CARIBBEAN On-line
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JUNE 2015 NO. 237
The Caribbean's Monthly Look at Sea & Shore

Sailing Tradition Thrives in Antigua & St. Barth

See story on page 16



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

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

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Cover Photo: From Folkboats to Tall Ships, Antigua Classic Yacht Regatta has it all — in motion! It's no surprise that ace race photographer Tim Wright is among the many snapping the action



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.**

'*Compass* is the single best information network in the islands. I read each issue cover to cover, and feel as if I have my finger on the pulse of the region. There's always curiosity about what's happening just over the horizon. And there's always stimulation in the eloquence of voices from the fleet.'
— Ann Westergard, S/Y Galivant

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Info & Updates

Haiti Incidents: Serious but Scattered

Mandy Thody reports: News is filtering out to cruisers of two serious incidents on the Haitian coast in the last five months. As a frequent visitor to Haiti running a small charity project there, and as a long-term cruiser who was able to assist in investigating both in a small capacity, I'd like to try to reassure potential visitors.

The facts: In January a French family on their yacht were boarded in the middle of the night by a group of 13 armed "officials" reportedly including police and the mayor of the small town of Corail (on the northern coast of Haiti's southern peninsula), who behaved very threateningly. The boat was robbed of US$1,000 and some equipment and "allowed to proceed" to Pestel, the next town. This was not reported to authorities, but reconfirmed as true in April by an investigator who visited the town.

In April, a Dutch couple were seeking shelter from weather more than 90 miles away, across the Golfe de la Gonâve on a very remote part of the coastline near Anse Rouge, northwest of the city of Gonaives. They were boarded at dawn by a group of six armed men, who stripped and beat the (older) captain and his wife, causing serious injuries, and stole much equipment and goods. The attack was completely unprovoked and might easily have been fatal. The couple were taken ashore by a local official some hours later and hospitalized in Gonaives where an American aid worker (a friend of mine) was able to find them, put them in touch with their family and ambassador, and get them a phone, clothes, etcetera. Their boat was later taken by volunteers to Ile-à-Vache in the south of the country for safekeeping, and the couple flew out. (*A report by the victims to Noonsite can be found at www.noonsite.com/Countries/Haiti/haiti-violent-attack-on-cruising-couple.*)

Considerable information on Haiti as a new cruising ground is available online, notably from Frank Virgintino (http://freecruisingguides.com/blog/author/frank). There are also several local harbor guides appointed by the international Seven Seas Cruising Association (see www.noonsite.com) such as at Port Morgan on Ile-à-Vache and on Ile-à-Gonâve. These harbors are as safe as any in the Caribbean: local people are accustomed to yachts; small businesses serve food and sometimes have internet, entertainment, etcetera. You will not find aggressive boat-boys, though there will be many, many dugouts full of kids and some adults offering to work, to sell you fruit, assist you as guides, etcetera. Most are very polite; occasionally older children will be too lively and you need to ask them to leave. Many can speak English or Spanish to a degree, which is rare in other areas. Harbors near these designated cruising ports, such as the next five or six bays either side of Port Morgan on Ile-à-Vache, are less "busy" but still safe and welcoming.

NOTE: It is *not* advisable to visit other areas of the Haitian coast, especially in areas where yachts are not common. Resting after an arduous passage alongside a deserted stretch of coastline is very risky.

Yachts should visit ports of entry and make their presence known to cruiser representatives who keep tabs on yachting activity and can advise of any political situation posing a risk at any time, however rare. There is also an element of safety in numbers. In Port Morgan, for instance, for some years there have been four or five boats spending the whole year or being stored for the season.

One way to visit an area by boat is to arrange to deliver donated goods and work with a charitable project as volunteers — thus ensuring goodwill, and having local contacts who can help arrange for your needs (laundry, market visits, clearances, boat guard, etcetera). I am administrator of a non-profit on Ile-à-Vache — Good Samaritan of Haiti, a non-sectarian organization with schools, a microcredit, agriculture program, and more — and we welcome volunteers with expertise in a number of fields including informal English lessons, music, mechanical repairs, and so on, for short or long visits. Volunteers can arrange to deliver sails, marine gear and other cargo from previous ports on their travels by contacting us online at www.goodsamaritanofhaiti.com, or on Facebook.

THODY



Local craft and visiting yachts at Port Morgan, Haiti

The same is true for many church-led or other types of charities. Sister Flora's orphanage on Ile-à-Vache is a popular choice.

If you do choose to visit Haiti, remember there have been incidents similar to and worse than those described above on the coasts of many other Caribbean islands and mainland South America — in fact, much more commonly than in Haiti (which is a very large island with a huge population), hence the risks are in your favor so long as you are sensible.

—Continued on next page

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—*Continued from previous page*

You will be able to see much that is different, or no longer current in the rest of the West Indies — a life lived on foot and by mule, where fields are plowed by oxen, fishing is done from dug-out canoes or beautiful hand-adzed boats under sail, and almost nothing is imported except plastic buckets!

It is often difficult to arrive at a price in advance for any service or goods ordered — it's best to insist firmly on this and write it down for anything over about US$10. Currency is very confusing as the official Haitian *gourdes* (46 to $1 at the moment) are rarely used verbally; everyone talks in "Haitian dollars", an imaginary currency worth five gourdes, or roughly nine to the US dollar now. If you assume that "dollars" means US$ you may be overpaying by nine times. With that in mind, foodstuffs and manufactured goods and gasoline are not much cheaper than in other countries, especially if you eat "American" food. Labor and services performed are very cheap (US$5 to $15 a day), and local people will appreciate it if you can use their services be it for shopping, guiding, laundry, boat-scrubbing, etcetera. Street food is cheap and quite safe if just out of hot oil. Restaurant meals are often as expensive as on other islands (US$20 to$ 30 per person) and while well cooked, it's not haute cuisine.

Haitians are dignified and patient with foreigners who may have very different views, but be warned, many people are seeking a real connection and will try to establish a lasting relationship with you in any way possible! Do go to Haiti, and you'll enjoy it. Plus, as cruisers we are showing the value of tourism to the whole country if crime can be controlled.

Sail Training Vessel Danmark Visits St. Martin

On May 2nd, the Sail Training Vessel *Danmark* hosted more than 670 visitors during a public Open Day aboard the tall ship, which was making her first call ever to St. Martin. Later in the evening, a private reception aboard was hosted by the Caribbean Sail Training Foundation, Captain Kurt Andersen and crew of the *Danmark*.

The 252-foot three-masted square-rigger was launched in 1932 and is owned by



LEGENDRE

the Danish Maritime Authority. Trainees aboard the ship earn an Ordinary Seaman's license after 14 weeks aboard. The non-profit Caribbean Sail Training Foundation provides sponsorship for Caribbean youngsters taking sail training courses.

Caribbean Sail Training Foundation president Jan Roosens noted that St. Martin has seen an increase in the number of sailing training vessels visiting the island — more than 35 port calls to date.

Visit www.CaribbeanSailTraining.com for more information.

Grenada's First 'Learn to Swim Week'

Following two drowning deaths over the Easter holiday, it seemed both fitting and needed that Grenada's first "National Learn to Swim Week" was held April 7th through 11th.

Over 500 people were given free swim lessons at 11 different locations throughout the island and learned how to float, to be "water safe", and to improve their strokes. Organizer Deb Eastwood noted that the event could not have happened



without support from the community, in both financial aid and in the number of people that turned out to help teach. Over 100 volunteers gave swim lessons. Although the majority of volunteers came from Grenada, 15 came from as far away as the US and England.

On learning about the initiative, Grenada Marine boatyard volunteered its rural location and group leadership capabilities as part of its ongoing corporate social responsibility policy. Swimming instructor Richardo John (who learned to swim just four years ago) and the other instructors at Grenada Marine were so successful at teaching the participants, mainly children, that many of the older students finished the week by doing races and diving off the dock!

Group Leader Laura Fletcher said, "Personally I found the activity very rewarding and Richardo has told me he has learnt and grown himself, which is a wonderful win-win!" In fact, this event has also inspired him to continue developing his aquatic skills by enrolling in a Red Cross Lifeguard Class being held on the island. By way of a wonderful bonus, several members of the Grenada Marine staff have expressed the desire to learn to swim and Richardo has been booked to return this month.

—*Continued on next page*



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Dock Carts Décor!

In March, students at The Learning Center in Bequia completed a fun art project — they painted landscapes, seascapes and underwater scenes on the dock carts used by TradeWinds Cruise Club at the Bequia charteryacht base. Tradewinds also donated EC$300 to The Learning Center, an after school programme for the Primary School children of Bequia. They focus on language arts, reading and maths skills.



Visit www.thelearningcenterticbequia.com for more information on The Learning Center.

Visit www.trade-winds.com for more information on TradeWinds Cruise Club.

Happy Birthday, CCEF: 15, Going On a Quarter of a Million!

Melodye and John Pompa report: This year marks the 15th annual fundraiser by the Carriacou Children's Education Fund, and this year's event should push the total raised for the children to over EC$250,000: an outstanding job by all who have been involved over the years!

What started as a small get-together by a group of yachtsmen who had come to attend the Carriacou Regatta Festival has grown to be a major event on the island and draws people from around the world. Each year CCEF conducts fundraising for the kids. This effort culminates during Regatta week with a number of events designed to entertain the visiting yachtspeople and, of course, to raise money! Tyrrel Bay is the anchorage of choice for Regatta week, and last year as many as 70 yachts representing over 20 nationalities were present for this annual event.



The CCEF team cleaning the auction room at After Ours

Year One in 2000 was a resounding success, way beyond expectations: over EC$3,000 raised. Little did we realize what this little get-together would become. We have seen the amount raised each year grow to where the total now stands at more than EC$225,800 and this year we *will* crack the quarter-of-a-million mark.

All of this success is due to the hard work of a number of people, both yachtsmen and local residents of Carriacou, along with, of course, all those who participate in CCEF events. The main event, if you will, is the auction held during Regatta week. Goods and services donated are put up for bid in a rollicking, fun time at After Ours/Arawak Divers in Harvey Vale. Over the years a variety of items have been auctioned, from a dozen cookies that garnered EC$50, to haircuts, to dive packages and equipment, to dinner at one of the fine restaurants on the island, to name a few. Constant through the years has been a haulout donated by Carriacou Marine, formerly Tyrrel Bay Yacht Haulout, a crowd pleaser and an excellent way to get your boat hauled at a very reasonable price and help the children at the same time.

If you would like to contribute something for the auction but are not planning on stopping in Carriacou on your way south, listen to the Cruisers Net on VHF66 when you get to Grenada. Our yachting friends down there drop off donations at Budget Marine and *M/V Amelia*, the Grenada-to-Carriacou ferry, delivers them free of charge to Tyrrel Bay.

The contribution made by the yachting community to Carriacou is recognized by the local population, as well as the Ministry of Carriacou and Petite Martinique Affairs. Working closely with the Ministry, CCEF has provided money to purchase school uniforms and supplies for over 400 children on the island. Additional funds have paid for full scholarships at TA Marryshow Community College for 34 graduates, school lunches at Harvey Vale Primary School for 137 children and assistance with installing computer labs in three primary schools.

Please join us in Carriacou at the end of July and be part of this wonderful effort. Be there when CCEF breaks the quarter of a million mark, and remember: "It's for the kids!"

Visit www.carriacouchildrenseducationfund.org for more information.



RACHEL JASPERSEN / TEAM PHAEDO

Department of Corrections

In our April issue, this stunning photo of *Phaedo* was mistakenly credited to Christophe Jounay. The picture is by Ocean Images and should have been credited to Rachel Jaspersen / Team Phaedo.

Read about *Phaedo's* recent exploits in this month's Regatta News!

Welcome Aboard!

In this issue of *Compass* we welcome new advertisers the Anchorage Yacht Club of Union Island, on page 19; Clarkes Court Boatyard & Marina of Grenada, on page 29; and the Lazy Turtle Bar & Restaurant of Carriacou, in the Market Place section, pages 41 through 43. Good to have you with us!



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STORMVOGEL'S HOMECOMING

by Patrick Holian

On the morning of March 25th, 2015 local freighter *Doña Luisa* became visible as she rounded the far tip of Klein Bonaire. It was just another freight run for the workhorse ship, but on this sunny day something looked different. While her deck was jammed with the usual freight containers, placed on her port side was an impressive 45-foot wooden hull. *Stormvogel* was finally coming home.



This historic boat, built on Bonaire in 1951, is the last of the sail-powered cargo ships from the time before air travel arrived on the island. In 1951, Captain Martinus Ramon Felida had secured a lucrative contract to haul propane tanks between Curaçao and Bonaire. Martin's father, Jan Efteban Felida, financed the building of the boat and local shipwright Etche Craane crafted it under the shade of a tamarind tree. Once complete, her hull was painted black to resemble the dark-hued plumage of the bird for which she is named, the storm petrel. Much of the wood used was gathered locally in Bonaire's wild outback called the *mondi*. "We searched for hardwood in the hills," recalls Jan Felida (81), a relative of Martin who worked on *Stormvogel*. "We would choose special shaped branches that would fit the curved form of the hull. Some wood came from government land, but we harvested most of it from a private family plot."



Ismael Soliano (86) tells about its sailing prowess on his first return journey into the wind from Aruba to Bonaire. Soliano served as captain on and off, accumulating four years behind her helm. "When we left Aruba, we followed the Venezuelan coast for over a day. At the right time, we made one tack north. That route took us directly to Kralendijk. We completed the voyage in just two days. Fast boat!"

Stormvogel was modernized in the 1960s with a diesel engine and registered as a Curaçao ship. Felida later did an extensive overhaul of the boat in the early 1990s at Schottegat Bay. For decades, the cutter hauled goods, packages and freight. There were rumors of smuggling liquor and cigarettes from Klein Curaçao to Venezuela when economic times were tough. Lucio Soliano (79), a deckhand aboard *Stormvogel* during its sailing days, recalls hauling live goats. "We would load between 80 and 90 goats from Klein Bonaire and deliver them to Curaçao. We would put as many as we could below deck and tied the rest above deck. With a crew of five, it was pretty crowded."

These interviews with Bonaire's old sailors and boatbuilders are part of Fundashon Patrimonio Maritimo Boneiru's (Bonaire Maritime Heritage Foundation) mission to save and preserve the rich nautical history of the ABC Islands. The foundation's flagship project is restoring *Stormvogel* to its original condition when it was launched in 1951, but that almost did not happen.

Clockwise from above:
Stormvogel *was fast and seaworthy, and her lines say so*

Johnny Craane, Maritime Heritage Foundation board member and head of restoration

Ismael Soliano, now 86, was Stormvogel's captain for four years

Julia Martinus, student volunteer. 'The response from the local community is tremendous'

The Maritime Heritage Foundation's François van der Hoeven in Stormvogel's *hold*

Stormvogel's *first captain, Martinus Ramon Felida, hauled cargo in the 1950s*



Back in 2012 François van der Hoeven, now a foundation board member, discovered *Stormvogel* slowly sinking in a Curaçao backwater. Van der Hoeven understood the tremendous historical value of the boat and knew he had to do something fast. For three years, every week François pumped out water from the old cutter while he tried to generate interest on Bonaire to save her. Last November, several Bonaire residents formed the foundation, contacted legal representatives from Martin Felida's family, and secured ownership of *Stormvogel*. There was still the matter of getting her back home.

Van der Hoeven wasted no time. He found a free spot at the boatyard, Curaçao Marine, and had the boat hauled out. Then he gathered a group of ten enthusiastic volunteers. Over four months, they stripped down *Stormvogel* to her historical core. The first task was to remove 1,500 kilos of cement blocks that had been stored in the hold. Once Biofuel Curaçao pumped out 300 litres of gas oil and 12 litres of engine oil, the crew pulled out the two large fuel tanks. They finished by taking out foam insulation, rotten planks and a defunct steering mechanism. Then Van der Hoeven and three others cut free the ship's massive, rusting diesel engine, which was then taken out of the hold by a crane. All told, the group removed three and a half tons of unwanted material. *Stormvogel* was ready to return home, but not without some regret. As volunteer Nicky Pietersz wrote, "With mixed feelings I'm writing this e-mail. Our *Stormvogel* has left Curaçao this early evening at 1725 and will be arriving at her birth home in Bonaire around 2130. Hope you have as much fun restoring her as we had during the prep works for her transport."

After the *Doña Luisa* delivered *Stormvogel* to the city docks last March, the ship was towed to Navegante Boatyard where owner Lele Davidsson has offered free space for the project's first year. "Our next step is to carefully examine the condition of the boat," explains Johnny Craane, foundation board member and head of restoration. "Every rib and plank will be inspected. Then we will decide what is the best future for *Stormvogel*."



It is expected that it will take two years to rebuild the ship to its former sailing glory. To that end, the foundation is actively seeking funds to finance this second phase of Project Stormvogel. But individuals are also spearheading the restoration. A volunteer restoration crew has been organized and the response from the local community is tremendous. People from all walks of life, even old sailors from *Stormvogel* a half century ago, have joined the effort. Bonaire resident Lars Elsdrodt is creating line drawings with CAD/CAM computer programming providing a permanent record of *Stormvogel's* exact shape. Elsdrodt worked for three years on *Duyfken*, a replica of a wooden Dutch East Indies sailing ship in Australia. His line drawings will be the first visual record for *Stormvogel* since earlier Bonairean shipwrights built boats exclusively by memory and intuition rather than plans. Also joining the effort is Bruce Halabisky, a 20-year professional wooden boat shipwright and marine carpenter who will serve as consultant. These days Halabisky is offering advice from afar as the foundation shares photos and videos during the restoration. He will also do on-site visits at critical stages of the process to supervise the work and ensure quality control.

"We have also launched the Junior Shipwright program," adds Craane. "It is a ten-hour course where students will get hands-on experience working alongside Bonairean shipwrights while completing nine hours of restoration work. Plus, they will attend a one-hour talk on Bonaire's nautical heritage presented by our historian and board president, Boi Antoin. Students from Scholen Gemeenschap Bonaire (Bonaire Community Schools), STINAPA's Junior Rangers and the CIEE Research Station will work on the project. The Prins Bernhard Cultuurfonds for the Caribbean region helped fund this initiative. We are very excited to connect the island's young people with their maritime past."

Contact ProjectStormvogel@gmail.com to make a donation to Project Stormvogel.

Visit www.facebook.com/StormvogelBonaire to follow the progress.





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BUSINESS BRIEFS

Progress at Clarkes Court Boatyard, Grenada

Lynn Fletcher reports: The newly named Clarkes Court Boatyard & Marina in Grenada is progressing well. Construction on this 13-acre site is focused on the first phase of the project — the Boatyard that will eventually offer storage for up to 400 boats.

Delivery was recently taken of a 40-ton submersible slipway trailer and tractor.



Once commissioned and tested, Clarkes Court will be offering haulouts at greatly reduced rates owing to their limited services while under construction.

Clarkes Court Boatyard's 242-ton haulout lift is estimated to arrive mid-July and, once erected and commissioned, will be in operation during August 2015.

For more information see ad on page 29.

St. Kitts Marine Works: Quality Services from Professional to DIY

Norjah Witter reports: Located at New Guinea, St. Kitts just below Brimstone Hill is our spacious 25-acre Boatyard and Marina where all your boating and marine-service goals can be achieved.

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Meet The Multihull Company's Grenada Team

The Multihull Company is an international yacht brokerage "by sailors, for sailors". Its Grenada office is located in Port Louis Marina, on J Dock in a Caribbean-style bungalow shared in partnership with Grenada Marine.



Meet Chrystal (at left) and Chris (at right), The Multihull Company's Grenada team



Associate brokers in the Grenada office are Chris Rundlett and Chrystal Young. Chris and Chrystal are true sailors who live full-time on the island. They are here to help you sell your boat or find the boat of your dreams. Professional and friendly, they are your resource in Grenada for catamaran sales and service. In addition to their work with The Multihull Company, they own an American Sailing Association accredited sailing school (LTD Sailing – "Living the Dream!"). Chris and Chrystal discovered that many of their students are also in the market to buy a boat. Joining The Multihull Company team was a perfect match. Chris and Chrystal love to teach and inspire new sailors as well as guide them through the selection and purchase of a yacht.

Since it is below the hurricane belt for insurance purposes, Grenada becomes the temporary home to hundreds of yachts during that season. Many of those boatowners are looking to sell or upgrade their boat while they are there. The Multihull Company's brokers are on the island to get to know your boat, show your boat, attend the survey and finalize the details of the sale. Because Grenada and the Grenadines are such an amazing cruising ground, it is quickly becoming THE sailing destination in the Caribbean. Buyers want a boat that is already in paradise!

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- Modern boatyards, facilities, and services
- Easy to get to and from major cities
- Attracts serious buyers

Whether you are looking for your first boat, your next boat or interested in selling your current boat, stop by or contact Chris and Chrystal at the TMC office in Grenada. They will offer expert advice and analysis on trends in the industry, yacht evaluation and assistance with service after the sale — sailors helping sailors!

For more information on The Multihull Company see ad on page 43.

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—Continued from previous page

Fischer Panda Expertise at Grenada Marine



In order to continually improve customer satisfaction, Grenada Marine sent Stefan Fletcher, supervisor of the mechanical department, on another Fischer Panda Generator course in mid-April. The enhanced training included more practical training and trouble-shooting of Fischer Panda's generators. Pictured here, Stefan shares his recently acquired knowledge with colleagues on his return.

For more information on Grenada Marine see ad on page 9.

New at Blue Lagoon Marina, St. Vincent

Blue Lagoon Hotel & Marina in St. Vincent now offers more! In addition to The Gold Doubloon Grocery Store & Provisioning Service, the ever-growing list of facilities and services includes a fitness room and a newly completed swimming pool.

With a Customs and Immigration Office based at the full-service marina and three dining options to choose from, Blue Lagoon Hotel & Marina makes a great base for you and your boat while exploring St. Vincent & the Grenadines.

For more information see ad on page 11.

On Demand 12-Volt Power!

Sarah Curry of Hydrovane International Marine Inc. reports: The Hydromax 150 Fuel Cell Battery Charger showed up on our radar at the Southampton International Boat Show in the UK last September. Our first thoughts were, "What a cool maintenance-free concept," and, "We want this additional source of on-demand power on our boat!" We've not been alone in our admiration: the Hydromax 150 was recently awarded *SAIL Magazine's* 2015 Pittman Award for Innovation.



The Hydromax 150 is an excellent complement to other methods of green power generation on a cruising boat. It is a quiet and reliable way to produce 12V power, anytime and anywhere.

Fuel cells have been around for a long time, although only recently adapted for marine use. They are small electrochemical devices that directly convert the chemical energy of a continuous reaction into electrical energy — safely, quietly, and without excessive generation of heat.

The Hydromax 150 is unique because:

- It uses no flammable fuel (no methanol!)
- The mixing of two very safe components — a salt and an acid (malic acid, which is found in fruit and used as a food additive) — provides the chemical reaction
- The salt and acid are shipped and stored in dried powder form
- It can produce over 300 Amps in a 24-hour period (up to 13 Amps/hour)

Hydrovane Intentional Marine Inc. (manufacturer of the Hydrovane self-steering windvane) is now the sole North American distributor for the HYDROMAX 150.

For more information visit www.hydrovane.com/other-products/hydromax-150-fuel-cell

For more information on Hydrovane see ad in the Market Place section, pages 41 through 43.

Captain Mark's Book Launched in Bequia

On April 27th, Mark Denebeim launched his book, *Captain Mark's Way: True Caribbean Stories and Reflections of a Sailing Captain*, at the Bequia Bookshop.

In this slim paperback, Mark shares his zany charter skipper stories and recounts the adventures of his early Caribbean sailing days — some of which, such as having to take a delivery crewmember to the hospital while both under the influence of Sage Mountain mushrooms, are perhaps best not to emulate — as well as offering his later experiences as a sort of freewheeling, party-loving bachelor's-point-of-view cruising guide to his favorite spots in the Lesser Antilles.



YAMONACO

Author Mark Denebeim and Cheryl Johnson of the Bequia Bookshop, long a source of reading material for sailors

Mark told attendees at the launch, "The main point of the book is to offer what might be a new perspective. *Compass* readers can relate to the unique world that the Caribbean has to offer and should get a good chuckle out of it. Besides, what else do you have to do while you're sitting out there in the harbor but read my book?"

Captain Mark's Way *is available at the Bequia Bookshop or from CaptainMark@CaptainMarksWay.com*

—Continued on page 46

GRENADA MARINE
Full Service Boatyard - Storage, Refits & Maintenance

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THIS SUMMER!

• Grenada Marine continues its operations with quality services in storage, repairs and maintenance in accordance with international standards for yachts in the Wider Caribbean Region.

• This "one stop shop" boatyard is located on Grenada's southeast coast in the parish of St. David and has a 250-boat capacity.

• We also have an outpost office located on the J Dock of Camper & Nicholson's Port Louis Marina in St. George's.

• Grenada Marine boasts a custom-designed 70-ton marine travelift that has an inside width of 32 feet, making it possible to haul boats as wide as 31.5 feet.

• So, whether you are looking for summer storage, a topside re-spray or a simple bottom job, a complete repower or a complete refit, Grenada Marine is the ideal choice for you.

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Caribbean ECO-News

St. Martin's Endemic Animal Festival

The Les Fruits de Mer Association's Endemic Animal Festival — now in its second year — was bigger and better than ever, attracting more than 250 residents and tourists. The April event celebrated animals found only on St. Martin or only in our region and featured a guided nature walk, an Endemic Animal Discovery Station, and other family-friendly activities related to endemic wildlife.

"We were absolutely thrilled with the great turnout and how excited the attendees were," said Les Fruits de Mer President Jenn Yerkes. "More than any other event we organize, the Endemic Animal Festival showcases the unique natural heritage of St. Martin, and it's really a joy to share that with people."



Young minds are engaged by close observation of endemic insects at a 'discovery station'

A highlight was the launch of Club Gaïac with a Tree of Life Workshop at the event. The Gaïac, also known as Lignum Vitae, is an endangered native tree. More than a hundred sprouted seeds were given away during the Endemic Animal Festival as part of an ongoing project to restore this heritage tree to the island's landscape. Workshop participants were given a choice of seed origin and soil type and were encouraged to record their observations while they grow their seedlings. The information collected in this crowd-sourced experiment will be used to develop best practices for successfully growing these trees. Although the once-common tree was over-harvested for centuries it grows readily from seed and is well adapted to St. Martin, part of its native range.

This year's festival was held at the Discovery Farm and Garden at Seaside Nature Park. A variety of regionally endemic birds were seen in the dry coastal forest of the park during the guided nature walk, including the Caribbean elaenia, bananaquit, Antillean crested hummingbird, black-faced grassquit and Lesser Antillean bullfinch. A large Gaïac tree — perhaps one of the oldest on St. Martin — was another highlight of the walk.

"There are so many fascinating stories embedded in the natural spaces on the island," remarked nature walk guide Mark Yokoyama, Les Fruits de Mer co-founder and author of *The Incomplete Guide to the Wildlife of Saint Martin*. "Biological histories — how unique species developed on St. Martin or why we share more fauna with some nearby islands than others — but also human stories, like the overexploitation of Gaïac or the introduction of the mongoose. There are different aspects to heritage, but it is all intertwined."

The Endemic Animal Discovery Station featured a variety of endemic lizards, insects and spiders including four species found only on St. Martin: the spotted woodslave, bearded anole, Soualiga wall crab spider and leaf mimic katydid. Attendees were also challenged to spot some highly camouflaged local stick insects that were roaming free on a plant at the station.

The festival is produced and staffed by volunteers from the non-profit association Les Fruits de Mer, with funding from sponsors Hotel L'Esplanade, Delta Petroleum, Island Water World and Le Petit Hotel. The event is part of the Caribbean Endemic Bird Festival, a regional wildlife awareness program that includes events in over 20 countries in the Caribbean.

For more information visit www.lesfruitsdemer.com.

Haitian Marine Biologist Wins Environmental Activism Prize

As reported by David Adams at www.reuters.com: Haitian marine biologist Jean Wiener, who successfully fought to create a national park to protect a large swath of Haiti's north coast, has earned a Goldman Environmental Foundation prize. Wiener was instrumental in establishing Haiti's first Marine Protected Areas while working with local communities to promote sustainable fishing practices and preserve mangrove forests.

In awarding the US$175,000 prize, the Goldman Foundation highlighted Wiener's efforts in overcoming extreme poverty and political instability in Haiti, a country with few full-time environmentalists and almost no government programs to protect natural resources.

Wiener, 50, is honored for a campaign he led to create the Three Bays National Park, covering 30,000 square miles (75,000 sq km) stretching from the city of Cap Haitien to the border with the Dominican Republic. The park, created in 2014, protects the vulnerable ecosystem of over-fished waters in the bays of Limonade, Caracol and Fort Liberté. The area includes Haiti's second-largest mangrove area, as well as one of its longest barrier reefs and important seagrass beds. That trifecta of coastal eco-sytems "makes it probably Haiti's most productive coastal system in terms of marine life and fish nurseries," Wiener said.

The Fort Liberté bay had been targeted for port development by a US government-backed project which was scrapped last year over environmental concerns and lack of investor interest.

A schoolteacher in Port-au-Prince, Wiener studied biology at the University of Bridgeport, Connecticut. He is the founder of the Marine Biodiversity Protection Foundation (FoProBiM), Haiti's only nongovernmental environmental organization focusing on coastal and marine areas. Funded by the United Nations and the US Agency for International Development, FoProBiM works with community groups to preserve natural resources, including fishing waters, endangered coral and mangroves.

The prize, created in 1990 by Richard and Rhoda Goldman to encourage environmental protection, has been awarded to activists in more than 80 countries.

Sustainable Grenadines: Earth Day is Bird Day!

Marslyn Lewis reports: The SusGren Birders of Union Island celebrated the Caribbean Endemic Bird Festival on Earth Day, April 22nd. Our team of four, which included a recent graduate of the Birdsleuth program, gathered before 6:00AM, braving the rainy weather, all excited and raring to go, despite the cold and lack of sleep. Upon arriving at our first site we were greeted by the sweet whistling of a yellow-bellied elaenia, who struck several poses to welcome us. Several pairs of Carib grackles were also having their early morning lime, seeming to be discussing their plans for the day.



The sightings were magnificent, evoking thrills and sparking much enthusiasm among the team as we navigated our way through the shrubs. Overhead was an umbrella of Caribbean martins in swift flight, while beneath the sounds of willets, herons, whimbrels, tropical mockingbirds (see photo), grey king birds, black-faced grassquits and bananaquits created a symphony. The cooing of scaly-naped pigeons echoed from the trees as if they were all competing to give us an individual greeting.

The calls from deep within the mangrove made it irresistible for my teammate Orisha and myself: we charted a course to discover the interior of the mangrove. For the first time we beheld immature whimbrels. The interior, we realize, is a safe haven for the birds and a rich mix of species are hidden there.

As we emerged, the morning sky of Clifton Harbor was beautifully adorned with over 37 laughing gulls and indeed it was a moment to smile about as our trip came to an end.

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Pelagic Sargassum:



AN EMERGING ISSUE IN THE WIDER CARIBBEAN

Sargassum on the east coast of Barbados

by Emma Doyle and Jim Franks

During 2011, massive quantities of pelagic sargassum appeared throughout the Caribbean, impacting aquatic resources, fisheries, fishers, shorelines, waterways, tourism, and community life. A similar event occurred in 2014 and continues in 2015. Fishers and sailors are commenting on the large quantities of sargassum currently being encountered at sea. Here are some answers to frequently asked questions about the influx.

What is it?

Pelagic sargassum is a complex of two species of brown algae (*Sargassum natans* and *Sargassum fluitans*) that drifts freely at the surface of the ocean and never attaches to the ocean floor. These free-floating forms are only found in the Atlantic Ocean. Pelagic sargassum is a dynamic ecosystem, providing refuge for migratory species and essential habitat for some 120 species of fish and more than 120 species of invertebrates. It's an important nursery habitat that provides shelter and food for valuable species of fish such as tunas and billfishes and endangered species such as sea turtles.

Where is the recent influx of sargassum coming from?

Since pelagic sargassum drifts on ocean currents, scientists are working to determine where the sargassum comes from by backtracking from its stranding locations using ocean models and data on movements of satellite trackers that are deployed at sea. It is believed that the recent influxes are related to massive sargassum blooms occurring in particular areas of the Atlantic, not directly associated with the Sargasso Sea, where nutrient input and high water temperatures enable rapid growth. The sargassum consolidates into large mats and is transported by ocean currents towards and through the Caribbean.

Will the sargassum influx occur every year?

We don't know for sure if it will happen every year, but currently proposed efforts to develop prediction and alert systems would help answer this important question. Signs from the Eastern Caribbean so far this year are that we'll be seeing sargassum in the region periodically throughout 2015. Some scientists associate the cause of sargassum influx with higher than normal temperatures and low winds, both of which influence ocean currents, and they draw links to global climate change.

Will the influx happen all year round?

The sargassum does not necessarily affect the same location in the Caribbean all year. As it is transported on currents it progressively affects different locations across the region. At any one time of the year there are multiple locations that can be affected.

Is it a problem to leave it to rot on the beach?

Sargassum occurs naturally on beaches, albeit in smaller quantities. It plays a role in beach nourishment and is an important element of shoreline stability. Sand dune



J. FRANKS

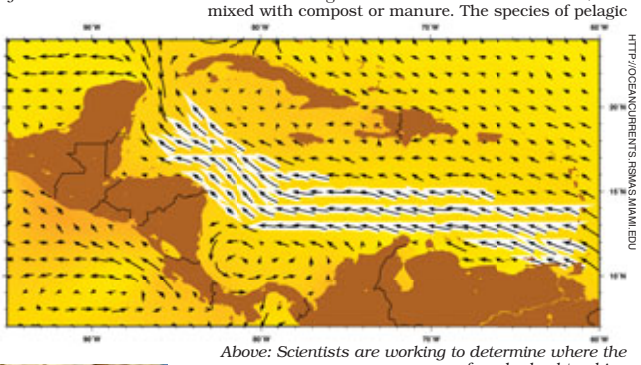
plants need nutrients from the sargassum, and sea birds, for example, depend on the sea life carried in the sargassum for food. During decomposition there will inevitably be a smell and insects around. The experience in locations that have left the sargassum on the beach is that it will eventually get washed away or buried in the next storm, with rain easing the smell. Leaving sargassum on the beach has proven to be the simplest approach, also avoiding potential negative impacts associated with beach cleaning. Where removal from some areas is considered essential by communities, this should be done in an environmentally responsible manner via the least intrusive practices possible, with checks made for wildlife prior to any cleaning and care not to damage coastal dunes.

What can we do about it?

Removal of sargassum from the sea is difficult in practical terms and environmentally damaging, as it threatens the living ecosystem in the floating sargassum. In parts of the Atlantic, pelagic sargassum is considered Essential Habitat and protected accordingly. Attempts at local management mostly focus on dealing with the large quantities of sargassum washed up on beaches. Coastal managers agree on the need to balance the importance of sargassum for natural processes and as life-giving nourishment for beaches and seabirds, with pressure to clean beaches. Experience in addressing the issue in the Gulf of Mexico highlights that it's essential to establish clear policies about where, when and how to clean beaches so as to avoid detrimental impacts such as worsened erosion from use of beach cleaning equipment.

Are there any uses for sargassum?

Dried sargassum can be redistributed in areas affected by beach erosion. But care is needed in how this is done so as to avoid damaging sand dunes and to avoid impacting sea turtle nesting and bird nesting habitat. Sargassum can be used as mulch or compost — after allowing the salt to wash out in the rain, and mixed with compost or manure. The species of pelagic



HTTP://OCEANCURRENTS.RSMAS.MIAMI.EDU

Above: Scientists are working to determine where the sargassum comes from by backtracking currents from its stranding locations

Left: Sargassum natans *and* Sargassum fluitans

sargassum involved in the influx are different from those grown as "sea moss" in the Caribbean and sometimes used in food and drinks. New uses for sargassum collected from beach strandings are being developed — for example, as a biofuel, as fertilizer and as a component in livestock feed or fish food.

What can cruisers do?

Sailing through sargassum frustrated the Volvo Ocean Racers on their leg from Brazil to Newport in May 2015, with reports of jammed rudders and involuntary broaches. Facing the sargassum influx requires patience and care, both at sea and on land.

Researchers who are working to track causes and transport pathways, as well as to develop prediction and alert systems, welcome reports of sargassum from sailors. Please use the reporting site www.usm.edu/gcrl/sargassum/sargassum.observation.form.php

Emma Doyle is with the Gulf and Caribbean Fisheries Institute and Jim Franks is with the University of Southern Mississippi's Gulf Coast Research Laboratory.

See related article on page 38.



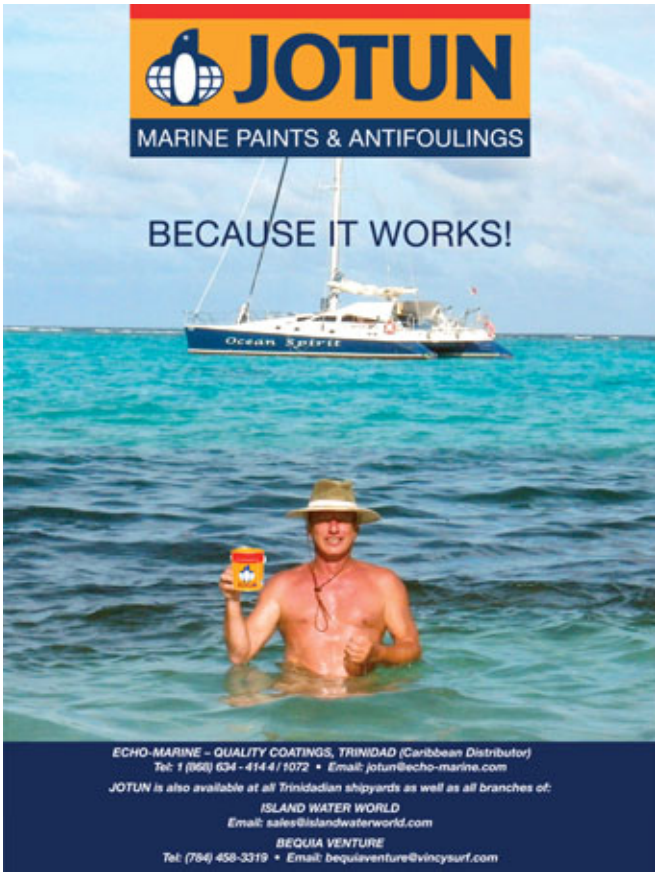
Nereid's Rally 2015
Trinidad & Tobago · Guyana · Suriname · French Guiana

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

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

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

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



REGATTA NEWS

Growth for Les Voiles de St. Barth

Les Voiles de St. Barth has been growing steadily since its inception in 2010 and hosted 70 boats in the sixth edition, held April 14th through 18th. The fleet represented ten overseas countries and nine Caribbean islands.

Boats competing in ten classes ranged from speedy multihulls such as Lloyd Thornburg's MOD70 trimaran *Phaedo 3* to technologically sophisticated new-builds such as George David's *Rambler 88* and Jim and Kristy Hinze-Clarke's *Comanche* (at 100 feet, one of the largest boats there) to the more traditional grand prix racers in the 50- to 70-foot range and smaller racing/cruising boats. There was a one-design class for Melges 24s, the smallest boats competing.

High winds for the first two days, followed by a sunny lay day and a grey penultimate race day settled to 15 to 20 knot winds for the final day's racing. While teams in six classes had clinched their overall victories on the next to last day (some did not have to sail the last race but chose to do so anyway), four classes went down to the wire.

JOUANY CHRISTOPHE



The event's largest, fastest boats sailed in Maxi 1 class, where *Rambler 88* won the four-race series. All eyes had been on *Rambler 88* and the larger *Comanche* during the first two race days, since no one had yet seen the two boats sail against each other. The powerful *Comanche* showed blazingly fast speed, taking line honors in every race. *Rambler 88*, prevailed however, with corrected-time performances that gave the team three first-place finishes in a row. By the last day, when *Rambler 88* took second to Hap Fauth's JV 72, *Bella Mente*, the focus had returned to who was doing the best on ratings. *Rambler 88* maintained its place at the top of the scoreboard, but *Bella Mente* was able to replace the RP 63 *Lucky* as runner up. *Bella Mente, Lucky* and *Comanche* had all shared the same point score after the last race, but *Bella Mente's* performance handed the tiebreaker to their team.

At the other end of the size range, the St. Martin Budget Marine GILL team topped the leaderboard in Melges 24s. Having won their class in 2013 followed by a second place in 2014, the team worked hard to get back into the winning spot for 2015. Sailing in tough conditions, which covered more than 140 miles over the four days of racing, the team ended up with two firsts and two seconds for a total of six points, beating the second-place boat by two points. Skippered by Andrea Scarabelli with regular crewmembers Christopher Marshall and Lomig Henry, the team this year also included Daniel Segalowicz and Bernard Sillem, who stood in for Derek Little and Rene Edwards who were unable to compete this year. This made the victory all the more impressive, as everyone had to learn new positions and quickly get the teamwork up to speed.

Lloyd Thornburg's *Phaedo 3* spent its regatta leaving the seven other Multihull class entries in its wake, winning all four races. "It was a great event," said Thornburg, who on the Wednesday established the multihull record for a newly introduced 43-mile course that will be repeated here each year. (*Comanche* and the Swan 90 *Odin* established the records for Maxi 1 and Maxi 2 classes, respectively.) Of the last race, Lloyd said, "Today the wind came back, which was nice, whereas yesterday was a little bit light for us. For our boat, this was the most challenging course, so it was a lot of fun."

Not so much fun was Gunboat G4 *Timbalero III's* dramatic capsize. No one was injured, and the brand-new foiling catamaran was righted within two hours.

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The Puerto Rican Melges 32 *Lazy Dog*, skippered by Sergio Sagramoso, took all firsts to win Spinnaker 1 class. On the last day Sergio said, "Racing was a lot of fun today, and the start was incredibly critical. There were four classes (on the line), around 40 boats, so it was probably the hairiest start I've ever done. The first start was a general recall; the second start, our main competitor (the J/125 *Hamachi*) was hit, so it was pretty dramatic. But we had a great time, and the conditions suited us. It was beautiful like usual. We'll be back next year; great racing and hands down the best organization we've ever seen."

Visit https://app.regattaguru.com/lesvoiles/100085/results for full results.
Visit www.lesvoilesdesaintbarth.com for more information.

Hot as Ever! Antigua Classics

Back in the 1960s, classic yachts, which were gathered in English Harbour, Antigua, had begun chartering and the captains and crews challenged each other to a race down to Guadeloupe and back to celebrate the end of the charter season. From this informal race, Antigua Race Week was formalized in 1967. As the years went on, the classic yachts were slowly outnumbered by modern racing yachts and 24 years later the Classic Class had diminished to a few boats; it was abandoned in 1987. However, that same year seven classic yachts turned out and were placed in Cruising Class 3 with the bareboats. The class was so unmatched that it was downright dangerous, so several classic skippers met and in 1988 the Antigua Classic Yacht Regatta began with seven boats. A star was born, and it is now internationally famous.



TIM WRIGHT / WWW.PHOTOACTION.COM

The 28th annual Antigua Classic Yacht Regatta, sponsored by Panerai, was held April 15th through 21st. The fleet of 46 beautiful classic yachts included 15 entries racing in the Vintage Class, for yachts in original condition, designed and launched before World War II. Other classes were Classics (for boats of traditional rig and appearance launched after WWII), Traditional (for Carriacou sloops), Classic GRP (for fiberglass boats descended from a wooden hull design), and Spirit of Tradition (for vessels recently built along "classic" lines but using modern techniques and materials; they may have modern underbodies and appendages). The Spirit of Tradition Class has a trophy structure of its own.

The entire four-race series was blessed with 15 to 20 knots of easterly wind.

Racing for the full fleet started on April 17th, but exponents of solo racing enjoyed a stand-alone event on the 16th, as the Single Handed Race attracted 20 entries. Winner of the Under 45 Foot Class was Don Ward's Luders 44, *Frolic*. The 45 Foot and Over Class was won by the 51-foot Aage Nielsen-designed ketch, *Saphaedra*.

The 16th also featured the Concours d'Elegance. In judging this event, points are awarded according to the condition of each yacht, including how close she is to her original form. The overall winner for the Lunenberg Shipyard Alliance Concours d'Elegance was the 1925 Nat Herreshoff 64.5-foot schooner, *Mary Rose*.

After four races, the 105-foot Bruce King-designed ketch, *Whitehawk*, was declared the winner of the Panerai Trophy for the second year in succession, having won every race and taken line honours in four starts in Classics Class A.

Robert Soros' 65-foot Nat Benjamin schooner, *Juno*, secured the class win in Classics Class B. Sea-Mester's magnificent 112-foot schooner, *Argo*, won Classics Class C.

The spectacular 140-foot Frers ketch *Rebecca* won the Spirit of Tradition Class.

The final race was one of the closest for many years in Vintage A Class. Four yachts were vying for victory for the last race. Griff Rhys Jones' 1946, 56-foot Olin Stephens yawl, *Argyll*, was the race winner by just over a minute, after time correction, from Robbie Fabre's 1944, 42-foot German Frers ketch, *Vagabundo II*. Trevor Fretter's 1938, 68-foot S&S yawl, *Black Watch*, was third just four seconds behind *Vagabundo II* and Mat Barker's 1929, 65-foot sloop, *The Blue Peter*, was fourth. *Black Watch* won the class with *Vagabundo II* holding on to second place by four seconds from *Argyll*.

Mary Rose, skippered by Gerald Rainier, scored a perfect four races to win Vintage Class B. Leo Goolden's 25-foot Folkboat, *Lorema*, was the winner of Vintage Class C.

Paul Deeth's 1965 Alden 50, *Petrana*, topped Classic GRP Class.

In a highly competitive fleet of six Carricou Sloops, Alexis Andrews' *Genesis* secured the win in Traditional Class by just two points from *Summer Cloud*. Philippe Fabre's *Exodus* was third in class but did not finish the last race after a collision with Eli Fuller's *Zemi*.

The 29th edition of Antigua Classic Yacht Regatta, sponsored by Panerai, will be April 13th through 19th, 2016.

Visit http://yachtscoring.com/media_print_1_top3.cfm for a full list of podium winners.
Visit www.antiguaclassics.com for more information.

Ile-à-Vache Holds a Race Day

Bruce Leeming reports: There are huge regattas here at Ile-à-Vache, Haiti at least once a year. Boats come from all over the area to race for a US$500 prize and other gifts. A race day is enjoyed by everyone. People line the beaches and cheer their families on. Visiting cruisers get involved and also a few want to sail on the Haitian boats. A Race Day shows the abilities Haitians have.

The non-profit group Friends of Ile-à-Vache Haiti sponsored a Fishermen's Race Day in April. The criteria were that the vessel had to be built on Ile-à-Vache and have sails that Friends of Ile-à-Vache Haiti had brought in over the last five years.

The winner received a set of sails we brought down this year. Second and third prize were newer sail material from which sails could be made. Also T-shirts, hats, and other clothing were given. Lastly we invited all the participants over to our vessel for some Prestige — a local beer everyone, including our crew, likes.

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All the used sails were donated by either UK Sails in Toronto, Canada or Ullman Sails from Deltaville, Virginia. Without the generosity of these sail companies this day would not have happened. Ullman Sails also donated thread, sewing needles, rigging rope and other sail parts so desperately needed here. UK Sails has supplied over 200 used sails to date, many of which are in excellent condition.

BRUCE LEEMING



Sailing for sails. Haitian sailors vying for prizes of Dacron, not silver

Fishermen in Haiti cannot afford modern Dacron sails and resort to using plastic tarps, bed sheets and other materials. A used yacht sail represents about a year's wages. As fish stocks become depleted around the island, fishermen go out ever farther. Some are never seen again. One of the biggest problems is weak sails being blown out, after which the engineless craft have no way to get home against the current. Dacron sails are more reliable and can be repaired at sea.

Haitians are excellent sailors and their seamanship has been passed down for generations. Their boats are simple but with their long booms they can sail upwind. Having very little keel, they can be beached easily. By reducing sail costs the fishermen are able to keep their vessels in better condition. Thanks to UK Sails and Ullman Sails for their support.

Visit www.friendsofileavachehaiti.com for more information.

Martinique Hosts World Surf Qualifier

Hawaiian surfer Joshua Moniz has won the first edition of the Martinique Surf Pro QS3000.

On April 25th, the final day of the Martinique Surf Pro, the two semi-finals and the grand final offered thrilling contests at Basse-Pointe. In the end, the 18-year-old Moniz won the only Caribbean leg in the World Surf League Qualification Series (QS) in 2015. Twenty-one-year-old South African Michael February took second place, and Peruvian Miguel Tudela and Australian Cooper Chapman, both 20 years old, took joint third place.

Exceptional waves, top class surfing, keen spectators and professional organization: the first Martinique Surf Pro lived up to and went beyond expectations. There were 106 competitors. For five days, some of the world's top surfers battled it out on the

FABRICE THOMAZEAU



waves at Basse-Pointe in one of the finest events seen in the World Surf League Qualification Series (QS) in the past few years. The WSL Europe Tour Manager, Rob Gunning, went away completely won over: "At Basse-Pointe the waves are long and powerful and therefore perfect for this competition. They enabled the surfers to show us their full potential. The judges handed out almost 100 excellent scores (between 8 and 10), which is huge for a QS event. This Martinique Surf Pro was clearly a truly successful event."

One of the main goals of the Martinique Surf Pro was to show off the quality of the surfing on the island. This aspect was also highly successful. Surfers registered for this event discovered Martinique and the right-handers at Basse-Pointe. They were all surprised by the quality of this spot and promised to return next year.

Visit www.martiniquesurfpro.com for more information.

Hat Trick for *Phaedo3*

In the days before Antigua Race Week 2015 Lloyd Thornburg and his team came to Antigua to participate in three record attempts and have sailed away with a "hat trick" of records.

On Friday April 24th, Thornburg's MOD70 trimaran, *Phaedo3*, finished the Guadeloupe-to-Antigua Race in 1 hour and 27 minutes, beating the previous record set by the 140-foot modern schooner, *Mari-Cha IV*, by 51 minutes.

—Continued on next page

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On Saturday April 25th, *Phaedo3* created a new Around Antigua record with a time of 3 hours, 26 minutes and 9 seconds. The previous record was set by the 115-foot monohull ketch *Sojana* in 2009 with a time of 4 hours, 37 minutes and 43 seconds.

On Sunday April 26th, *Phaedo3* went out for a record attempt on an 80-mile course



Yippee — three records down!

RACHEL JASPERSEN / TEAM PHAEDO

around Redonda. The previous record was set by *Sojana* in 2010. *Phaedo3* completed the course in 5 hours, 18 minutes and 58 seconds, beating *Sojana's* record by almost 2 hours.

Visit www.teamphaedo.com for more information.

48th Antigua Sailing Week Round-Up

In what were described as near-perfect tradewind conditions, Antigua Sailing Week 2015 ran from April 25th through May 1st with a series of eight races for a healthy fleet of 116 boats in 13 classes.

Jonty Layfield's CS40, *Sleeper/U-Go*, scored eight straight wins to win CSA 8, the Best Antiguan and Caribbean Boat in Start Boat B and the prestigious Lord Nelson Trophy. Also with eight wins, Ross Appleby's Oyster 48, *Scarlet Oyster*, crewed by the



PAUL WYETH

Right side up, Timbalero 3 *topped ASW's Multihill division*

Guernsey Yacht Club was the winner of CSA Racing 5. *Scarlet Oyster* was also the Best British Yacht and the Best Race Charter Yacht at Antigua Sailing Week, and won the inaugural Royal Southern Yacht Club Inter-Yacht Club Challenge. Bernie Evan-Wong's Antiguan RP37 *TAZ* was the winner in CSA Racing 4 and the Best Caribbean and Antiguan Boat in Start Boat A.

With just one result all week lower than a first-place, Eduardo Perez's Gunboat G4, *Timbalero 3*, locked up the victory in Antigua Sailing Week's Multihull Racing division.

The overall winner of the Bareboat Division and Bareboat 3 was Martin Sager's KH+P *Cayenne*, winning the Sunsail Trophy and a US$2,500 voucher from Sunsail for a future Antigua Sailing Week charter.

Visit www.yachtscoring.com for full results.

Visit www.sailingweek.com for more information.

Record Fleet for World Cruising Club's Spring Rallies



WORLD CRUISING CLUB

A bumper fleet of 51 boats from 20 nations set sail from Tortola with World Cruising Club's spring rallies — ARC Europe and ARC USA. Many yachts are sailing with ARC Europe and ARC USA as their final homeward-bound passages, returning after a winter of Caribbean cruising. Flexible route options proved popular with multiple fleets cruising in company.

—Continued on page 40



A Brace of Regattas
Antigua and St. Barth Keep Tradition from Vanishing

by Frank Pearce

Having friends from the UK visit us aboard *Samadhi* in Tyrell Bay, Carriacou makes us appreciative of the life we lead, so we had to introduce them to our boatbuilding friends in the village of Windward.

Two buses later, we arrive in Windward and walk along the coastal road. As ever, it's very quiet in the village, but as we walk along, what is that we hear? The ringing of caulking mallets? The whine of planers?

At Norman Roberts' beachfront land, we find two wooden vessels being built. One, a very pretty-looking sloop of about 40 feet, is already planked up. She was designed and is being built by Karl and Terry, the sons of Alwyn Enoe, assisted by Verol Compton and others. She is destined to be based in St. Barth. The other is much larger: a 70-foot cargo vessel being built by Fitzroy "Nero" McLaren is in frames. Farther back along the road Verol, a young man taking on a mammoth task with limited means, is also building a 45-foot wooden motor fishing vessel for his own use. She looks grand and well built.

ALEXIS ANDREWS



A sweet fleet of island-built vessels lines Gustavia's quay at the 2015 West Indies Regatta

ANNA LANDRY (2)



The Antigua Classic is a showcase for high-profile traditional sailboats from Europe, North America and the Caribbean



The Carriacou sloop Genesis, *with island-boatbuilding advocate Alexis Andrews at the helm*

All the talk is about Alexis Andrews' documentary film about Caribbean working boats, *Vanishing Sail*, which is to be premiered in St. Barth at the West Indies Regatta and which may (and in fact does) give much credit to the Enoe family of boat builders.

A Classic Warm-Up

We realize that we just have to go to St. Barth, and why not take in Antigua Classic Yacht Regatta as well? So, as soon as friends have departed, Anna Landry and I set off by way of Bequia, St. Pierre in Martinique and Deshaies in Guadeloupe, to arrive off English Harbour one late afternoon. For Anna, a Canadian artist living in Bequia, it is a new and challenging experience, beating to windward in sometimes 25 knots of wind, but she is up to it. For me, arriving in Antigua was nostalgic, as I lived there for about 20 years.

Approaching the English Harbour entrance, rows of wooden masts appear, topmasts, ratlines, a sight that would have been familiar in the 1950s when Commander Nicholson came to English Harbour with his *Mollyhawk* and other friends with older gaff schooners and the like arrived in Antigua. It's wonderful to see what a great job the National Parks Authority has done in restoring and maintaining Nelson's Dockyard. All the modern facilities are there, but with an Old World charm.

We anchor in Ordnance Bay and make contact with Maiwenn Beadle, who has asked us to crew for her on Andrew Robinson's Carriacou sloop, *Summer Cloud*, in the Antigua Classics, held April 15th through 20th. There are five other Carriacou-built boats competing with each other, and 46 entries overall.

Good winds, hard racing and great entertainment ashore and so much visual beauty, especially during the race called the "Cannon" — the course takes one out to sea and back twice, when massive schooners such as *Elena* and the "J"s go screaming past on a reach with 30 crew on the rail. But it's not all about size; the smallest competitor is *Lorema*, a clinker-built Folkboat at 25 feet on deck and sailed out from Europe by Leo Goolden, her young owner. She deserves the biggest cup for the smallest yacht!

We came second, two points behind *Genesis*, in the Carriacou Sloops' Traditional Racing Class. *(See more details on the Antigua Classic Yacht Regatta 2015 in Regatta News, pages 12 through 15.)*

The West Indies Regatta

After a few days recuperation anchored in Nonsuch Bay, we are joined by Antigua-based photographer Lucy Tulloch and set sail for St. Barth. Although *Samadhi* is not a working boat, she is at least a schooner and so we are allowed to moor on the quay in Gustavia, close to the action of the West Indies Regatta, held April 30th through May 3rd.

We are joined by Maiwenn, who has flown up and arranged to sail the sloop *Beauty*, which her owner, Jeff Stevens, has sailed 350 miles from Petit St. Vincent for the event.

Another long-distance traveller competing is Cyril "Uncle C" Compton's *Margeta O II*, an actively working (fishing) Carriacou sloop, who when donning her racing sails is a force to be reckoned with.

Along with the Carriacou-built boats is the Nevis-built schooner *Alexander Hamilton*, looking grand and intimidating with her new sails.

The wooden Carriacou boats are all berthed stern-to at the dock, where there is a large open area for events ashore. They are joined by some non-competing but outstanding wooden boats: the ketches *Gaucho* and *Woodwind*, and Tom Gallant's schooner, *Avenger*.

The event starts in the evening with the showing of Alexis Andrews' spectacular documentary film on Caribbean boatbuilding, *Vanishing Sail*. [*See review on page 35.*] The Enoe sons are all there, watching the film and seeing themselves working with caulking mallets and adze, using lines taken from a half model that they have created.

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Racing starts the following day. The 50-foot sloop *Tradition* is there in her glory as the starting boat; having guests on board and with her heavy rig (including a 36-foot main boom!) she is not competing today. When she does, she is fast. (A little note here. I wonder why even when a Carriacou sloop carries a bowsprit with jib and staysail she is still called a sloop and not a cutter?) Anna and I crew for Maiwenn on *Beauty* and she shows herself to be fast (*Beauty* that is!).

During the day, there is much artisanal work on display. Ray Linnington of *Alexander Hamilton* has brought up a cargo of fresh fruit and vegetables for sale, Annalea has her wonderful leatherwork, Anna Bolton is in the process of painting *Sweetheart* under sail, and of course there are Bruce Smith's (of *Woodwind*) wonderfully eccentric paintings. (A hot tip here: Bruce's work will be valuable in time to come; think Canute Calliste.) But Bruce is too busy to paint — swooping around the area on his roller skates and playing a steel pan suspended in front of himself at the same time.

And talking of "marching to one's own drum", the massive steel tug *Flying Buzzard* was our committee boat (as she had been at Antigua Classics). A former steam tug, built in the UK and re-engined by her owners, Julie (Jules) and Mike, at least 300 feet long — or so it seemed at the finishing line — she is part salvage boat, part charter and mostly home to her indefatigable owners.



ANNA LANDRY

The mighty Tradition *is trailed by* Sweetheart *and, in the background,* Exodus

On the quay, friends meet and there is talk of deadeyes, handy billies, gantlines, garboards and throat bolts — so much so that the atmosphere almost smells of tarred marlin. Bruce's mannequin is dressed up for the evening with Carib in hand and gown blowing in the wind; that's when she is not below with her leg stuck out of the porthole. What you up to, Bruce?

That evening we enjoy a barbecue and socializing at the home of Jenny and Loulou Magras, who have given so much time and effort over the years to make the West Indies Regatta such a special event and without whom it may never have happened in the first place. This is followed by a local band playing on the quay, French style — accordion, singers lively but not brash — and then the young band Sound Citizens from Antigua who played music to suit all tastes.

On the Sunday evening at the Anglican Church there is a wonderful melancholy recital by the singer/guitarist Damien Rice, which brings us down to earth a bit — time to reflect on our good fortune that Alexis Andrews has devoted so much of his time and energy to make all this happen. With the building of his sloop *Genesis*, he started a revival of the flagging boatbuilding in Carriacou, and although the pace has slackened, there are vessels being built. I can't wait to see the new sloop sailing, must get back to Carriacou again, soon.

On the last day of the West Indies Regatta 2015 there are two races, between which all boats raft up in the bay of Colombier for lunch and celebration — plenty music, plenty swimming. A slightly bleary race back to base and then prizegiving, where it seems everyone got something.

Friends then depart in various directions, many faced with the long beat back to Antigua, PSV or Carriacou. But it's worth it.

Visit westindiesregatta.com for more information on the West Indies Regatta. Also see Facebook.

WINNERS OF WEST INDIES REGATTA 2015

Carriacou Sloop Class
1) *Summer Cloud*, Andrew Robinson, Antigua
2) *Exodus*, Phillipe Fabre, Antigua
3) *Sweetheart*, Charles Morgan/Sam Duce, Antigua

Schooner Class
1) *Alexander Hamilton*, Ray Linnington, Nevis

Traditional Class
1) *Tradition*, Laurance Gumbs, Anguilla

Fishing Boat Class
1) *Margeta O II*, Cyril Compton, Carriacou

Cargo Boat Class
1) *Laser*, Grenada

Most Kids on Board
Genesis, Alexis Andrews, Antigua

Most Beautiful Boat
Beauty, Maewenn Beadle / Jeff Stevens, Petite Martinique

Spirit of the Regatta
Zemi, Eli Fuller, Antigua

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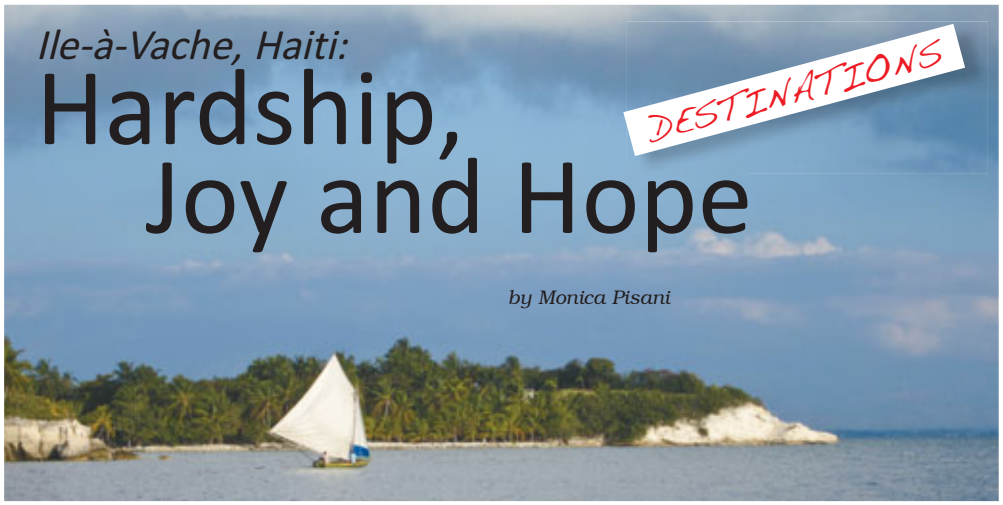
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Ile-à-Vache, Haiti:

Hardship, Joy and Hope

DESTINATIONS

by Monica Pisani

Haiti is the poorest country in the western hemisphere; it occupies the smaller western part of the island of Hispaniola, which it shares with the Dominican Republic. Since history defines whom we become, here is a little bit of Haitian history. In 1804, the slaves rebelled against the French colonizers, which led to the only successful slave rebellion in history. It eliminated slavery, it established a state, and it created an independent government. The new government ordered the massacre of the white minority, and soon a new two-caste (blacks and mulattoes) system was established, with the mulattoes seizing the wealth and political power. France promised to recognize the new state if a debt to French slaveholders was paid. It took over a hundred years to pay it off, at the cost of destabilizing and impoverishing the government. A series of corrupt and violent dictators exploited and repressed the population throughout the years, with Papa Doc and Baby Doc Duvalier being the most notorious in modern times (1957 – 1986).

As if such a violent and unequal history was not enough, in 2010 Haiti was hit by a magnitude 7.0 earthquake, killing close to 300,000 people, leveling the capital Port-au-Prince, and bringing more suffering to the already deprived population. To this day, the country has not recovered, and millions of dollars of aid money remain unaccounted for.

After sailing our 42-foot sloop, *Journey*, 250 nautical miles from Great Inagua through the Windward Passage (see "Smooth Sailing in the Windward Passage" in last month's *Compass*), Captain Jonathan and I finally saw Ile-à-Vache. We turned to port and headed north, and made our way to the northwestern tip of the island, to find what appeared to be paradise. White cliffs and coconut trees lined a mountainous silhouette. We had finally arrived in Haiti.

Our arrival at Ile-à-Vache, specifically Port Morgan, was intense. Many kids in dugout canoes followed us in, holding onto the boat even before we had dropped anchor. Once we had settled in, we turned our attention to the welcoming committee. Beautiful faces with full smiles, trying to communicate with a bit of English, hand signals, French… whatever worked. Once they realized we both spoke some French, they were quick to list the services they offered — laundry, washing the boat, getting water, diesel, food, take you around the island — "en fin", whatever we needed. During the nine days we were there, we tried to distribute the workload as much as possible.

The anchorage and the scenery were breathtaking. There is a hotel up on the hill called Port Morgan Hotel, owned by a French couple who arrived by sailboat 15 years ago. The main village is Kay Kok (also spelled Caille Coq or KaKock), where the anchorage is located. It is obviously an economically deprived area: it has no sewer, no electricity, no running water, and the kids have to pay to go school. As we walked along the only dirt road, people were quite friendly, we felt welcome and safe. It seemed like a normal afternoon in the life of a fishing village — kids were running around, men were fixing their fishing nets, and the women were cooking on makeshift outdoor stoves.

Early on, we met Jean-Jean, nice man, big smile, married with two beautiful kids. He is one of the many resourceful Haitians trying to make a living in a country that offers very little. Jean-Jean owns a house on the right side of the bay, where he offers meals to visitors. We ate at Jean-Jean's twice with other yachties, while kids and chickens ran about. Reservations and ordering the day before were required since there is no refrigeration, so the chicken, the fish and the lobster are fresh. It was delicious and the experience impossible to forget.



Left: White sails, white cliffs… we found what appeared to be paradise

Below: People were quite friendly, we felt welcome and safe. As days passed, we started to feel the weight of the Haitian daily life

There was a constant flow of boats, mostly with French and Canadian flags, some German, and very few Americans. Most of the boats that stop at Ile-à-Vache do not go through Customs/Immigration. The government seems to be accepting this, considering that the closest office is on the mainland, almost an hour away by motorboat. Locals told us not to take our boat, and to take a guide from the island if we were to go to Les Cayes. We did go to the mainland, and we were glad we followed their advice; it was not a sales pitch.

We went to Les Cayes, the second largest city in Haiti, because we wanted a more complete picture of the country. We arranged with Jean-Jean to be our guide, and he arranged for a boat to pick us up at eight o'clock the next morning. It was a small wooden boat; we were about 25 people, mostly locals wearing bright colors and a few tourists dressed in their khakis. With the boat packed over capacity, we only had six inches of freeboard, and a tarp to protect us from the waves, if needed.

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After almost an hour, we arrived at our destination. As we approached land, we realized there was no dock, and we would be landing on top of compressed garbage and dirt, making the ocean milky grey and filthy. We were transferred to a second boat, in which we stood and held on to each other as it was poled close to shore. Before we realized what was happening, locals and tourists alike were taken off the boat on the backs of young men, who carried everyone ashore through waist-deep water to make a buck. Words cannot come close to describing what we felt.



Les Cayes is dirty and chaotic; it has no running water or sewer; its streets are barely paved and there is hardly a sidewalk. The air was thick with dust; the town looked grey, and had a strong foreign smell. It was sensory overload.

After we were through Customs, we were finally free to visit the famous market. It was immense. You can buy just about anything there: medicine, clothing, shoes, toys, fruits, vegetables, cement, grains, bread, chicken, meat, and the list goes on. We bought a few things at the market, and started on our way back to where the boat was. We were all hungry, and since there were no obvious restaurants in sight, Jean-Jean took us to a home that served lunch. We sat at the dining-room table in someone's living room with a few local students, and we all had fried fish and rice. The food was fine, but it took some time to digest that day at Les Cayes.

In 1974 Sister Flora, a French Canadian nun, started an orphanage at Ile-à-Vache. We wanted to visit and volunteer some time doing whatever she needed done. The village where the orphanage is located was a two-hour walk from Kay Kok. We asked Caesar, one of the few high school students from Ile-à-Vache, to take us there. We met early in the morning, we walked roads lined with banana, coconut, and mango trees, we went up and down hills, passed by mangroves, and through fishing villages. We encountered donkeys carrying heavy loads, kids going to school in their colorful uniforms, men tilling the land, and women washing clothes near the well — such a different life!

On our way to the orphanage a second time, we went through the island's market, a market like no other we had seen before. The grains, fruits, and vegetables were displayed on the dirt, right next to animals, mud, and trash, with no concept of basic hygiene. Poverty beyond our comprehension.

We met Sister Flora on our second visit. A very small woman, she was dressed in a white habit with a simple silver cross around her neck, and she wore her hair up in a bun. Although she looked frail, when she spoke, you could feel her strength and the size of her heart. She spoke of her children with immense love and concern. She said the orphanage needed many things such as toys, lotions, and personal hygiene items, but that money was the best gift. Please check their website (www.caissede-bienfaisanceen.com/events/en/orphelinat_soeur_flora_haiti.sn?igl=e) for details on how to donate, if you are interested. We were there all day, and we did the work they asked us to do; it was a humbling experience and an emotionally intense day.

To return to Kay Kok, we caught a ride on Caesar's father's wooden sailboat, a type known for its super-large sails. He was at the market selling a variety of items, and was taking back what was left over. In the boat, space was a rare commodity; we were all sitting on top of, or stepping on, fruits, grains, and shoes. During the 45-minute boat ride a few waves found their way into the boat, although the four of us barely moved. We were quiet, deep in thought, distilling the feelings that flooded our hearts and disturbed our almost perfect lives.



Above: The anchorage and the scenery were breathtaking

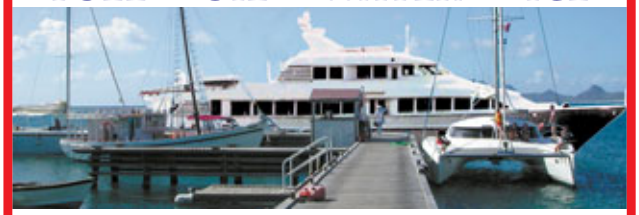
Left: In the absence of cars and trucks on the island, donkeys are a common sight

We treasured the opportunity to be in Haiti, to meet its beautiful gentle people who always wore their biggest smiles. We have learned so much from them, and we will never forget our visit.

My first impression of Kay Kok, as we first arrived at Ile-à-Vache, was "we found paradise". As days passed, we started to feel the weight of the Haitian daily life; we witnessed the constant struggle of its inhabitants, the lack of access to some of the most basic necessities such as water, food, education, health care, and transportation. However, no matter how difficult it was, somehow, they figured out how to endure the hardships, and somewhere they find joy and hope. Such resilient people. Such a difficult life. Such an unequal world.

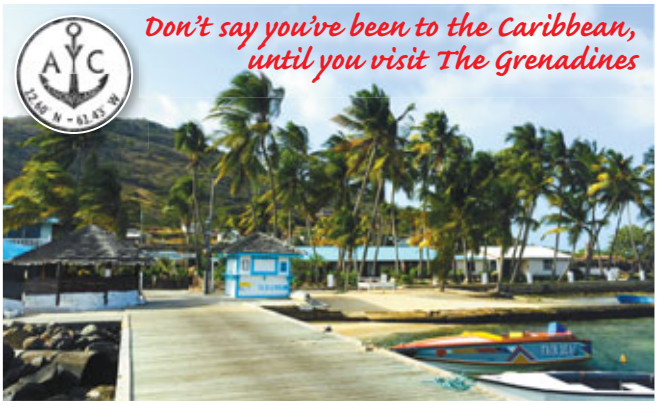
If a visit to Ile-à-Vache is in your plans, take notebooks, pens and pencils, crayons, old sails, clothes, toys, anything you can spare. They need everything.

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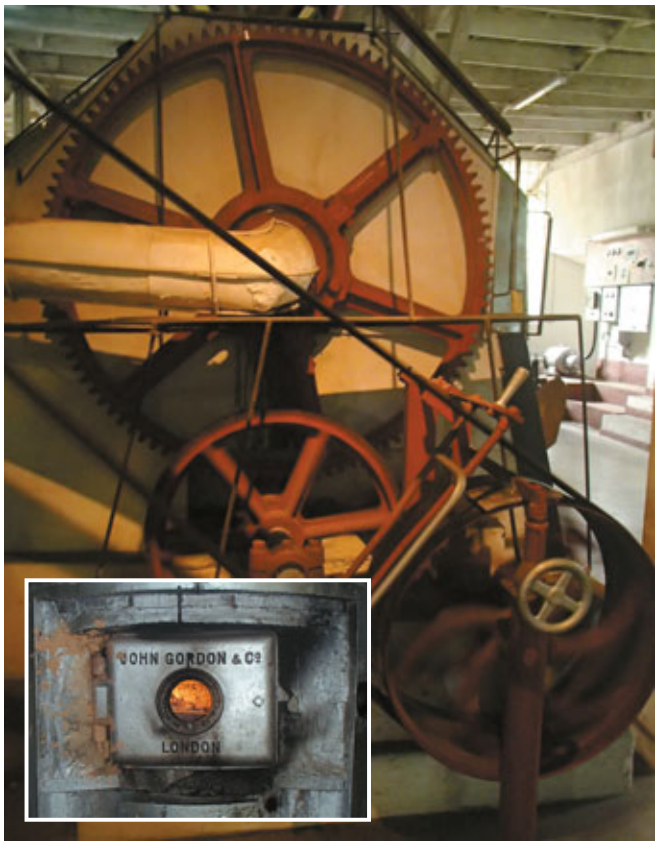
ALL ASHORE...



The Daily Grind, Caribbean Style: Some of the Best Coffee in the World!

by Bill and JoAnne Harris

You might have a nickname for coffee: Morning Mud, Jet Fuel, or Brain Juice. Well, we must confess, we are addicted to this caffeine infusion. Whether it is served hot or cold, we love it! Every morning, Bill makes coffee for the two us in a French press and delivers it to our stateroom. We always appreciate this time of the day, when we can lie in bed and relax and drink our coffee in peace, since we know that out there lurking is a huge list of boat projects that are waiting for us to tackle them. In our coffee-haven moment, we just chill out and talk about life. Yes, we do spend 24/7 together, but we still enjoy each other's company and still have lots to talk about over our morning brew.



We consider ourselves coffee connoisseurs, and we drink two or three cups per day. We have tried hundreds of different coffees from around the world. Some of our favorite coffees during our travels include those from the Caribbean — Guadeloupe, Cuba, Panama, Costa Rica, Honduras and Colombia.

La Victoria Coffee Farm, Colombia

Recently, we had a month-long Colombian adventure that included a tour of a beautiful coffee plantation, Finca La Victoria, with its amazing history.

It was an adventurous but bone-jarring ride from the dry seaside city of Santa Marta in the back of a four-wheel-drive vehicle; the road seemed to have more pot-holes than flat surfaces and snaked its way up into the Sierra Nevada's misty mountains. We arrived first in the village of Minca, and then farther up, just shy of the cloud forest, was crisp, cool air and the La Victoria Coffee Farm.

Built originally by a British company in 1892 and named after Queen Victoria, it still uses the original machinery to sort and process the very best coffee beans. It is amazing to see the river harnessed and the entire facility run by waterpower. Our guide escorted us through, and delivered an extremely informative explanation of the growing, harvesting, roasting, grinding and tasting of coffee. Absolutely fascinating! It reminded us of a rum distillery.

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We have visited many, and the similarities include the numerous vats, furnaces and of course the tremendous water sources that propel them.

The premium coffee we sampled and purchased at the end of the tour was exquisite! It is all exported, except for what is sold to the coffee farm tourists. The hill of beans of "seconds" and "thirds" that you see in the parking lot is what is sold to the Colombians for Colombian coffee.

La Victoria has an amazing history and is truly resilient. We have heard that coffee is not the easiest thing to produce. Weather, disease, earthquakes, volcanoes, war and other factors have made this profession full of trials and tribulations. After the founders left, La Victoria was restarted in 1950 by a German couple who ran it until 2002. Their son, Micky, and his wife Claudia then took over.



JoAnne with a coffee-lover's dream — big bins of beans, ready to be bagged or roasted

The farm has dealt with an extremely troubled past riddled with terror and death. The families located in the surrounding pueblos once witnessed unbelievable violence and kidnappings on a daily basis. The revolutionary guerillas (FARC) were in the jungle actively taking prisoners, killing hundreds and being involved in drug trafficking through this region. To protect their investment and their employees, the coffee farm owners negotiated with the guerillas and came to an agreement to end the violence against La Victoria and to have mercy on the working families. They explained that the farm was supporting hundreds of workers in the village and that the guerillas should spare them and allow their business to thrive in peace. While visiting this serene emerald green paradise, it was hard to realize the violence that had once taken place here.



At Finca La Victoria, a fresh ripe coffee berry in hand

Previous page: Coffee beans from raw to roasted, and vintage processing machinery

If you ever get the opportunity to tour this coffee plantation, you must do it. You will not be disappointed — it is a great hike and a wonderful education.

Our Coffee Roasting Opportunity

Now we are in Panama. In all of our years of cruising, we had never had the opportunity to participate in the coffee bean roasting process. The roasting process is what brings out the amazing flavor and aromas, as well as the beautiful spectrum of colors of the beans. By varying the heat, different coffee flavors, such as Vienna or French roast, can be achieved. Green coffee beans are heated to between 350 and 465 degrees Fahrenheit for 15 to 20 minutes. Higher temperature roasting will generate darker color and more intense aroma and flavor.

Well, recently while here in Bocas Del Toro, we were blessed to have the great opportunity to help our friends and fellow cruisers, Mike and Kay of *S/V Finisterre*, with their passion for roasting coffee. We met them for the first time in Grenada several years ago and were delighted to meet up with them once again.

Mike has perfected his hobby of coffee roasting and, after taking the reins a few years ago, has kept the delicious tradition of Bocas Marina & Yacht Club Coffee production going. He buys the green coffee beans from a farm in Boquete, Panama. Roasting is a delicate process and it takes special care to roast them to perfection. We helped make French, Vienna and Traditional Roasts. As each batch was roasted and somewhat cooled, JoAnne and Kay proceeded to bag and tag all of the batches pound by pound.

Our *Ultra* tradition is to always sample the local beer, coffee and rum of all of the places we visit. Next time you sit down with a cup of coffee, savor the moment and remember how much love and care was taken to produce some of the best coffees in the world. Grab a Caribbean cup of Joe; it is sure to perk you up!

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

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In Dominica, a Chocolate Tour With History

by Chris Doyle

After a recent hike in Dominica's Syndicate Forest, my companions and I stopped at the IGA supermarket near the Ross Medical School. I spied bars of chocolate wrapped in plastic with a decorative label: "Pointe Baptiste Estate, Dark Chocolate 80%". In small print at the bottom it said "Producer: Alan Napier, Calibishie." I bought two and, being hungry after hours of hiking, opened one and offered it around. It was wonderful.

If you stand on the eastern part of red rocks at Pointe Baptiste, Calibishie, on the north coast of the island, and look back toward the land, you will see a small darkish beach, a steep hill, and a house just peeking over the top of the vegetation. This house, built by Elma and Lennox Napier in 1934, is part of the 25-acre Pointe Baptiste Estate.

Elma is an iconic figure in Dominica, featured on a postage stamp for being the first woman ever elected to a legislative council in the entire British West Indies. In those days a road of sorts ran from Portsmouth through Calibishie to Marigot, and a road network surrounded Roseau and the south, but nothing linked the two. To travel from one to the other the best option was the government launch. One of Elma's political achievements was the building of a road linking the two halves of the island. Today you can drive from Portsmouth to Calibishie in about 20 minutes. In 1932 it was an hour-and-a-half ride on a rickety bus.

Elma was born in Scotland in 1892 into a family both aristocratic and rich. The eldest child of Sir William Cumming, she was born a rebel, did not like that women were treated as less important than men. She fell in love with a married man, breaking many taboos, before settling down with respectable international businessman, Maurice Gibbs. With him, she had two children, Daphne and Ronald. Her life was turned around when she met Lennox Napier, a businessman but also a bohemian with somewhat radical politics, interested in art and literature, a man who had travelled and fallen in love with Tahiti and its simple lifestyle. In a major and, in that era (1924), scandalous, step Elma divorced Maurice and married Lennox. With Lennox, Elma did not have to adapt: she could be herself. They fell in love with Dominica during a Caribbean sojourn for Lennox's health.

They bought land and started a new life here with their children, Patricia and Michael, and Elma's daughter by her earlier marriage, Daphne. (Ronald stayed in England, became a pilot and was killed in action in the Second World War). This story is beautifully told in her book *Black and White Sands*, available on Amazon. It includes details of the building of the house. To oversee the work they started by camping in a round thatched shelter, while they built a small cottage where they could live while the house was being built. The wooden frame and tongue-and-groove wood for the main house was prefabricated in Roseau and sailed to Point Baptiste on a local sloop, which anchored offshore. The first parts were rafted ashore by local boats, but after a pay dispute, the rest was dumped in the sea and allowed to drift ashore. Everything was carried up the hill by hand.

—Continued on next page





VAUGHAN RICHARDS

Clockwise from below:
A view of the historic seaside estate

Alan Napier, at center, explains his cacao-bean drying process to visitors

The finished product: chocolate bars infused with island flavors



CHRIS DOYLE (2)



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—*Continued from previous page*

Elma and Lennox were liberal and bohemian, unlike most of white Dominican society at this time. (In *Black and White Sands*, Elma writes about the arrival of the Methodist minister who was directed to the beach to find them: "Four Napiers, sunbathing in the nude, were eventually made aware of his presence by a series of discreet coughs.") They were rich, aristocratic, and well-travelled, with many friends, and their house, especially the grand 70-foot balcony with its view out to sea, became a magnet for visitors of all kinds, from humble locals to luminaries such as Somerset Maugham, Alec Waugh, Jean Rhys, Peter Fleming, and Noel Coward, along with the occasional royal. Elma and Lennox also fell in love with what is today another popular visitor site, Chaudiere Pool. They bought the surrounding land to help conserve it, and built a house there. (Some vestiges of the old house foundation may be seen, but the house itself was abandoned and rotted into the forest when a new owner bought the land.)



In 2008, Alan returned to Dominica and not being satisfied with the locally available chocolate, he started making his own. This is a very small-scale operation, producing only about 60 chocolate bars every three days, using very basic equipment

'Alan emerged from the bush, with blond beard and slightly unruly hair, barefooted, and bare chested… he welcomed us and we were taken on a spectacular tour through the gardens'

Daphne and Patricia stayed in Dominica, married and settled down. Patricia married Ted Honychurch and today their son Lennox is Dominica's best-known historian; he orchestrated the restoration of Fort Shirley at the Cabrits Marine Park.

Michael went off to study in England, and although he returned for holidays, he did not live again in Dominica. When Elma died in 1973, Point Baptiste Estate was left to him, and he turned it into a guesthouse.

Michael's son, Alan, first visited Pointe Baptiste when he was six months old with his father and mother, Josette. It was the first of many holiday visits when he would enjoy the red rocks, the black and white beaches, and the rivers and forest around his grandmother's home. On one visit, he stayed a whole year with his grandmother. After she died, he returned each year with his father and their holidays became more like working parties, trying to keep up with maintenance on the aging property. He formed a lasting bond with the area, one that would prove stronger than his ties to England, the country of his birth, or to any of the exotic places he had visited, including Turkey, Italy, India, Austria and Jordan.

In 2008, Alan returned to Dominica to live and to maintain and run the historic Pointe Baptiste Estate. The relaxed atmosphere suits him perfectly. Like Elma and Lennox, who bought Chaudiere Pool to help preserve the area, Alan believes in conservation and organic farming. Unlike his grandmother, who declared herself so poor at gardening that "even people I employ fail to make anything grow" and that "I found myself among those whose rabbits practise birth control, whose goat strangles itself", Alan is adept at making things grow and keeps wonderful gardens, both for decoration and food, including organic cocoa. Not satisfied with the locally available chocolate, he started making his own.

Even though you will see his bars for sale in a few supermarkets and cafés, this is, at the moment, a very small-scale operation, producing only about 60 bars every three days, mostly in his kitchen — and provided the machinery is working.

I visited Pointe Baptiste Estate with Bequia artist Pinky Vaughan-Richards, food writer Ann Vanderhoof (author of *Embarrassment of Mangoes* and *The Spice Necklace)* and Ann's partner, Steve Manley. We were taken there by Paul, driving the Providence taxi — a good choice because he visits often and loves the chocolate!

We emerged from the closed interior of Paul's bus into a lovely garden of a hundred shades of green, interspersed with splashes of bright color. Tall trees provide shade and homes for branches full of epiphytes. Alan emerged from the bush, with blond beard and slightly unruly hair, barefooted, and bare chested, wearing beige shorts held up with a long belt whose dangling end gave him a somewhat piratical look — if you can imagine a pirate with no more malice than a teddy bear.

Alan welcomed us and we were taken on a spectacular tour through the gardens, past brilliant orange and mauve bougainvillea merging into the blue sea, and into the great house where a neighbor had an exhibition of paintings and photos.

In the chocolate house, Alan showed us his very basic equipment: a gas ring for roasting the cocoa and a tiny grinding machine for turning it into paste — a household machine built for making dahl in India and strengthened commercially to take the greater strains of making chocolate. Using a household press, he squeezes out the cocoa butter, needed for enriching the chocolate, leaving a rich cocoa for making the drink. Outside we visited the tiny cocoa drying station, and the boxes used for fermenting the beans. Alan grows some of his own cocoa and when he needs more, he buys it from neighboring farms. Having bought and enjoyed Alan's 80-percent chocolate, I was astonished to find he produces all kinds of flavors, some suggested to him by customers: mint, ginger, candied ginger, spice, hot pepper, tangerine, coffee, lemongrass, crunch bar (with roasted chocolate flakes), and even a milk chocolate bar. We sampled these with great delight.



We bought a stack of chocolate bars and left happy.

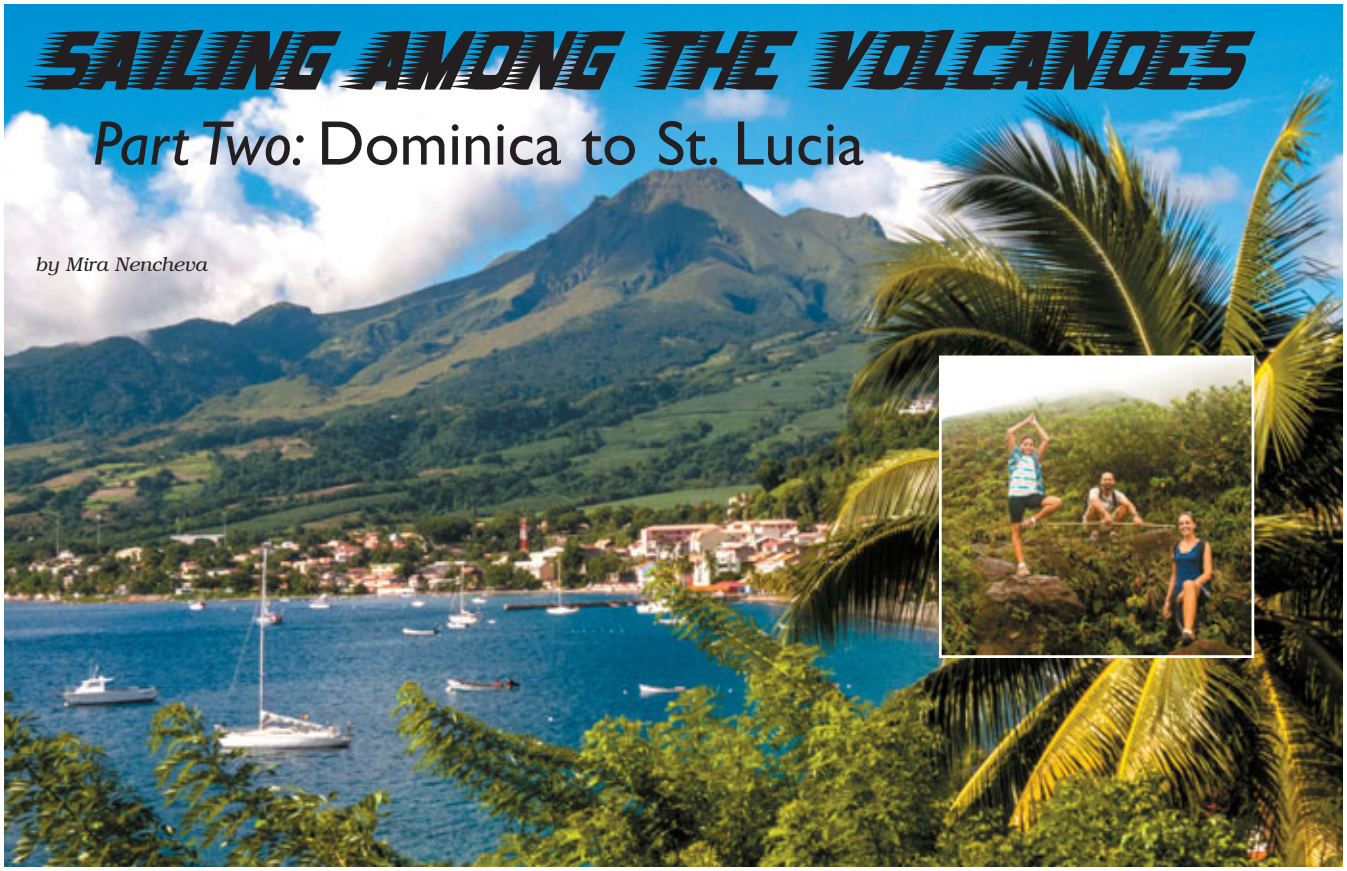
This was my most exciting chocolate tour since the Grenada Chocolate factory. Alan welcomes visitors. Call to make sure the time is convenient ([767] 225-5378). He also offers a lovely cottage for rent (the same one that Elma and Lennox built and stayed in with their kids while the main house was under construction). Alan has kept the whole estate much as it was in the time of his grandparents, although modern conveniences such as electricity have been added. For chocolate lovers there is good news: Alan is working on a new building for his chocolate production. He will be buying a larger chocolate grinder and increasing production, which will mean more delicious chocolate for all of us.



SAILING AMONG THE VOLCANOES

Part Two: Dominica to St. Lucia

by Mira Nencheva



The once-deadly Mont Pelée looms over the anchorage at St. Pierre, Martinique.

Inset: Maya, Ivo and Mira approach the misty heights

IMAGINE standing on the edge of a dark crater, sulfuric gases hissing from underground like the poisonous breath of a monster. You are looking down at the inside of a volcano.

Many of the Caribbean islands are, in fact, volcanoes sticking up out of the sea. Movement of the Earth's tectonic plates formed the Lesser Antilles Volcanic Arc, from the Virgin Islands in the north to Trinidad & Tobago in the south.

If you are a cruiser and a volcano lover at the same time, sailing in the Eastern Caribbean might be the most exciting time of your life.

Some of the most dramatic-looking anchorages we — me, my husband Ivo, and our 11-year-old Maya, aboard our 38-foot Leopard catamaran, *Fata Morgana* — have visited in the past year have been deep sheltered bays with dark rocky shores, calm in the shadows of slumbering giants. Last month, we described our trips to Saba's Mount Scenery, Montserrat's Soufriere Hills Volcano and Guadeloupe's Grande Soufrière. Now let's continue south along the volcano chain.

Dominica's Boiling Lake

The next volcano on our journey was a crater lake in Dominica where you could make a soup for giants: it looks like a pot and it's full of boiling water!

Boiling Lake is the second largest hot spring in the world. Some Dominicans say it is actually the largest, as the one that currently holds the record, Frying Pan Lake in New Zealand, is merely steaming, not really boiling.

We took the bus from the anchorage in Portsmouth to the capital, Roseau, and from there the bus to another village, Loda, near the trailhead. We entered the rainforest alone, as guides are not mandatory. The three-hour, eight-mile journey (one way) began.

In the beginning the trail was easy, gently leading us up on wooden steps in beautiful rainforest. We reached a small river after about an hour and from there the hike got more difficult, with some physically challenging moments but nothing to be afraid of. The trail all the way to Boiling Lake is one of the most straightforward we have hiked so far, with lots and lots of convenient steps of wood or stone, a succession of sections going up and down, instead of a constant uphill hike, and just two or three rock-scrambles. We even met a woman in her late 70s with her granddaughter and a guide.

The temperature got cooler as we got higher, and Maya put on her rain poncho against drizzle and cold. But as soon as we reached the Valley of Desolation the heat returned. From underground.

The Valley of Desolation... If I were a troll I would live here among the bubbling, boiling, smelly sulfur-water spouts emitting vapors. I would hide in cracks near the little hissing geysers. The small stream that runs through and beneath the ground would be my enchanted river.

The Valley of Desolation is a volcanic area with hot, steamy and moist air that smells sharply of sulfur. It is also one of the most mysterious and beautiful places I have ever seen, smelled and gone through, with hot-water streams — some milky-white, others grey like lead, others inexplicably black, creating stunning abstract patterns of colors and shapes. The entire landscape in the valley is barren and desolate, hellish, devoid of life. Not many plants grow here owing to the poisonous gases constantly escaping the earth's crust.

After spending some time in the Valley of Desolation, we continued for a few more minutes, across a hot, milky-colored river with a small waterfall and a hot-water pond, to reach the Boiling Lake, steaming in the distance.

—Continued on next page





In Dominica, you can encounter volcanic gases as scary steam in the Valley of Desolation or as merry bubbles on Champagne Reef

—*Continued from previous page*

Almost continuously enveloped in clouds of vapor, its grayish water forever bubbling, its temperature along the edges is 180 to 200 degrees Fahrenheit (about 90 degrees Celsius), and its boiling center is too hot to measure.

Dominica's Boiling Lake, about 200 to 250 feet in diameter and located at the bottom of a large sinkhole-like basin, is in fact a flooded fumarole: a crack in the Earth's crust that emits steam, gases and heat escaping from the molten lava below. High steep rock walls create the lake's basin. Its cliff-top ledge is about 100 feet directly above its shore. You wouldn't want to slip here and fall in the pot!

The landscape around the lake is similarly as barren and melancholic as the Valley of Desolation: perpetual mist, dead plants and low grasses, and wet rocks covered with orange moss.

We ate our sandwiches on top of the cliff, the lake boiling below us, before we started heading back, feeling enchanted.

The long but not too difficult trail across the Valley of Desolation and leading us to the Boiling Lake became our favorite journey while visiting Dominica.

Swimming in Volcanic Gases

And our very favorite snorkeling spot became Champagne Reef, a popular diving and snorkeling destination unique in the entire Caribbean region — another volcanic phenomenon.

We sailed from the Portsmouth anchorage and dropped anchor in Roseau harbor, which is so deep we were just a few feet from the houses, almost on shore. We were the only boat at anchor in the bay; everyone else was on mooring balls, paying per night. Ivo and Maya jumped in the water to make sure the anchor was holding well and we were ready to explore.

The city has a big farmers' market and lots of old buildings, shops and restaurants. We had lunch at a local fast-food joint — spicy fried chicken and beef patties — and we were ready for some champagne for dessert.

With Mel and Caryn of *S/V Passages* and Tina and Mark of *S/V Rainbow*, we piled into a local bus and for a couple of EC dollars we got to a small dive shop near the beach. The hot spot everyone is talking about.

Submarine volcanic activity near the shore creates beautiful hissing hot bubbles among the corals and the rocks of the reefs in deliciously clear water. Small fishes of all colors, seahorses, spotted sea snakes, and schools of squid swim among the bubbles. It must be Disney World for them! The water here is warm thanks to the geothermal gases escaping the earth's crust. We enjoyed it as much as the fishes do, maybe even more. The bubbles tickled us and bumped into our goggles. We could also hear them underwater. The reef sounds and looks exactly like champagne and we were as happy and excited as drunks.



Sailing past St. Lucia's Pitons, the twin volcanic plugs that marked the end of our volcano voyeurs' voyage

At some point Ivo asked the rest of us to get out and wait for him on the beach. Why was he kicking us out of the champagne? Because, he explained, he had to take off his swim shorts to use them as gloves to protect his hands from a giant spiny lobster. I was tempted to go back in the water and surprise Ivo with the GoPro… The lobster escaped and Ivo later recalled how scary it was to swim in the reef without pants, his precious lures hanging around up for grabs…

Martinique's Bald Mountain

After Dominica we sailed to Martinique. At the northern tip of the island, on the west side, is a wide peaceful bay populated by small fishing boats. As we slowly approached it, the old buildings of a sleepy town began to take shape at the foot of a massive bald mountain. The mountain is Mont Pelée: the deadliest volcano in modern history, whose titanic eruption in 1902 killed nearly 30,000 people in this town, St. Pierre.

Martinique was settled in 1635 by the French and St. Pierre, a vibrant colonial town, quickly became its most important city. By the end of the 19th century St. Pierre had a population of over 20,000. But things were about to change, and not just because of the upcoming elections.

In February of 1902 Mont Pelée exhaled sulfurous gases, killing birds, and in April tremors shook the slopes and a cloud of ash showered the town and its residents. But instead of ordering an evacuation, officials declared that "there is nothing in the activity of Mt. Pelée that warrants a departure from St. Pierre," and ordered the voters to stay put until after election day. On May 5th the rim of the crater lake, whose water was beginning to boil, broke and volcanic mudflow rushed down the slopes at 100 kilometres per hour, killing 23 people, burying everything in its path all the way to the sea where it generated a tsunami and flooded the lowlands.

People from the villages nearest to the volcano sought refuge in St. Pierre, four miles directly under the crater, thinking it was safer there, based on the government's reassurances published in local newspapers. The population of St. Pierre grew to nearly 28,000. Some tried to leave the town and head south to the second largest city, Fort-de-France, but Governor Mouttet brought army troops to patrol the roads with orders not to let anyone leave the town until after the elections on May 11th.

At 7:50AM on May 8th, three days before the elections, the volcano erupted with a deafening roar, an atomic-like blast, and a black cloud of gas, ash and rock heated to 1,000 degrees Celsius replaced the sky and fell over St. Pierre. Homes were swallowed, people incinerated within minutes. Most of the 18 ships in the bay were also destroyed, their remains still lying on the bottom of the sea; only a few escaped in time.

Today, only the ruins of the old theatre, the church and the jail with its isolation cell remain. All other houses and public establishments destroyed by the volcanic explosion and the fires that lasted a few days have been rebuilt. St. Pierre is no longer the busy extravagant town it once was, but a small quiet fishermen's village with a few restaurants, a church, and a French pastry shop.

We took a bus from St. Pierre after waiting for more than one hour at the bus stop, and got to the village nearest to the mountain. From there we walked for over an hour on a road up to the trailhead, which starts from a car park at 2,700 feet. We began the two-hour climb to the summit at 4,583 feet.

The trail was excellent, with steps and narrow paths at places, and a few rock scrambles over old magma deposits, domes, and andesite flows. There are no trees, only low shrubs and grasses and a few frail palms near the summit. The air was misty and the mountain was enveloped in a thick cloud. It drizzled. There were snails all over the place. Small hummingbirds made tiny helicopter sounds with their wings.

The dome at the summit inside the crater was covered in vegetation and there was no sign of volcanic activity. The giant was slumbering again.

We rested for a bit, and started heading back down. It's a long way. We got to the car park by the early afternoon, but it took us over an hour to walk down from the car park to the village where we expected to get a bus. Exhausted and hungry, we couldn't wait to get in the bus and sit down. But it turned out there was no bus to St. Pierre in the afternoon, only in the morning. Great…

We started walking down the road, hitchhiking. After a very long time, a very small car pulled over. The driver was a young French woman with two kids in the back. There were two spots left for the three of us, but we managed to squeeze in. We were so grateful. Some people with small cars have big hearts.

We finally returned to our boat around sunset, time to eat French baguette sandwiches, drink beer and relax, watching the clouds drifting down from the bald mountain and over the sea.

We could also have happily ended our volcano exploration right there in the quiet anchorage in Martinique, but a few days later we sailed to St. Lucia, another beautiful island with some dramatic hills and mountain peaks.

From Rodney Bay we took the bus to the capital, Castries, a 20-minute ride, and then took a much longer and hip-hoppier bus ride to the town of Soufriere, farther south. Once the capital of the island-state, Soufriere is today a very quiet town with a small, deep anchorage. We heard that this anchorage was unsafe, as some boats got boarded at night and robbed there. Yet this is a place with a stunning view, attracting a lot of tourists. Just south of the town are the two pitons — Petit Piton and Gros Piton — two spectacular volcanic plugs. A volcanic plug is created when magma hardens within a vent of an active volcano. With time, erosion removes the surrounding rock while the erosion-resistant plug remains, resulting in an upright landform. Petit (little) Piton and Gros (big) Piton stand like perfect cones, covered in lush tropical vegetation.

There are even more volcano destinations in the Caribbean islands, in Grenada and on the island of St. Vincent, but as we walked around farmlands at the foot of the Pitons, trying some strange yellow fruits, like plums only sweeter, with banana and cocoa trees on one side and the tall volcanic land formations on the other, we felt satisfied. The restless explorers in us finally had their fill of volcanoes; we were ready for some lazy time at the beach.

Mira Nencheva, her husband, Ivo, and their daughter Maya are sailing around the world, living full-time aboard their 38-foot Leopard catamaran, Fata Morgana, *since July 2013. Their journey is documented in a travel-adventure blog www.thelifenomadik.com and in their Facebook page Facebook/TheLifeNomadik, where Mira is publishing stories and pictures.*

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A Dinghy with Two 'Round Carriacou

by Robin Evans



Above: Two adult 'boat kids', Angelus and Robin, and their intrepid sailing dinghy, pulled ashore for a break at Sandy Island

Each headland on the windward side of the island was a challenge. The currents swirled the waves into peaks and troughs as we edged our way ahead in our ten-foot, locally built sailing dinghy. Sometimes I was a tiny bit afraid. Afraid that we would be thrown by a freak wave onto the rocks on the lee shore, or swamped by another as the top of a two-metre-high wave broke. We had an onshore wind that gusted furiously. I had to be alert on the rail just as Angelus had to focus on steering, aiming to catch each wave at the right angle to avoid shipping the top of it into the boat.

What was I doing throwing down the gauntlet to my companion in suggesting a circumnavigation of Carriacou? I'd only just met him, and my only knowledge of his sailing experience was a lifetime living on boats, like us, and seeing him handle the dinghy while sailing around the Tyrell Bay anchorage with me.

My brother Pete had sailed his little dinghy around the island and I kind of had this in the back of my mind as something that I would like to do too, but I didn't want to do it alone. Watching Angelus handle the dinghy got me thinking that he would be perfect for the challenge.

I was a cruising boat kid and spent nearly ten years living in the Caribbean between Grenada and St. Lucia in the 1970s. Since then I have spent 35 years on land, interspersed with as many sailing experiences as possible. Now I live on the west coast of Canada and have my own 27-foot sloop. At the moment I'm visiting Carriacou for a couple of months — and have the use of a sailing dinghy.

Angelus was up for it, so off we set from Tyrell Bay the following morning on an easy downwind leg towards Jack Iron Point. For safety we had both independently considered a few essential items. I had stored a couple of emergency numbers of local contacts into my phone and Angelus had brought a small waterproof case with flares, a VHF, a knife, and some other bits and pieces for emergencies. I had brought a decent bailer, some spare lines in case a halyard or main sheet needed replacing, which were stowed under the seat with lunch, sunscreen, my iPad, phone, lots of drinking water, and sandals in case of contact with land or coral head. We both had hats and shirts, too. We had overly long oars aboard that got in the way a bit but, boy,



CHRIS DOYLE GUIDES

were we glad that we had them, because there were a number of occasions where Angelus rowed and hugged the shore to beat the current. At lunchtime we stopped at Sandy Island for a break. Oh beautiful Sandy Island, small with white sand and some welcome shade.

We had to leave during the heat of the early afternoon though, if we wanted to achieve our goal of getting around the island — some 20 miles without taking into account all the tacking.

Although we were in the protected lee of the island, the current fought our determination all the way to Gun Point. We had to concentrate because the gusts came flying across the bays from the valleys along the way. We rounded the northernmost point at about 5:00PM and tacked close in to the wreck of a small cargo ship that appeared to have just headed into shore and risen high upon the reef. Petite Martinique and PSV lay eastwards beyond the reefs, and all along the sea to the east of us was a line of breaking waves of the outer reef.

By 5:30PM, we were off the village of Windward and decided that we didn't really want to sail through the unknown, reef-strewn waters all the way down the windward coast in the dark, no way! So we headed in to beach the dinghy for the night. I called Pete to see if he knew anyone in Windward, because we hadn't brought any money for a bus and it was a 12-mile walk back to Tyrell Bay.

"Walk off the dock and see Norman in the first bar on the right. I'm sure he'll look after your boat for the night." Naturally we had gone to the wrong dock, so we strolled through the village asking locals along the way, "D'ya know Norman?" "Up de road," came the reply with a flick of the head. Windward is a beautifully kept, colourful village with a history of boatbuilding and brightly painted homes.

Eventually we got "up de road by de church". And in a bar on the right we found the man we were seeking. Norman was lovely, so very warm, and smiled a welcome with his hand outstretched. It didn't matter that he didn't remember Pete. He showed us where to pull the dinghy up on his beach and when we asked if we could possibly borrow a few bucks to get back to Tyrell Bay, he pulled EC$40 out of his wallet and asked, "Is this enough?" As we rode along on the bus in the dark I was so happy to hear Angelus say that he really would like to return with me to complete the journey the next day.

The second part of our journey began with extra company. Angelus's mum, Angelika, and my partner, Gerhard, accompanied us up to Windward to visit the village and the boatyard. I loved the bumpy bus ride as much as any other part of the day, talking to others and listening to local banter, while enjoying the scenery.

We found the boatyard easily, just up from Norman's place, and I sat quietly in the shade of the rustling palm trees, watching local craftsmen building a boat, piece by piece. They chatted back and forth to themselves as they worked, and I listened as I watched and took it all in. But beyond the yard is the sea and I just longed to be out there again.

Eventually Angelus and I headed out into Watering Bay for our homeward run along the windy east coast. Outside the bay it was much rougher than we thought it would be. We anticipated that we would be somewhat protected by the outlying reef. Again we fought against the current and tide, which slowed us down to the rate of a tortoise as we crept past each headland.

It is during these moments that I was a little bit afraid and I squeaked anxiously, "Are we going to make it without being thrown by a freak wave onto a lee shore with no hope of recovery? Are we going to get swamped by one of the breaking wave tops? Will we bottom out onto a rock that we hadn't seen below the surface?" Angelus steered us onwards regardless and we inched past the danger points of the headlands.

We saw three local dinghies with powerful outboards pass us during the day. Two were pounding into the huge seas and yet veered close to see if we were okay. Nice gestures and thumbs up when they realized that we actually intended to be where we were.

As we passed on the outside of one reef system we met with the full force of Atlantic rollers and waves, the tops of some breaking at the last minute so that we had to keep a constant watch on which waves were likely to affect us. Ahead we could see breaking waves on reefs, and with a following sea and wind and the current pushing against us we needed to check just where we were aiming for. I dug the iPad out to switch on the Navionics, which was still showing our track via satellite even on standby. Damn, I couldn't get it to work inside the plastic bag so took it out. We had just started to look at where we were, when WHOOSH — we were swamped by a huge breaking wave over the stern that resulted in a dinghyful of sea and my iPad in the survivor case floating and sloshing around in the bottom.

Our priority then was to bail the dinghy out as quickly as possible and hope that another didn't get us. We couldn't have coped with two like that. We bailed out and carried on, both talking about what had happened, knowing that we had been in jeopardy there for about ten minutes as we got rid of all the sea and put it back where it belonged. (My iPad seems to be functioning after I rinsed parts of it with fresh water and dried it in rice.)



Right: The Frigate Island tidal race

We had a few lesser incidents with waves but that had been the big one. We decided to stay outside of White and Saline Islands and approached Frigate Island. Once again I started squeaking about the speed at which the current was sweeping us sideways and we tacked well away from the shore. Then we glanced to leeward and saw an area of sea that was alive with peaking waves that converged, spray flying from the crests — and the current was sweeping us towards this weird tidal rip. We had to get past it, just had to, or we believed that being dragged into that could have resulted in us having a dinghy full of water and swimming for the shore of an uninhibited island — if we could. We didn't even have time to get the oars out, but Angelus grabbed the bailer to paddle and I used my hands. We paddled furiously for a couple of minutes and just managed to kiss the outer edge of the maelstrom as we scraped past it. Phew!

The final challenge was passing Southwest Point without hitting either of the two rocks that the current took us towards, and to avoid being carried out to sea by the offshore current there. Then the wind died. The current didn't. We had to down the sail and row hard to make any ground along a good section of the coast. But we had made it. We could see Tyrell Bay and inched closer in the fading light. For a final hour we sailed in the dark into the bay of anchor lights of moored yachts. We couldn't see the wind coming towards us in the darkness so had to be ready to react, a final challenge to keep us alert as we tacked up through the yachts in the moonless night breeze.

We had made it. Through the current, around all the points, through many reefs, on all points of sail on the way around. What an epic sailing adventure with such challenges along the way! What memories to treasure, of a shared circumnavigation of Carriacou with another boat kid like me.

In the Name of Sustainable Youth Sailing

Youth2Adult — Y2A — is a new series of articles for Compass *readers. Featuring the "Caribbean youth or adult next door", we celebrate junior sailing and its role as a life skill that might lead to employment within the marine industry as an adult.*

Historically, national sailing federations in the Eastern Caribbean were formed to facilitate modern keelboat racing and its consequential economic development. Sailing development often has a seat on the bus but is not a driver. But there is a new phenomenon afoot. Two island nations — St.Kitts & Nevis, which formed a sailing federation last year, and St. Vincent & the Grenadines, which is in the process of creating one this year — cite sustainable youth sailing as their driving force.

Like many other Caribbean nations, St. Kitts & Nevis had youth sailing instruction programs that came and went over the years. In 2011, then commodore of Nevis Yacht Club, Mark Theron, decided he would make it otherwise. With the knowledge that international support is out there, but only countries with a national sailing federation qualify to receive it, Theron reached out for information from both ISAF (International Sailing Federation) and IODA (International Optimist Dinghy Association; Optimists are the one-design dinghy used worldwide for introduction to both recreational and competitive sailing. Target age: five to 16 years). The first few years, Mark waded through the paperwork alone. Eventually, others jumped on board.

"ISAF was helpful in providing templates and samples of how emerging island nations had answered some of the questions. My advice to others seeking to start a sailing federation is 'don't give up'. It took a lot of time behind the computer. Go ahead and get a start irrespective of the perceived hurdles that lay ahead. If you plan to do it, address your challenges as they arise and keep moving on," Mark says.

This attitude worked. In 2014, officers were elected and the St. Kitts & Nevis Sailing Association (SKNSA) was formed. They still await formal recognition by their National Olympic Committee (NOC). SKNSA has to establish a track record of consistent instruction and competition. Theron is confident they'll eventually receive the nod from their NOC to apply for funding.

A goal for this summer? Yes. SKNSA anticipates receiving a shipment of six Optimists to Nevis and nine to St. Kitts. This will pave the way for a larger number of children participating in summer sailing camps as well as level the playing field for inter-island racing events.

In the next Y2A, we'll check in with St. Vincent & the Grenadines to see how they are progressing and formalizing their national federation.
Until next. We get what we celebrate.

Y2A Featured Youth
Kephra Grandison, 14 years of age
Member: Nevis Yacht Club
Favorite boat: Hobie Cat

—Continued on next page





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Kephra lives in Zetlands Estate, Nevis with "my mom, grandparents and great-grandma who is 92 this year. Bolt, my dog, lives with us too." In Grade 5 at the Montessori School, his favorite activities are football and sailing.

"My grandma told me about her father, my great-grandfather, who sailed lighters, traditional boats crafted in Anguilla. He sailed by the stars at night from Anguilla to Nevis, bringing livestock and other goods." When Kephra was little his mother took him sailing in Sunfish at Oualie Beach. In 2012, after a family friend e-mailed a St. Kitts Sailing School brochure (a private junior sailing program no longer operating), she signed him up for a summer activity not realizing that this would become a passion for her son.

"The most appealing aspects of sailing to me are being out at sea with the waves and enjoying harnessing the power of the wind to move me. (Participating in) the sailing club, I feel I have more confidence and have learned an important skill."

Summer camp includes informally racing Lasers, Optimists, Sunfish and Hobie Cats. Recently, Kephra skippered a Hobie Cat with adult crew in a local regatta and won. He was awarded the "Conch D' Or" (Golden Conch trophy).

Kephra says, "I would like to see more children participate in my sailing club. I try to contribute to its success by getting there on time, paying my dues and telling my friends about the club. I encourage my mom to join in. I volunteer my time at the club to help other kids get confident with different aspects. I help Nick, my teacher, set up at the beginning and pack up at the end of practice. I want to invent things that make the boat easier to sail. I love inventing things. I want to get a sailing scholarship at Yale (I saw they offered 'full scholarships' on the internet) so that I can become an engineer."

Y2A Featured Adult

Prince Alfred Mills, business owner, St. Kitts

Prince Alfred "Ali" Mills stands ashore on St. Kitts to have his picture taken for this series. In the bay behind him several of his yachts stand at attention representing part of his many life successes.

According to Philip Walwyn, SKNSA Vice President and SKYC Commodore, "When we started St. Kitts Boatbuilding Company in 1979, David Stanger found (as it turned out) an exceptional group of young men to build the boats. These men were not boatbuilders but became expert in wood epoxy construction. First off we built the 40-foot *Caona*, then the 45-foot *Skyjack* and the 66-foot *Eagle*. Then in 1983, I took a year off from my small hotel to build the 75-foot catamaran *Spirit of St. Christopher*. At the beginning of that job, I said to the team that the best of them would (if they wanted) sail north with me on *Spirit* for the Quebec/St. Malo (France) Race. Alfred Mills was chosen and did the trip. The rest, as they say, is history."

Peter Dupre, SKNSA secretary, continues, "After this, Alfred studied navigation at the Seamen's Church Institute of New York for two years, graduating as a second officer of unlimited tonnage. He gained a wealth of experience working for Ionian Transport in New York, which included some time on the Staten Island Ferry, as well as experience on various vessels throughout the Caribbean.

"In 1999 he set up his own company, M&M Transport, operating the *Carib Breeze* in competition with the government ferry that ran between St. Kitts and Nevis. Alfred's experience on the sea, business acumen and hard work made this a huge success, such that in 2002 he commissioned the building of second, much bigger ferry, the *Carib Surf*. His business continues to thrive and has this year both expanded his scope of operations to include Montserrat and Antigua, and commissioned a third vessel, the *Carib Sun*."

Employing 12, his ferries serve transportation needs both nationally (between



Nevis and St. Kitts) as well as regionally (St. Kitts & Nevis/Montserrat/Antigua).

Alfred: "I'd like to see more youth getting into the marine industry. We don't have a lot of seafarers in our country right now. Young people can build a comfortable livelihood and at the same time serve their country."

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



Welcome to Panama — A Cautionary Tale
Part One: Caught and Detained

by Reinhilde van der Kroef

This is the story about how a Dutch couple — my partner, Frits du Bois, and I — were treated by the Immigration authorities in Panama while travelling through the Caribbean on our sailing catamaran, *Bella Ciao*.



DEEP BOEL

For Dutch cruisers Frits (above) and Reinhilde (below) on Bella Ciao, *not clearing into Panama promptly had severe consequences*



INA KLAASEN

Outbound Voyage

Frits and I sailed to Panama recently to pick up our friend Janny, who was to arrive by air for a two-week stay on board *Bella Ciao* in the San Blas archipelago, the autonomous region of the indigenous Guna people.

We went to the Carti Islands, where the only road from the San Blas through the rainforest to the rest of the world starts. Here we found a bay where we could safely anchor and leave the boat for a day or two. On shore, two Guna men run a taxi business that goes to Panama City. We made an appointment with them to take us to get Janny. We'd leave on Tuesday, March 17th at 8:00AM.

We collected enough things for one night in a hostel (since the plane would arrive too late in the evening to return to the boat) and left for Panama City. Before dropping us off at the hostel, the taxi driver, Ruben, promised to pick us up the next day at 12:30PM. This would give us enough time to check out the Miraflores Locks in the Panama Canal.

The next day, Wednesday, Ruben picked us all up as promised and we set off back to the San Blas. On the Pan-American Highway we came to a police roadblock, just as we had the day before, near the village of Chepo. However, this time the police were checking passports. We had not yet checked in, so our passports were missing the required stamp. We had decided to check in later because the weather had been bad in the week prior, with high winds and big waves. It wouldn't have been ideal to sail the rough passage to Portobelo, the port of entry we were heading to, and then back again for the trip to the airport. But when we tried to explain this to the Immigration officer who had been called over by the police, he didn't seem to want to listen.

The Police Station

We were taken out of the taxi and told we would have to pay a fine and that we could not travel any further. Since Janny had entered the country by plane, she had the right stamp in her passport and was free to go. However, she is in a wheelchair. Our helpful taxi driver Ruben promised to take Janny to *Bella Ciao* and help her board.

Then we watched Ruben pull away as we were left behind, in the hands of Panamanian Immigration officers.

It was 2:30PM when they put us in the police station where we were sat down on a bench in the dilapidated front office. The air conditioner was running high and it was freezing. Police officers came and went with nothing of note happening. Ruben came at 7:00PM to check on us and to inform us that Janny was safely on board *Bella Ciao*.

It was clear they were not planning on feeding us, so we asked where we could buy something. Thirty minutes later, an armed guard led us to some kind of a canteen where muffins and drinks were being sold. We bought some and were led back to the station. Luckily, we had our phone and iPad so we could go online.

Later that night one of the night-shift officers advised us to call our embassy. So I sent an e-mail to the Dutch embassy explaining our situation. I also transferred some money to my checking account to pay any fines later on.

The officer let us know that we would be separated the following day and our devices would be confiscated. Our worries continued to increase. We spent that night on uncomfortable chairs, trying and failing to sleep.

Ruben stopped by once again at 6:00AM the next day with fresh coffee and rolls.

At nine o'clock sharp, I called our embassy. I told them to check the report I had sent via e-mail. The lady I talked to promised to stay in contact with us. I let her know they were going to confiscate our cell phones, so she would have to track us down.

The Immigration officials now treated us as true criminals — they wanted to lock us up. We complained that the place was very cold, so they let us stay outside under direct surveillance of the Immigration personnel while we waited for a chief officer to take us to town. At this point, they took our belongings (cell phones, iPad, and US$200) to be registered and put in envelopes. We also had to sign a form stating that we were not mistreated. I realized that from that point on they could do to us anything they wanted.

Under Lock and Key

When the chief officer finally arrived, we were put into a car. During the ride, the officer delivered a tirade to his female colleague who was accompanying us. We couldn't understand everything, but what we could understand was that he wanted us to pay dearly. It seemed as though he presumed we, as yacht owners, were very rich. Our stress levels mounted.

Finally I was dropped off at the female Immigration detention center, while Frits was taken to the male counterpart. It was Thursday, 2:00PM. My first sight of the place was of a gated door and ladies in uniforms. My small backpack was unpacked and more items were confiscated.

Then I was led through a gate into an eight-by-nine metre room holding at least 20 women. I saw bunk beds throughout the room and some partly working fluorescent strip lights hanging off the walls. My overall impression was that it was a poorly maintained, desolate space. I was taken into the bathroom to be searched.

And then — BANG. The gate was closed and I was locked in this obscure, uncomfortable, crowded space.

The other women in the room immediately sought contact with me. They gave me a lower bunk, brought me bedding and offered me food. I hadn't eaten for quite some time, but my appetite had completely disappeared. The place is called Albergue Feminino (Female Accommodation), but it felt like jail.

I still believed I would be released that same day. But time continued to pass and nothing happened. I heard nothing from my embassy either. It occurred to me that I would have to spend the night there. My fellow inmates offered me clean clothes, which I respectfully declined, for I was sure that I would leave the following day. I began to eat the food that was offered to me. The food wasn't bad, though the portions were small, in fact too small for several men in the Albergue Masculino, who got the same rations as we did.

Our Partners in Distress

At about 6:00PM, the gated door was locked for the night. Everyone in the place had a nickname and soon I became "Holanda".

The other women were as interested in hearing my story as I was in hearing theirs. The majority of the women were Colombian, but there was also a Salvadorian, an American, two Nicaraguans and a woman from Jamaica. Most of them had been caught with an expired visa, no working license, or both. Not all women who were detained as illegal workers, though, had actually worked illegally. But how can one prove that? There were women who had already been detained several months. That is months without daylight (did I mention there weren't any windows?), without communication with the outside world (with the exception of a public phone, for which you needed special tickets, with the guards overhearing your conversation) and, as was the case with most of the women, without their children. Their only hope of getting out was in the hands of their lawyers. I heard several stories of lawyers who sent bills and in return did nothing at all. Or they literally robbed their clients when they could lay hands on their confiscated belongings.

According to some of the women who had just come out of prison (and were waiting here for their paperwork to be processed), the Immigration detention center was actually worse. At least in prison there was daylight and they could get fresh air during the daytime.

Melissa, a 34-year-old Colombian mother of two boys, came to Panama for a while after a divorce. She told me that one day she was with acquaintances in a shopping mall and was handed a bag to hold for a moment. She had no knowledge of the contents. Then the police came up to her to search the contents of the bag; these appeared to be three stolen polo shirts. She was arrested. After having paid her fine she was held in a police station for four days before being brought to the 'Albergue'. She hired a lawyer to get her out but, without her knowledge, he began a procedure to extend her staying permit in Panama. But all she wanted was to get out of Panama. After three months' detention and not hearing anything, Melissa wrote a letter to the court asking to end this prolonged procedure. She had already spent two months more waiting for an answer. After all these months of stress and detention she looked extremely pale with a swollen face and affected skin. She had gained weight. I guess that's what happens after five months without daylight, fresh air or exercise, surrounded by cockroaches and lice, and sleeping on old mattresses.

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Several women were accused of prostitution, which clearly is difficult to refute.

By bribing the guards, it was possible to get telephones inside. They would also "pay" the (male) guards in kind to be warned before searches and to receive other advantages.

Frits heard similar stories in the 'Albergue Masculino,' where he was detained with about a hundred other men.

Chris, an American, came in to Panama as a cruise ship employee. He was randomly searched on the street during a night out. He had only his cruise ship ID on him. The Panamanian officials didn't see this as a legitimate form of ID, although the International Labour Organisation's Seafarers' Identity Document Convention ILO-185 requires port states to allow shore leave to seafarers holding valid seafarers' identity documents. When they got Chris' passport from the ship, it of course lacked the proper stamp. Chris tried in vain to explain this to the officials. He wanted nothing more than to just leave the country, but he was held for ten days because of "paperwork".



In addition to being detained for days, Frits and Reinhilde were fined for evading Immigration control and for non-payment of the Immigration fee. They'd been in a rush to pick up a friend to join them sailing on Bella Ciao



DEEP BOEL

The living conditions in the 'Albergue Masculino' were also far from ideal. The rooms were even more desolate than those at the female facility. There were all kinds of bugs. The bathroom was disgusting. The floor was covered in water because of a constant leak in the shower system. None of the toilets' doors closed properly nor did any toilet have a seat.

Will Friday bring freedom for us? To be continued in next month's Compass.

MERIDIAN PASSAGE OF THE MOON

JUNE - JULY 2015

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

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

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

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

June 2015					
DATE	TIME	21	1604	11	0802
1	2325	22	1648	12	0853
2	0000 (full moon)	23	1730	13	0949
3	0018	24	1812	14	1042
4	0112	25	1855	15	1134
5	0208	26	1940	16	1225
6	0303	27	2026	17	1313
7	0358	28	2115	18	1359
8	0451	29	2207	19	1443
9	0544	30	2301	20	1526
10	0635	**July 2015**		21	1608
11	0727	1	0000 (full moon)	22	1657
12	0819	2	0004	23	1734
13	0913	3	0054	24	1818
14	1007	4	0150	25	1905
15	1102	5	0246	26	1956
16	1157	6	0340	27	2047
17	1251	7	0433	28	2142
18	1342	8	0526	29	2239
19	1432	9	0617	30	2336
20	1519	10	0709	31	0000 (full moon)

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LEARNING FROM THE GHOSTS OF HURRICANES PAST

In the 58 years I have been in the Caribbean, the tracking of hurricanes has changed dramatically. When I first arrived, a couple of six-engine B36 long-range bombers had been converted to hurricane hunters. They did a good job but they could, and did, miss hurricanes forming. And when that happened there was little time for preparations.

Today, with satellite tracking of weather systems and hurricane hunter planes gathering data, the landfall of the hurricane and its danger zone can be fairly accurately predicted. We also know that hurricanes (or circular storm cells that can develop into hurricanes) when approaching the islands of the Eastern Caribbean never alter course more than five degrees in 24 hours, and the course alteration if any is nearly always to the north.

Normally there are three or more days warning before a hurricane hits the Lesser Antilles, but there have been two notable hurricanes that popped up and hit yachting centers before proper preparations could be made.

Klaus and Gonzalo

In November of 1984 Tropical Storm Klaus formed south of Puerto Rico and developed into a hurricane as it headed northeast. Few were prepared. It was only the second hurricane in known history that formed in the Eastern Caribbean, and the first to hit the islands from the west. Besides, hurricane season was supposed to be over.

Klaus hit St. Thomas in the middle of the annual charter yacht show. The cruise ship *Nordic Prince* entered the harbor and attempted to dock. She discovered that her bow and stern thrusters could not overcome the high winds, and drifted down on anchored boats as she backed out of the harbor. The insurance companies of damaged yachts that were insured went after the cruise line, whose insurers promptly paid up. But the damaged boats that were uninsured collected nothing, as they could not afford to hire Admiralty lawyers to go after the cruise ship companies. (Admiralty lawyers will not take cases on a contingency basis.)

During hurricane season, tropical waves regularly form off the coast of Africa and move across the Atlantic. These sometimes develop into a circular tropical storm, then on to a hurricane or sometimes remain only a tropical storm, or sometimes die out. One such tropical wave developed into a circular tropical storm on October 12th, 2014 about 150 miles east of Antigua. It was named Gonzalo. Warnings did go out, but only to expect winds of 40 to 50 knots. However, when Gonzalo hit Antigua some claimed that it was a full-blown hurricane of 100 knots. Luckily, it was fast-moving and zoomed onward before it did massive damage there.

St. Martin also had warning that the tropical storm was approaching, but as per letter of the month in the December 2014 issue of *Compass*, the governments on both sides of the island did little. Boats out at anchor in Marigot Bay should have been urged to move into Simpson Lagoon and extra opening hours arranged for the bridge. If a boat drags up on the bulkheaded shore of Marigot Bay in a storm, the boat will likely be a total loss. On the Dutch side, since the causeway has been built, there is no reason that the bridge could not have been left open all day and road traffic re-routed. This would have allowed all the boats anchored in Simpson Bay to move into the lagoon. Even if a boat is driven ashore in the lagoon it is a lot easier to salvage it than to salvage it off the exposed beach of Simpson Bay.

After passing over St. Martin, Gonzalo curved north, missing the Virgins but scoring a direct hit on Bermuda.

'Go Where They Ain't'

After *Iolaire* was caught by Hurricane Klaus, I obtained a copy of the book *Tropical Cyclones of the North Atlantic Ocean 1851 to 1998*, and the supplements that bring it up through 2014 (available at www.nhc.noaa.gov/pdf/TC_Book_Atl_1851-2006_lowres.pdf), and have spent the last 30 years studying the tracks of hurricanes and the months in which hurricanes can be expected.

Looking at *Tropical Hurricanes of the North Atlantic Ocean* and studying the tracks of hurricanes, I am reminded of the saying of General Bedford Forrest, a brilliant cavalry general for the Confederacy in our War Between the States. When asked what was his formula for his very successful raids against the Union side, his reply was, 'It is as important to know where the enemy is not, as to know where they are.' To avoid hurricanes, do the same: in hurricane season, cruise or lay the boat up in a location where the hurricane frequency is low.

If living on board in the Eastern Caribbean, you can continue cruising but stay in the area from Martinique south; listen every day for hurricane news and head south if one approaches. (See my article "You Can Cruise During Hurricane Season" in the June 2009 issue of *Compass* at www.caribbeancompass.com/online/june09compass_online.pdf.) When cruising during hurricane season, check your insurance policy. A proper policy that has a hurricane exclusion box notes that you are not covered for damage caused by a named storm if you are in the hurricane box, but you are covered for all the normal marine perils in the hurricane box. If a hurricane approaches, head south as fast as you can to get south of 12°N, the southern edge of the hurricane box.

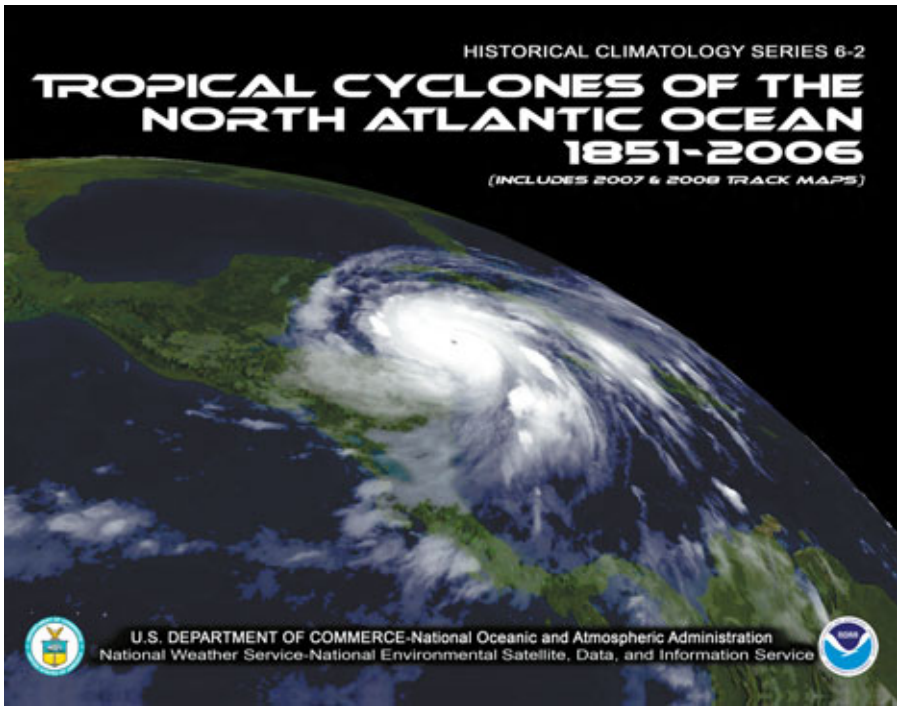
Stay Alert

The hurricane season has moved about a month later. In the last 30 years there have been more "late" — October, November and December — hurricanes than there have been in the previous 120 years that hurricanes have been reported.

Regarding frequency of hurricanes hitting an island, what the tourist boards say often does not match up with what *Tropical Cyclones* says. When I wrote an article called "Reflections on Hugo" as a result of the massive destruction in the Leeward Islands, USVI and Puerto Rico caused by Hurricane Hugo in 1989*, I worked out the approximate hurricane frequency for various islands and island groups. This information I have updated through 2014. I have lumped hurricanes and tropical storms from 40 to 60 knots together.

Trinidad is basically south of the hurricane belt, but Trinidad has been hit three times since 1871, the last two times in 1993 and 2002. Surprisingly, the hurricanes hit the south end of the island rather than the north end.

Grenada was spectacularly hit in 1955 by Hurricane Janet, then in 2004 by Ivan and in 2005 by Emily. People forget that in the closing years of the 19th century Grenada took a number of bad hits by hurricanes: in 1876 and then again in 1887, Grenada was hit by two hurricanes in two weeks. It was hit again in 1888. Tropical storms of 40 to 60 knots hit Grenada in 1928, '32, '38, '87 and '90.



The Grenadines and St. Vincent have been hit by hurricanes or tropical storms 32 times since 1871, and the St. Lucia – Martinique area 49 times.

Nevertheless, the hurricane frequency in the far-south islands is relatively low. From St. Barts west to the east coast of Puerto Rico, you are in hurricane alley and must expect a good solid hit on a fairly regular basis. Plan accordingly.

Lay-Up Wake-Up

Ivan was a wake-up call for all haulout facilities up and down the islands. So many articles since then have been written about proper chocking, tie downs, specially built cradles, stripping all sails and canvas when laying up, etcetera, I will not repeat instructions here.

Traveling through the islands in the winters of 2012-13 and 2013-14 I saw a tremendous variation in the chocking of boats. Some yards' systems were excellent, some good and some poor. Even within yards there was a variation as to how well chocked boats were, and whether the mast was in or out. Where there was a variation, the difference in chocking methods was usually influenced by the amount of money the owner was willing to spend.

Before firmly committing to laying up afloat or ashore during hurricane season, check your insurance policy, and ask your broker to double check with the underwriter that you are covered. If the underwriter says your lay-up arrangements are not satisfactory, ask what must be done to keep the insurance in effect while laid up.

A check of *Tropical Cyclones of the North Atlantic Ocean* shows that in some years there are no hurricanes in the Eastern Caribbean. Let us hope that 2015 is one of those years.

**"Reflections on Hugo" was written in 1989 and reprinted in all my guides (available at iUniverse.com or Amazon). I have reread it while writing this article and I stand by everything I wrote in '89 and updated in 1992 and again in 2002. I advise everyone who is spending the hurricane season in the Eastern Caribbean, or leaving their boat either ashore or in the water, to read it.*

O Captain! my Captain! our fearful trip is done,
The ship has weather'd every rack, the prize we sought is won,
The port is near, the bells I hear, the people all exulting...

— Walt Whitman

WHEN THE TIME COMES

by Frank Virgintino

It is said that "All good things come to an end." For most of us who love cruising, owing to a variety of factors and life-changing events there will come a day when it is time to put our boat up for sale.

In the nearly four decades I have spent owning and operating marinas and dealing with boats, one of the most complicated things I have ever dealt with — in business and personally — is the sale of a boat. The entire matter is a complicated enterprise.

Boat sales are affected by general market conditions. This is often the major macro factor. Of micro factors there are many: the age and condition of the boat, geographic location, expectations of the seller and the buyer, availability of financing, the boat's survey results, time of the year and all the myriad other factors that are the result of the profile of the buyer and the seller. Many of us have paid a goodly sum for our boat and then invested beyond to maintain and upgrade. For most, the selling of a boat is complicated by emotions that are evoked by many different factors. We do not like change and when it comes to our boats, which for many of us are also our homes, we are very emotionally attached.

So, when it comes time to sell, where does one begin? Get the condition of the boat organized and in good order. Set the price carefully and slightly under the market.

Define What You are Selling

Unless you have someone who definitely wants your boat, one of the first things that you must do is find out what it is that you are selling, define it so to speak. There are a number of ways to do this, the best of which is to have the boat surveyed by a reputable surveyor. There are many types of surveys and the one you want to ask for is a "condition survey." This is important, because an independent surveyor will review your boat and its equipment, recite the measurements that are peculiar to your boat, and review its layout and condition in different areas. The more thorough a survey is the better.

Not all surveyors are equal. The surveyor should have a strong background in the type of boat you have. Ask the surveyor for a list of some of the most recent boats he has surveyed in broad terms and see if they are similar to the one you own.

Some sellers do not want to go to the expense of hiring a surveyor, and the next best thing to a survey is for the owner to do a complete write-up and inventory as if the owner were the surveyor. It does not carry as much weight as an independent survey but it is better than a disorganized compilation of facts.

Whichever way you choose, the boat needs to be described, the condition of the boat needs to be reviewed, the equipment needs to be listed, and a list of recent upgrades and their cost should also be listed. If you put in a new refrigeration system, sail or chart plotter, etcetera, in the last few years, it should be noted. If the boat has recently been hauled and serviced, that should also be noted. If there are special facts that are relevant and pertinent, they should also be noted. For example, "This boat is the shoal-draft model and only draws 4'9". The other model of the boat that was manufactured, the fixed keel model, draws 7'." Facts like these are very important and should not be overlooked.

After you have your survey in hand, it is time to find an excellent broker who is located in an area that supports the resale of your boat.

Why Use a Broker?

I have heard many say, "I will not pay a commission to a broker because it is not worth it." In most cases, they could not be more incorrect. A good broker will work very hard for his or her commission. He is charged with the advertising and promotion of the boat; that is his most important function. He is also charged with the ongoing process of showing and selling the boat. A good broker is patient and kind, helps the potential buyers to understand the boat and answers their many questions. A really good broker will qualify the buyer to see if the characteristics of your boat really are what the buyer is looking for and to determine if the buyer has the resources to be able to purchase the boat.

How will you know if you have found the right broker? The broker should be well established and should have a proven track record of advertising the boats that he has in his brokerage. Check the boats that he is offering for sale and see if he has advertised them consistently. He or she must also have a proven record of selling the type of boat you own. Ask them how many boats similar to yours they have listed in the last two or three years, and how many of them were actually sold. Ask for a list. A good broker will be up front and willing to answer questions of that nature.

For the do-it-yourselfers, you get to waste many an afternoon by spending it with "tire kickers". Many people enjoy simply looking at boats and will think nothing of spending a day looking at yours. They will be so interested that when you offer to take them sailing, they will jump at the opportunity! However, at the end of the day, most private sellers will have only what the industry refers to as "mind deals" to show for their labors. Mind deals are the promise of a potential buyer to come back to buy the boat — something that does not happen very often. Or in the alternative, the seller does sell the boat to the buyer — only to find out that the buyer has no credit history and does not have the resources to purchase the boat.

Many do-it-yourselfers also get to meet the "bottom fishers". This is a group of people who spend their time looking at used boats to see if they can find a seller desperate enough to sell them a boat for a fraction of its real value. They come on sincere, show a real interest in the boat and then launch into a monologue about how depressed the boating industry is, how boats are not selling well and how you happen to have a model which is not in high demand — wrong configuration, wrong color, wrong motor, etcetera — when in fact the buyer is a wolf in sheep's clothing.

This is why an excellent survey coupled with an excellent broker is an unbeatable starting point.

Location, Location

The worst thing that many sellers do is get disgusted and decide to leave the boat just anywhere to be sold. They go back home and expect that a miracle will happen. The best axiom to follow is: "When your vital interests are at stake, there is no substitute for your physical presence." You should be present for the survey.

You should also spend some time to track down the right broker. The location of the broker is another important factor. Do not compromise in this regard. You may have to spend some effort and even money to move the boat to the right broker, but it is worth it. A great boat in the wrong location will be "under trafficked" and will take longer to sell.

The Price is Right

In my experience, almost all boats are priced too high, and many priced much too high, when the boat is first listed for sale. When a boat is priced too high, it sits without "action" and develops a reputation among boat listings as "the one that has sat on the market too long — must be something wrong!" The longer a boat just sits waiting to sell, the harder it will be to sell.

How much should I list my boat for? For most sellers this is a simple question. They say, "For the maximum that I can get" or, "For her maximum value".

The truth is that in order to sell in a reasonable period of time, the boat must show really well, the broker must know that he will get his commission, and the price should be slightly below market. Why below market? A boat priced below market gets everyone excited. The broker can say with a straight face, "This boat is priced below market and given her condition and equipment will not stay on the market very long."



For those that want to get the maximum, it requires more time and sometimes the boat simply does not sell. The longer you own the boat, the greater your expenses will be, including the cost of a slip, insurance, cleaning and maintenance while it is for sale. Many owners go home and forget about such details and then do not understand why the boat is not selling. Think of your boat not being used and being locked up. After a few months, the sheets begin to show signs of humidity stains, the interior of the cabin develops an unappealing smell, the dinghy fills with rainwater, the bilge pump gets stuck and the bilge fills with water, that leak in the rear stateroom that you meant to have fixed drips water onto the bunk which becomes damp and unattractive. The refrigerator goes on the blink and stops working. Day by day, the boat becomes more and more like a cake that has sat on the baker's shelf too long.

Many have told me that they "do not want to lose money" or that they owe money to the bank and must sell the boat to cover the loan. Most boats do not appreciate and in almost all cases you will receive less for the boat than you paid for it. Boats are not good investments. That having been said, owners will offer up a long list of things they have replaced and list the associated costs. Upgrades to a boat often fail to add value. What they do is help sell the boat, for a boat with all of its equipment obsolete or broken does not sell well. Buyers expect to get a boat in good working order and expect the boat to have appropriate equipment in good order.

Moreover, the buyer will have the boat surveyed and his or her surveyor will list a number of recommendations and upgrades that should be made. The buyer will normally ask the seller for a concession and submit their survey as "proof" that their request is appropriate. If the boat is priced below market, the seller can say, "The boat is favorably priced" and any upgrade the buyer may want is to their account. In such a case the buyer normally realizes, often because the broker has told them, that they should not "push too hard for concessions" as they are buying the boat for an excellent price. Pricing a boat below market also gets rid of the "bottom fishers", as when they make their ridiculous offers, such offers can be disregarded by the broker as he knows he has good prospects of a sale in the near future.

Trade?

Do not be afraid to say that you will take a trade-in boat. Most sellers are afraid to do this, as they want out cleanly (doesn't everyone!). However, if you are willing to take a trade, you will dramatically increase the number of prospective buyers for your boat. Many buyers will have a smaller boat that they will need to dispose of first in order to buy your boat. If your broker is knowledgeable and trustworthy he can advise you as to value, and if you sell your 45-foot boat and take a 30-footer in trade, you can then list the trade and sell that as well. (You never know; you might like it and keep it.) As boats grow smaller and the price lessens, selling becomes easier. You do not have to say you might take a trade upfront. You can whisper it in the broker's ear: "If a qualified buyer comes along and what is holding him back is that he owns a good smaller boat, please get all the details so we can consider making a deal." You do not have to accept "Noah's Ark" in trade and can always say no to what is being offered, or even to the price it is being offered at.

Make it Sweet

If you are going to put your boat up for sale, do all you can do to organize her. Get rid of all the junk that has accumulated. Repair items that detract a great deal. If you do not address these issues before the boat is listed, the boat will have its appeal compromised.

Lastly, make the package as "sweet" as can be for the selling broker. If you have a new dinghy and engine, do not take them off the boat and sell them separately. Reinforce the boat's selling profile by giving more to the prospective buyer. Human nature is that people like more for less. If your boat surprises potential buyers by looking good and coming with all the goodies (extra docking lines, spare parts, etcetera, etcetera) your boat has a much better chance of selling.

Port Louis Marina, Grenada: The perfect place to spend the Caribbean summer



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Port Louis Marina provides a safe, secure berth with all the amenities you'd expect from a full-service marina run by Camper & Nicholsons.

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or email danny.donelan@cnportlouismarina.com

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New rates: 1 June to 30 November 2015

LOA in feet	Daily $/ft/day	Weekly $/ft/day	Monthly $/ft/day
up to 32	$0.85	$0.77	$0.41
up to 40	$1.10	$0.99	$0.50
up to 50	$1.20	$1.08	$0.55
up to 60	$1.30	$1.17	$0.61
up to 65	$1.45	$1.31	$0.68
up to 75	$1.50	$1.35	$0.69
up to 80	$1.65	$1.49	$0.85
up to 100	$1.70	$1.53	$0.87

For yachts above 100 feet LOA, and for bookings of longer periods, please contact us for a personalised quote. Multihulls are charged at 1.5 times the standard rate. Weekly and monthly rates apply to yachts staying consecutively for 7 days or 30 days respectively.

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ALEXIS ANDREWS

Carriacou boatbuilder Alwyn Enoe is featured in a new film

FILM REVIEW BY TOM GALLANT

Vanishing Sail: A TRIUMPH

The big screen fills with a frothy wake behind a fast sailing vessel. All the world is water. The crowd on the quay in St. Barth's falls silent. Alexis Andrews' voice speaks the opening lines of narration. The music rises, and a spell is cast. *Vanishing Sail*, Andrew's evocative portrait of a boatbuilding family and a way of life in these islands was a fine choice to close the 20th annual St. Barth's Film Festival. The venue couldn't have been more perfect. Stern-to at the quay was the fleet of island boats in port for the West Indies Regatta, the very subjects of the film. Anticipation for this film was intense, and it didn't disappoint.



The story line follows Alwyn Enoe and his sons as they build Alwyn's "last boat" on spec on the beach in Windward, Carriacou. Andrews couldn't have had a better protagonist, or Alwyn a more sympathetic director. The men became friends when Alexis had *Genesis*, his own Carriacou sloop, built. Alwyn is eloquent and dignified as he talks of his love for designing and building boats, and his fear that the art will be lost if none of the young men continue building. We see them as they go into the hills and cut local cedar for the frames, drag the logs out by hand and then shape them into the skeleton of the sloop with adze and plane. As the boat rises on the beach, the film fills in the background and history of sail in the Islands.

Emil Gumbs, former First Minister of Anguilla, talks about his family's schooner *Warspite*. Sir James Mitchell, former Prime Minister of St. Vincent & the Grenadines, tells about his family's three-master, *Gloria Colita*. And Nolly Simmons tells about the building on Bequia of Bob Dylan's *Water Pearl*. Other characters are drawn into the story, to illuminate the ways of the past, all to great effect, but always, the through line is Alwyn Enoe and his sons, and the boat rising on the beach in Windward.

Alexis Andrews already has a reputation as a fine photographer. His two-volume book about the Carriacou sloops, *Vanishing Ways*, belongs in the collection of every lover of traditional boats. He has now become a superb film cameraman and director. *Vanishing Sail* contains sequence after sequence of profound beauty. They take the viewer into the Caribbean way of life in an intimate and real way, unsullied by false sentiment. As the film unfolds, it becomes apparent that the subjects speaking both like and trust the man they're talking to. A quiet civility and gentle sense of humor give the film the feel of life in the Islands. There were moments when the crowd laughed as one. There were also moments when eyes misted with emotion.

Full disclosure here. I was involved in organizing the footage early in the editorial process. Alexis is a generous collaborator, and he sought out many eyes and minds to help refine the material. But it is entirely his film. He is the one who had the courage to ignore the present fad for fast cuts and hectic pacing and to allow this film to breathe, to move along gently, like things tend to do in these islands. Many of the silent passages, where the camera lingers on faces, old fishermen, young children, life being lived, are deeply moving. And though the pace is relaxed, the film seems shorter than it is.

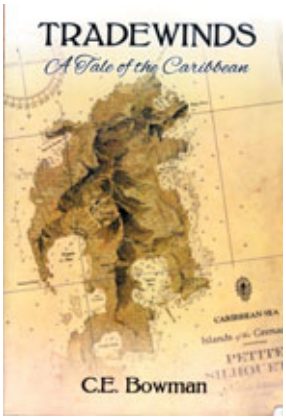
Vanishing Sail is a beautiful film in every way. As the credits rolled in St. Barths, the applause was thunderous and long. Hearts were full. A rare story, and one important to the culture of the islands, had been told with grace and honesty and a true eye for what's beautiful here.

The film will be screened during this summer and fall at selected film festivals prior to a general release. Visit Vanishingsail.com for further information; you can sign up for e-mail updates.

BOOK REVIEW BY BOB BERLINGHOF

A Novel of Sailors, Island History and Lore

***Tradewinds: A Tale of the Caribbean**, by CE Bowman, Tradewind Publishing ©2014, paperback, 439 pages. ISBN 978-0-9942-480-5.*



Tradewinds is the first novel by Chris Bowman, a transplanted American living for the past quarter century in Australia. Well known on Bequia, Chris came here in the mid-1970s and built *Just Now*, a 40-foot gaff-rigged sloop, on the beach in Port Elizabeth.

On a trip home to California, he bumped into some high school friends who were building Bob Dylan's mansion in Malibu. He met Dylan and talked of Bequia and how the boatbuilders here still made traditional sloops and schooners from local cedar trees, using mostly hand tools. Dylan was entranced and ordered a schooner. Built with the help of local partner Nolly Simmons and boatbuilders including Albert Crosby, Lincoln Ollivierre, Lanceford Hazell, Herbert Ollivierre, Gilbert Hazell and Lauren Dewar, the 67-foot *Water Pearl* — Bequia's last schooner — was launched in 1980 from the area where Dive Bequia now stands. After a few years of day charter work based in St. Martin, *Water Pearl* was lost on the Toro Point reef at the entrance to the Panama Canal while attempting to sail to the Pacific. Fortunately for Captain Bowman and crew, no one was hurt. Chris ended up raising a family in Perth with his Australian wife, Vanessa, and continued to build boats.

Tradewinds is based on the historical record of Nazi submarine warfare in the Caribbean, when German U-boats terrorized the island chain, sinking oil freighters and local vessels with impunity in 1942. The novel's hero, Jack McLeod, is a former rum-running Australian living on a Grenadine island called Petit Silhouette with his local wife and children when the war breaks out. His 113-foot schooner, *Roulette*, and his crew are very reminiscent of the *Water Pearl* (like *Roulette*, a BB Crowninshield design, though scaled down) and her crew, and Bowman writes about both ship and crew with insight and affection. The incidental characters such as the submarine captain Nils, the British intelligence agent Harry, and the multilingual Bajan called "Rabbit" — Harry's man chosen to infiltrate Martinique — are all well drawn. McLeod is drafted into helping Harry plant Rabbit on Vichy-controlled Martinique to gather intelligence.



In the 1970s, author Chris Bowman built Just Now *in Bequia alongside Nolly Simmons'* Romanux. *Forty years later, Chris bases his first novel in the Lesser Antilles*

The sailing scenes are depicted with an insider's knowledge of all the facets of canvas, wind, waves, local weather, dialogue and geography, and they carry the book to its exciting conclusion. Jack and crew sail the entire island chain from Trinidad to St. Martin, and life on Petit Silhouette is pretty much as one would imagine it was on these islands in the 1940s. This is definitely a book about sailors and for sailors, as well as anyone who is interested in island history and lore. *Tradewinds* is a good yarn for a rainy night, and for non-sailors there is a detailed glossary of sailing terms and West Indian expressions that haven't changed in the intervening 70 years.

Available at Island Water World and from www.tradewindpublishing.com.

The Sky from Mid-June to Mid-July

by Jim Ulik

Space beer is here! A small brewery sent yeast on a round trip to space. The little creatures that survived the trip were used to brew a celestial beer. The science of brewing beer achieved from that batch may benefit the astronauts that will make that long journey to Mars. Brewing beer or wine might make a happy crew. Those beverages will also make the crew smarter, right? However, the technique of growing grains and grapes hydroponically needs perfecting.

The sending of yeast into space may seem like a waste of resources and not convince you of the value of space exploration. The usual question asked is "Why are we spending money on space when we have so many problems here on Earth?" Why spend the money sending yeast into space? After all, there is so much yeast on Earth that is just waiting to be turned into the nectar of the gods! For NASA, the money used amounts to one half of one percent of the total US budget. The ESA (European Space Agency) space budget for 2015 is 4,433,000,000 Euros (US$4,783,229,165). The knowledge obtained from the research obtained through programs like NASA and the ESA benefit everyone. Some of the benefits include advancements in medicine, medical imaging, weather forecasting, GPS, personal computers, wireless internet, mobile phones and the miniaturization of electronics.

For those inspired by space exploration, the funding for the *Europa Clipper* is on! The mission got additional budget support from the White House. The spacecraft's concept design has been taking place and the development of the spacecraft could begin this June or July. There is evidence that the oceans of Europa could host conditions favorable for life. The *Europa Clipper's* planned launch date is in the mid-2020s. NASA has asked the European Space Agency ESA to provide the probe that will dive into the ocean depths.

Tuesday, June 16th

We start the morning off with the Sun rising at 0543 hours. The Moon is positioned nearly in front of the Sun and also rising at 0543. The New Moon moment follows shortly thereafter, at 0605. Mars is also right in line with the Sun so you can't see the god of war either.

Saturday, June 20th

Venus and Jupiter take positions near the Moon. Both planets will be approximately five degrees north of the sliver Moon. Looking west after sunset Jupiter will appear above Venus. Jupiter will be almost 100 percent illuminated and very bright. Venus is continuing to dim during this period. It is currently 41 percent illuminated.

Sunday, June 21st

Some days might seem like they never end, but today is truly the longest day of the year. At 1239 is the June Solstice (the Summer Solstice) for us in the northern hemisphere.

In the western sky the Moon now appears near Regulus, the heart of Leo.

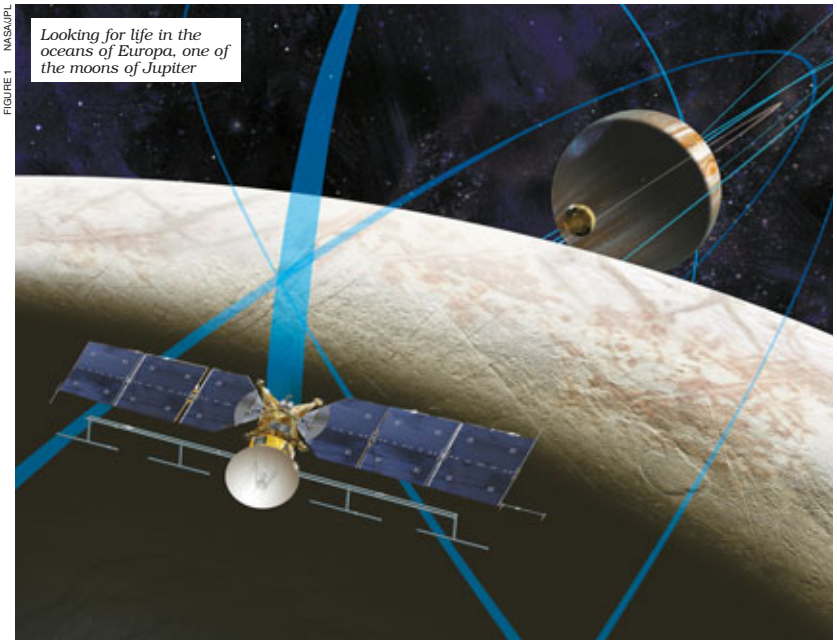


FIGURE 1 NASA/JPL

Looking for life in the oceans of Europa, one of the moons of Jupiter

Monday, June 22nd

The UK Royal Observatory, home of Greenwich Mean Time and the Prime Meridian line, is having its 340th birthday. The observatory was founded by King Charles II in 1675.

Tuesday, June 23th

The Moon is at apogee — its farthest orbital point from Earth. There will be lower tides and smaller variations between low and high tide levels. The Moon rises at 1133 and it will set at 2354.

Thursday, June 25th

Tonight the Moon will be in the constellation Virgo. There you will see that constellation's star Spica approximately three degrees south of the Moon. It is one day past the first quarter Moon so you will only see 65 percent of the Moon.

Sunday, June 28th

Look up in the southeastern sky after 1900 to find the Moon. As the sky gets darker, the three stars marking the claws of Scorpius are becoming brighter. Below you will see the red supergiant Antares. Grab a pair of binoculars and see if you can find Saturn. It will be about two degrees below and slightly south of the Moon. Saturn will be almost 100 percent illuminated.

Monday, June 29th

"Excuse me while I kiss the sky." You will not see a Purple Haze, but asteroid 4738 Jimihendrix will make its closest approach to Earth. The asteroid was discovered and named in 1985 by David B. Goldstein at the Palomar Observatory. The asteroid will be in the southeastern sky just below the tail of Scorpius.

—Continued on next page





—Continued from previous page

Tuesday, June 30th

Jimihendrix's close approach just missed the first official Asteroid Day. June 30th marks the anniversary of the 1908 Siberian Tunguska event. It was the largest asteroid to impact Earth in recent history. The intent of Asteroid Day is to raise public awareness of the threat of an asteroid hitting Earth. NASA has increased the detection of near-Earth asteroids by 65 percent since launching its asteroid initiative three years ago. Yet the estimated percentage of known potentially hazardous asteroids (PHA) is only 20 percent. An asteroid impact is the only natural disaster that, in principle, is completely preventable.

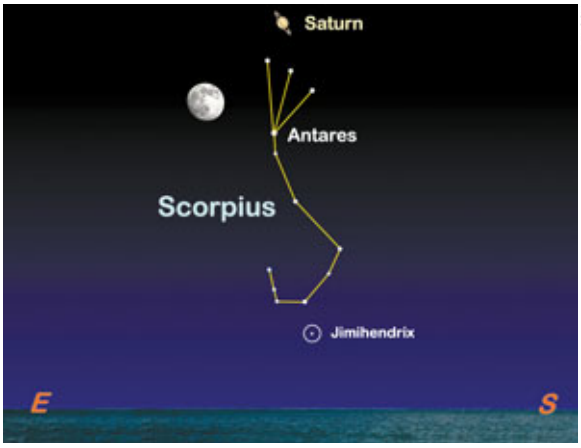


FIGURE 2

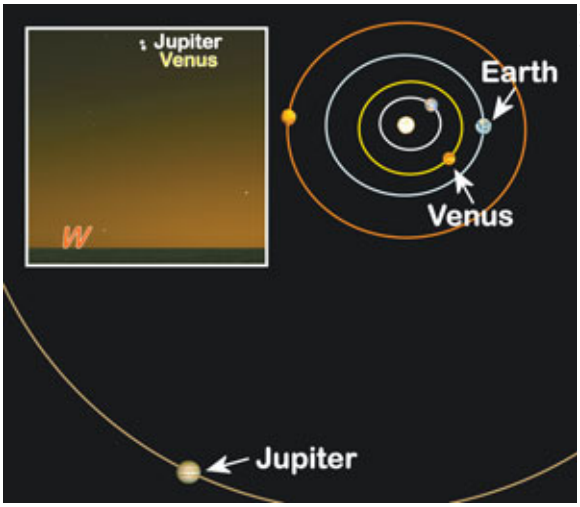


FIGURE 3

A leap second will be added to clocks. The addition of the second is to compensate for the slowing down of Earth's rotation.

Venus and Jupiter have been approaching each other over the last few days. Tonight they will appear 0.2 degrees apart. Venus will be brighter even though it is only 34 percent illuminated. Jupiter is opposite the Sun as viewed from Earth and nearly 100 percent illuminated (see Figure 3).

Wednesday, July 1st

The Full Moon occurs at 2221. The Moon will be directly opposite the Earth from the Sun and will be fully illuminated. The Moon will be at perigee (closest point to Earth) on July 5th.

Tuesday, July 14th

Leo's heart, Regulus, is making its way towards Venus and Jupiter. Just after sunset you will find Regulus less than two degrees south of Venus.

This is the official *New Horizons* spacecraft arrival date at Pluto.

Wednesday, July 15th

Today is the New Moon at 2124. If you are up before 0500 you will find Orion rising in the east. Mars will rise shortly after Orion and preceding the sunrise.

New Horizons *at Pluto*



Figure 2
Asteroid 4738 Jimihendrix, 'Stone Free' to ride the breeze in the southeastern sky at 2000 hours

Figure 3
Jupiter and Venus appear together in the western sky but are far from each other in their orbits

In the News

NASA's *New Horizons* spacecraft has arrived at Pluto after a nine-and-a-half-year journey. The spacecraft was launched on January 19th, 2006. An important connection between Pluto and life on Earth is the likely presence of organic compounds on Pluto's surface and water ice in the planet's interior. *New Horizons* will give us our first close-up views of the dwarf planet and its moons. The spacecraft's antenna will receive a powerful radio beam from Earth, aimed so that it passes through Pluto's atmosphere. That will provide scientists with the data to plot the temperature and density profile of the atmosphere down to the surface.

Congratulations to University Gardens High School of San Juan, Puerto Rico for the first-place finish in the NASA Human Exploration Rover Challenge's high school division. The Rover Challenge required student teams to design, construct, test and race human-powered rovers through an obstacle course simulating terrain potentially found on distant planets, asteroids or moons. Second place went to Rafaelina Lebron Flores of Patillas, Puerto Rico. Participants included 95 registered student teams from high schools, colleges and universities across 18 states and Puerto Rico, as well as international teams from Germany, India, Mexico and Russia.

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

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





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SALTY'S BEAT BY NATHALIE WARD

Snap, Crackle and Pop — The Tale of the Pistol Shrimp



Salty is a humpback whale who loves to sing. Every winter he swims throughout the Caribbean Sea. He doesn't need a passport because he's an international citizen! This month, he asks, "What's that sound?"

Despite its size the pistol shrimp or snapping shrimp packs a serious punch. One mighty claw shuts so fast it rips the water apart, making a stunning implosion and one of the loudest noises in the ocean.

This tiny shrimp species (*Alpheus heterochaelis*) grows to only one to two inches (three to five centimetres) long, but don't let its size fool you. The pint-sized critter is capable of producing a sound reaching 218 decibels, which is louder than a gunshot and capable of breaking glass jars. The claw snap of pistol shrimp is important as a means of stunning/killing prey, and, in defense, as part of a threat display.

These crustaceans are often a dirty-green color. They prowl the shallow waters of tropical seas and can be easily identified by their asymmetrical claws — the pistol shrimp sports one normal claw and one noticeably larger "snapper claw". Its disproportionately large claw can be up to half its body size, which makes it look like it's wearing an overgrown boxing glove.

The shrimp may feature the special claw on either arm and have the ability to reverse claws: if they lose the snapping claw, the missing limb will regenerate into a smaller claw and the original smaller appendage will grow into a new snapping claw.

Unlike regular shrimp claws the snapping claws are not pincers. Instead, the claw is designed rather like a pistol with two parts: one part is a "hammer" that moves backward into a right-angled position, and the other part is in a fixed closed position. When the shrimp releases the hammer part of the claw it snaps perfectly into position and makes its tooth-shaped plunger move into a niche in the other half of the claw.

It was once believed that the sound was generated when the two claw surfaces hit each other. But research has since shown that this isn't the case. The rapid snapping action of the claw actually shoots out a high velocity jet of water whose speed — up to 62 miles an hour (100km/hr) — generates a low-pressure cavitation bubble that bursts with a loud snap. This phenomenon can be explained by Bernoulli's principle, which states that when a liquid moves above a certain speed, the pressure within the liquid decreases. When this pressure drops, it allows tiny air bubbles in these fast-moving fluids to expand and if the pressure builds back up, the bubbles collapse and implode — POP!

The snap of the bubbles also produces something known as sonoluminescence (i.e., emission of short bursts of light), which is caused when the collapsing cavitation bubble reaches temperatures of over 4,700 degrees Celsius or 5,000 Kelvin. That is almost as hot as the surface of the sun, estimated at around 5,800 Kelvin (5,500 °C)! The sonoluminescence produces a short, intense flash of light.



The whole process from the snapping of the claw to the burst of the bubble and the loud sound is almost instantaneous. It takes place within 300 microseconds and can't be seen by the naked eye. Researchers were only able to study this fascinating creature's abilities through ultra high-speed cameras that take 40,000 frames per second.

The shrimp uses this inherent talent for hunting prey; hence it's called the pistol shrimp. While hunting, the little shrimp hides in an obscured spot like a burrow. Then it extends its antennae outwards to determine if prey is passing. Once it feels movement, it inches out of its hiding place and shoots its flashy bubbles at the passing prey. The pressure of the snapping bubble is sufficient to stun a passing crab or even kill small fish. It then pulls the stunned catch into its burrow and feeds on it.

The pistol shrimp often shares a symbiotic association with the goby fish. The goby has good eyesight and thus warns the shrimp of any approaching predator. In the exchange, the shrimp provides the goby with food and the burrow that the shrimp digs for both itself and the goby to live in. The shrimp keeps in contact with the goby through its antennae and the goby alerts the shrimp by its characteristic tail movements and then both retreat into the safety of the shared burrow. A match made in heaven!

This species also lives in colonies that can number over 300 members. Divers have witnessed the ceaseless cacophony that colonies of these shrimps produce; their loud crackling sound has been described as if a hundred people are cracking their knuckles at once, or like sizzling of fat in a pan, or like a hundred people bursting bubble wrap at once!

Colonies of snapping shrimp consist of a single large female, the queen, and possibly a single male. The offspring are divided into workers who care for the young and soldiers who protect the colony with their huge claws. Most of the soldiers are males.

Another fascinating thing about these amazing creatures is that naval submarines have been known to hide among beds of pistol shrimp to hide from sonar detection. Apparently the noise the shrimp create is so intense that the other submarine's sonar finds it impossible to pick up other sounds.

Dr. Nathalie Ward is a marine biologist, conservation educator and marine policy consultant. She has authored numerous scientific publications and marine mammal field guides as well as children's books on whales, dolphins, sharks and coral reefs.

LOOK OUT FOR...

Sargassum: Pelagic Nursery and Near-Shore Nuisance

by Lynn Kaak

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

Saltwater sailors have all seen it at some time or another. Washed up on shore in smelly clumps, or even coating the beach, making enjoyment impossible while smelling to high heaven. Perhaps from your own boat you have seen small clumps or even large mats of the yellowish or olive-brown plants, the colours contrasting with the blue of the ocean. This is sargassum.



Sargassum, or Gulfweed, provides habitat for marine life... but can also give boaters some hassles

Sargassum is an algae, as are most seaweeds. There are multitudes of different species, but the types that we see most frequently in Caribbean waters are *Sargassum natans* and *Sargassum fluitans*. They are also known collectively as Gulfweed.

Our Sargassum comes by its other name of Gulfweed very honestly, as the vast majority of the colonies originate in the northwest corner of the Gulf of Mexico. They eventually drift out to the Atlantic on the Gulf Stream, where currents and winds then deposit some of them in the Caribbean Sea. A great deal of this weed also ends up in the so-called Sargasso Sea, which is an area north of the Greater Antilles and southeast of Bermuda. This region is the confluence of various ocean currents that "corral" the seaweed. This Sargasso Sea was well known by early sailors.

Sargassum fluitans and *natans* are pelagic algae, in that they reproduce, grow and (normally) spend their life on the open water. They reproduce asexually (without the need for another plant) by breaking up — the smaller pieces continue on as new plants. Other types of Sargassum are able to reproduce asexually as well.

The basic Gulfweed has a stem, fronds, and pods. The pods are gas-filled, allowing the stems of the algae to float easily on the ocean's surface. The stems or strings can gain a length of up to three metres at times, with the normal size closer to one to two metres. Just in case you'd like to sail close enough to examine them, natans' pods will have little spikes, whereas fluitans' do not. The natans' leaves are long-stalked and narrow, in contrast to fluitans' shorter stalks and broader leaves. On the water, they may be found as small clumps of plants, or as a large matted area covering a larger expanse of ocean.

While there's no denying that large quantities of Sargassum on the shores and beaches can be quite unpleasant, and the larger mats make navigation a hassle, the seaweed does have a use in the greater natural world. Many organisms make these floating colonies their home. From minuscule crabs and invertebrates to larger young fish and baby turtles, these colonies can provide a refuge from predators. Deep under the mats of algae, larger predatory fish bide their time until some smaller prey makes a mistake and leaves the safety of the entangled strings. Many fishermen look for Sargassum as possible places to wet a line. Tuna, mahi-mahi and other large pelagic fish can often be found lurking under or near these Gulfweed mats.

But Gulfweed can tangle up a rudder, propeller or an engine-cooling-water intake — the voice of experience while photographing it at sea last month!

See related article on page 11.



ANCHOR LIGHTS AGAIN

Dear *Compass*,

Further to last month's letter regarding the use of flashing lights and strobe lights in place of the normal anchor light, we thought we'd try to check whether or not there was a rule to cover this. We e-mailed the Royal Yachting Association and received this reply from RYA Cruising Manager Stuart Carruthers:

"Colreg 72 rule 36 states:

"If necessary to attract the attention of another vessel, any vessel may make light or sound signals that cannot be mistaken for any signal authorized elsewhere in these Rules, or may direct the beam of her searchlight in the direction of the danger, in such a way as not to embarrass any vessel. Any light to attract the attention of another vessel shall be such that it cannot be mistaken for any aid to navigation. For the purpose of this Rule the use of high intensity intermittent or revolving lights, such as strobe lights, shall be avoided.

Mr. Carruthers adds, "Clearly the lights in question are discouraged, but I know that in many parts of the world such lights as you describe are accepted. If still in doubt I would seek advice from the local harbour authorities."

Cap'n Pugwash
S/V Tickle Yer Fancy

Dear Pug,

The use (or not) of anchor lights has been a source of discussion in Compass *for over a decade. Back in 2002, Paul Frost wrote:*

"It's one of those subjects that crop up. You know, like blocked heads, refrigeration and where to get weather information. There are people who think anchor lights are essential and those who don't.

"We've always been convinced that it is a good idea to show both an anchor ball by day and a light by night when anchored. Frankly, anything that might prevent someone ramming into the boat has always seemed worthwhile, or, if they do anyway, at least puts you in the right when it comes to an insurance claim. And if there is a collision, the chances are there will be an argument about who was to blame. So, why not cover yourself? Not to mention being able to find the boat when you come back after an evening out.

"Some people argue that it is not necessary to show a light in a designated anchorage, but isn't that just where accidents happen, especially if it is crowded?

"If you don't think accidents happen, talk to some friends we used to cruise with in the Mediterranean. They had just anchored in the harbour of a Greek island when a jet-ski went out of control and hit the bow of the boat. The jet-ski driver was knocked unconscious and the pillion rider went flying right through the yacht's fore-triangle, breaking an arm on the way. Luckily the correct day marks were being shown on the yacht, so there was no problem deciding whose fault it was. The yacht captain was even compensated for damages. But it could have been a very different story.

"So what do we need to comply with regulations and cover ourselves against eventualities? The regulations say that you must carry a black ball by day — 0.6m in diameter if the vessel is over 20 metres, or of a size proportionate for smaller boats, so for, say, a 10-metre boat, 0.3m. Anything black and round will do, even a painted radar reflector, which will serve both purposes. At night, or in bad visibility, a vessel of less than 50 metres must show 'an all-round white light where it can best be seen'. The visibility for this length of boat should be two miles.

"The definition of an all-round white light is that it shows on 'an unbroken arc of the horizon of 360 degrees'. That would seem to mean a mast-head light, though I find that a mast-head light only lets you know that there is something *there, something which may be of any size or shape. On the other hand, an anchor light hung in the rigging above the foredeck actually illuminates the boat. (We also have a theory that a light on the deck deters intruders at night, but of course maybe we haven't been robbed because we don't look worth robbing!)*

"The argument against having an anchor light on all night is usually that it takes too much electricity. This doesn't wash in these days of solar panels, wind generators and more and more people willing to fire up the engine or gen-set if the fridge isn't cold enough or they want to use the microwave. If you run a 10-watt bulb for 10 hours, that's 100 watts a night, or 8.3 amps out of a 12-volt battery. Not a great deal even for a single 200-amp-hour battery.

"However, if you really want to conserve power, here's an idea you might like to try. You can cut down consumption by almost half with a light that flashes on and off at 60 or 70 times a second. That's much too fast to be seen by the human eye, unlike a flashing strobe, which is actually illegal, and you are in no danger of being mistaken for a north cardinal mark — or even for a hovercraft if it's a yellow light."

CC

DATA PLANS: CAVEAT EMPTOR

Dear *Compass* Readers,

More and more cruisers are turning to data SIMS for iPads and smartphones instead of WiFi. However *Compass* readers should be aware of problems with some pay-as-you-go data packages. If you are not careful you can lose large amounts of money.

For example: a certain data plan of five gigabytes of data costs EC$120 for 30 days. If you use more than five gigabytes the plan automatically ceases and you lose your connection to the Internet. If you then top up online with another EC$120 you will be reconnected — but if you omit to reactivate the data plan you will be charged one EC dollar per megabyte. Your EC$120 top-up will disappear within a few hours, and without warning your internet connection is lost again!

Apparently many customers fall foul of this and the money they have lost will not be refunded. When we purchased our initial plan in Grenada this was not explained, and we were not told how to reactivate the plan after topping up online.

If you purchase one of these packages make sure that you know not only how to top up but also how to reactivate the plan.

Yours sincerely,
John Lytle
S/Y Oriole

FUN WITH SEAGULLS

Dear *Compass*,

Rufus Seagull, President of the Bequia Seagull Association, reports that the seagulls have grown tired of watching the fishermen have all the luck, and they



have recently acquired their own darn fishing boat. This one smells right, and they are cautiously optimistic about the outcome of the upcoming fishing season. They are now waiting for the Ways and Means Committee report on outsourcing captain services before proceeding.

Signed (with tongue in cheek),
Bequia Seagull Association

WE WANT TO HEAR FROM YOU!

Dear* Compass *Readers,

We want to hear from YOU!

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

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

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—Continued from page 15 …Regatta News

Sailing the Atlantic west to east, ARC Europe began from Nanny Cay, Tortola (29 boats). The ARC Europe fleet leaving from Portsmouth, Virginia USA (six boats) was delayed thanks to Sub-Tropical Storm Ana; that fleet set sail May 13th. The fleets will combine in Bermuda and be joined by a further seven boats, before sailing to the Azores and on to Marina de Lagos, Portugal, or other European ports.

ARC USA set sail from Nanny Cay, Tortola alongside the ARC Europe fleet. Six boats will sail via the Old Bahama Channel to Fort Lauderdale, Florida. The 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 Bahamas, and should take approximately seven days for them to arrive in Bahia Mar Marina. Meanwhile 16 ARC USA boats will sail with the ARC Europe fleet to Bermuda and then to ports on the US East Coast.

Visit www.worldcruising.com/arc_Europe and www.worldcruising.com/arc_usa for more information.

Historic Key West-to-Havana Race

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

The Havana Challenge, held May 16th through 21st, was a three-part series of races for 16-foot Hobies. Part One, The Gulf Stream Shakedown, sailed approximately 15 miles south from Key West, around a race committee yacht and returned to the starting beach in Key West. This race, while competitive, also served to give crews a last opportunity to test communication and safety gear, sailing characteristics under racing loads and sailing techniques just prior to crossing to Havana.

Part Two, the 90-mile Key West-to-Havana leg of the race, saw a LeMans start off Key West's South Beach. Support boats brought the total fleet to 19 vessels. As this issue of *Compass* goes to press, the offshore leg is en route to Marina Hemingway where a Welcome Party will be hosted by Commodore José Miguel Díaz Escrich of the Hemingway International Yacht Club.

Part Three, The Malecon, is expected to feature a series of races with the US-based sailing teams as well as Cuba-based sailing teams including the Cuba National Sailing Team and Olympic sailing competitors. The US teams and support boats should arrive back in Key West late May 21st.

The Havana Challenge is an amateur sporting competition designed to promote person-to-person intercultural exchange through the sport of sailing.

Visit www.havanachallenge.com/events for more information.

ON THE HORIZON…

50th Anniversary Carriacou Regatta

Jerry Stewart reports: For a spectacle of traditional sail, be in Carriacou on the weekend of the first Monday in August. The Large Decked Sloop ("Carriacou Sloop") class never fails to impress — engineless and sporting their racing rig, sails and mast, additional downwind sails and spinnakers. Large and Small Open Boats also duel for honours, and Hillsborough is jumping.

As at Bequia Easter Regatta, the yachts get to play, too. On July 31st, the Two-Handed Round the Island race is well supported. Crewed races follow on the Saturday and Monday; Sunday we watch the decked sloops. Mount Gay, Doyle Sails and Budget Marine support this off-season regatta.

31st Around Martinique Yole Race

The 31st edition of the Tour de Martinique des Yoles Rondes, organized by the Fédération des Yoles Rondes de la Martinique, will run from July 26th through August 2nd. The eight-leg event for the island's impressive sailing craft will begin and end in the windward town of Robert, with stops at Diamant, Fort-de-France, Prêcheur and La Trinité.

Yoles Rondes are canoe-shaped open boats made of wood. They are spectacularly over- canvassed with a single huge rectangular spritsail. This windage is counterbalanced by crewmembers hiked out to windward on individual poles. Steered with a long steering oar, Yoles Rondes have little or no keel.

These races are highly competitive and draw large crowds of spectators.

Visit www.tourdesyoles.com for more information.



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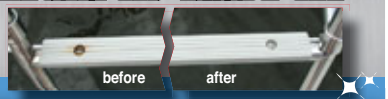
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CALENDAR

JUNE

2	FULL MOON
5	World Environment Day. www.unep.org/wed
7	Public holiday in the Bahamas (Labour Day)
12 - 14	St. Lucia Dinghy Championships. St. Lucia Yacht Club (SLYC), www.stluciayachtclub.com
12 – 14	Laser Championship, St Maarten Yacht Club (SMYC), fritsbus@caribserve.net
15	Public holiday in BVI, Cayman Islands and Anguilla (Sovereign's Birthday)
15 – 17	Sea Star Opti Clinic, St. Thomas. St. Thomas Yacht Club (STYC), www.styc.net
19	Public holiday in Trinidad & Tobago (Labour Day)
19 – 21	International Optimist Regatta, St. Thomas. STYC, www.styc.net
19 – 21	Marina Zarpar International Regatta. http:// marinazarpar.com
19 – 21	Heineken Regatta Curaçao. press@heinekenregattacuracao.com
20	Summer Solstice
21	Massy Stores Dinghy Regatta, Barbados. Barbados Yacht Club (BYC), www.barbadosyachtclub.com
21	Fête de la Musique, St. Barts. www.stbarth-tourisme.com
24	Public holiday in Venezuela (Battle of Carabobo)
26-7 July	St. Vincent Carnival
29	Fisherman's Birthday (St. Peter & St. Paul Day). Local boat races in many communities
30	Public holiday in the BVI (Territory Day)

JULY

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

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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41' ROGER SIMPSON DESIGN Light weight, cruising catamaran, 3 cabin, 1 head. USD75,000 ONO Tel: (868) 684-7720/634-2259 E-mail: ldemontbrun@hotmail.com or marconelfd@hotmail.com



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



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

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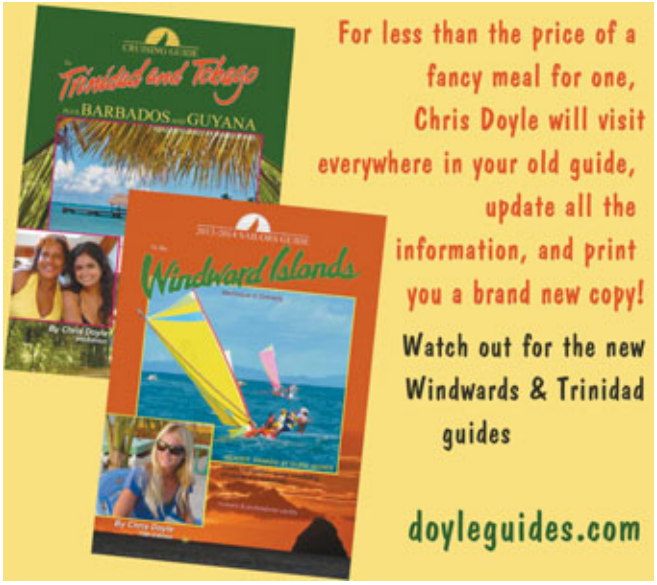
Street's Guides describe some of Donald Street's favourite Caribbean cruising grounds, many of which are not even covered in most of the other sailing guides - including east coast of Grenada (Grenville and Sandy islands), south coast of Carriacou, east coast of Carriacou (Grand and Watering Bay - protected by four miles of barrier reef), east coast of Canouan (Windward Bay - protected by a mile of barrier reef) and some wonderful cruising options and anchorages for the east coast of Martinique.

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—Continued from page 9

...Business Briefs

New Jetties for Savannes Bay and Praslin Bay, St. Lucia

Complete Marine Services Ltd (CMS) has been awarded a contract to build two new jetties in St. Lucia, one at Savannes Bay and one at Praslin Bay, by the St. Lucia Ministry of Agriculture, Food Production, Fisheries Cooperatives and Rural Development. The jetties will serve fishers, seamoss farmers and individuals from the area who engage in tourism activities.

CMS is active in both onshore and offshore piling, marine construction and underwater maintenance. Current projects include the foundation piling of the new St. Lucia Dive Centre and Harbour Club Hotel at the southern end of Rodney Bay Marina, including sheet piling the land/sea interface and the installation of boat lifts, walkways and retaining walls. Previous CMS community projects include the renovation of the jetty at Pigeon Island for the National Trust and the access facilities on Dennery Island, installed by CMS without charge, to assist initiatives by the Durrell Wildlife Conservation Trust.

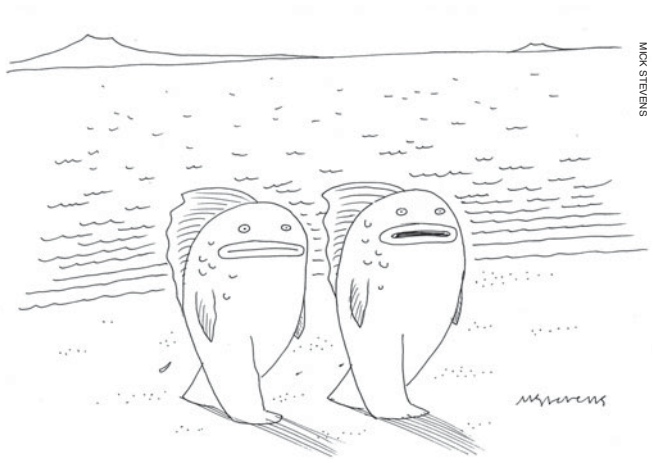
Visit www.cms-sl.com for more information.

Lazy Turtle to Host Carriacou Regatta Opening Party

Shayne Wallis reports: The Lazy Turtle Pizzeria & Bar, Tyrell Bay, Carriacou will be hosting the "Tyrell Bay Sailing Club on behalf of the Carriacou Regatta Festival Committee" opening race party on Friday, July 31st. There will be live music and a special Regatta Pizza to mark the occasion. Make sure you mark your diaries for a fantastic start to the 2015 Carriacou August Regatta!

For more information on the Lazy Turtle see ad in the Market Place section, pages 41 through 43.

COMPASS COMIC



MICK STEVENS

"I pictured evolution much differently."

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

Hurricane History 1851 to 2013 - Source: NOAA



CHAGUARAMAS



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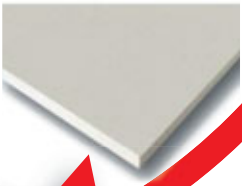
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islandwaterworld.com • Store prices good while stocks last and for the month of June only.

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