in Dominica. Get crazy at the PAYS barbecue!

April 26: Day charter with Secret Bay Resort guests to Toucari Bay; sold two cases of my book, *Captain Mark's Way*, to Shipwreck Shops in St. Martin.

And so it goes here in Dominica. I guess the whole year and a half since moving here has been an Exceptional Memory!

Sanctuary is located in Portsmouth, one of only two sailboats based in the bay during the summer. Looking forward to my Grenadines cruise in September!

Rosie Burr and Sim Hoggarth, *Wandering Star*

The highlight these last winter months for us has been family visiting St. Maarten, a fun place to entertain, with great beaches and affordable eating out — plus, of course, a short, easy daysail to St Barths or Anguilla for a change of scene.



Deadman's Bay at Peter Island. Finally taking time to explore the Virgin Islands was a winter highlight for long-term cruisers Rosie and Sim

And the British and US Virgin Islands — what a fabulous cruising ground they offer! And one that we had never taken the time to explore before.

Now our plans for the summer are to head up to the United States via the Bahamas, to wear some clothes for a while before returning back to our Caribbean bikini lifestyle.



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Art & Design	Antigua	MP	Down Island Real Estate	Grenada	MP	Marigot Gourmet Pizza	St. Lucia	37	St. Kitts Marine Works Limited	St. Kitts	11
Art Fabrik	Grenada	MP	Doyle Offshore Sails	Tortola	4	Marina Pescaderia	Puerto Rico	MP	Sugar Reef Bequia Ltd	SVG	MP
B & C Fuel Dock	Grenada	26	Echo Marine	Trinidad	21	Marina Santa Marta	Colombia	14	Sunbay Marina	Puerto Rico	15
Barefoot Yacht Charters	SVG	19	Edward William Insurance	International	39	Marina Zar-Par	Dominican Rep	27	Technick	Grenada	MP
Bay Island Yachts	Trinidad	41	Electropics	Trinidad	MP	McIntyre Bros	Grenada	39	Topaz for sale	C/W	MP
Bequia Marina	SVG	26	Fajardo Canvas	Puerto Rico	MP	Mid Atlantic Yacht Services	Azores	MP	Tortugal	Guatemala	MP
Blue Lagoon Hotel & Marina	SVG	18	Fernando's Hideaway	SVG	MP	Mid Atlantic Yacht Services	Azores	MP	Trade Winds help wanted	C/W	21
Boat Paint & Stuff	St. Maarten	MP	Food Fair	Grenada	38	Multihull Company	C/W	45	Turbulence Sails	Grenada	20/MP
Budget Marine	Sint Maarten	2	Free Cruising Guides	C/W	33	Nauti Solutions	Grenada	MP	Velocity Water Services	SVG	MP
Camper & Nicholsons	Grenada	47	Golden Hind Chandlery	Tortola	MP	Neil Pryde Sails	Grenada	MP	Venezuelan Marine Supply	Venezuela	MP
Captain Gourmet	SVG	MP	Grenada Marine	Grenada	20	Off Shore Risk Management	Tortola	28	WIND	Martinique	MP
Caraibe Marine	Martinique	13	Grenada Tourism	Grenada	7	Ottley Hall Marina & Shipyard	SVG	MP	Xanadu Marine	Venezuela	27
Caraibe Marine	Martinique	MP	Grenadine Air Alliance	SVG	34	Perkins Engines	Tortola	9	Xtreme Fuel treatment	C/W	MP
Caribbean Marine Electrical	Trinidad	MP	Grenadines Sails	SVG	MP	Porthole Restaurant	SVG	MP	Yacht Steering Committee	Trinidad	23
Caribbean Propellers	Trinidad	MP	Hotwire Enterprises	USA	41	Power Boats	Trinidad	MP	YES	Martinique	MP
Clippers Ship	Martinique	MP	Iolaire Enterprises	UK	32/39	Renaissance Marina	Aruba	6	YSATT	Trinidad	MP
Cruising Life	SVG	33	Island Water World	Sint Maarten	48	Sea Hawk Paints	C/W	17			
Curaçao Marine	Curaçao	5	Johnson Hardware	St. Lucia	29	Second Life Sails	C/W	10			
Dometic	C/W	10	Le Phare Bleu	Grenada	12	Slipway Restaurant	Grenada	MP			
Dominica Yacht Services	Dominica	MP	LIAT	C/W	8	Spice Island Marine	Grenada	31			

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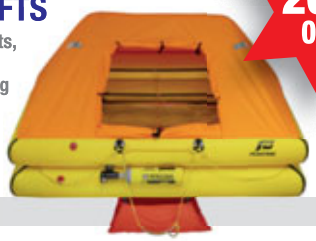
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