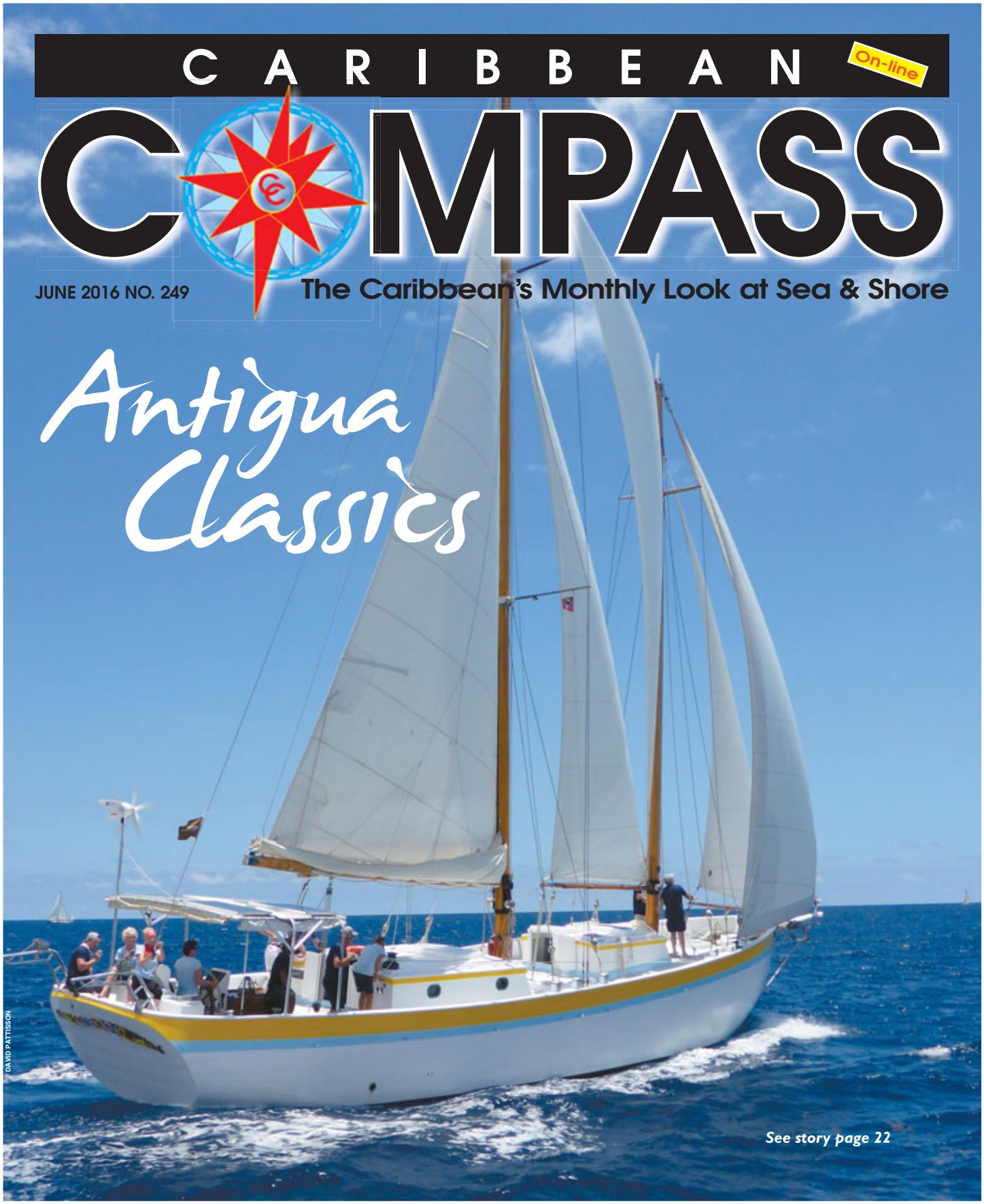
CARIBBEAN On-line
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The Caribbean's Monthly Look at Sea & Shore

# Antigua Classics



DAVID PATTISSON

*See story page 22*

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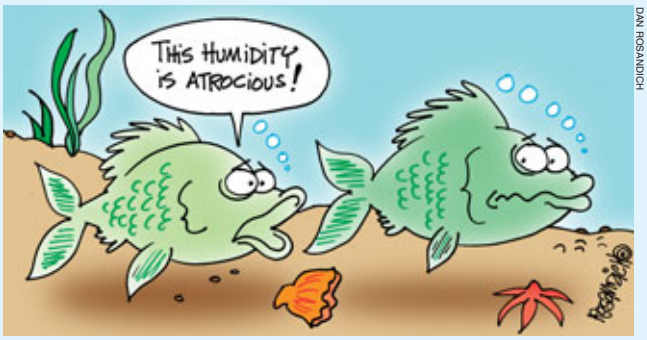
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*ISSN 1605 - 1998*

*Cover Photo: On the cover: Cruiser David Pattison heard the call of the Classics and jumped aboard the 1939 yawl* Nordwind. *During the racing, he grabbed this shot of the Alwyn Enoe-designed, 73-foot Carriacou schooner* Jambalaya. *Story on* page 22




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# Info & Updates

**Martinique on the Move**

Rodolf Etienne reports: Martinique is making moves to develop even further as a sailing powerhouse.

An ambitious project focusing on sailing and boating in Martinique was born when Martinican skipper Eric Baray met with well-established entrepreneur Emmanuel Dube and fellow sailors Capt. Arnaud Goddard-Philippe and Jean Trudo. The group had the idea of providing each town on the island with a racing sailboat to train and introduce youngsters to maritime careers, while stimulating a competitive spirit in inter-community sports, which currently seems to be fading.



CHRIS DOYLE

The project leaders explain that they aim to create a "base of sea champions" for Martinique. Beyond its obvious sporting character, this project also aims to develop a more stable and viable economy around the sea and water sports.

Martinique currently has 130 companies active in the yachting sector; these businesses employ some 1,200 people. Approximately 12,500 vessels are registered here, and there are more than 200 sailboats available for bareboat rental, as well as 85 crewed charter yachts. The marina of Marin is a popular jumping-off point for other popular cruising destinations such as the Grenadines, and is visited by some 33,000 tourists a year. Annual turnover in Martinique's yachting sector is 80 million euro.

At the end of their study, the project managers came to an obvious conclusion: boating appears to be a strong axis for the development of job creation. The goal is now to keep the launched actions going and to include the development of sailing in future project contracts with the island government (Etat-CTM, Collectivité Territoriale de Martinique) and the European Union. A project under the aegis of the Caribbean European Racing Challenge Association will be chaired by racing sailor Jean Trudo.

In related news, Martinique became a member of the yachting-aware Organisation of Eastern Caribbean States earlier this year, the first French territory to do so. And recently, the island's capital, Fort de France, popular with visiting yachties for its sightseeing and great food, has received a "facelift", creating better traffic flow, wider sidewalks and new landscaping.

**Clearing Customs Easy at Budget Marine, St. Martin**

All yachts clearing in and out of St Martin can now make use of a new, dedicated Customs computer system, where you do your own entry, print it out and then have it stamped by a Customs officer or the owner of the establishment where the computer is located.

Budget Marine L'ile Marine has been offering this service since January. Lomig Henry, manager of Budget Marine St. Martin reports: "This extra service offered by us is a welcome and convenient alternative to going to the official Customs office. We are getting very positive results from both the private yachts and charter vessels that can now make use of this service. The service is not only convenient but also free of charge although yachtsmen are welcome to donate to the SNSM (Sea Rescue)."

Located just outside of the Sandy Ground Bridge, Budget Marine St. Martin is an ideal location to do your custom clearing. A dinghy dock in front of the building makes it easy to visit.

*Opening hours of Budget Marine St. Martin are Monday through Friday, 8:00AM to 12:00 noon and 2:00PM to 5:00PM, and Saturdays from 8:00AM to 12:00 noon.*

**Interruption of Clearance in San Blas**

Cruisers report the temporary closure of the Immigration and Port Captain services in the San Blas islands/Guna Yala of Panama, at Porvenir and Obaldia.

Those visiting San Blas are advised to check in to the country in Puerto Lindo/Portobelo or at Bocas del Toro before arriving in San Blas. The Port Captain at Linton Bay Marina at Puerto Lindo is open every day; hours are 8:00AM to 4:00PM.

*—Continued on next page*




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**Dominica**
Dominica Marine Center
Roseau

**Grenada**
Turbulence Sails
True Blue St George

**Jamaica**
PJG
Kingston

**Martinique**
Voilerie Du Marin
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**Panama**
Regency Marine
Panama City

**Puerto Rico**
Atlantic Canvas & Sail
Fajardo, Puerto Rico

**St Lucia**
Rodney Bay Sails
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**St. Vincent**
Barefoot Yacht Charters
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**Trinidad & Tobago**
AMD
Chaguaramas

**USVI St Croix**
Wilsons' Cruzan Canvas
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DOYLE CARIBBEAN

—Continued from previous page

Visitors must be aware that they have not legally entered the country until the clearance process is completed. (Note that if you check in at Puerto Lindo you will need to go to Colon to buy your Cruising Permit). Noonsite notes: If arriving in the San Blas prior to clearing into Panama, it is not advisable to travel by land to



JEENA ZWYSEN

Panama City or to Colon to clear in, as you will pass through police checkpoints where you could be fined (*or even arrested; see 'Welcome to Panama — A Cautionary Tale' by Reinhilde van der Kroef on page 30 at www.caribbeancompass.com/online/june15compass_online.pdf*) if you have not already visited an Immigration office and had your passport stamped.

*Visit Noonsite.com for updates.*

**Boat Pet Documentation Bahamas**

Joan Conover reports: Boat pets have always needed an Import License to enter the Bahamas, but now a dog cannot leave the country without a Pet Health Certificate. Obtaining a certificate approved by Department of Agriculture can take five days or more.

Cruisers visiting the Bahamas with dogs aboard should be aware that the new requirement to have Pet Health Certificates before leaving is a direct result of a distemper outbreak. The focus of the distemper infection seems to be localized to New Providence. The chances of your animals contracting the virus are small, but keep their vaccinations current.

*Visit www.noonsite.com/Countries/Bahamas?rc=Formalities for more information.*

**Jolly Harbour Raises EC$17,800 for Charity**

During the winter season in Antigua, the Jolly Harbour Yacht Club and the Jolly Harbour Arts Group embarked on a fundraising campaign to benefit local charities. The charities chosen were Antigua & Barbuda Search and Rescue (ABSAR), SailAbility Antigua, and a fund to help local sailor Jules Mitchell with his goal to represent Antigua & Barbuda in the 2020 Olympic Games.



The charity campaign raised a total of EC$17,800 with EC$8,400 going to SailAbility, EC$4,700 to ABSAR and EC$4,700 to Jules Mitchell. The funds were raised from an auction of artwork from the JH Art Group and events such as treasure hunts and beach barbecues organized by JHYC.

*Visit www.jhycantigua.com for more information.*

**Colombia Boat Show Changes Announced**

Plans for a brand-new boat show in Cartagena — the 2017 Colombia Náutica International Boat Show — were announced at the 2016 International Nautical Congress of Colombia, held from April 27th through 29th. The Congress was organized by the recently established Colombia Náutica, a joint venture of Colombia's Asociación Náutica and Centro de Convenciones de Cartagena de Indias, together with the US National Marine Manufacturers Association (NMMA) and the International Council of Marine Industry Associations (ICOMIA).

—Continued on next page





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*—Continued from previous page*

The first-ever Colombia Náutica International Boat Show will be held in Cartagena from April 27th through 30th, 2017. The organizers promise to deliver a quality boat show, leveraging the 100 years of boat-show production that the NMMA brings to the table. It will be promoted as a regional event, with Colombia being the centre of focus. Previous Cartagena International Boat Shows, in which the NMMA sponsored a USA pavilion, were organized by EasyFairs Latin America.

The Congress opened with an address by Vice-Minister Sandra Howard of Colombia's Ministry of Commerce, Industry & Tourism (MINCIT). Vice-Minister Howard announced that as a part of MINCIT's overall marina development strategy, its free navigational handbook, *Cruising Guide for Colombia*, which encourages sailors to visit Colombian waters, will be reprinted and include all regulatory changes relevant to boating.

Vice Admiral Pablo Emilio Romero Rojas of DIMAR, Colombia's national maritime authority, reaffirmed the Directorate's commitment to create an industry-friendly regulatory environment by drastically streamlining the marina permit process in terms of timeline and required documentation. DIMAR also detailed 28 nationwide marina projects currently going through various permitting stages, with a total added capacity of more than 5,000 slips. The majority of these developments are in Cartagena. DIMAR has made the development of nautical tourism a priority on its agenda and its support has resulted in key top-level decrees ensuring consistent implementation of boating-friendly policies.

"Fifty percent of the Colombian recreational marine market is domestic and the other half is transit from cruising sailors, making the country ripe for exploration to identify real opportunities for trade," notes Udo Kleinitz, Secretary General of ICOMIA, "and with its economic stability and a vastly improved safety and security situation, Colombia is undergoing an economic boom that is set to continue."

*For more information on the International Nautical Congress of Colombia or the 2017 Colombia Náutica International Boat Show contact Julie Balzano, Export Development Director NMMA, at jbalzano@nmma.org, or visit http://colombianautica.com*

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*Colombia calling! A brand-new international boat show will take place next year in Cartagena, where more marinas are being developed*


# SAILING SCHEDULE

**August - December, 2016**

### FLORIDA – MEDITERRANEAN

| | | | |
|---|---|---|---|
| Fort Lauderdale | Sept. 2016 | Genoa | Sept. 2016 |
| Fort Lauderdale | Sept. 2016 | Palma de Mallorca | Oct. 2016 |
| Fort Lauderdale | Oct. 2016 | Genoa | Oct. 2016 |
| Fort Lauderdale | Nov. 2016 | Palma de Mallorca | Nov. 2016 |

### CARIBBEAN – MEDITERRANEAN

| | | | |
|---|---|---|---|
| St. Thomas | Nov. 2016 | Palma de Mallorca | Nov. 2016 |

### CARIBBEAN – FLORIDA

| | | | |
|---|---|---|---|
| Martinique | Nov. 2016 | Fort Lauderdale | Nov. 2016 |
| Martinique | Dec. 2016 | Fort Lauderdale | Dec. 2016 |

### MEDITERRANEAN - FLORIDA

| | | | |
|---|---|---|---|
| Genoa | Aug.2016 | Fort Lauderdale | Sept. 2016 |
| Palma de Mallorca | Sept. 2016 | Fort Lauderdale | Sept. 2016 |
| Genoa | Sept. 2016 | Fort Lauderdale | Oct. 2016 |
| Palma de Mallorca | Oct. 2016 | Fort Lauderdale | Nov. 2016 |
| Genoa | Oct. 2016 | Fort Lauderdale | Nov. 2016 |
| Palma de Mallorca | Nov. 2016 | Fort Lauderdale | Dec. 2016 |

### MEDITERRANEAN – CARIBBEAN

| | | | |
|---|---|---|---|
| Palma de Mallorca | Oct. 2016 | St. Thomas | Nov. 2016 |
| Genoa | Oct. 2016 | Martinique | Nov. 2016 |
| Palma de Mallorca | Dec. 2016 | Martinique | Dec. 2016 |

### FLORIDA – CARIBBEAN

| | | | |
|---|---|---|---|
| Fort Lauderdale | Nov. 2016 | St. Thomas | Nov. 2016 |

*Note: All dates are approximate. For exact dates check with our booking agencies. As partners with Sevenstar Yacht Transport, the lift-on/off specialists, who are the perfect fit with our float-on, float-off specialty, DYT is able to offer sailings to/from additional ports of call. Please visit our website for more information or call us to discuss your specific needs.*



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# Selected On-Line Weather Sources

When was the last time you tapped the barometer to check the weather, or really observed the changing clouds? Yet weather prediction occupies a large part of a Caribbean sailor's attention. How do we look for weather forecasts today?

According to Wikipedia, it was not until the invention of the electric telegraph in 1835 that the modern age of weather forecasting began. Before that time, it was not widely practicable to transport information about the current state of the weather any faster than a steam train. By the late 1840s, the telegraph allowed reports of weather conditions from a wide area to be received almost instantaneously, allowing forecasts to be made from knowledge of weather conditions farther upwind. In the United States, the first public radio forecasts were made in 1925. Television forecasts followed in the 1940s. The Weather Channel began broadcasting in 1982.

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



Long Distance Weather Forecasts Now Made By Machine

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

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

*An article from*
Modern Mechanics *magazine, 1932*

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

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

**General Weather Websites**

- Caribbean Rainbow Loop: www.ssd.noaa.gov/goes/east/carb/flash-rb.html
- Mike's Weather Page: www.spaghettimodels.com
- NOAA's Environmental Visualization Laboratory: www.nnvl.noaa.gov (great satellite images, animations and more visual storm stuff)
- NOAA Climate Discussion: www.climate.gov/news-features
- NOAA Marine Forecasts: www.nws.noaa.gov/om/marine/home.htm
- PassageWeather: http://passageweather.com (provides seven-day wind, wave and weather forecasts to help sailors with passage planning and weather routing)
- US National Weather Service (for SW Atlantic): www.nws.noaa.gov/om/marine/swatlanticbrief.shtml
- www.windyty.com (shows speed and direction of the wind for 14 days in about three-hour increments)

**Caribbean National, Regional and Island Weather Websites**

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

**Commercial Marine Weather Service Websites**

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

**Hurricane Information Websites**

- Caribbean Hurricane Network: www.stormcarib.com (latest local updates from correspondents on the islands)
- Ralph's Stormtrack: http://ralphstropicalweather.homestead.com/StormTrack.html
- US National Hurricane Center: www.nhc.noaa.gov, www.nhc.noaa.gov/marine/offshores/php (offshore reports), www.nhc.noaa.gov/marine/graphicast.php?basin=at#contents and www.nhc.noaa.gov/pdf/tracking_chart_atlantic.pdf (print out for offline reference)
- Weather Underground: www.wunderground.com/hurricane

**Special Treats!**

- Free GRIB service: www.grib.us/Home.aspx
- Surf forecasts (great for those "iffy" anchorages): http://magicseaweed.com — see the animated swell height and swell period charts.
- Weather conversions: http://weather.org/conversion.htm
- More Caribbean weather sources: www.tropicalwx.com

Happy weather windows!




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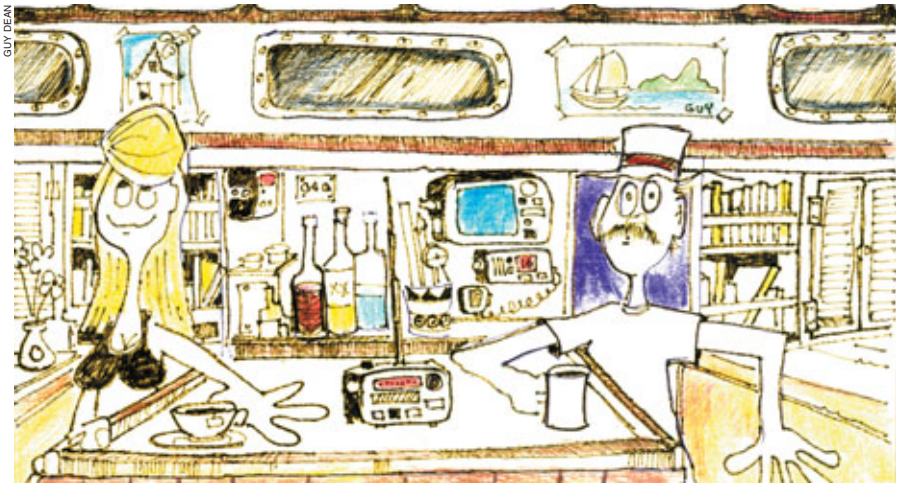








GUY DEAN



# Selected Caribbean Shortwave Weather Reports Summer 2016

| UTC | AST | STATION & REPORT DESCRIPTION | FREQ | TYPE | MODE |
|---|---|---|---|---|---|
| 0930 | 0530 | Daily Offshore Forecast | A | Voice | USB |
| 1000 | 0600 | Eastern Caribbean (Chris) | 4045 & 8137 | Voice | USB (Note 1) |
| 1000 | 0600 | Daily Caribbean Weather | 6215 | | |
| 1030 | 0630 | Bahamas Weather (Chris) | 4045 & 8137 | Voice | USB (Note 1) |
| 1030 | 0630 | Trinidad Emergency Net | 3855 | Voice | LSB/Ham |
| 1030 | 0630 | Carib Emergency & Weather Net | 3815 | Voice | LSB/Ham |
| 0700 | (Local) | Bahamas BASRA Weather Net | 4003 | Voice | USB |
| 1110 | 0710 | Puerto Rico/VI Weather Net | 3930 | Voice | LSB/Ham |
| 0720 | (Local) | Bahamas Weather C6AGG Net | 7096/3696 | Voice | LSB/Ham |
| 1130 | 0730 | E Coast, Atl N&W of Bermuda (Chris) | 8137 & 12350 | Voice | USB (Note 1) |
| 1200 | 0800 | Coconut Telegraph | 8170 | Voice | USB |
| 1215 | 0815 | KPK Cruising Safety Net (SSCA) | 8104 | Voice | USB |
| 1230 | 0830 | Cruiseheimers Net | 8152 (8146, 8164 secondaries) | Voice | USB |
| 1230 | 0830 | E Caribbean Weather (Chris) | 8137 & 12350 | Voice | USB (Note 1) |
| 1245 | 0845 | Mississauga Net | 14121 | Voice | USB/Ham |
| 1300 | 0900 | W Caribbean Weather (Chris) | 8137 & 12350 | Voice | USB (Note 1) |
| After | 1300-0900 | ESE & NE sponsor requests (Chris) | 8137 & 12350 | Voice | USB (Note 1) |
| 1530 | 1130 | Offshore Forecast | A | Voice | USB |
| 2130 | 1730 | Offshore Forecast | A | Voice | USB |
| 2200 | 1800 | Carib, Atl & Pac Weather (Chris) | 8137 & 12350 | Voice | USB (Notes 1 & 1a) |
| 2235 | 1835 | Caribbean Emergency & Weather Net | 3815 | Voice | LSB/Ham |
| **2300** | **1900** | **If active Tropical systems in Atlantic (Chris)** | **8137** | **Voice** | **USB** |
| 0330 | 2330 | Offshore Forecast | A | Voice | USB |
| 24/7/365 | | Maritime Mobile Net (Emergency, Weather, Assistance) | | 14300 | USB/Ham |

**Frequencies (in kHz):**
A) NMN, Chesapeake, 4426, 6501, 8764, 13089, 17314. Caribbean Sea approximately 25 minutes later.
NMG, New Orleans, 4316, 8502, 12788. Caribbean Sea approximately 25 minutes later.
B) 4316, 8502, 12788, 17144.5

**Note 1:** Unless severe weather threatens, this net is not conducted on Sundays.
When there are active Tropical systems in the Atlantic, Marine Weather Center (Chris) runs a net at 2300 UTC/1900 AST on 8137, Voice USB.
**Note 1a:** Please hail Marine Weather Center (WCY) 15 minutes before the net so that Chris knows where to aim his antenna to reach you. This net is geared primarily to offshore Atlantic and Pacific passage makers. For schedule updates see www.mwxc.com

- WWV has World Marine Storm Warnings (Voice) at 8 minutes after each hour & Solar Flux information at 18 minutes after each hour on 2500, 5000, 10000, 15000, & 20000 (Switch to AM mode)
- During hurricane activity, information can be found continuously on the Hurricane Watch Net on 14325 USB/Ham.
- Anyone, licensed or not, may legally operate on Ham frequencies in the event of life-threatening or DISTRESS situations.

Also of interest, with weather, security and general info segments, are the Panama Connection Net at 1330 UTC on 8107 and the Northwest Caribbean Net at 1400 UTC on 6209.

*A comprehensive schedule of eastern North Atlantic and Caribbean cruising nets is available at docksideradio.com/east_coast.htm*

**SELECTED CRUISERS' VHF NETS (Local Time)**

| | | | |
|---|---|---|---|
| Nassau, Bahamas | 0715 | Ch-14 | |
| St. Martin/Maarten | 0730 | Ch-10 | Monday-Saturday |
| English Harbour | 0900 | Ch-06 | Daily |
| Rodney Bay | 0830 | Ch-68 | Monday-Saturday |
| Bequia | 0800 | Ch-68 | Daily |
| Grenada and southern Grenadines | 0730 | Ch-66 (Intl) | Monday-Saturday |
| *Note: If the 66 repeater is unavailable then listen on Ch-69 for this net in southern Grenada, Carriacou and Union Island* | | | |
| Chaguaramas | 0800 | Ch-68 | Daily |
| Puerto La Cruz | 0745 | Ch-72 | as available |
| Curaçao | 0745 | Ch-72 | Monday-Saturday |

*Thanks to Ken Goodings and other cruisers for this information. As this issue of* Compass *went to press, it was correct to the best of our knowledge.*
*Corrections and comments are welcomed. Please send them to sally@caribbeancompass.com*



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

Lying just above 12°N, Grenada is south of the main hurricane belt, which is why growing numbers of yacht owners are enjoying a warm welcome in the 'Spice Island' during the summer months.

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

- Water and electricity
- Free broadband
- 24 hour security
- Bar, restaurant and swimming pool
- Haul-out and technical facilities nearby
- Excellent air links

Anyone arriving in April or May and staying consecutively with us until the end of August will receive 40% off the standard daily rate for April and May. An additional Low Season Discount is available to vessels booking and paying for 90 days or more in advance.

Contact us for details (conditions apply).

Call Danny Donelan on +1 (473) 435 7431
or email danny.donelan@cnportlouismarina.com

**www.cnmarinas.com/plm**

**New rates: 1 June to 30 November 2016**

| LOA in feet | Daily $/ft/day | Weekly $/ft/day | Monthly $/ft/day |
|---|---|---|---|
| up to 32 | $0.87 | $0.79 | $0.43 |
| up to 40 | $1.12 | $1.01 | $0.52 |
| up to 50 | $1.22 | $1.10 | $0.57 |
| up to 60 | $1.33 | $1.19 | $0.63 |
| up to 65 | $1.48 | $1.34 | $0.70 |
| up to 75 | $1.53 | $1.38 | $0.71 |
| up to 80 | $1.68 | $1.52 | $0.87 |
| up to 100 | $1.73 | $1.56 | $0.89 |

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.

port louis marina
GRENADA WEST INDIES

Camper & Nicholsons Marinas
YACHTING SINCE 1782

1782

# BUSINESS BRIEFS

**Now! Eco-Breakthrough Seajet 038 Taisho**

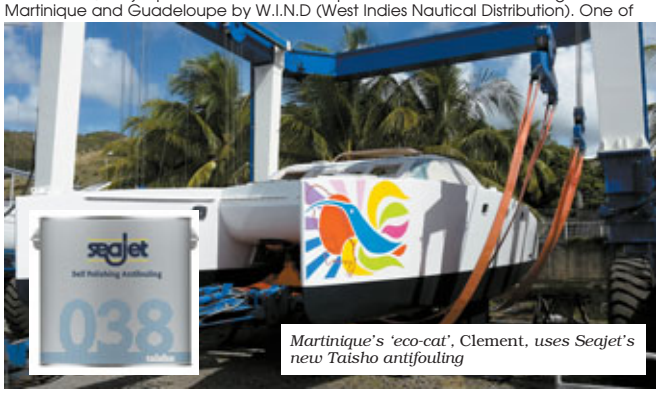
Adam Fiander reports: Anyone who has left a boat on its mooring for longer than about three weeks knows that underneath the hull shell growth, weed and slime rapidly take hold.

Up until now this has been controlled by applying mainly copper-based antifoul formulations with either a hard-coat finish or self-polishing (ablative) types that gradually erode over time to reveal a fresh layer of coating, aided by the action of water moving across the hull when underway. Other equally well-developed PTFE, Teflon- and silicon-type formulations are also available, similarly with successful results.

One of the best-known copper-based antifoul manufacturers is Seajet, whose brand has prospered under Japanese parent company, Chugoku Marine Paints (CMP). CMP are one of the world's leaders in protective coatings for commercial ships and have enjoyed success in other areas, such as the underwater protection of cooling tunnels for nuclear power stations.

W.I.N.D. AND OUR ENVIRONMENT

Since 1992, Seajet products have been imported and distributed throughout Martinique and Guadeloupe by W.I.N.D (West Indies Nautical Distribution). One of




*Martinique's 'eco-cat',* Clement, *uses Seajet's new Taisho antifouling*

the region's most active campaigners for the advancement of eco-responsible systems and environmentally friendly marine products is W.I.N.D.'s Managing Director, Bruno Marmousez. An active campaigner for the wellbeing of the Caribbean region, Bruno was the man behind an anti-TBT (Tri-Butyl Tin) media campaign in 2012-13 that many, including the Caribbean Marine Association, took notice of.

Despite the banning of TBT by the IMO in 1990, Bruno is staggered by the fact that US-made TBT products marked "For Export Only" continue to be sold in the Caribbean.

INTRODUCING NEW SEAJET 038 TAISHO

Now, Seajet have launched a new, eco-responsible product called Seajet 038 Taisho — a self-polishing, copper-free formulation that relies on an entirely non-metal biocide called ECONEA® as the active ingredient. With low water solubility and a correspondingly low leaching rate, tests have confirmed a marked uplift in fouling protection compared to traditional alternatives.

The most recent independent test, published in the May 2016 edition of *Motorboat & Yachting* magazine, placed Seajet 038 Taisho at the top of a list of 11 competitor products tested equally for their antifoul performance.

Taisho requires lower biocide levels to deliver full antifouling protection and tests have shown that antifoul made with just five percent ECONEA® has the same effect as antifouling made with 50 percent copper! Its breakdown products have extremely low toxicity and are biodegradable. Consequently, Taisho leaves behind a significantly smaller environmental footprint.

Besides its remarkable performance, 038 Taisho has proved its worth on a number of practical levels. For example, at 290 Euros for five litres from W.I.N.D., it is priced about the same as quality copper-based alternatives. Secondly, it can be applied in the same way as a "normal" antifoul: by brush, roller or spray gun (professionals only). Two generous coats will provide one season's worth of protection; apply more coats if a longer protection time is required. Lastly, Taisho contains less solvent than other antifouls and has lower VOC emissions, making it more user-friendly to apply.

Compatible with all hull substrates, including aluminium, Taisho is available in five bright colours: White, Mid-Blue, Navy Blue, Red and Black.

THE RESTORATION OF *CLEMENT*

Taisho was adopted for testing and evaluation by the environmental and humanitarian organization World Wild Riders, who included it as a 100-percent eco-responsible, sustainable solution in the restoration of the Punch offshore cruising catamaran *Clement*. Naval architect Pierre-Loïc Lafourcade and volunteers converted *Clement* from an ugly duckling to a seaworthy swan. The 12.7-metre French-built "eco-catamaran" is now a water-borne ambassador for Martinique, campaigning for the protection and long-term sustainability of Martinique's maritime heritage through presentations given onboard at events such as boat shows. In addition to promoting the islands as sailing destinations, *Clement* will be a showcase for promoting the products and services of its project-partner organizations and eventually will transport humanitarian aid to Haiti.

SUSTAINABLE PRODUCTS MEAN MORE SALES

The good news for marine retailers is that as more consumers start listening to their conscience, there's now solid evidence that sales of environmentally "safe" products have a real future. Consumer research analysts Nielsen stated in a report on sustainability last December that in the previous year alone, sales of consumer goods from brands with a demonstrable commitment to sustainability grew more than four percent globally, while those without grew less than one percent. Nielsen also stated that in 2015, 66 percent of global consumers said they were willing to pay more for sustainable brands — up from 55 percent in 2014 and 50 percent in 2013!

What does this mean for yachtsmen and visitors in the Caribbean? Bruno is hoping that marina operators and port authorities, for example, will consider offering reduced-price berthing and other incentives for yacht owners able to prove their "green" credentials. Bruno suggests that some marinas are already suffering the effects of years of accumulation in their seabeds of copper and tin deposits from yacht hulls, to the extent that authorization for projects such as dredging or extension work have become difficult to obtain owing to the toxic risks, and/or prohibitive cost of removing the pollutants.

He also sees the potential commercial benefit for charter and bareboat companies, who might like to market the fact that their fleets are painted using only eco-responsible antifoul coatings and have environmentally friendly products onboard.

In other words, yacht owners, skippers and marine enthusiasts who can demonstrate their use of environmentally friendly, safe and sustainable products should be encouraged and benefit from discounts and incentives.

Considering the upcoming launch of 038 Taisho, Bruno will be rolling out his idea to offer customers a special "Save the Planet" discount of 15 percent on purchases of Seajet Taisho until the end of the year. This will also encourage the number of customers who will be able to offer feedback after the product has been put to work on their boats this year.

So, if Seajet's Taisho is not only harm-free, but also available at a comparable or better price than alternatives, Bruno wonders who could not want to develop an eco-responsible attitude!

*For more information on Seajet Paint see ad on page 23.*
*For more information on W.I.N.D. see ad on page 25.*

**Sea Hawk Awards for Carriacou Marina**

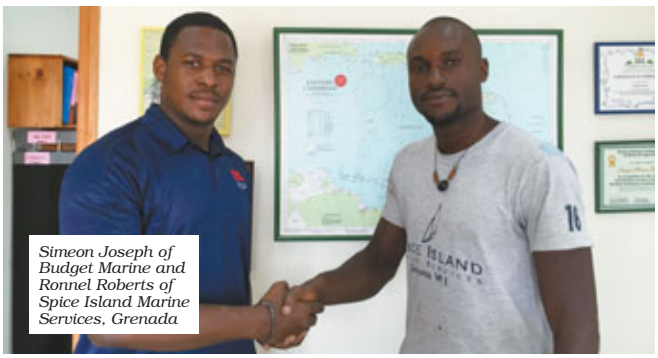
The Sea Hawk Paints team of Erik Norrie (CEO), David Norrie (President), Tommy Craft (Sales Manager), Denis Laesker (International Sales Manager) and Edon Copparini (pilot) flew into Carriacou in April to hand over certificates to seven workers at Carriacou Marine Limited for having been trained to properly apply their products. A special Application Certification was also presented to owner and manager, Trevor Stanislaus.

*For more information on Sea Hawk Paints see ad on page 12.*

**Caribbean's First Primus Wind Power Authorized Service**

Nicole Corvellec reports: Sailboats have harnessed the power of the wind for thousands of years to propel their vessels. Today, with the assistance of small wind turbines, wind power is being used not only for propulsion, but also to charge the battery banks of sailboats and yachts without the use of an alternator or generator. This is more important than ever as onboard gadgets and appliances multiply.

Spice Island Marine Services has been secured as the official Warranty and Repair



*Simeon Joseph of Budget Marine and Ronnel Roberts of Spice Island Marine Services, Grenada*

Center for Primus Wind Power products sold by Budget Marine Grenada. This gives clients of Budget Marine the opportunity to both purchase Primus Wind Power products and have access to skilled, Primus-trained technicians who will be able to comfortably handle warranty and repair work, all at the same location.

This will be the first Primus Wind Power Authorized Service Dealer located in the Caribbean and both Spice Island Marine Services and Budget Marine Grenada are proud to be their representatives in this growing market.

Primus Wind Power is the manufacturer of the AIR Silent X 400 W Wind Turbine, a 1.2-metre rotor diameter turbine that is quiet, lightweight and provides an impressive energy output. With a best in class five-year warranty, the AIR Silent X provides the reliability and performance needed for the cruising sailboat owner. For those customers seeking to only replace their AIR X black blades in favor of the quiet blue blades, Primus Wind Power has made a replacement kit that is now in stock and ready to ship at Budget Marine Grenada.

Budget Marine is the largest retailer of boating supplies and accessories in the Caribbean. With over 30 years of experience and 13 locations Caribbean wide, Budget Marine has grown to become the Leading Chandlery in the Caribbean. They cater to the small-boat cruiser, race boats, superyachts, sport fishermen and everything in between.

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

**June Specials at Blue Lagoon, St. Vincent!**

Mark Solomon reports: Blue Lagoon Hotel and Marina on the south coast of St. Vincent is offering a special deal for sailors for the entire month of June. Our marina currently offers a "pay for two nights and get the third night at half price — and the fourth night free!" special.

You'll also receive a free rum punch and free 15-minute boat wash-down upon your arrival. And there's more: A coupon will also be given for free coffee per day at The Loft Restaurant and Bar, with specials on cocktails and beers.

Moorings guests will also receive a special discount on mooring balls.

*For more information on Blue Lagoon Hotel and Marina see ad on page 15.*



*—Continued on page 43*

—Continued from previous page

**Welcome from Multihull Company, Grenada**

Chrystal Young reports: The Multihull Company in Grenada would like to welcome back all the cruisers for the "season", which begins June 1st. At 12°07'N, most of Grenada is considered below the hurricane belt, which makes it a haven for cruisers looking for a place to hang out until November.

Be sure to listen to the VHF net at 7:30AM Monday through Saturday to get news on weather, treasures and local events, among other things. Stop by our office at Clarkes Court Marina & Boatyard or contact us at info@multihullcompany.com or hail us on VHF 66i on Fridays after the net when Chrystal, Associate Broker, is the volunteer net control.

The Multihull Company has created a water-resistant emergency information and local contact card for easy reference.

Remember the old mariner's poem: June - too soon, July - stand by, August - look out you must, September - remember, October - it's over! Until then let's enjoy the volleyball games, Grenadian Train dominoes and, of course, the dinghy concerts!

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

**Curaçao Marine: Join the Routine!**

Nicole van Beusekom reports: Ahoy sailors, it's the yearly routine in the Caribbean: prepping for another hurricane season. With the changing of La Niña and El Niño weather systems, what the season will bring will be an even bigger surprise than



usual. As history shows, the hurricanes that occur throughout the season do not affect Curaçao. Many sailors are discovering the lesser Caribbean islands and more are making it their yearly routine to set sail to the ABC islands to safely sit out the season. Our returning customer base is growing steadily.

Curaçao Marine is the biggest marina and boatyard in the vicinity, catering to both sail and motor yachts. Short-term and long-term storage is possible and a wide range of technical yacht services can be provided on the premises. We have about 40 wet slips and room for about 150 yachts on the hard.

Hurricane season is long: lucky for you that in Curaçao there is always something going on! There are many sights and beaches to discover, nightlife to enjoy, and local and international events to participate in. For example, last month's free annual Blues Seas Festival was a big success and in September the annual Curaçao North Sea Jazz is awaiting you. But besides the big events, every day of the week there are things to do for everyone's taste.

Prefer to use this layover as a good time to visit home? Our international airport is one of the few in the area with extensive international connecting flights. You can be home in a jiffy — and when missing the Caribbean, you can be back in a jiffy, too!

Remember to make your reservations in time, as the planning board is filling up fast! Go to www.curacaomarine.com for more information and follow us on Facebook or Instagram to stay up to date on the many things to do on our lovely island.

Safe sailing and looking forward to welcoming you at the docks!

*For more information on Curaçao Marine see ad on page 13.*

**Mercury Marine's New Active Trim**

Lee Gordon reports: Since its official launch at the 2016 Miami International Boat Show, Mercury Marine's Active Trim has been providing a "wow" factor that even the most seasoned boater is adopting. Fort Myers boater Doug Fillman took to the water as a seasoned boater who liked to trim his own engine. Within ten minutes of using Active Trim, he was hooked. "I'll tell you, it's one less thing you have to think about when you are driving," said Fillman. "More eyes on the water, safety — you can't beat it."

Boaters like Fillman have compared Active Trim to moving from manual to automatic transmission on an automobile. "It's better than manual," said Fillman. "It does it better than I can."

Designed to suit entry-level and expert boaters alike, Active Trim simplifies boat operation while improving engine performance and decreasing fuel costs. New boaters are immediately able to properly trim boat engines with no learning curve, and experienced boaters won't need to constantly monitor and adjust trim with changes to boat speed or when going into turns.

Active Trim is compatible with 40- to 400-horsepower Mercury four-stroke outboards, two-stroke outboards with SmartCraft, and all gas and diesel MerCruiser sterndrive engines with SmartCraft. The system is also available for retrofitting to engines already in the field.

Another Active Trim exclusive are its five selectable trim profiles that accommodate nearly any boat application, from small runabouts, pontoons, bass boats and cruisers to high-performance applications.

For operators wanting to get the last mile per hour out of their boat, Active Trim can be overridden by using the regular manual trim buttons, though auto mode can be easily re-engaged.

*For more information on Mercury Marine see ad on page 47.*

**Bequia Plantation Hotel Offers You More**

Florinda Marshall reports: Bequia Plantation Hotel offers a dining experience that's not to be missed. All of your needs will be taken care of from the moment you step onto the property. Our unbeatable amenities include the following.

BEACHSIDE RESTAURANT - Excellent Admiralty Bay location with breathtaking views, offering the ultimate in dining experiences. The restaurant at Bequia Plantation Hotel is open daily for breakfast, lunch and dinner. The menu is varied and offers authentic local and international fusion cuisine using fresh, local and seasonal ingredients prepared by our culinary team. The restaurant has the capacity to comfortably accommodate 100 persons and is a wonderful place for a special occasion, whether you're celebrating a birthday, wedding or family reunion.

—Continued on next page


MOVING FORWARD

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Anguilla Racing

More technology.
More expertise.
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STELTON'S BAKERY - Individual and wholesale pricing on delicious baked goods.

Breads: multigrain, white, whole-wheat, *baguettes*, burger buns, pumpernickel, herb and garlic, *panini*, and *focaccia*.

Pastries: apple and almond turnovers, fruit slices, *pain au chocolat*, *croissants* - butter, pear and peach, coconut and lemon pies, cinnamon and raisin rolls, and donuts.

Cakes: banana, red velvet, rum, fruit, chocolate, vanilla, brownies and specialty.

Cookies: chocolate chip, almond, raisin and jam.

Savory: quiches – ham and cheese or vegetable, sausage rolls, ham and cheese *croissants*.

Call us to place your order or come and enjoy a tea or coffee with our fresh pastries offered daily from 8:00AM. Telephone (784) 534-9444 or e-mail info@bequiaplantationhotel.com

MAIN BAR & PIZZA BAR - Offering the best rum punch and cocktails on the island. The bartenders present refreshing and flavor-packed beverages to help you cool down and unwind. We have fresh local fruit juices available daily using seasonal fruits, specialty cocktails and weekly happy hour specials.

EVENTS & SPECIALS - Monthly movie night is a family affair: Kids' Movie Night with concession stand.

DAY PASSES – Indulge in a day at Bequia Plantation Hotel, alone or with a partner/friend. Breakfast, lunch and afternoon tea included.

WEDDINGS, VOW RENEWALS & HONEYMOON PACKAGES - Thinking about getting married, renewing your vows or spending your honeymoon on the beautiful island of Bequia? Choose to stay at the most luxurious hotel on the island. Bequia Plantation Hotel offers a variety of services for weddings, vow renewal and honeymoons. You will work with our dedicated wedding coordinator who will assist you before, during and after your event, every step of the way. You can choose from our specially tailored packages or one can be put together to suit all budgets and requirements; each client can customize their own package. Whether your event is small and intimate or large and extravagant, we are here to cater to all your needs.

*For more information on Bequia Plantation Hotel see ad on page 21.*

**Free Cruising Guides' New Colombia to Rio Dulce**

Catherine Hebson reports: Free Cruising Guides announces that *Colombia to Rio Dulce Cruising Guide 1.0 - with Routes and Stops Along the Way* will be released this month. The downloadable PDF version will be available at www.FreeCruisingGuides.com completely free and without registration. It is also available from e-book sellers in e-book format with interactive table of contents.

Amaia Agirre and Frank Virgintino have again collaborated, as they did so successfully with their prior release of *A Cruising Guide to Cuba*, to create a new guide that will take the cruiser from the western end of the ABCs through to the Rio Dulce in Guatemala. The guide covers a number of countries and allows for the choice of different routes along the way.

There are many highlights of what not to miss along the way as well as pitfalls to avoid. As in previous guides, in addition to routes, winds, and currents, there is a great deal of information about the different cultures that will be encountered en route.

Frank Virgintino refers to this particular guide as describing "the route less traveled", as the areas covered are most often off the beaten track.

It is the hope of Free Cruising Guides that *Colombia to Rio Dulce Cruising Guide 1.0* will enhance Caribbean cruising for all who avail themselves of a wonderful resource that can be had at no cost in downloadable PDF format.

*For more information of Free Cruising Guides see ad on page 36.*

**CCBM Grenada's 242-Ton 'Hulk' is a Champion!**

Arlene Telesford reports: "You are the champion!" So says the Clarkes Court Boatyard and Marina family to our 242-ton boatlift called The Hulk as we celebrate our one-year anniversary since lifting our first boat on June 8th, 2015. The Hulk has lifted more than 200 boats since then!




Our 242-ton lift is a great economic investment, not just for Grenada but also for the entire Eastern Caribbean. Economic activity is boosted in the region as yacht owners stop at the other islands while making their way to CCBM Grenada for their haulout this 2016 season.

To look after your needs, we've got our spanking new North Yacht Shop chandlery, our on-site approved subcontractors, waterfront restaurant and capable staff to make your stay a pleasant one.

CCBM says come and celebrate with us for the week of June 7th to June 11th to mark our one-year anniversary. The best place to be laid up this 2016 season is at Clarkes Court Boatyard & Marine because you're the reason we haul boats!

*For more information on Clarkes Court Boatyard and Marina see ad on page 17.*

**New Chandlery in Grenada: North Yacht Shop**

Matt Veinotte reports: The Caribbean's newest chandlery has just opened its doors at Clarkes Court Boatyard & Marina in Grenada.

North Yacht Shop is centrally situated on the south coast of Grenada in the Caribbean's most recent haulout facility, Clarkes Court Boatyard & Marina. Secret Harbour, Hog Island, Whisper Cove and Le Phare Bleu are a short dinghy ride away! The chandlery will focus on all products required for use when hauling, storing and launching at the yard. A major advantage to the availability and pricing of product is our association with West Marine of the USA — any West Marine product can be purchased through North Yacht Shop at a similar price.

The recently opened store is committed to providing first-class customer service with quality products to ensure that all customers reward us with their business. North Yacht Shop is poised to be the leader in Caribbean marine chandleries as we strive to meet the needs of our guests throughout the region.

*For more information contact info@northyachtshop.com or (473) 423-1201.*

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**St. Lucia's Life Raft & Inflatable Now IRS Certified**

Francis Lucas reports: On April 29th Life Raft and Inflatable Centre (St. Lucia) Ltd. received our IRS certification, which enables us to service life rafts in categories for passenger boats.

Life Raft and Inflatable Centre (St. Lucia) Ltd. is one of the only approved life raft servicing companies in the Caribbean and has been in operation for over 20 years. We do servicing and repair of life rafts and inflatable boats for clients from all over the world and have numerous satisfied and returning customers.

Our competent staff and managers are fully equipped and knowledgeable regarding ocean safety and have done rigorous training to ensure the latest and finest service is provided to our customers.

And don't forget: We have added a service of making professional custom-made dinghy chaps available with our dinghy repairs. The chaps are made with your color choice of Sunbrella fabric, made to fit tightly to the buoyancy tubes. The Sunbrella chaps are made meticulously with double stitching and chafe patches. As we take pride in ensuring the complete satisfaction of our clients, we provide a 12-month warranty for our chaps.

Our other services include free testing and estimates on all repairs and refurbishment, custom boat names, and recovering boat seats.

All our repairs are tested twice before returning to clients.

*For more information on Life Raft and Inflatable Centre see International Inflatables ad in the Market Place section, pages 41 through 43.*

**Batik Art from Grenada to You!**



Chris and Lilo report: Change is our creative pulse — from the bolt of white cotton to the fabulous hand-painted wax art batik panels. Every day we make new creations of those fiber-art pieces, hand dyed in the color range of the rainbow. Size 56 by 86 inches, strong 100-percent-cotton panama binding of a quality used for napkins, table runners, tablecloth, boat cushions, bags, bunk spreads, etcetera. We love what we are making!

You send us an e-mail at artfabrik@gmail.com, we'll snap photos of what we have in stock today, you choose, we confirm, organize the logistics, shipping, payment, where to send it worldwide.

New in the Art Fabrik house is the backstage gallery, where we are selling local artworks to support the art scene on the island. Come and visit us if you are in Grenada. Our boutique, art gallery and workshop are on the famous Young Street in the historic quarter of St. George's.

We are proud winners of the UNESCO Award of Excellence for Handicrafts 2012 and we support "Little Sun" — a work of art that works in life; get your solar-powered light in our boutique!

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

**Shelter Bay, Panama, Offers New Storage Lockers**

Russell Goedjen reports: Shelter Bay Marina has completed construction of a state-of-the-art storage facility. This first in our market building features purpose-built lockers for dinghies and 40 lockers with eight-foot clearance for all that boat gear. These lockers are a real bargain, starting at just US$15 for one 15 feet square and eight feet high. This complements our secure storage yard to provide the best, most affordable high-security storage solution. SBM security lockers are great for a liveaboard: you can store your valuables or just those extra sails in a high-security area ashore. They are ideal for storing dinghies, motors, sails and other bulky items that suffer from exposure or humidity.

The new ferry service, which the Panama Canal has implemented owing to delays in the construction of the first big lock on the Caribbean side, "moves" Shelter Bay about five kilometers closer to Panama City and Colon. It also cuts about 20 minutes off the average time to cross the Canal.

*Visit www.shelterbaymarina.com for more information.*

**Suzuki del Caribe Seeks Local Dealers**

Efraín Rivera reports: Suzuki del Caribe seeks dealers for the Suzuki Marine product line in Jamaica, St. Maarten-St. Martin and Trinidad. The company is inviting interested parties who are looking to expand their business to join by submitting a proposal to become an authorized Suzuki Marine Dealer.

"The vast nautical activity in the Caribbean demands a reliable outboard that can provide power, fuel efficiency, innovation and durability," says Erving Rosario, sales and marketing manager for Suzuki del Caribe. "We have found on these territories the perfect market to grow and continue with our expansion through the region," he adds.




With their high quality and durability, Suzuki outboard motors are favored by customers all over the region. These engines provide features and benefits with award-winning technology and designs that makes boating more enjoyable.

Interested candidates may submit their information to info@suzukipr.com. Please include full name, address, phone number and location. In addition to this, a brief description of any business experience and abilities should be included, whether you already own and/or operate an existing business.

*For more information about* Suzuki *products and services, visit www.suzukipr.com*
*For more information about* Suzuki *dealership opportunities see ad on page 45.*






# REGATTA NEWS

**35th Bequia Easter Regatta**

The 35th annual Bequia Easter Regatta organized by the Bequia Sailing Club was held March 25th through 28th with races for yachts from near and far and for the famous local double-enders. Nautical fun also included races for the children's homemade coconut-husk boats and for Optimist dinghies.

Twenty-one yachts competed in CSA Racing, Cruising 1 and Cruising 2 classes, supervised by Race Officer James Benoit from Grenada. Overall winners were the defending champion in Cruising 2, the US-flagged Alden 54, *Zulu*; the Carriacou-based Swan 43 *Rasmus* in Cruising 1; and the Grenada-based modified Hobie 33 *Category 5* in Racing.

Twenty-one boats also entered the local double-ender division. First-place winners in Classes 1 through

KENMORE HENVILLE / WWW.BEQUIAPHOTOACTION.COM



7 respectively were *Knowledge, Bennita G, Camille, Ark Royal, Galaxy, Eclipse* and *Bequia Pride*.

Sponsors included Hairoun Beer, Mount Gay Rum, the St. Vincent & the Grenadines Ministry of Tourism, Verbin Daniel, Bequia Plantation Hotel, KFC, Digicel, Mountain Top Water, Black Pearl restaurant, Gingerbread Hotel, Bequia Beach Hotel, Frangipani Hotel, Action Bequia and Grenadines Partnership Fund.

*Visit www.bequiaregatta.com for more information.*

**World ARC 2015-16 Ends in St. Lucia**

On April 9th, a Parade of Sail and official prizegiving ceremony provided a fine finish in St. Lucia for the World ARC's 2015-16 circumnavigation. The sight of the fleet parading up the coast from Marigot Bay to Rodney Bay, accompanied by local boats, members of the St. Lucia Yacht Club, media and supporters of World ARC, was an emotional moment for many. A fresh north-northeast breeze made for a lively sail along the coast, some choosing to reef down to control their speed in the line-astern formation. Crossing the finish line that had been their start line 15 months before marked an end to the circumnavigation with World ARC as each participant was personally congratulated by Andrew Bishop, Managing Director of World Cruising Club, the event's organizer. The fleet had sailed well over 26,000 nautical miles, crossed three oceans and visited more than 17 countries.

After berthing at the IGY Rodney Bay Marina there was high emotion at a short reception hosted by the marina, where the participants were welcomed back by IGY Rodney Bay Marina Manager Paul Ash, and

WORLD CRUISING CLUB



Andrew Bishop. The St. Lucia Tourist Board hosted a prizegiving dinner in the evening, where crews were welcomed back to St. Lucia by the Honourable Lorne Theophilius, Minister for Tourism, Heritage and the Creative Industries in St. Lucia, who said how pleased he was to see World ARC's return to the country's shores. The evening of celebration continued with superb food, and after-dinner dancing late into the night — a splendid way to end 15 months of challenge, excitement and fun.

The crews have been spoilt with some beautiful, fascinating and welcoming places all around the globe but speaking on the dockside, all agreed that it will be their friends from the rally that they will miss most as they go their separate ways. Said Kristofer Oliversson of the Icelandic-flagged Najad 529, *Hugur*, "Sailing round the world with World ARC was amazing, especially the people we met and the places we visited. The experience has been like sailing around the world with friends."

*Visit www.worldcruising.com for more information.*

**USVI's Canfield Wins Third Congressional Cup**

US Virgin Islands sailor Taylor Canfield and his USOne Sailing Team triumphed in the Congressional Cup regatta, Stage Two of the World Match Racing Tour (WMRT), making him the first skipper to win three Crimson Blazers back-to-back in the 52-year history of the legendary regatta.

The five-day WMRT championship event, held April 5th through 10th in Long Beach, California, had been beleaguered with light and shifty breezes, rain and calms. The legs were short, to ensure completion of the series, providing few passing lanes but plenty of excitement. The Congressional Cup had entered a new era of competition with exhausting, aggressive pre-starts crammed with headsail changes, luffing and tacking duels galore.

Canfield beat semi-finalist Scott Dickson (USA) in three successive matches, racing so close to the spectator-lined pier that Dickson's spinnaker grazed it, earning him a penalty he couldn't shake.

In the first of the Finals, Canfield defeated Denmark's Nicolai Sehested handily, with a 30-second lead. It looked like the two-time defending champion had the title sewn up. But in the second match, Sehested retaliated, crossing the finish line three seconds ahead of Canfield. And as he rallied strong in the final sudden-death bout, it appeared that Canfield had met his match. Sehested led his rival by mere seconds around the course, then Canfield hit the leeward gate, and was flagged.

"I was definitely a little worried at that point. I made a simple mistake, a stupid error," Canfield confessed. "But the boys were calm."

Pressing up the course, he continued, "We had nothing to lose, so we parked it up at the top mark." They luffed up Sehested. "The execution was spot on, and Nicolai made a small mistake," Canfield said, a penalty that scrubbed Canfield's. "At this level, you make an error and your competition takes full advantage of it." Back in control, Canfield kept Sehested pinned, saying, "I was very confident on that last run, that we were set up to hold them out at the pin end." USOne Sailing Team shut the door on Sehested, took the match, and the Congressional Cup.

Canfield was greeted at the Long Beach Yacht Club by his dad, Bill Canfield, and girlfriend Stephanie Roble, 2014 Rolex Yachtswoman of the Year. Wearing a USVI flag like a cape, he looked a bit like a superhero: a superhero drenched in champagne.

*—Continued on next page*




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*—Continued from previous page*

He was pleased, he said, not only with this three-peat, but also for logging the seventh Congressional Cup win for St. Thomas Yacht Club. Member Peter Holmberg is a four-time Crimson Blazer winner, in 1998, 1998, 2001 and 2002. "We're closing in on Peter's record, Canfield added, with a smile. "We've got a couple more in us, we'll be back."

*Visit www.thecongressionalcup.com for more information.*

**1948 Sloop Janley Tops Antigua Classics**

After delivering its usual spectacular racing between April 13th and 19th, the 29th Antigua Classic Yacht Regatta ended in triumph for *Janley*, which prevailed over 40 of the world's most beautiful vintage yachts to take home the coveted Panerai watch as overall winner. Her name has now been added to the honour roll of the 2016 Panerai Classic Yachts Challenge, the international vintage and classic sailing circuit making its 12th outing this year.



CORY SILKEN

*Janley* is a Pacific Cruising Class, 14-metre (46-foot) Bermudan sloop built from mahogany and oak in 1948 by Kettenburg Marine in California. She competed extensively on the US West Coast and also took part in events such as the Transpac and the Lipton Cup. *Janley* was acquired by new owners in 2014 and underwent extensive renovations at the Woodstock Boatbuilders yard in Antigua.

The 2016 Antigua Classic Yacht Regatta fleet was divided into five main classes — Vintage, Classic, Traditional, Classic GRP, Spirit of Tradition — and further subcategories. In all, four races of between 11 and 20 nautical miles each were competed: the Old Road, the Butterfly, the Kenny Coombs Memorial Cannon Race and the Windward Race. Seven of the participating boats — *The Blue Peter, Mary Rose, Janley, Argo, Heron, Dragonera* and *Wild Horses* — took first in their class in all four races in which they competed.

In the Vintage A class, victory went to the 65-foot Mylne-designed 1930 Bermudan cutter, *The Blue Peter*. Ninety years after her launch and on her tenth outing at the Antigua Classics, the 64.5-foot Nat Herreshoff *Mary Rose* took the Vintage B class. The top step on the Vintage C class podium, on the other hand, was claimed by *Janley*.

The clash in the Classic A class ended in victory for the 178-foot 1984 three-masted gaff schooner *Adix* with the 121-foot 1992 *Alexa of London* finishing second and the 141-foot Starling Burgess replica *Columbia* (2014) third. The Classic B, C and D classes were respectively won by the 112-foot training vessel *Argo* (2005), the 52-foot Alden-designed *Heron* (1928) and the 32-foot *Paloma VI* (1964).

*Zemi* did the Carriacou Sloops proud, showcasing the prowess of these robust sailing boats, which are particularly popular at Antigua, as she took the honours in the Traditional Racing Class. The Luders 44 *Frolic* (1939) and the 44-foot Tripp-designed *Lazy Leg* (1940) were the respective winners in the Classic GRP Racing A and B (classic yachts built from fibreglass).

Last but very far from least, in the Spirit of Tradition (recently built boats inspired by classic lines), the rankings were topped by the 75-foot *Dragonera* (1994) in Class A and the 1997 W-Class *Wild Horses* in Class B. Both yachts were designed by Joel White.

The Single Handed Race, in which yachts are sailed solo by their skipper, also took place once again this year. Playing out off the south coast of the island on April 14th, it featured 11 boats. The Spirit of Tradition class was won by *Free Spirit*, a Spirit 56, while the 1978 Murray Stevens 55-foot schooner *Sorca* triumphed in the Over 45 Feet, with English Folkboat *Lorema* (1942) dominating the Under 45 Feet.

Numerous prizes were presented for the Concours d'Elegance also. *Nordwind*, an 86-foot Bermudan yawl built in Germany in 1939 and once used for cadet training by the German Navy's Kriegsmarine, took the overall and Vintage (Professionally Maintained) prizes.

*Visit http://antiguaclassics.com for more information, and see related story on page 22.*

**140 in Second Martinique Surf Pro Event**

Portuguese surfer Frederico Morais was the winner of the second Martinique Surf Pro, held April 17th through 24th.

Top class world surfers, the best waves possible, huge crowds enjoying the show — everything came together at Basse-Pointe for an exciting final day at the Martinique Surf Pro. One hundred and forty surfers from five continents took part in Martinique Surf Pro 2016. In the end, it was the Portuguese surfer Frederico Morais, 24, who won the only Caribbean leg in the Qualifying Series (QS) in 2016. He won the final against the Spaniard Gonzalo Zubizarreta. Brazilian Deivid Silva and Australian Luke Hynd took joint third place. Thanks to these great performances in a QS 3,000 event, these four surfers will leap up the rankings of the world surf qualifying circuit.

On the final morning, 16 surfers — four Brazilians, three Frenchmen (including two from Guadeloupe), two Americans, two Spaniards, two from Portugal, an Australian, a Peruvian and a South African — got up with the same goal and hope: they wanted to win the Martinique Surf Pro and grab 3,000 points in the world surf qualifying circuit. To join the elite group in the Championship Tour (CT), bringing together the 34 top surfers from around the world, competitors take part in the qualifying events in the QS circuit. At the end of the season, the top ten in the QS join the CT.

Gonzalo Zubizarreta and Frederico Morais were respectively 89th and 160th in the QS before the Martinique Surf Pro, where the winner gains 3,000 points and the second 2,250 points. Whatever happened in the final, they both could consider this to be a successful operation, but winning was the most important thing.



POULLENOT

Frederico Morais said, "That's my first QS win and I've been waiting for this for a long time — it's the best feeling ever! My secret today was just to be relaxed and enjoy myself on some of the best waves I've ever had in a QS. This place is amazing, you can do airs, turns and big carves, you can't ask for much more at a contest."

*Visit www.martiniquesurfpro.com for more information.*

**Memorable 49th Antigua Sailing Week**

The 49th edition of Antigua Sailing Week, held April 23rd through 29th, saw superb conditions throughout and a fairytale ending that showcased the secret to the success of this regatta. Over 1,000 sailors from more than 20 different countries raced. The weather built from a gentle breeze on the first day to full-on tradewinds on the penultimate day, and a tricky shifting breeze for the last race. Antigua Sailing Week may be steeped in Caribbean yacht- racing history, but the professionalism of the organizers and the commitment to engaging the youth of Antigua were some of the main reasons for a memorable event.

Sir Hugh Bailey, knighted for his services to yachting, is the "grandfather" of sailing in Antigua. His CS40, *Gypsy-UGo*, scored straight bullets until the final race to win CSA 7, but a second in the last race nearly dashed Sir Hugh's hopes of lifting the Lord Nelson Trophy. However the fairytale victory was confirmed at the Final Awards Ceremony and it was a very popular win for *Gypsy-UGo* as they were awarded the Lord Nelson Trophy for best performance at Antigua Sailing Week 2016.

"I made the mistake that cost us the last race as I went around a mark the wrong way and we had to turn back. So I am relieved that it didn't cost us in the end. I am the only skipper left that took part in the first Antigua Sailing Week and I have to say that today is a very good day for Antigua.

*—Continued on next page*



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"I have never won the Lord Nelson Trophy before but this win is all about Antiguan youth. There are many young Antiguans taking part these days, like Shannoy Malone, who has sailed with us this week. He is only eight and he rigs his own Optimist, looks after it and sails it whenever he can and this is his second Antigua Sailing Week. Youth is our future, they will keep the fires burning."



*Antigua's Sir Hugh Bailey and the crew — including keen youngsters — of Gypsy-Ugo, winners of the 2016 Lord Nelson Trophy*

Linas Ivanauskas' Volvo 60, *Ambersail*, was the winner of the new CSA 1 Ocean Class, which was created to place older-generation round-the-world racing boats in their own class. *Ambersail's* regatta started with a disqualification for not sailing the correct course, but the team from Lithuania put together a string of six wins to take the class title.

Renato Faria's Brazilian Dufour 500, *Ventaneiro 3*, was the winner of CSA 2 after a battle with *Kialoa III* and Swan 46, *Milanto*. The camaraderie in the class was evident at the prizegiving, where all three teams got together for a group photograph with all their trophies — Brazilians, Dutch, Spanish and British sailors, all sharing a memorable occasion.

In CSA 3, Tony Langley's British TP52, *Gladiator*, was unbeaten in every race. The professional team included 2015 winning Volvo Ocean Race skipper, Ian Walker and 2009 winning Volvo Ocean Race navigator, Jules Salter. Eighteen-year old Antiguan Rhone Kirby was invited to sail with the team all week, an incredible opportunity.

Jim Hightower's American King 40, *Hot Ticket* won CSA 4 class on the final race. "It went right to the wire where the penultimate race had four boats within a minute of each other and it has been like that all week. We have had a marvellous time and not just from the racing. The whole atmosphere of Antigua has been a delight," commented Hightower.

CSA 5 was topped by the J/122 *El Ocaso*, a former Lord Nelson Trophy winner at Antigua Sailing Week that was chartered to Chris Body who raced with his wife Caroline and their two daughters, plus friends from the UK.

The British Oyster Lightwave 48 *Scarlet Oyster*, skippered by Ross Applebey, won CSA 6 class for the second year in a row. *Scarlet Oyster* scored seven wins out of the nine-race series.

*Scarlet Oyster* was also the winner of the Royal Southern Yacht Club Inter-Yacht Club Challenge for the second year, crewed by members of the Royal Southern Yacht Club, including past Commodore Colin Hall and present Rear Commodore Sailing, Graham Nixon. Nineteen teams from all over the world entered the second edition, which was close to double last year's entry. "It has been a great week. The Royal Southern Yacht Club provides the challenge because we believe in supporting yacht racing. So many members of our club come to Antigua Sailing Week that we thought it would be fitting to create an event within it that would encourage other clubs to come," said Nixon.

*Hatse Flatse*, skippered by Mario Bakker, was the winner of the Bareboat classes overall. The crew all come from Almere in Holland and won seven out of nine races, making the podium for every race.

Antigua Sailing Week is a professionally run regatta and appreciation is given to the Chair of the Regatta Organizing Committee, Kathy Lammers, and Commercial Director, Alison Sly Adams.

*Visit www.sailingweek.com for more information.*

**Antigua Sailing Week Lay Day's RS Elite Challenge**

The fourth Nonsuch Bay RS Elite Challenge was held on the lay day of Antigua Sailing Week 2016, with two heats of four teams racing to make the four-boat final. This year's teams boasted a star-studded collection of sailors from the Olympics, America's Cup, Volvo Ocean Race and World Match Racing Tour.

TED MARTIN



Heat One was secured by double Olympian Karl James, featuring an all-Antiguan team from the Antigua Yacht Club of Shawn Malone and Bob Green. Also competing was Antigua Sailing Week Race Officer Stuart Childerley, who has competed in the Finn Class at two Olympics (coming fourth on both occasions) and has twice won the Etchells World Championship. Antiguan Olympic hopeful Jules Mitchell and 15-year-old Vincent Anfi completed Childerley's team. Also racing in Heat One was Bernie Evan-Wong with two young Antiguans: Olympic hopeful Rhone Kirby and Janield Smith. From Trinidad, Alan Atkins' team with father and son Peter and Nick Knox also took part.

Heat Two was emphatically won by double Olympic Silver medallist and winning skipper of the 2015 Volvo Ocean Race, Ian Walker. Walker was sailing with old friends from the Itchenor Sailing Club (Sussex, UK), Chris Fox and Richard Bullock. Second place for Heat Two and entry to the final went right to the wire. Three teams were level on points: PROtect Tapes, the 2015 Nonsuch Bay RS Elite Challenge winning helm of Pietro Corbucci, sailing with a new crew of Louise Clayton and Andy Lis; Team Zig Zag sailed by UK Open Keel Boat Champion, Ireland's Laura Dillon with Volvo Ocean Race and World Match Racing Champion, Dave Swete and fellow match racer, Cressida Robson; and Southern Tonnerre - helmed by Volvo Ocean Racer Paul Wilcox with Maxi World Champions, Kevin George and Peter Knight. Team Zig Zag scored the best result in the last race to make the final for the Nonsuch Bay RS Elite Challenge.

The three-race final produced an epic battle between Ian Walker's Itchenor SC Team and Stuart Childerley's young Antiguan crew, known as Original Drama for the race. Itchenor SC won the two opening encounters harried all the way by Childerley's team. In the last race, Original Drama finally got the better of Itchenor SC, but Ian Walker's men came second, which was good enough to win the 2016 Nonsuch Bay RS Elite Challenge and an all-inclusive week's stay for two, including use of all watersports facilities at the luxury Nonsuch Bay Resort. Team Zig Zag was third and Antigua Yacht Club finished fourth.

*Visit www.sailingweek.com for more information.*

**ARC Europe and ARC USA Set Sail**

Yachts sailing under the flags of 16 nations set sail on May 7th as part of two World Cruising Club spring rallies: ARC Europe and ARC USA. Venturing west to east across the Atlantic, 31 boats will sail with ARC Europe this year; 26 departed from Nanny Cay, Tortola in the British Virgin Islands, and three from Portsmouth, Virginia, USA. The two groups will converge in Bermuda with a further two boats joining to continue their ocean adventure to Europe and enjoy a cruise through the mid-Atlantic Azores archipelago en route.

As part of ARC USA, 11 boats sail alongside the ARC Europe fleet to Bermuda, and then onward to the US East Coast. Meanwhile seven boats sailing from Nanny Cay directly to Fort Lauderdale, Florida via the Old Bahama Channel departed a day ahead of the northbound group. 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; it should take approximately seven days for them to arrive in Bahia Mar Marina in the Sunshine State.

While the fleets are sailing a mix of routes, some homeward bound and others to new cruising grounds, they shared the pre-departure programme in Tortola. It was a reunion atmosphere on the docks of Nanny Cay with many boats returning to Europe after a winter of Caribbean cruising, including 12 who sailed with the ARC and ARC+ in 2015. Nine boats that circumnavigated the globe in World ARC 2015-16 (*see report in last month's* Compass) are continuing with rally life, the homeward stretch for many towards Europe, some sailing the long way via the US.

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Enjoying the Farewell Party at Peg Legs, Jean and Christiane Metz on *A Plus 2*, an Amel 54, said, "You do not come on any ARC rally if you do not want to have fun!" This is their third WCC rally and after spending 15 months sailing with World ARC they are well placed to know!

ARC Europe starters from both Nanny Cay and Portsmouth were expected to arrive in St. George, Bermuda in five to seven days from departure. On May 17th they restarted for Leg 2, sailing approximately 1,800 nautical miles to Horta in the Azores. After almost two weeks cruising the Azores archipelago, boats either sail on with the fleet to Marina de Lagos in Portugal, or make their own way north towards the UK and Ireland. ARC Europe will come to a close with a final prizegiving ceremony in Lagos on June 19th.

*Visit www.worldcruising.com for more information.*



*Bye-bye, Caribbean! ARC USA and ARC Europe sailors preparing to depart from Tortola*

WORLD CRUISING CLUB

**Successful 13th Annual Anguilla Regatta**

After three days of great sailing the 13th Annual Anguilla Regatta ended on of May 8th. The event, known as "the best small big-boat regatta in the Caribbean", attracted 17 boats from St. Maarten and St. Barts and also featured Anguilla's own Carriacou sloop, *Tradition*. With over 120 sailors and their supporters invading Sandy Ground for the weekend, no place was safe from having a good time.

Day One saw ideal racing conditions with good winds of 14 to16 knots, Day Two saw winds gusting up to 20 knots, and on the last day the winds dropped and many competitors found it hard to make it to the Prickly Pear mark, forcing the Race Committee to shorten the course. With a mix of conditions all weekend, ranging from stiff breeze to almost flat waters, the competitors were really put to the test.

After the salt spray had settled, the Melges 24 *Island Water World* had won Racing Class with five bullets. Despite having a disappointing fourth on the Sunday, the Melges 32 *Kick 'em Jenny* still picked up second place overall and went home with the Rose Champagne. In third place was *Fiji Racing Team* followed by the Open 750 *Panic Attack* and the valiant 12-metre *Canada II*, the first former America's Cup boat to participate in this regatta.

*Wild Devil*, a custom Kiwi 35, proved dominant in the Cruising Class with the J/39 *Micron 99 Budget Marine* a close second. The St. Barts-based Dufour 34 *Speedy Nemo* came in third and the Beneteau 45 *L'Esperance* was an unusual fourth this year.

In the multi-hulls, *Carib Cat* had three firsts and two seconds to take the magnum of Champagne and *Quality Time* pulled off an impressive second with a first and three seconds. *Triumph*, who ended up third overall, had one first of her own and lost by less than a minute on two of the other races.

As the single entry in the Tradition Class, the Carriacou sloop *Tradition* managed to take top honors and generously donated all the proceeds from its charters to the Anguilla Youth Sailing Club. *(See "The Tradition Project" by Frank Pearce in the October 2009 issue of* Compass *at www.caribbeancompass.com/online/october09compass_online.pdf)*



BUDGET MARINE

It was a weekend full of fierce competition, intense camaraderie and fun for all with the real winners being the young sailors of the Anguilla Youth Sailing Club. They not only benefitted from all the proceeds of the Anguilla Regatta, but many of the boats also recruited additional crew from the ranks of the students and graduates of the Anguilla Youth Sailing Club with as many as 12 young sailors experiencing the thrills and challenges of big boat racing.

The organizers thank all the sponsors and volunteers and especially thank the Anguilla Tourist Board and The Royal Anguilla Police Force for providing the safety boat, and Paul and Deborah Miller who oversaw the officiating and scoring.

YOUTH SAILING NEWS

**World-Ranked Laser Sailors Visit Belize Sailing School**

On April 10th, two highly decorated Laser Sailors, Hanne Weaver, 20, and her brother Ted, 23, visited the Belize Sailing Center and provided inspirational training and racing for the school's aspiring young Laser sailors.

Among Hanne Weaver's many accomplishments is winning the 2012 USA Junior Female Single-Person-Dinghy Championship at age 16. She currently ranks third among US senior women Laser Radial sailors and is in a very strong position to make the 2020 Women's US Olympic Laser sailing team. Hanne is putting off full-time college to pursue her Olympic goal; she is an assistant manager at a Seattle, Washington branch of West Marine, the US watersports retailer. West Marine fully supports Hanne's sailing ambitions and allows her time off to pursue them.

The Belize Sailing Center was fortunate that Hanne and her family took the time for their visit. By the end of February, Hanne had already competed in two international regattas; the Miami Olympic Class Regatta followed by the European Laser Senior Championships in the Canary Islands.

Her older brother Ted has been out of Lasers for some years and sails other classes, but when younger he sailed into the third spot in the junior men's USA Laser rankings.

Hanne and Ted responded to the challenge to race against some of the Belizean Sailing School's sailors. A friendly three-race regatta was arranged. It took place in deceptively shifty ten- to 12-knot winds in San Pedro. The challengers were Belize's own Blanca Velasquez, 15, who competed well in Lasers in last December's 2015 International Youth Laser Radial World Championship Regatta in Malaysia; Sarah White, 15, of San Pedro, who got her own Laser last year; and Everald Dixon, 15, who has been sailing Lasers for only six months. Competing in his own Laser against these five young entrants was Andy Milner, 48, who had trained the Belizean racers in Optimist Dinghies. He is now the Belize Sailing School's Founder and Managing Director. In brief, it was a one-day multi-generational, three-race, mini-regatta.

Two of Belize's top Optimist sailors refused to be left out, so national champ Kevin Velasquez and third-ranked Caroline Sersland joined the regatta in an Optimist match race, which Caroline won.

Not surprisingly, Hanne Weaver won the Laser regatta, sweeping first place in all three races. Brother Ted ranked second with two second places and a third. Blanca Velasquez had managed to edge him out and take the number two spot in the second race. Andy Milner finished the regatta in third place, ahead of all of his former Optimist dinghy students. Sarah White finished fourth.

*—Continued on next page*

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San Pedro's own delicious Kaw Kaw Dark Chocolate with Nibs bars were awarded as trophies to Hanne, Ted, and Andy.

Later, the sailors all gathered around Hanne, asking questions, getting advice on boat handling and tactics, and learning what it is like to be at her level in the sailing world and how to get there. Sarah White doubtless spoke for the other Belizean sailors when she said that the time spent on the water and on land with the Weavers was an inspirational experience and revealed that Hanne had given her several tips that improved her racing skills then and there.



**VI Junior Sailors to Compete in Opti World Championships**

More than 60 sailors from St. Croix, St. Thomas, St. John, the BVI and Puerto Rico competed in the 2016 Crucian Open Regatta, which took place April 16th and 17th on St. Croix's Teague Bay. Winds were four to eight knots and shifty, providing challenging conditions for competitors and the race committee.

The Optimist Green Fleet consisted of 22 junior sailors, who were able to complete 12 races over two days. Everyone in the novice's Green Fleet is a winner and each sailor gets a well-deserved award. The top three finishes were Milo Miller from St. Croix, José Diaz from Puerto Rico, and Alejo DiBlasi from St. John.

The Optimist championship fleet had 24 junior sailors and was able to get 16 races in over the weekend. St. Thomas's Mia Nicolosi took a strong first overall and first in Blue Fleet. In Red Fleet, Rayne Duff from BVI got a first, Victoria Flatley from St. Thomas got a well-deserved second and St Croix's own Mathieu Dale got a hard-fought third.

This event was hosted by the St. Croix Yacht Club and was the third and final USVI qualifier regatta for the 2016 Opti World Championships to be held in Portugal this month. The Virgin Islands is limited to sending five sailors, making those five spots highly sought after. The point spread on some of the top junior sailors was close going into this event, making for some intense and emotional competition. This is a close-knit group of kids, who are competitors on the water and friends off the water. By the end of the weekend with the points tallied, St. Croix sailors Atlee Kohl, Mathieu Dale and Lake Sanford successfully qualified, as did Mia Nicolosi and Julian Van den Driessche of St. Thomas. All are honored to represent the US Virgin Islands in this World Championship event.




*Junior sailing in the Caribbean is on a rising tide! From a brand-new youth sailing program on the tiny Grenadine island of Mayreau (below), to an established program in Belize (left), to the world-class racing incubator of the US Virgin Islands (above), sail training provides thrills and skills*

**First-Ever Mayreau Junior Sailing Competition**

Nancy Saul-Demers reports: The first-ever Mayreau Junior Sailing Competition took place as part of the tenth annual Mayreau Regatta, held April 28th through May 1st.

Originally scheduled to wrap up on May 1st, the Mayreau Junior Sailing Competition came to a close on May 2nd, as some of the junior sailing races were delayed by strong winds. With more favourable weather conditions the next day, the final races went off without a hitch and the prizegiving ceremony took place.

Seon Alexander took top honours for the boys and Leeandra (Lily) Cayenne earned the girls' gold medal. Winning second place were Jay-Z Forde and Areah Wilson, while the bronze medals went to Lesroy Ollivierre and Jeneal Cayenne.

Other events on the weekend included double-ender races, the fifth Annual Mayreau Regatta Lionfish Derby — in total, four boats brought in 208 lionfish — and Mayreau's third Annual Lionfish Cooking Competition, in which 14 dishes vied for the top spot (*see winning recipes on page 36*), along with a public lionfish-tasting event.

*For more information see the Mayreau Regatta Facebook page.*





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# MERIDIAN PASSAGE OF THE MOON

## JUNE - JULY 2016

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 2016** | | | | | |
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| DATE | TIME | 21 | 0000 (full moon) | 11 | 1745 |
| 1 | 0832 | 22 | 0121 | 12 | 1828 |
| 2 | 0927 | 23 | 0212 | 13 | 1911 |
| 3 | 1024 | 24 | 0304 | 14 | 1956 |
| 4 | 1123 | 25 | 0335 | 15 | 2043 |
| 5 | 1223 | 26 | 0445 | 16 | 2113 |
| 6 | 1323 | 27 | 0556 | 17 | 2222 |
| 7 | 1421 | 28 | 0627 | 18 | 2313 |
| 8 | 1515 | 29 | 0719 | 19 | 0006 |
| 9 | 1607 | 30 | 0813 | 20 | 0000 (full moon) |
| 10 | 1655 | | | 21 | 0058 |
| 11 | 1740 | **July 2016** | | 22 | 0150 |
| 12 | 1824 | 1 | 0910 | 23 | 0242 |
| 13 | 1907 | 2 | 1009 | 24 | 0333 |
| 14 | 1949 | 3 | 1107 | 25 | 0424 |
| 15 | 2032 | 4 | 1205 | 26 | 0516 |
| 16 | 2116 | 5 | 1302 | 27 | 0609 |
| 17 | 2202 | 6 | 1355 | 28 | 0703 |
| 18 | 2249 | 7 | 1446 | 29 | 0759 |
| 19 | 2339 | 8 | 1533 | 30 | 0856 |
| 20 | 0029 | 9 | 1619 | 31 | 0953 |
| | | 10 | 1702 | | |

**Y2A BY ELLEN BIRRELL**

# Mayreau. It's A Family Affair

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

In Mayreau, there's a new family affair, a Full Click Family (FCF) matter.

"It's an island thing," says 20-something FCF spokesperson Lorrian Luke. "No mater how big or small the island is, every island is a family. We decided we could help the community — bring excitement to the community, by organizing. We plan to sell T-shirts to fund the kids' activities.

"We remember what it is like being bored as kids," says Lorrian. "We decided to do something about it." Wanting to keep kids off the streets, the six-person FCF executive team, all of whom are in their late teens and early 20s, are formalizing an organization they call Full Click Family to obtain a non-profit status. Many of the newly elected officers are cousins.

The motives for starting FCF seem to be inspired by the annual Mayreau Regatta, held this year April 28th through May 1st [*see Regatta News, page 18*]. With the region's attention on Mayreau, FCF with support from Mayreau Regatta & Sporting Commission will be producing more activities for children. Among games and contests such as punchboard, cricket, round dodge and buns eating, for the first time, Optimist races for the children occurred while the traditional double-enders were out racing. There's a video of Mayreau children racing the Optimists on the Mayreau Regatta site in Facebook.



*Some of the island's newest sailors*

"We'll keep them near the shoreline and use buoys," FCF President Amani Cupid indicated when interviewed before the regatta. "After Mayreau Regatta, we hope to travel to Canouan, Bequia, Carriacou and PM (Petite Martinique) for races."

"When we learned that boats were sitting in Union, we took action," says FCF Vice President Kishroy Ford. With some help from relatives, they contacted Union Island's Nicholas Dulac, owner of the Captain Gourmet shop and Happy Kite kite-boarding. "We got some instructors and asked them what age group the boats are suitable for. After that we got the boats over to Mayreau," Kishroy explains. Some of the Optis needed repair. FCF worked with their fathers and uncles on Mayreau to do the repair work themselves, which included building three new centerboards. Now on loan, at least through the Mayreau Regatta, are five Optimists!

While hard at work building the centerboards, the Full Click Family members themselves had to learn to sail. "Four Mayreau sailing captains taught us the basics of wind, sheets, tiller, parts of the boat," says Amani.

They had fun learning to sail. In the Grenadines' strong tradewinds, no one capsized while learning. Shandi Forde, one of two FCF Secretaries, laughed while making the motions of bailing, "I nearly did!"

FCF has quite an infrastructure including two secretaries, Ronessia Hanson and Shandi Forde. "I'm good at electronics, working with money, typing," says Ronessia. Tevin Cupid, FCF Treasurer, has to be happy about that.

"We want to keep the tradition of sailing going. Over the years it has died out here in Mayreau," says Amani. "We'll be teaching how to rig boats, about safety, the safety boat and guidance on the water. There are 19 youths in the Full Click Family and we have 15 youth sailors. We conduct the sessions on Saturdays and Sundays. (With only five boats) we take them out for ten minutes each. The first time out, the child rides as a passenger in the front of the Opti. We let the ten- to 17-year-olds take the tiller after that."

"We'll be doing Fun Days throughout the year," says Lorrian. "At the end of each month we'll put on a day with cricket, round dodge, sailing, basketball, punch board, buns eating and other games."

Kishroy traveled to Bequia for April's St. Vincent & the Grenadines Sailing Association meeting. He met SVGSA executives Andrew Mitchell and Simon Carey, and Bequia Traditional Sailing Academy's Alick Daniel. They pledged to send instructors to Mayreau and to support FCF's efforts. Simon's vision is to get two-man boats down to Mayreau, according to Kishroy.

Says Andrew Mitchell, SVG Sailing Association President, "They are obtaining support for getting new Optimists. I am hoping to send some used Optimists down from Bequia to get them started, since the ones they have now are on loan from Union Island."

What we learn from the Full Click Family in Mayreau:

- Young adults who share a vision can go far toward developing community junior sailing.
- When young adults call on parents and relatives, instruction and maintenance resources emerge.
- Reach out to nearby towns and islands. Resources may be closer than you think.

**Y2A Update**

St. Croix: A follow-up on September 2015's Y2A featured youth sailor, Morgan Thomas, who received his sailing education from Stanford Joines on his J/36 *Paladin*: There was an incident in February during the St. Thomas International Regatta. With five teens from Central High School, two from Good Hope Country Day School, and Stan's little boy aboard, *Paladin* was dismasted during the racing. Stan had this to say: "*Paladin* is safely anchored in Charlotte Amalie.... No one was hurt. I guess when a mast falls, it goes to leeward, and the crew is on the high side. Also, the top hit the water, and floated for a while, so it didn't just hit the boat.... You should have seen the boys grow up instantly; they got to work following instructions, as we pulled the pins and let the rig go."

*Ellen Birrell attributes her opportunity to cruise the Caribbean aboard* S/V Boldly Go *to life skills built in childhood. Believing swimming and sailing are essentials for island youth, she supports junior sailing and serves on Caribbean Sailing Association's development committee (Caribbean-sailing.com/youth/youth-programs).*

# NO WIND, NO WORRIES!

*by Mark Denebeim*




CHRISTOPHE JOUANY (INSET: MICHAEL GRAMM)

The seventh edition of Les Voiles de St. Barth regatta can almost certainly be described by one word: "NO".

As in NO stress, NO breakage, NO worries, NO problems, NO rain, NO successful protests or controversies, NO waves, NO shortage of champagne or smiles, but above all… NO wind!

This fabulous regatta, rapidly growing in popularity, was originated by two long-time friends and St. Barth citizens — François Tolede and Luc Poupon (the former of the St. Barth French West Indies clothing brand) — along with friend Annelisa Gee, who oversees overseas entrants' participation. Their focus has always been on providing extraordinary land and sea experiences by offering and delivering over-the-top performance and fun. This year, the land activities did not disappoint, but due to light and even NO wind, the sailing developed into the ultimate challenge for both the race committee (RC) and the 59 yachts competing in ten classes.

Held in mid-April since 2010, in order to extend the Caribbean racing season and provide a reason to enjoy St. Barth for many sailing enthusiasts prior to their transatlantic crossing to Europe, this year's racing was scheduled from April 12th through 16th. April 11th featured the opening ceremony including the official declaration by *Comanche* skipper and racing legend Ken Read, who described it thus: "It's an honor (to be asked by the organizers to comment on the spirit of the event.) People who have gotten so much from sailing like I have, have to give back. As we become veterans in this sport, we have to start telling the world how great it is, and this is a wonderful opportunity for me to do that… every crew here would agree this is a top-three sailboat racing destination on the planet. It's idyllic, really; you're ripping around on fast boats, on warm waters with a T-shirt on. What's there not to love about this event?"

Caribbean entrants from the USVI, Guadeloupe, Martinique, Puerto Rico, St. Martin, Antigua, and St. Barth mixed well with professional and amateur crews from yachts representing the usual locations of the USA, Great Britain, and Europe on well-known racing yachts such as the Maxis *Comanche, Momo* and *Proteus*, and one-offs *Galatea*, *Phaedo3* and *Windfall*. The Maxis missed two of their own that cancelled their trips at the last minute and the 94-foot *Windfall* withdrew after two races. In all, the total entrants fell short of the anticipated 70 to 80 boats, which was NO problem, and thanks to the lack of wind, the sailmakers had little or NO work!

**The Sea**

The first of four planned races featured light and variable 12- to 18-knot winds from the east on courses from 27 to 31 miles in length. (See sidebar on my ride aboard *Nina*.) The first weather mark provided a colorful display of asymmetrical kites unfurling in procession as they jostled for position and standing, with the 100-foot *Comanche* and the other Maxis dominating the skyline, and the green trimaran *Phaedo3* being pursued by a helicopter for much of the upwind leg.

After each first-to-finish-in-class yacht crosses the finish line of each race, young ladies arrive by dinghy to hand the captain bottles of chilled Veuve Clicquot for the crew to enjoy. This is the signature moment of the regatta, exemplifying the unmistakable class and character of St. Barth.

On the second day, winds dropped to about five knots, making maneuvering difficult especially at the start where two yachts T-boned the committee boat — albeit with but one knot of boat speed. A smart RC shortened the courses so that all yachts could finish, and all crews returned sun-baked and thirsty, with but one goal — get to the bar!

The lay day, a Thursday, also had NO wind, but this worked to the advantage of the crews who went sightseeing (the hike to Baie de Colombier seemed popular) or participated in the daylong activities hosted by Nikki Beach in Baie St. Jean. Scores of crew competed in silly games such as the five-man stand-up paddle board jousting, and the hunt for 15 bottles of Veuve Clicquot champagne that were buried in the shallow waters in front of the famous restaurant known for beach beds, table dancing, and celebrity sightings. (Yes, there was a lot of champagne available at this regatta!)

MICHAEL GRAMM



*There was just enough wind for some racing fun, and when the breeze disappeared the shoreside socializing carried on at full speed*

Despite the lack of wind, the Southwind 94 *Windfall*, the then leader of the Maxi 2 class, chose to withdraw after undergoing a full rig inspection during Thursday's lay day. "We found there was some quite serious damage to the standing rigging," said afterguard member Ian Walker, the Volvo Ocean Race's most recent winning skipper, "so after assessing the risk of breaking the mast, the decision was made to discontinue racing…. It's very disappointing for the owner, first and foremost, but for the crew as well."

The third day of scheduled racing again had NO wind, and after a 2.5-hour postponement at the dock, the race was cancelled, certainly a relief for the champagne sponsor, but frustrating for all who came to race and the first cancellation in the history of the regatta. "This is very surprising," said François Tolede, director of the Organization of Les Voiles de St. Barth. "In principle, the tradewinds in April (usually between 18 and 22 knots) are well established, but not this year. It's part of the game; these are the laws of Aeolus" (the ruler of the winds in Greek mythology).

The fourth day, and the third and final race, saw shortened courses — at 20 nautical miles for Maxis 1 and 2, CSA 0 and Multihulls, and 17 miles for CSA 1 through 4 plus Melges 24 and Class 40 — that ran counter-clockwise around the island. It was a good choice for many reasons: It was an opportunity for the sailors to take in the beautiful vistas of St. Barth; it gave officials the option to shorten course if needed; and it incorporated all aspects of a good race course as far as reaching, beating, running, and navigating around the rocks and small islands off the coast, all in six to eight knots of wind!

Many class leaders sailed into a wind hole a few hundred yards from the finish, allowing stragglers to pass while they waited up to 20 minutes for a puff of air to eventually drift them across the line.

**The Land**

The land activities were NO disappointment, with the Quai General de Gaulle completely covered by large tents and with a huge stage parked directly in front of the Capitainerie. Live bands performed on four nights, a DJ another, and the Crew Party on Shell Beach (where crews ate for free!) was a late-night affair attended by hundreds since everyone knew the next day was the lay day.

Carole, of Carole's Places which include Le Ti St. Barth and The First Floor nightclub in Gustavia, provided four nightly cabaret performances (one called "Famous Pirate Sails Night" at Ti St. Barth, the last called "Silicone Is A Girl's Best Friend" at the Quai) and Aya the incredibly limber pole dancer performed thrice during the week. "I really enjoy sponsoring this event," Carole told me, "since local friends founded it and because the spirit is true St. Barth, where fun is the priority, and the spirit is sensual."

Each afternoon, and into the night, the Quay featured inexpensive food samples from local establishments La Creperie, Cote Port, Fresh West Indies Caterer, and Black Ginger restaurant and a cheerful "Caribbean colors" spray-paint mural was created in one booth as the regatta progressed. Cyril "Kongo" Phan explained his inspiration: "My work here (creating a live work of art on a sail canvas) is, of course, linked to the sails of St. Barth. I'll try to translate the event in graphics, with a multitude of colors, in this case those of the Caribbean. Of course, I'll bring my little touch of urban spray painting in this very natural context. What motivates me the most is to crystallize a friendly moment."

Of course champagne was always for sale and the large center bar featured a big metal tub overhead with "TIPS" on it, beckoning patrons to toss coins over the bartender's heads into the tub.

*—Continued on next page*

—*Continued from previous page*

This earned a cowbell being rung by one of the many young volunteers serving endless five-dollar drinks. Vanessa, for example, worked all day at the laundry by the airport, then rushed to work behind the bar all night, just to be part of the merriment this event offers.

Bruno Magras, the longtime President of the St. Barth Collective, told me that the economic impact of Les Voiles is hard to measure but it certainly extends the season and it is good to see the shops, restaurants and beaches full of people enjoying the island. "We like to think of this event as special, since it epitomizes our spirit here and our welcoming nature."

When two grinders off the Maxi 72 *Momo*, both America's Cup veterans for New Zealand in the most recent disappointing loss to USA in San Francisco, were asked why they enjoy coming to this regatta in particular, one said, "At most regattas we are not housed close to the beach where we can spend some time relaxing and swimming among the locals. We also can't imagine better views from the boat as we circle islands and dip into gorgeous bays." The other just said, "The girls!"

**The Awards**

Awards were given to all daily race winners and the final ceremony featured shiny silver plates, bottles of Veuve Cliquot (more champagne of course!) to the top three in each class and a week's stay in a St. Barth villa to each class winner. The ceremony ended with a wonderful fireworks display from Fort Gustavia, which protects the harbor.

For his team's impressive performance over the course of the regatta, George Sakellaris, owner of the Maxi 72 *Proteus*, was presented with an RM 60-01 Regatta Voiles de Saint Barth watch from Principal Partner Richard Mille. "This is a great win for us," said Sakellaris. "We had some great racing, and maybe we wish we had stronger wind, but at the end of the day it worked out okay, and we are delighted."

The TP52 *Vesper* with Jim Schwarz at the helm claimed its fourth victory in the CSA 0 class at Les Voiles, while engaged in a spirited duel with the TP52 *Spookie*, with Steve Benjamin driving. Team tactician Gavin Brady said the team feels very at home here: "Some events are not as much fun on land, but St. Barth is special on the water and off the water. It hasn't been a windy Les Voiles, but it has been a lot of really hard technical light-wind sailing, which is challenging."

Sergio Sagramoso, skipper of Class CSA 1 winner *Lazy Dog*, a Melges 32, joked, "I can't think of a better place to have no wind; I was kind of hoping there'd be no racing on the last day!"

Tom, crew aboard the 1979-built trimaran *Triple Jack*, was incredulous that they won their class over such powerhouse performers with lifting foils as *Phaedo3* and *Fujin*, with three bullets: "All I know is that we won, and I am so happy; I can't wait to drink the magnum of Veuve Clicquot champagne and return to enjoy our one week stay at a WIMCO villa with the whole crew. We will find a way to fit everyone in the villa for sure!"

One organizer, Xavier Marchal, Sea Logistics Director, when complimented on what a great "job" they had done despite challenging wind conditions responded: "We don't look at this as work. We enjoy bringing pleasure to all participants and attendees so that a good memory of St. Barth will remain and that they will return again!" After speaking with many sunburned and impressed crews and owners, they have NO reason to doubt that!

Next year's dates are April 10th through 15th, 2017.

*Visit www.lesvoilesdesaintbarth.com for full results and more information.*

# Racing with *Nina*

When the wind is light, boats often discard extra crew to create less drag, thus finding a ride in this regatta was not easy. Nonetheless, I stumbled upon the very pretty Bordeaux 60, *Nina*, with only four crew and the owner, moored stern to between one all-female boat — The Sirens — and another with six female crew out of eight. *Nina*'s skipper, 24-year-old Miles, from England, and his crew and stew Kaitlin, from Kansas, had just flown in the day before to manage the boat and deliver her to St. Thomas for the container-ship ride back to England. From the overstocked almost-all-female crew next door, Frasier, 25, from Toronto, joined us on the foredeck, and Jacks from France, a friend of Milan — the Serbian owner who is based in London — rounded out the team, all donning bright red *Nina* shirts.



*'Finding a ride in this regatta was not easy. Nonetheless, I stumbled upon the very pretty Bordeaux 60,* Nina, *with only four crew and the owner'*

Once aboard, I was handed a crew shirt and learned that *Nina* displaced a heavy 41 tons and was less than two years old. Built in France, she is a racer/cruiser; though obviously not designed for high-performance racing, she sported clean lines with an uncluttered flush deck and an open-stern cockpit. Milan did not actively participate in the crew work; I asked why he didn't drive any of the legs and his response was, "I have never driven anything in my life, including a car!" So I was awarded the mainsheet duties, which thankfully utilized electric winches and no traveler.

Coming from a catamaran lifestyle, it took me a few tacks before I was comfortable standing at an angle and climbing over or around the cockpit table on occasion. In the variable winds, Miles emphasized safety so we attempted to begin battle on Day One with the staysail instead of the jib. Lack of sail area combined with dirty air from our fleet meant that we arrived at the line last; then we headed for the southeast shore in search of that inevitable Caribbean lift that didn't really materialize.

*Nina* did not go to weather very well, and we soon fell farther behind our racing-oriented competition. Around the first weather mark, we opened the asymmetrical spinnaker and tried to use our waterline speed to catch the fleet. Boat speed still escaped us and soon the Maxi boats were barreling down on us, flying huge chutes with the sounds of sheets being eased and grinders grunting echoing against the sails. I had a great vantage point for photos, though the glare on the phone made viewing difficult. Somehow, the viewfinder had switched to "selfie" mode, so, unfortunately, all I have now are 14 great shots of my nose!

It was then I noticed that Che Guevara was graphically represented on our chute with a large black imprint on the dark red nylon. Milan explained that when he was younger, he admired the man, only to learn later of his brutal tactics at the side of Fidel Castro. Nonetheless, he paid homage to his one-time inspiration.

After a few tacks and sets, the crew settled down and our errors decreased while our speed increased. But we had dug ourselves too big a hole and without the pointing ability of the other boats, we had little chance of catching up. Out came the sandwiches and we enjoyed the great vistas of islands on the north and west sides of St. Barth. The course covered 27 miles, with our elapsed time just over 4 hours and 47 minutes, finishing eighth in the ten-boat Class CSA 2, while at least earning the satisfaction of beating our sister ship *Zampano* in the process.

*Nina*, named after Milan's wife and daughter, settled back into her berth among the fleet and we rinsed and chamoised her into shiny existence. I thanked the crew and Milan for the ride and when Milan shook my hand, he had only one thing to say: "Give me back the shirt, please." Oh well, at least I got to keep the STB7 cap that was included in the press kit!





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ALL PHOTOS BY THE AUTHOR



# 'IT'S THE TAKING PART THAT COUNTS'

*by David Pattisson*

The regatta season in Antigua sees the cream of the yachting world descend on this small Caribbean island to show off, party and of course, to race. Anchored in English Harbour in *Don Partagas* (a.k.a. "*The Don*"), our Moody 376, we watched in envy as the marina slowly filled with elegant yachts of all ages and sizes. Eventually I could no longer resist the urge to get involved, so a couple of days before the Classic Regatta started I walked the docks, asking the skippers if they were in need of any help. After three polite refusals, I got lucky at the fourth attempt — *Nordwind*, an 86-foot yawl, built in Germany in 1939 and skippered by Alex Vecchia and his (mostly) Argentinian crew. They needed an extra couple of hands for the races and, despite my confession to never having raced a boat before, Alex generously offered me a spot there and then!

I got to know the crew a little better over beers at the welcome party the next evening. Alex had a full-time crew of five, and added others from time to time depending on requirements such as racing. They had arrived only ten days earlier, having completed a passage from San Diego via the Panama Canal. The owner likes to keep the boat active even when he is not on board and in recent years she has completed a rare "figure of eight" circumnavigation of North and South America, via Cape Horn, the Northwest Passage and the Panama Canal.

*Nordwind's* early history is equally interesting — she won the Fastnet race in 1939, on the eve of the war, setting a record that lasted for 26 years. During the war, she was reputed to be the private yacht of the Admiral of the German Navy, before being appropriated by the British Government as part of post-war reparations. One of her "sister" boats, *Ostwind*, was subsequently purchased by a Jewish consortium and deliberately sunk due to her Nazi connections, but that's another story. *Nordwind* remained in the UK and was bought by Lord Astor, who raced her for many years in the Solent and beyond. Now she travels the globe, entering various classic regattas in between long passages off shore.

The day before racing began on April 14th, *Nordwind* was entered into the Concours d'Elegance, a prize for the best-presented/most interesting yacht, and the crew must have worked overtime with the varnish and polish, because she came away as the overall winner — a fine way to start the regatta.

Race morning saw more crew arriving, two of whom had sailed extensively on *Nordwind* in the past: Deano, an Antiguan who knew the local waters well, would be calling the trim; and Andrew, who had just finished a season as a ski instructor in Jackson Hole, would be helping with tactics. Along with a couple more amateur deckhands like me we were now up to a full complement of 11. The owner, Hans, had arrived the day before. We had been warned that he was in the habit of arriving at the boat at the very last minute (or maybe even later) and we would immediately cast off and head out for the day's racing. We had all been on the boat since 8:00AM, preparing the sheets and lines, and true to form Hans arrived just after 9:30. After a quick round of greetings and handshakes we were off.

The regatta itself comprised four days of racing — each day consisting of a single race of around 20 miles off the south coast of Antigua. The course layout changed every day and always involved a good combination of upwind and downwind legs, tacks and gybes to test the boat and crew. Because of the huge variety in the boats, it's very difficult to create an entirely fair handicap system for racing, but the fleet was divided into categories depending on age and construction, and then again into classes depending on size. Being a pre-war boat, *Nordwind* was in the Vintage category, and In fact there was only one other boat in the same category and class: *The Blue Peter*, a beautiful 65-foot sloop. We would share our start with other boats in the Vintage and Classic categories, including the two giants of the fleet – the stunning 141-foot *Columbia*, and the daddy of them all, *Adix*, a three-masted schooner, which at 212 feet dwarfed the rest of the fleet.

For those of us who hadn't sailed on *Nordwind* before, the hour before our start time of 10:45AM was our first and only chance to get to grips with our jobs before racing got underway. I had been given the mizzen to look after with Luka, an Italian bearing an uncanny resemblance to Pavarotti, but without the girth. Luka owned a mountain refuge in the Italian Alps and had been on the boat for a few weeks while his refuge was closed between the winter and summer seasons. His English was limited, as is my Italian, but with a few basic words and gestures we worked out that I would trim the sheet while he managed the runners. The mizzen on *Nordwind* is tiny compared to the main, but since it was about the same size as the mainsail on *The Don* I felt reasonably comfortable with it, although with my position directly behind the wheel, any mistakes would be quickly spotted by Hans and Alex.

We sailed away from the start line so as not to get in the way of other boats starting their races before us, and practised a couple of tacks and gybes. As we counted down the minutes to our start time, Hans, Alex and Andrew discussed tactics. The usual tradewinds had deserted the island and we were sailing in light conditions, so speeds were not going to be high, but every sail would be up, making manoeuvring in tight quarters difficult. They decided we would sail parallel to the start line, crossing right in front of all the other boats that would be hoping to get a clean run at the line. However we would be on starboard tack giving us right of way and forcing the other boats to give up their line, thus spoiling their run. We would then tack at the last minute and cross the upwind end of the start line. This was a tactic that suited Hans' wicked sense of humour, as it would frustrate the maximum number of other boats, but was risky as our run up the line and our final tack had to be perfectly timed to avoid either missing the line or crossing it too early and incurring a time penalty.

In the event most of the other boats played it safe, staying farther back and giving us a clear run. Our final tack was fractionally late and we crossed the line about 40 seconds after the gun sounded to mark the race start — not bad for a first attempt but room for improvement. The race itself was less dramatic, the light winds and gentle swell making for a rather relaxed sail, giving us time to enjoy the sight of these majestic yachts and their multitude of sails from an incredible vantage point. *The Blue Peter*, with its shorter length and lower weight, had a distinct advantage in these conditions, and was soon disappearing into the distance. On the second leg, Hans took a break to answer his phone and as I was the nearest to the wheel he handed over to me — I certainly wasn't expecting to be helming on my first day, but I wasn't about to say no. For ten minutes I had control of *Nordwind*, but as we approached the next mark, Hans took over again. Two hours later we crossed the finish line, behind *The Blue Peter*, but ahead of *Columbia* and *Adix*.

*—Continued on next page*

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The races on the next three days followed a similar pattern — we kept the same start tactics but improved our timing, crossing the line within seconds of the gun. Despite the light conditions, the racing remained close and exciting, the adrenaline ramped up by a low-flying helicopter filming the event and the photographers in their RIBS dodging and weaving through the fleet, all seeking the best shot of the action.

The second race of the week was the "Cannon" course — two laps of a straight out-and-back course, which meant that all the yachts were in the same stretch of water, but often travelling in opposite directions, which gave us all wonderful close-up views of the fleet as we raced towards each other in an expensive game of chicken.

On the third race, several of the other boats timed their start runs better and we found ourselves in a three-boat traffic jam with *Columbia*, *Athena* and ourselves all aiming for a tiny space on the upwind end of the start line. Separated by only a few feet, we managed to squeeze through without contact, but it was a close thing. This may be "gentleman's" racing, but nobody likes to give way when pride is at stake.



*Among the more compact classics was the smart-looking* Island Swift, *a Nick Skeates 35. Note the crewmember in the spreaders*

The closest call came at the last mark on the final day of racing. As we approached the mark, we were closing on *Chronos*, a heavy 180-foot passenger sailing yacht, but closing on us were *Athena*, *Columbia* and *Adix*. All five yachts reached the mark within seconds of each other and it took incredible nerve and control from the helmsmen as we tacked around the buoy, close enough that it seemed we could jump from one boat to another.

If there is ever a sport where you can apply the maxim "It's the taking part and not the winning that counts", then it would have to be classic yacht racing. We came in second to *The Blue Peter* every day but that did not detract in the slightest from the wonderful experience of seeing these incredible yachts being pushed hard by owners and crew who do it for the love of sailing rather than the glory of winning.

Next year's dates are April 19th through 25th, 2017.

*For more information on Antigua Classic Yacht Regatta 2016 see Regatta News on page 14.*



*Above: The replica of the historic Gloucester fishing schooner* Columbia *was a head-turner on the race course*

*Below: The 1930, Mylne-designed* The Blue Peter *— aptly named for the preparatory signal flag starting a race — was a beautiful adversary*







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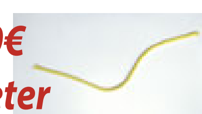


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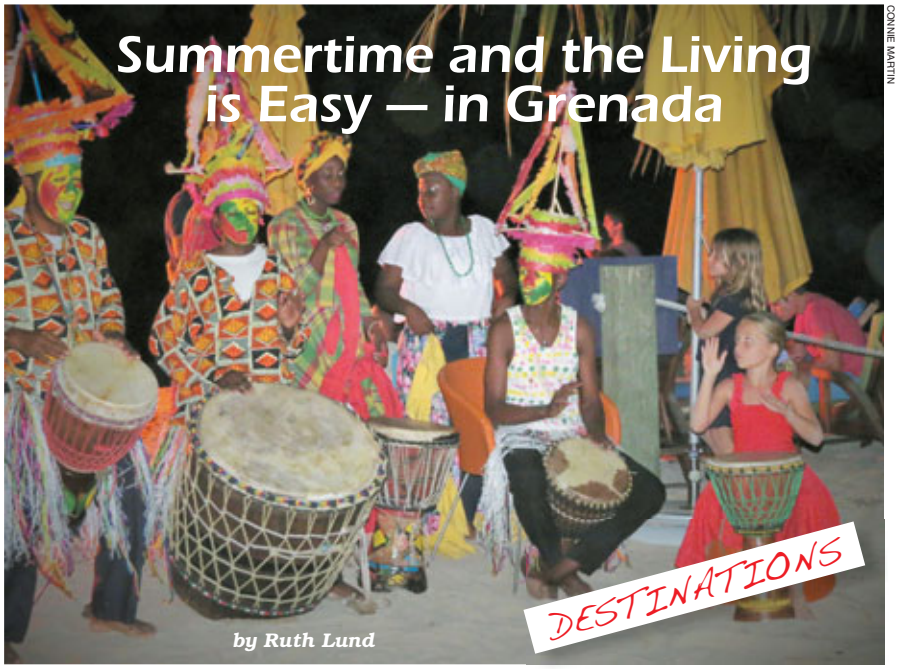
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# Summertime and the Living is Easy — in Grenada

DESTINATIONS



CONNIE MARTIN

*by Ruth Lund*

*Grenada's got the beat all summer long, and musical performances range from traditional drumming to innovative floating contemporary concerts*

From the first time my husband and I dropped anchor in Grenada, in 1998, we felt it. That feeling of being in a good place — safe, clean, beautiful, interesting and welcoming. Nineteen years later it is true that some things have changed, but not the basic elements that produce this upbeat, positive feeling.

Like The Three Bears and the "not too hot" and "not too cold" porridge, the Spice Island is not too big and commercial, nor is it too small and undeveloped, to be an ideal cruising destination. While economic infrastructure and tourism have increased, there are still quiet bays, sparkling waterfalls, forested mountains, deserted beaches and pristine snorkelling, diving and turtle-watching sites, to which you can escape.

The hilly terrain, cut with deep inlets and dotted with colorful reefs, creates numerous sheltered anchorages. You can decide to drop your hook in one of the popular anchorages and take on a dizzying round of social activities, or you can park your boat in a quiet, private bay and commune with nature. Many cruisers move from one bay to another during the summer months, depending on their social whim or boat needs. And if you find Grenada too frenetic, you can nip up to Carriacou or Petite Martinique for a slower pace, with no need to clear in or out. Variety truly is the spice of life in this three-island paradise.

Grocery outlets now offer a big international range, but at the market, marketing board outlets, and numerous little stalls you will find a wonderful selection of fresh, local goods at reasonable prices. Grenada is an island that grows things — bananas, mangos, citrus, avocados, cocoa, root crops, honey, herbs and spices — and from these also produces many delicious things such as chocolate, fruit juices, chutneys, hot sauces, rum and beer. Peter de Savary, developer of Port Louis marina, rightly says that this focus on agriculture is one of the reasons the island "retains its authenticity and charm".

Marine services are one of the biggest economic growth areas. The tri-island state of Grenada, Carriacou and Petite Martinique boasts 11 marinas, ranging from the world-class, full-service Camper & Nicholsons marina in Port Louis to smaller docks geared to assist boats pre- or post-launching; four boatyards, one of which can haul boats up to 242 tons; two long-established chandlery companies and another coming on stream shortly [*see 'North Yacht Shop' in this month's Business Briefs on page 10*]; and a wide range of technical marine services providing most repair and maintenance skills that boats require. Some services now come right to one's yacht, such as trash collection and water/booze/bread deliveries, which, together with easily accessed WiFi hot spots, make life on board extremely convenient and easy.

Unlike on some islands that "die" during the summer, there is always something to do here. Of course this may be hard for cruisers who are not used to stressful decision making. Full Moon dinghy drift in Mt. Hartman, or dance the night away at the Full Moon Party in Benji Bay? Dinghy concert in Le Phare Bleu, or toes-in-the-sand barbecue in Hog Island heaven? Early morning noodling (aquarobics with "swim noodles") or Yoga, or Tai Chi? What a dilemma!

For the community-spirited there are opportunities to "put something back" into the country by assisting kids in the Mt. Airy Readers' program, running the cruisers' VHF net, collecting goods for the Carriacou Children's Education Fund, hunting the invasive lionfish and supporting many other worthwhile causes. The cruising community here is a caring community with people willing to help when a boat drags or there's a medical emergency.




GRENADA SAILING WEEK

For sporty, outdoors types there is river rafting, mountain biking, dinghy racing, hiking, and most important, "hashing" every Saturday afternoon, to which folk of all ages and walks of life have become addicted. Local families, students, retirees, expats, cruisers, all delight in getting muddy and sweaty while running, walking and sometimes crawling through varied terrain all over the island.

For the less energetic, but perhaps intellectually agile, dominoes, chess, pool, trivia, card and craft sessions, local cookery classes, book swaps, boat jumbles, Gouyave Fish Fridays and Prickly Bay's big bingo evenings (at which you can win a cow or a goat), all keep boredom at bay.

For me, the real winner is the astounding depth and range of the musical talent — the jazz, reggae, soul, rock, rhythm and blues, parang, pan and drumming groups. With new young singers and musicians constantly coming to the fore and testing their performance at various watering holes around the island, cruisers get top-class entertainment in the form of open-access concerts — free, that is provided you don't drink too much. The Dinghy Concerts at Le Phare Bleu marina featuring different local and international artists are a unique musical experience not to be missed. An evening at the Grenada Museum in St. George's reveals a world-class jazz saxophonist. Jam sessions draw musical world travellers, happy to share their distinctive styles. A lively Spice Basket production combines music and theatre to introduce the island's rich history and culture.

In late June and early July the Fisherman's Birthday weeklong festivities celebrate the Feast of St. Peter in Grenada and Carriacou, both of which have excellent fishing grounds.

In August/September Grenada's Spicemas Carnival is the highlight. Cruising sailors will find the Carriacou Regatta and the PCYC Round Grenada Regatta, which stops overnight in Carriacou, ideal opportunities to blow away the boatyard blues. In October/November/December the Caribbean gears up for Christmas with Carols Evenings, parang music and parties galore.

You may also wish to stay on in January/February for the Budget Marine Spice Isle Billfish Tournament, the largest tournament in the Caribbean; the Island Water World Grenada Sailing Week, with classes to suit everyone (racing, racer/cruiser, cruising [fun], classic and J/24) and the Grenada Sailing Festival, where traditional boats and their intrepid crews show us all a thing or two about sailing.

For the "summer early birds" next year, the months of April and May will offer two great musical events: the Pure Grenada Music Festival and the Carriacou Maroon & String Band Music Festival. Food and drink lovers will enjoy the Grenada Chocolate and Uncorked Beer & Wine Festivals and the more athletic can take part in the Tri de Spice Triathlon.

Depending on your budget, you can chose a sophisticated or simple lifestyle in Grenada, and all ages feel at home here. While the majority of cruisers are silver-haired (though you'd think they were teenagers to see them dancing the night away), the safe, clean anchorages also draw many young cruising families, and the university crowd adds a special energy, making for a great mix.

Since "Ivan the Terrible", the hurricane of 2004, Grenadians remain alert to the season's weather. Avoiding the H word, they refer to summer as "the rainy season", during which it is warm and humid, but with almost always enough breeze to keep you cool and the wind generator going. I'll probably be shot for saying this, but another advantage of summering in Grenada is that it is close enough to Trinidad to get there quickly should a serious storm threaten, or if you require major provisioning/boat work/medical attention.

Last, but not least — it is the people of Grenada that make this such a great place. Unfailingly polite and welcoming to visitors, it is their warm acceptance,

*—Continued on next page*

*—Continued from previous page*
...even at an official level, that makes it doubly enjoyable. So don't spend your summer dug in and strapped down, shaking in your boots listening to weather reports, come to Grenada for the time of your life.



CONNIE MARTIN



*Sure you can work on your boat if you want to.*
*But only after you've fit in opportunities to (clockwise from above)*
*attend unique events like the Grenada Chocolate Festival,*
*take a hike with the Hash House Harriers,*
*go river tubing, and play some beach volleyball at Hog Island*

*See more articles about Grenada in the* Compass *Archives:*

- *'Camp Grenada' by Ellen Birrell on page 24 at www.caribbeancompass.com/online/november11compass_online.pdf*
- *'A Grenada-to-Grenada Cruise' by Don Street on page 21 at www.caribbeancompass.com/online/march13compass_online.pdf*
- *'Revisiting Grenada — and Seeing It for the Very First Time' by Frank Virgintino on page 18 at www.caribbeancompass.com/online/january14compass_online.pdf*



CONNIE MARTIN





# HOG ISLAND – A YACHTIE'S MECCA

*by D'Arcy O'Connor*

DESTINATIONS



NICHOLAS MELETIS (ALL)

*Pull up your dinghy and join the party at uninhabited (except for a beach bar!) Hog Island on Grenada's south coast*

IF any establishment had a dress code dictating "Shoes - No Service", it would be Roger's Beachside Bar on Hog Island at the southern end of Grenada. For that is the nature of the place — extremely casual, international, and egalitarian. Whether you're off the 453-foot megayacht *Rising Sun*, or the 32-foot sloop anchored near her in Woburn Bay, you leave your Ralph Lauren crocodile-skin boat shoes or your ratty sneakers behind when you dinghy over to Hog Island minutes away.

The uninhabited 85-acre island is roughly the shape of a duckling, with a secluded cove and white sand beach snuggled between its bill and chest. The island boasts only one building — an open-air, thatched-roof bamboo beach bar. Roger Strachan, 48, has operated it as a squatter since 1988, and the venue is known by most of the Windward Islands sailing fraternity who motor or row their dinghies to the beach from yachts moored or anchored a stone's throw away. Stern flags from Canada, the US, UK, Australia, New Zealand, Sweden, Brazil, South Africa and France dot the small, protected bay. A few recently crossed the Atlantic with families and even pets aboard.

Others arrive in rented kayaks from nearby Whisper Cove Marina in Clarkes Court Bay. Landlubbers, like students from St. George's University, can hop on a local speedboat at the Upper Woburn jetty and for EC$10 zip over to the island in less than eight minutes. It can also be reached by foot or mountain bike along a rutted trail and across a 400-foot gated bridge connecting the southern peninsula of Mt. Hartman National Park to the duck's beak.

Yachts access Hog Island from the south, leaving Mt. Hartman Point to port and dropping anchor in good holding ground directly off the sand beach. Alternatively it can be reached through the marked channel in Woburn Bay, leaving Calivigny Island to starboard, and then anchoring and taking a short dinghy ride under the footbridge to the beach.

Roger's bar is jumping most Sundays from 3:00PM on, with a live reggae or soca band playing on a makeshift stage overhanging the water. Drinks are cheap (EC$5 or about US$2), and Roger's girlfriend Mary also prepares a barbecue lunch of chicken, fish, rice and salads that can be had for EC$25 a plate. Occasionally there's even freshly caught lobster. But don't expect to find running water or proper bathrooms. And the only electricity is a sometimes-functioning generator used for visiting bands' instruments and amps.

Fueled by local Carib and Stag beer or plastic glasses of the bar's potent Clarkes Court rum and Ting (a local citrus-flavored soft drink), people dance barefoot and hobnob on the beach all afternoon and evening. Feel free to BYOB from your boat, as some do. Local families from Woburn and beyond also arrive on Sundays with bulging food hampers, portable barbecues, children and dogs to picnic under the trees and swim off the beach.

Yet it's primarily yachties who make Hog Island what it is. Irishman Mike Magee, who occasionally drops by on his 43-foot Beneteau Clipper, *Premier Cru*, says, "Roger's beach bar is an open version of the quintessential British pub — there's always someone there you know or will know before you leave... A deserted-island bar with characters and major social interaction."

Mike Hostetler and his partner, Audrey Biase, have visited Hog Island off and on for six years aboard their 60-foot Morgan schooner, *Serenity*. "We've been to our share of Caribbean barefoot bars," says Audrey, "and Roger's is the frontrunner for a fun time, with supernice people, good drinks and Mary's home cooking... Plus there's enough beach area to have a great time limin' and making memories."

Then there are sailors like Mike Nelder and Julie Jessop who practically call Hog Island home. The two have been living aboard their 105-foot working tug, *Flying Buzzard*, moored in Woburn Bay for the past six years (*see page 23 at www.caribbeancompass.com/online/june13compass_online.pdf*). For them, a daily dinghy trip to Hog Island is like dropping in for a jar and a jaw at the corner pub. As Julie describes it: "There's a growing semi-permanent group of yachts in Woburn, which makes for a real community spirit... Roger's is a magical place leading to amazing conversations, spontaneous parties and the forging of great friendships with yachties and locals alike."

—*Continued on next page*



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Some regulars are even closer to their local pub. Canadian Phil Hawkins lives aboard *Beothuc*, a 37-foot Tayana cutter-rigged double-ender. He first came to Hog in 2006 and has returned every year since. "I've stopped at nearly all the islands and can truthfully say that Hog is the best anchorage I've found in the Caribbean: good holding and located only a short dinghy ride to Woburn Bay, with great eating places and a short bus ride to downtown St. George's." Phil, who shares his boat with his cat, Buddy, is moored a few hundred feet off the beach. He calls Hog Island "my home away from home".



*Left: It's a laid-back lime for all. Locals, cruisers, university students and more hobnob the day away at Hog Island*

*Right: Roger Strachan has run an* al fresco *bar here since 1988, featuring good drinks, home cooking and a barefoot vibe*

The Hog Island anchorage, like many of Grenada's narrow bays, is ideally located for the rare occasion that a hurricane should strike this far south. On the approach to the island from Woburn Bay, just before the footbridge, is what some have dubbed the Mangrove Marina. Like Roger's Bar, it is an ad hoc business, with no signage, actual building, or even a registered owner. A handful of yachts are secured stern-to against the island's mangroves and double-anchored from their bows. It's also been referred to as the Mangrove Graveyard or the Spider's Web, since a few of the yachts are rotting hulks, long ago abandoned by their owners. Space is limited, but occasionally, a spot frees up and a sailor leaves his boat there for months at a time while out of the country.

From time to time storm clouds have formed over this sailor's Mecca — in the form of commercial development. Hog Island was named for the wild pigs that abounded on it in the 19th century, and four generations of the James Theodore family once owned and farmed the island. In 1979 the Grenada government expropriated it as part of the Mt. Hartman National Park "for the purpose of national security, Customs and tourist development."

In 1999 the government announced a Ritz-Carlton resort project involving the Mt. Hartman and Hog Island properties, and yachties had their first scare. But like many such projects, it never materialized, thanks to lack of financing. In 2006, the Four Seasons hotel chain obtained an option to build a resort on the Mt. Hartman property including an 18-hole golf course, a 107-room hotel, a marina, and 255 villas — some of them on Hog Island. However, after surveying the island and breaking it up into undeveloped lots, as well as erecting the connecting bridge from the peninsula, that project also folded, partly owing to heavy opposition from wildlife groups who saw it as a threat to the critically endangered Grenada Dove, whose core habitat is the Mt. Hartman estate. Yachties once again heaved a sigh of relief.

But today an even darker cloud looms over the island in the form of a recently proposed US$2 billion mega-resort village that could include a marina, parklands, a medical center, and villas on the peninsula and likely spilling over onto Hog Island. The venture, known as the Grenada Resort Complex Project, has some serious Chinese money behind it.



This latest threat to the future of laid-back Hog Island is often a topic of conversation on the beach. Then again, local yachties are used to measuring things (such as the completion of boatyard repairs or the arrival of a much-needed part) in GMT — Grenada Maybe Time.

Even Roger isn't overly concerned about the future of his funky bar. When asked about the Grenada Resort Complex, he snorts and answers with one of his extremely rare smiles, "That's a long, long time away."

*D'Arcy O'Connor is a veteran journalist, scriptwriter, TV documentary producer, published author and round-the-world sailor. He has contributed to the* Wall Street Journal, People, Yachting, National Geographic *and many other publications. His most recent book is* Montreal's Irish Mafia. *He lives in Montreal, and spends winters in Grenada.*

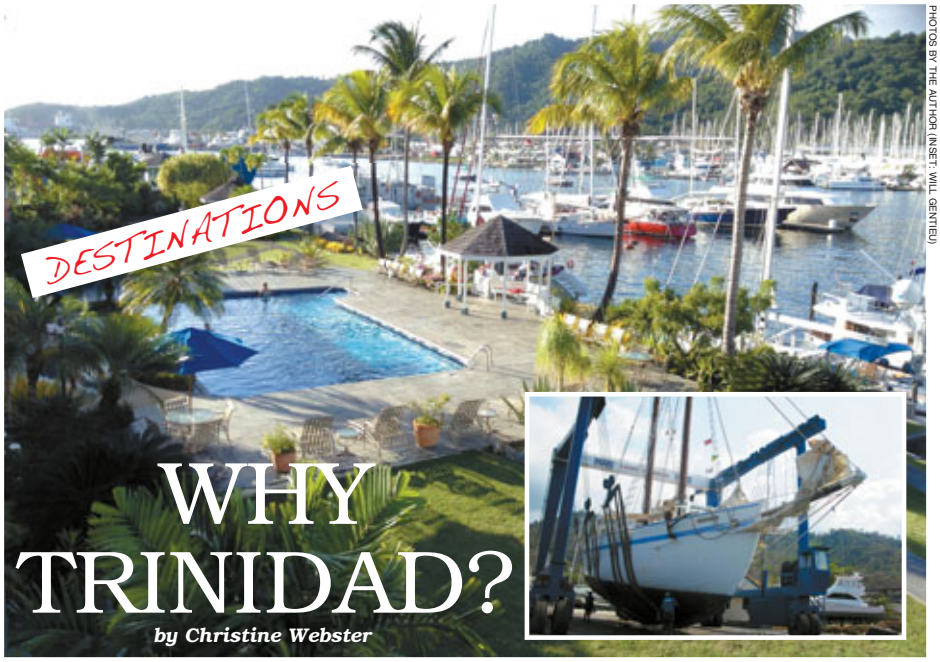





DESTINATIONS

# WHY TRINIDAD?

*by Christine Webster*





PHOTOS BY THE AUTHOR (INSET: WILL GENTIEU)

Why come to Trinidad when it lies 80 miles south of Grenada, there have been reports of pirate attacks, there's a high murder rate, VAT is applied to yacht parts and services, and Immigration and Customs officers have been officious at times? Doesn't sound great, does it? Why do we keep returning?

Because it's worth it!

**Pirates?**

A pirate attack is statistically unlikely — you are probably more likely to be robbed at home — but the fear factor is high. There were two pirate attacks in the waters between Trinidad and Grenada in December 2015, but there were none for many years before then and there have been none since. One of the victims was *White Dumbo*, a sleek 80-foot yacht with professional crew. Men wielding serious weapons boarded her and the yacht was stripped of everything, including toilet paper. The crew was undeterred and has sailed back to be hauled in Peake's yard, despite the traumatic experience. Roberto, first mate, said that they were reassured by frequent communication with the TT Coast Guards, who were patrolling close by the yacht as she approached Trinidad.

A second attack was on a 34-foot yacht owned by Jonas of Trinidad Rigging. He was forced to sit in the cockpit with his two sons as the assailants ransacked the boat, removing everything, including all the books. Jonas's 18-year-old son had the temerity to ask for his technical drawing book back, and it was returned. A kind-hearted pirate?

Don Stollmeyer (CEO of Power Boats marina and boatyard) assures us that there have been hundreds of crossings between Trinidad and Grenada since the incidents and even Jonas's son has sailed between the islands again.

But of course the fear is always there, for we all feel vulnerable alone in the ocean. So, pirate avoidance strategies are recommended. They include submitting a float plan to the Trinidad & Tobago Coast Guard, North Post Radio and Jesse James (a downloadable form is available at www.membersonlymaxitaxi.com/services/services_floatplan.htm. It's advised to check by telephone to make sure they have received it); sailing at night with buddy boats with whom you communicate on a pre-arranged VHF channel; tracking east of the Hibiscus oil rig; communicating with North Post Radio on SSB if possible; and of course communicating to everyone who has received your float plan that you have safely arrived.

Note: Ken of the yacht *Badger's Sett* was asked to give his position by North Post Radio but he points out that a GPS position given on Ch16 VHF may help the wrong people to pinpoint the location of your yacht.

Yachts are arriving in Trinidad now for the 2016 hurricane season. Paul and Janie of *Shian* alternate between Antigua and Trinidad to lay up for the summer. They decided to return to Trinidad despite the pirate incidents last December. They said that the big pull is the "specialist and resourceful technical boat services". Paul said that if there had been another attack they would have changed their plans.

He pointed out that the passage between Trinidad and Grenada, even without the possibility of piracy, is a challenge, especially for the 80-mile shakedown sail after a summer in storage, but sailing is full of challenges. Paul recommended the use of AIS to keep tabs on your buddy boats and other shipping, and commented that the proximity of shipping near the gas rigs was a comfort.

About seven years ago, *Navarna III*, a Fisher 37, arrived in Crews Inn Marina shot to pieces. The owner, Davy Jones, had sailed close along Venezuela's notoriously dangerous Paria Peninsula and been attacked by men in a pirogue. He escaped after firing his flare gun at them. Recently he returned to Trinidad to repair rigging on his Hinkley ketch (he came specially for Jonas's expertise).

**Trinidad Coast Guards**

They really must be commended.

Our yacht, *Quadrille*, suffered serious flooding while on the dock in Crews Inn Marina and within a few minutes of an emergency call, a CG vessel arrived to tow us to Peake's dock for haulout. And this was on Carnival Saturday!

On another occasion, *Quadrille* acted as standby and communications vessel for a motorboat in distress. It was impressive that the North Post Radio operator was efficient and patient and we could communicate on VHF to within a few miles of the coast of Grenada. An aeroplane was scrambled and flew overhead, dipping its wings in acknowledgement of our call.

The Coastguards are doing a fantastic job shadowing vessels bound for Trinidad. Don Stollmeyer telephones the TTGC to tell them when any of his clients are likely to arrive!

**Customs and Immigration**

There have been no negative reports recently about over-officiousness by the officers; in fact, Ken on *Badger's Sett* said that on arrival he found the officers "quite charming".

Not long ago, complaints included downright rudeness. One of our yachtie friends appeared to clear in wearing a rather smart but sleeveless shirt and the officer pointed at her and yelled "Out!" This was totally unnecessary and caused bad feeling. Unfortunately, when Jesse James tried to negotiate on behalf of the yachting community it was at the time when a yachtsman was discovered flouting the law, having been at anchor in Chaguaramas for *five years* without checking into Immigration or Customs! It only takes one bad apple to sour the relationship. (He could have been clapped in jail, but the officers were lenient and gave him an extension to the initial demand so he could sell the yacht before flying out.)

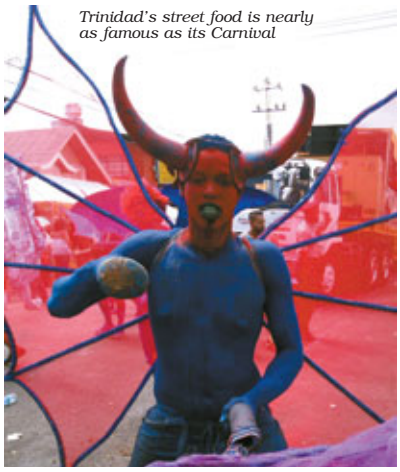
Other complaints have included having to pay overtime charges when the actual departure was in the officer's off-duty period, even though the clearance formalities were done within stated hours. This issue remains unresolved.

Jo and Andrew of *Zephyr's Zest* recently sailed from Tobago to Chaguaramas and were greeted with friendly smiles, despite its being an unscheduled stop.

*Where modern marinas, skilled services and efficient boatyards await, why hesitate? The author examines cruisers' concerns*




*Trinidad's street food is nearly as famous as its Carnival*



It's recommended to arrive smartly dressed, treat officers with respect — and smile!

**Murder Rate?**

The murder rate in Trinidad is high: over 410 last year in a population of approximately 1.34 million. This is a frightening figure, but the perpetrators and victims alike are generally drug dealers, members of gangs who live in areas such as Laventille — a no-go area. We feel safe in Chaguaramas and safe in most areas of interest that we visit. I'm happy to travel to Port of Spain in daylight in a maxi taxi and wander around the shops, for a touch of retail therapy, particularly to Jimmy Aboud's amazing textile emporium.

**VAT**

From February 1st, 12.5 Value Added Tax (VAT) has been added to all yacht services and yacht parts sold in Trinidad.

This could be a blow to the yachting industry and the headline "Last Nail in coffin for yacht sector" that appeared in the *Saturday Express* showed pessimism. *Quadrille's* flooding took place just four days after VAT was introduced on yacht services and parts, and we had a considerable amount of essential work done and both installation and yacht parts were subjected to 12.5 percent VAT.

But YSATT (the Yacht Services Association of Trinidad and Tobago) and the government advisory Yacht Steering Committee YSC have had numerous meetings with government officials to try to get yachts zero rated. Although nothing has been resolved as this issue of *Compass* goes to press, Don Stollmeyer is optimistic that the government will acquiesce. (There is a VAT exception for bona fide fishing craft.)

Marine Warehouse imports items with zero tax for yachts in transit, but the order has to be initiated by the yacht owner and all items must be labelled clearly with the owner's name, boat name and "Yacht in Transit" writ large. Bringing your own parts in is, as usual, zero-rated.

Yacht haulouts, storage and electricity are all subject to the new VAT but, as Don says, all the yards are trying to absorb the hike in costs. At Peake's we were given an automatic ten-percent discount before the VAT was applied, Paul and Janie were given a substantial discount at Power Boats, and Sadie and Mike aboard *Kiss* were very pleased with the deal they got on haulout, hard standing and accommodation in one of the Power Boats' comfortable rooms. Nicholas Gomes, Peake's yard manager, said that they would match any reduction in price from other yards if it were in writing. Crews Inn manager, Nishi, will talk about a discount for a long-term marina slip.

So, prices are negotiable!

Food and merchandise are also subject to the new VAT but this means a reduction for VAT categorized foods, from 15 to 12.5 percent. Unfortunately many formerly zero-rated foods are now VAT categorized, but you can still get many basics unaffected. At Pricesmart supermarket there are plenty of bargains to stock up with, and Jesse James of Members

*—Continued on next page*

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Only Maxi Taxi service will drive there from the Chaguaramas marinas on Wednesdays. Travel with him to the Port of Spain market, at dawn on a Saturday to pick up fresh fruit, vegetables, meat and fish, and even clothes, for very reasonable prices.



*Visiting sailors find friendly vendors offering abundant and affordable fresh, locally grown produce at the market*

If you want fresh fish to cook for yourself, buy the catch of the day from incoming fishermen at Tropical Marine Services.

It's possible to eat very cheaply in Trinidad, particularly if you love local street food. You can buy "doubles" anywhere for a nominal TT$4 (about 65 cents US). They're delicious — a fried pancake sandwich filled with spicy chickpeas that makes a wonderful tasty breakfast. In the marinas, Sails Restaurant has special lunches very reasonably priced, the Lighthouse has included burgers on its evening menu, and the Wheelhouse Pub's swordfish barbecue is tasty and so generous that two can share.

**Services**

Despite the 12.5 percent VAT, the yacht services in Trinidad are still generally cheaper than on many other islands. There are so many service providers in Chaguaramas competing with each other that you can get not only fine-quality workmanship, but also good deals.

When *Oriole* was hit by another vessel, dismasted and badly damaged in Carriacou, John and Christine jury-rigged her and limped down to Chaguaramas because they knew that they could get everything fixed — from the rigging to the joinery woodwork to fibreglass and the stern gear. And what a brilliant job everybody here did!

*Quadrille* was lucky to be in Chaguaramas when she nearly sank, because a total rewiring job requires very skilled, knowledgeable workmen, which we found in Randi at Caribbean Marine Electrical. I must also mention David the plumber and his mate, Hilton, who arrived the instant we called and completed the job the next day!

David Smith wrote on the TT Cruisers Facebook group, "Full shoreside support in Trinidad: welding, fabricating, machining (lathes, milling, pressing, propeller repairs and dressing), high quality joiners' shops and the ability to actually buy timber (lumber) cheaply and off the shelf and all within walking distance of wherever you get hauled. There is a reason why I'm hauled in Trinidad."

One advantage at Peake's yard is the 150-ton sling hoist that can lift bigger boats such as the traditional Bequia schooner *Friendship Rose*. She sailed down to Trinidad in April, with wood sourced in Bequia, to replace planks and ribs. On this visit she also replaced her engine, which was possible with Peake's machine shop and a versatile crane.

**People and Places**

Trinidad and Tobago are full of a wonderful friendly ethnic mix of people and fascinating places to explore. Everybody is so friendly and helpful. Street vendors will always chat, people generally are good-natured, keen to help and fun — ready to lime!

Every year we come to Trinidad we are astounded at the tours that Jesse James puts on [*See "This Jesse James is One of the Good Guys" by J. Wynner in last month's* Compass], impressed by his never-ending enthusiasm, boundless energy and knowledge of foods, folklore, flowers, fables and forests. "Anybody for doubles?" is his morning cry as we are whisked down the streets. Jesse will tailor make tours for you. This year we have "chipped" down the Carnival route collecting discarded costumes; visited Indian temples, the Caroni Swamp, the Nariva swamp, the Wildfowl Trust and the hillside fort of St. George; had tea in the monastery of St. Benedict; and been enthralled at the Yerette hummingbird home, where host Theo gives fascinating talks and we were blessed with "hummingbird rain".

There are so many things to do and places to visit. A visit to see leatherback turtles laying their eggs is a must; so is a visit to the Asa Wright Nature Centre to admire myriad exotic birds. Another must is the Taste of Trini gastronomic tour, where successive groups of yachties compete for the highest number of different Trinidadian foods tasted in a day. At the moment the record stands at 99. (I'm still not so sure about cow heel soup!) Don't forget the beach lime at Maracas, and the cheap flight to Tobago for snorkelling and diving and Easter goat racing. The list is endless.

Each year we try to see the Lydian Singers, honed to perfection by the late Pat Bishop. The choir performs innovative pieces accompanied by *tassa* drums and their own steel band. To hear Handel's Messiah accompanied by bass pan outperforms any traditional orchestra and chorus for excitement and volume! And of course there's Edward Cumberbatch, Trinidad's answer to Pavarotti....

**In Conclusion**

If you decide to give Trinidad a miss, you are missing out on deals at boatyards with good, safe haulout facilities and professional services at rates cheaper than those offered at many more northerly islands. You will miss the colourful, helpful, fun-loving people — and you will miss Jesse's tours!

And just one more thing. I forgot to mention why we sailed to Trinidad in the first place. Our insurance stipulated that we spend the summers below the hurricane belt! Have you seen that chart showing the tracks of hurricanes over the last 100 years?

*See more articles about Trinidad in the* Compass *Archives:*

- *'A Taste of Trini' by Anne McMillen-Jackson on page 24 at www.caribbeancompass.com/online/december11compass_online.pdf*
- *'Trinidad & Tobago: To Go or Not?' by Sarah Smith on page 21 at www.caribbeancompass.com/online/november12compass_online.pdf*
- *'Trinidad is Definitely for the Birds' by Mira Nencheva on page 21 at www.caribbeancompass.com/online/february15compass_online.pdf*




# LEARNING OUR ABCs

## Part Two: Curaçao

DESTINATIONS



CURAÇAO MARINE

*Curaçao's colorful capital, Willemstad, is both cosmopolitan and quaint*

*by Priscilla Packer*

It's only about 40 nautical miles between Bonaire and Curaçao. So by 3:00PM on a September afternoon my husband, Hugh, and I, sailing aboard our 43-foot aluminium sloop, *Anemos*, were approaching the entrance of Spanish Water. It is not easy to make out, as it is quite narrow, and although there is a red buoy some way outside, presumably to mark the entrance, we initially missed it as we were occupied with lowering the sails, and had to back track against fairly strong current and waves.

Once inside, the lagoon opens up into a vast area, with several inlets to choose from. We headed left towards an anchorage we hoped would be reasonably close to Sarifundy's Marina, a place we had read about in our ABC cruising guide (which dates back to the late '90s) and despite the name, not a real marina, just a place where yachties can get such services as laundry, showers and WiFi.

There were quite a few boats at anchor and we milled around a bit before dropping our hook; we ended up re-anchoring a couple of times as we were too close to other boats.

**Checking In**

Next morning we headed out in the dinghy in search of Sarifundy's. Seeing no obvious sign of it, we enquired from a sculptor lady who had her workshop right on her dock. She told us Sarifundy's no longer existed! (We found out later that the place had burned down a few years back and never been rebuilt.) A pity because it sounds like they offered a useful service.

The dinghy dock turned out to be next to a small shipyard-cum-marina of sorts, and the yard attendant pointed out the bus stop to the capital city, Willemstad. On the bus we met another couple bent on the same errand as us — namely checking in — and they had done it all before several times. So we tagged along, which was helpful as the various offices you need to visit (Customs, Immigration, Port Authority) are disseminated throughout the city.

To reach the Customs building we walked along the Ruyterkade, where the busy Venezuelan "floating market" is located. Stall after stall displayed fruit and vegetables, each stall selling exactly the same produce as its neighbours, so it is hard to choose from them, and of course, every stall keeper is trying to persuade you that his tomatoes, or watermelon, or pineapple is The Best!

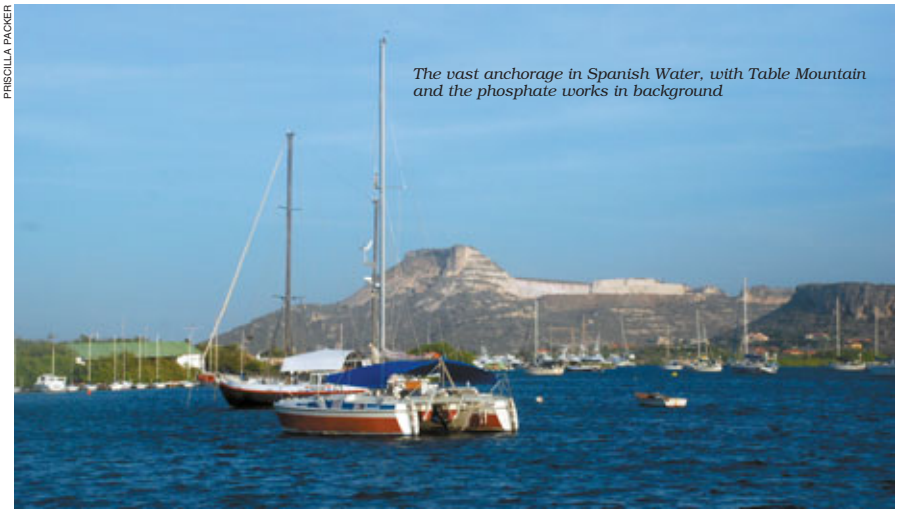
After we were finished with Customs, or *Douane* as the Dutch call it, we followed Robin and John across Sint Anna Baai, which is the channel of water that separates the two sides of Willemstad, by taking the ferry across. (There is normally a pontoon bridge as well, which rests on 16 boats, but at the moment, it has been taken away for maintenance.)

We caught a first glimpse of Willemstad's unusual style of Dutch-Caribbean architecture, painted in lots of bright colours, as we crossed on the ferry to Otrobanda (or "the other side" in the local dialect, Papiamentu, a mixture of Spanish, Portuguese, Dutch, English, French, Arawak and African languages).

Our kind guides led us up the hill in the direction of the high Juliana Bridge (the highest in the Caribbean) that spans Sint Anna Baai, to an official-looking compound where the Immigration office is located.

The last thing to do was visit the Port Authority offices, but by this time they were closed for lunch, so we all repaired to Le Gouverneur's bar and restaurant at the bottom of the hill for our own repast. They brew their own beer, logically called Gouverneur, and it is quite good, better than the average Dutch or some of the American-style beers that we find rather bland.

After lunch we trudged back up the hill and completed our checking-in at the Port Authority. They wanted a modest US$17 for a month's stay in Spanish Water.



PRISCILLA PACKER

*The vast anchorage in Spanish Water, with Table Mountain and the phosphate works in background*

**Discovering Willemstad in the Company of Old Friends**

On September 17th we met up with old friends who had flown from Toronto. They were staying in a pleasant hotel called Bij Blauw (which I think means Blue Beach), located on Pietermaai, a road that follows the shoreline of Willemstad and where most houses, many of which have been restored and brightly painted, have a direct outlook on the shore. The hotel has a terrace overlooking the sea, where we enjoyed a lovely and breezy dinner.

The next couple of days were spent exploring Willemstad on foot.

The oldest part of town, on the eastern side, is called Punda, which is a variant of the Spanish word Punta, or Point (as it is situated on a point of land by the harbour entrance.) The remains of the old Fort Amsterdam stand there along with the Governor's Palace, a grand building in neo-classical style.

Willemstad is a UNESCO World Heritage Site, and it has made an obvious effort to restore many of its older buildings. The humbler dwellings are simple, low, square houses, just big enough for a couple of rooms inside. These are of a type found everywhere in the Caribbean, called *case* in the French Antilles.

There are also grand mansions built with the typical Dutch gabled facade. There seem to be three main styles, the earliest buildings of the 17th century having fairly plain upright gables shaped like inverted funnels; the late 17th and 18th century ones have elaborate "Dutch Baroque" gables with lots of volutes; and finally the 19th century buildings (which seem to correspond to Curaçao's most prosperous period), present a neo-classical style with triangular frontons and fluted columns evoking Greek temples.

All the gables, especially the convoluted Baroque ones, are delineated with thick moulding painted white, so they look like so many cakes decorated with whipped cream!

I liked the backstreets of Otrobanda, less touristy than Punda, with lots of narrow alleys and somewhat rundown but charming old houses. Some of the neo-classical ones, crumbling a bit and with faded paint, reminded us of houses we have seen in Greece, in places such as Spetsai or Symi, where retired sea captains had built them.

We visited the Kura* Hulanda museum, which houses an eclectic collection of art and historical objects from several African countries and Suriname, with parts also dedicated to the Christian and Muslim influences on African culture. The last part tells the story of slavery, both from Africa to the Caribbean islands (Curaçao was an important slave-trading post) and the more recent story of racial segregation in the United States.

It was hard to follow any coherent thread as you went from one set of exhibits to another, but they were all individually interesting, with a few quite valuable and rare pieces, I think, including cuneiform clay tablets and parchment manuscripts from Timbuktu. This curious collection was assembled by a man called Dekker, who had made his money by starting the Budget Rent A Car business.

Note: if you ever go there, do not take the English-language guided tour: the guide was well intentioned and no doubt knowledgeable, but her accent was totally incomprehensible to us!

We tried to visit the Maritime Museum, but were unlucky: both times we went there, it was closed, the first time because they were hosting a special event; the second time, we could not figure out why, maybe because it was the eve of Yom Kippur! A lot of shops seemed to be closing for that reason. There was a significant Jewish community in Curaçao, which played an important part in the beginnings of the colony. Willemstad's synagogue claims to be the oldest non-stop functioning synagogue in the northern hemisphere.

At the Chobolobo Curaçao liqueur factory we learned about the Senior family, a Jewish family who established one of the first distilleries making the famous orange liqueur. The Spaniards first introduced the orange trees, from Valencia, back in the 16th century in the hope that they would thrive in Curaçao's climate. But it was too dry and the trees produced only shrivelled and bitter fruit. So their cultivation was abandoned and the trees survived as a wild plant. Much later, somebody who walked on a fallen orange and crushed it discovered the powerful fragrance contained in the peel.

Curaçao is made with dried orange peel, spices and herbs, and alcohol distilled from sugar cane. The resulting liqueur is white, but someone decided it would be more interesting from a marketing point of view to make it in different colours, the most famous one being the blue Curaçao. But there is no difference in the taste. I suppose it enables barmen to produce more colourful cocktails!

*—Continued on next page*

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**Exploring Farther Afield**

Our friends rented a car for a couple of days, and we were able to discover a little more about this small country.

The northwestern coast is barren and rocky, with big waves constantly breaking against a jagged coastline as the wind here blows at a fairly constant 20 to 25 knots.

We visited the Shete Boca (Seven Mouths) National Park at a place called Boca Jubla. The coastline there is rough and wild, consisting of limestone formations on a volcanic base. With the erosion of the sea's constant battering, it has produced some interesting shapes, such as a natural bridge, a sea cave where the waves come crashing in, and a blowhole called the Pistol (Boka Pistol) which is shaped like a keyhole and produces a powerful low boom that does sound like a gunshot.

There are more bays and some deep inlets along the southeastern coast, such as Spanish Water, where we were anchored. It is also greener on this side, although most of the vegetation (outside of tended gardens) is low and of the prickly kind. Here too, as in Bonaire, we saw iguanas, goats and donkeys, and flamingoes in some of the saltwater lakes.

Curaçao is an elongated island, not very wide but 64 kilometres long, making it the largest of the three Netherlands Antilles. There are few beaches and, because Curaçao is basically oriented east and west, there are no really protected ones (the prevailing wind is from the east); so the beaches, which are often private, have had to be carefully protected with jetties made of rocks or manmade boulders of concrete, behind which a narrow ledge of sand has been laid.

**Public Transport**

After misjudging it a couple of times, Hugh and I became quite proficient in using the local bus network to get to town.

Robin had kindly supplied us with a bus timetable, which proved very useful. But it only gives you the departure times from the main station in town. So you have to work out when it is likely to get to your stop, taking into account peak hours when it runs into traffic jams.

The bus stop nearest our anchorage is at a roundabout next to a bar-restaurant called the Pirate's Nest. There is a figure of a pirate perched up in a crow's nest on top of a mast just outside, which is a useful landmark when you are still unfamiliar with the lay of the land and are trying to work out where you want the bus to drop you off!

The buses are quite sophisticated — you can get WiFi on them and it works: I used it a lot. The ride costs 1.7 NFL (Nederland Florin, but they call them guilders), about US$1. We found out you could save one guilder on the cost of ten rides if you buy a book of ten tickets from a kiosk at the bus station that opens when it feels like it.

There are also minibuses that are a little more expensive (2.5 NFL) but cover a wider range of destinations and will detour to take you exactly where you want to go. They do not seem to run to a schedule but leave when they are full.

There is also a useful free bus at 8:30 every morning from the shipyard/marina to a supermarket close to the two main chandleries: Budget Marine and Island Water World.

**Onward**

Curaçao is surrounded by a narrow ledge of coral and sand that falls straight down a steep undersea cliff some 20 to 30 metres out from the shore. From the air, said our Canadian friends, the island appears sharply delineated by a light turquoise fringe, sitting in a dark blue sea. Soon we would leave colourful Curaçao and be back out on that dark blue sea, onward bound for Colombia.



*The Venezuelan 'floating market' along Ruyterkade*

PRISCILLA PACKER

** Kura means a courtyard: in Willemstad you still find a lot of these 18th and 19th century large inner yards, with a central house or mansion, surrounded by a courtyard, the whole enclosed by outer buildings or walls. They sometimes take up an entire town block, and must have been occupied by the richer merchant families in the heyday of the city.*

*See more articles about Curaçao in the* Compass *Archives:*

- *'Bonaire, Curaçao and Returning to the Eastern Caribbean' by Devi Sharp on page 24 at www.caribbeancompass.com/online/may11compass_online.pdf*
- *'Follow the Yellow Brick Road to the Emerald City' by Frank Virgintino on page 20 at www.caribbeancompass.com/online/september11compass_online.pdf*
- *'Convenient Curaçao' by Candy Colley on page 16 at www.caribbeancompass.com/online/april15compass_online.pdf*



# The Sky from Mid-June to Mid-July

*by Jim Ulik*

There was an intense rumble that was growing fast. Suddenly a massive ball of flames passed overhead. In less than a second a blinding explosion filled the early morning sky. The blast of an atomic bomb paled in comparison. The aftermath of the blast left widespread destruction. Everything standing for 800 square miles was flattened. Humans and wildlife near the explosion were gone. This time, however, the devastation was not caused by man versus man. Nature had given the Earth a blow.

The above explosion was estimated to be equivalent to 2.8 million tons of TNT. Or if you look back at any photo or film footage of the nuclear explosion over Hiroshima, multiply that times 185. Some computer models put that figure at over nine million tons of TNT. The event above was not the asteroid or comet that hit Earth subsequently killing the dinosaurs. The incident occurred on June 30th, 1908 over Siberia ("the




FIGURE 1

Tunguska event"). Fortunately the area was sparsely populated. Traveling at 33,500 miles per hour, the meteor that generated that blast was only 120 feet (36 metres) in diameter and weighed 220 million pounds. For more perspective see a regional comparison in Figure 1. The zone of impact is circled in red. Five kilometres outside the impact (yellow circle) would record wind speeds of 583 miles per hour (261 metres per second) and a tsunami wave that could be up to 54 feet (16.5 metres) in height.

Currently most of known Near Earth Asteroids (NEA) are smaller than 3,300 feet (one kilometer). The largest potentially hazardous asteroid currently known is between two to four miles (three to 6.5 kilometers) in diameter. The diameter of the object that killed the dinosaurs is estimated to be six miles (ten kilometres) in diameter.

In 1908 it was almost impossible to predict when an asteroid impact would occur. Even today astronomers haven't discovered all potentially hazardous asteroids. International cooperation between scientists is facilitating the process of identifying and determining the orbits of asteroids. Public awareness of a potential problem can influence policy decisions. Enter Brian May, the lead guitarist for Queen. He completed most of his Astrophysics PhD between 1970 and 1974. After taking a break to play a few riffs with his band, he completed his thesis and received his doctorate in 2007. Among his other projects, Brian May co-founded Asteroid Day with Apollo astronaut Rusty Schweickart and German filmmaker Grig Richters. Asteroid Day is an annual global movement to increase public awareness of potential asteroid impacts with Earth, and the importance of guarding against them.

**Thursday, June 16th**

June 16th and 17th will find the Moon and Mars in close proximity. Mars is now fully illuminated. The red planet will become fainter as Mars and Earth travel farther away from each other in their orbits around the Sun. Mars's close approach was on May 30th.

**Saturday, June 18th**

There is a conjunction between the Moon and Saturn. The Moon will appear in the east just before sunset. As the sky darkens, Saturn, positioned south of the Moon and north of Antares, will begin to brighten. You can also spot Mars shining bright red above these celestial bodies.

**Monday, June 20th**

The Sun has finally reached its most northern point. Because of the Earth's tilt the Sun is now directly over 23.5 degrees latitude or the Tropic of Cancer. The summer solstice is the first day of astronomical summer.

The Ophiuchid meteor shower will reach its maximum rate of activity. The source of the shower is near the Moon, but look directly overhead to spot any shooting stars. They will become more difficult to see after the Moon rises at around 1850 hours. Ophiuchid meteors can be seen into early July.

**Saturday, June 25th**

There is a conjunction between the Moon and Neptune. Neptune is positioned off the shaded side of the Moon, appropriately in the water stream of Aquarius. It takes 165 years for the god of the sea to orbit the Sun, so Neptune will not be in this position again until the year 2181.

**Thursday, June 30th**

Asteroid Day is a global awareness campaign where people from around the world come together to learn about asteroids, the impact hazard they may pose, and what can be done to protect our planet, families, communities, and future generations from future asteroid impacts. Asteroid Day is held each year on the anniversary of the largest impact in recent history, the 1908 Tunguska event in Siberia.

**Monday, July 4th**

The Sun and Moon are positioned in Gemini, along with Venus and Mercury. If you have a clear view of the western horizon you might be able to see Venus begin to appear just as you are waiting for the green flash.



FIGURE 2 LEONID KULIK EXPEDITION

**Friday, July 8th**

The Capricornid meteor shower will reach its maximum rate of activity tonight. At 2000 the source of the shower will be from the east. It is just below the grouping of Mars, Saturn and Antares. Look straight overhead to spot any meteors. Look west to find Jupiter just above a sliver Moon.

**Monday, July 11th**

The Moon has reached first quarter at 2051. The Moon sits in Virgo near the blue-white star Spica. Spica is formed by at least two stars that are both larger and hotter than our sun. Looking down towards the horizon you will find Jupiter near the head of the Virgin constellation.

**Thursday, July 14th**

High overhead at 2000 will be a heavenly foursome: the Moon will be grouped with Mars, Saturn and Antares. These four bodies will surely shine through any island streetlights.

**Friday, July 15th**

Round two of the Capricornid meteor shower is tonight. Paths of comets change, so there may be more than one stream of debris left behind from a comet. Earth is now passing through another debris field, making this the second shower.




FIGURE 3 NASA EARTH OBSERVATORY

*Figure 1 – An example of the area affected by an asteroid 120 feet in diameter. Hitting the sea would produce a tsunami wave up to 54 feet (16.5 metres) high at 3.1 miles (5km)*

*Figure 2 – Photo of Tunguska area 21 years after the meteor impact*

*Figure 3 – The Tropic of Cancer passes south of Georgetown off Great Exuma in the Bahamas*

*Figure 4 – Neptune's progression through Aquarius and the area of sky known as The Sea in ancient Babylon*

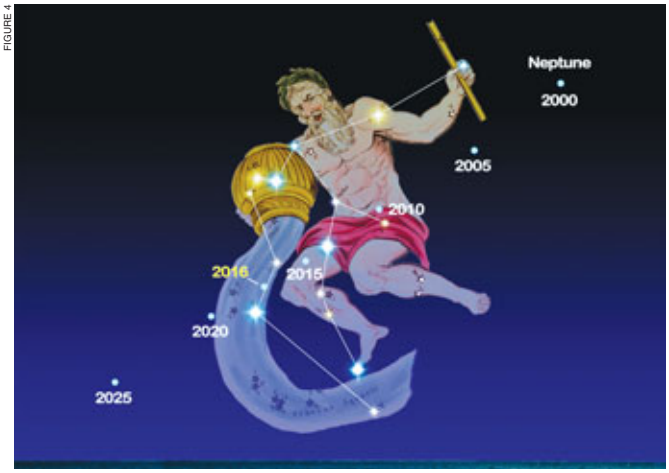



FIGURE 4

**In the News**

After a voyage of nearly five years, the spacecraft *Juno* is planned to arrive at Jupiter on July 4th. *Juno* was launched in August 2011. Why go to Jupiter? Scientists believe that Jupiter was the first planet to form in our solar system. Understanding the formation of Jupiter is thought to be essential to knowing the origins of the entire universe and the foundations of life. Because of its mass, the composition of Jupiter hasn't changed since it formed.

The spacecraft is solar-powered, using panels that are 50 percent more efficient than most commercial brands. *Juno*'s panels are a combination of silicon and gallium arsenide. Those panels could be a future addition to any structure or sailboat.

*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.*

LOOK OUT FOR...

# Mmmangos!

*by Lynn Kaak*

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

At this time of year, they're everywhere. They flood the markets, roadsides and litter the trails. It's MANGO SEASON!

While being so very tasty and plentiful, there's a lot to know and appreciate about these gems. They can be enjoyed in a multitude of different ways.

Like so many other tropical treats, it is not surprising to find out that mangos are not native to the Caribbean. It is believed that *Mangifera indica*, the most prolific type of mango, was spread from the plains south of the Himalayas to the rest of southeastern Asia and Malaysia by Buddhist monks in around 500 BC. Buddha's insights were said to have come while he was sitting under a mango tree. With time and migration, exploration and exploitation, mangos had travelled to the African continent by about the 10th century AD. Now mango trees can be found on every continent except for Antarctica, and are reportedly the most consumed fruit in the world.

There are many, many different "cultivars" or types of mangos. There are over 400 known types in the world, with a number of unidentified local varieties thrown in for good measure. In the Caribbean, we are familiar with a handful of the local mangos, and what may exist and flourish in one place may not be found, or do well, in another. As typical in this area, what may be a common name in one country may not be how a type of mango is known elsewhere as you travel down the island chain. The big "Belly Full", "Grafted" or "Graham" is essentially the same cultivar, but the name does not remain the same. "Julie" mangos tend to be known by the same name, but there is a commercially developed variety, as well. When you learn to recognize your favourites, at least you can identify them by sight, if not by the local name. With so many varieties available, one is bound to find some favourites.

Mangos are related to some of the other tropical fruit-bearing trees, including the cashew and pistachio, belonging to the flowering tree family *Anacardiaceae*. The fruit is a "drupe", which means it has the flesh surrounding a stone or pit, and has a relatively thin skin. With grafting performed to create new varieties, not all trees can reproduce by seed alone.

The trees are quite hardy, and some varieties can start producing fruit within three to five years, with a typical productive life of 40 years or more. In that time, they can reach heights of 35 to 40 metres (115 to 130 feet) and spread out as much as 25 metres (80 feet). With a tolerance for a wide range of soils, but a preference for well-drained soil and something it can really sink its roots into, the preponderance of mango trees throughout the Caribbean and the world is not surprising. The mango tree isn't overly fond of lots of rain, but if the soil drains well, then it is fine, but yields are better if it isn't too rainy while the tree is flowering.

Speaking of the flowers, these trees produces tiny flowers about 0.8 cm across, but do so in large masses of blooms with hundreds of flowers clumped together. Many of the flowers are just male, for pollination, but of course some have female features and when pollinated, eventually turn into those wonderfully tasty fruit. Not all of the seeds inside that large pit are capable of becoming trees. The fruit takes three to six months to develop and ripen after the flowers have been pollinated.

However, as with so many good things, there are a few caveats. Unripe fruit have the same chemical that plants such as poison ivy exhibit, so some people may have a bad reaction. The skin can also cause contact dermatitis in some people, but often the flesh or juice may still be enjoyed without ill effects. Sometimes it is possible to have too much of a good thing with mangos!

Here are a few hints for storage: While they can be kept in the refrigerator for quite a long time, if you store them with citrus fruit, their ripening will be retarded. If mangos aren't getting ripe fast enough for you, wrap them in some newspaper or a paper bag, and they will be edible in a short time.

Enjoy this mango season! It runs from approximately June until October, but that varies by island, plus there are some off-season or "Christmas mangos" that appear around December and January in some areas.

Whether you eat them plain, in a Trini "chow" with salt and hot pepper, as chutney, jam or juice, or cooked into a recipe, there is nothing else quite like a mango.



*Mangos come in myriad varieties, from the huge Imperials to the tiny Teacups. Those in the photo are locally called 'Tin', perhaps because of their thin shape*





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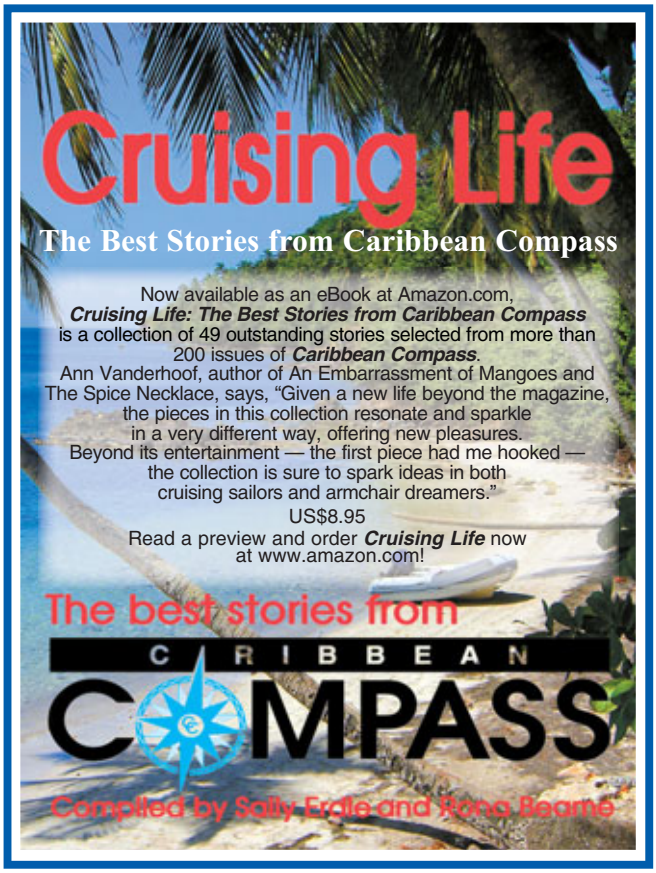


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# Mayreau Regatta 2016 Traditional Cooking Contest

*"When in Rome, do as the Romans do", and when in the Caribbean, eat like a local! Here the winners of the Traditional Cooking Contest held during Mayreau Regatta have shared their recipes. Try them; you'll like them!*



FIRST PRIZE
**Rosita Williams' Upside-Down Sweet Potato Pudding**

6 medium-size sweet potatoes, grated
1 ounce raisins
1 ounce currants
2 eggs
1 four-ounce package coconut milk powder
1 teaspoon baking powder
vanilla essence to taste
grated nutmeg to taste

Caribbean sweet potatoes are not what North Americans think of when they hear the term. These are red-skinned with a crisp, white flesh.

Blend all ingredients in a blender (use coconut milk powder in dry form). Pour into a buttered deep pie plate. Bake for 1 1/2 hours at 375°F or until a tester comes out clean. Cool slightly. Turn out upside-down onto a serving plate. Decorate with fruit such as sliced pineapple if desired.



SECOND PRIZE
**Shuntel Forde's Stewed Sea Egg**

sea egg (roe of white sea urchin)
onion
garlic
sweet pepper
sive (chives/green onions)
big thyme
bottled seasoning
tomatoes

Sea eggs, like many other types of seafood, have an open and a closed season; enquire locally whether they are in season. If you have never cleaned a sea urchin before, ask a local person to show you how to do it, or find instructions on the internet. The part you eat is the roe, known as sea eggs; they must be fresh.

"Bottled seasoning" (also known as "green seasoning") is a popular Caribbean condiment usually made from celery, green onions, peppers, garlic and herbs such as cilantro, parsley and thyme. You can find it in local markets.

Boil sea eggs for 10 minutes. Drain. Season to taste with onion, garlic, sweet pepper, sive/chives, big thyme, bottled seasoning and tomatoes. Put a little oil in a pot, add the sea egg mixture and cook for 15 minutes.



THIRD PRIZE
**Loretha Isaacs' Rice Porridge**

1 pound uncooked white rice
1 tin evaporated milk
1/4 pound powdered milk
1 pinch salt
1/4 Cup sugar
1 pinch cinnamon
2 pinches nutmeg (freshly grated)
2 teaspoons vanilla essence
1/4 Cup raisins

Boil rice until soft. Add evaporated milk and dry milk powder. Mix in a little water to moisten, and then (except for the raisins) add other ingredients one at a time. Stir the mixture until it thickens, add raisins, and then pour into a serving dish. Enjoy warm or cold.

# St. Lucia's Organic Chocolate with a Personal Touch




*by Chris Doyle*

When I first came to the Eastern Caribbean islands, in the 1960s, most countries that grew cocoa sold it abroad for others to process into chocolate, thus leaving the profit of processing to others. The Grenada Chocolate Factory, founded in 1999, changed all this, with its superb locally produced organic chocolate that quickly caught everyone's imagination and had us all stocking up on bars and using them as gifts (of course we ate quite a few of those gifts on the way). This has proved an inspiration: there is now a second chocolate factory in Grenada, called J'Ouvert, and others are springing up on other islands, such as Point Baptiste Chocolate in Dominica (*see the June 2015 issue of* Compass *at http://www.caribbeancompass.com/online/june15compass_online.pdf*).

When I sailed to St. Lucia last December to speak to the ARC arrivals, I was delighted to find a booth at Rodney Bay Marina selling a new brand of locally made chocolate, Cacao Sainte Lucie. Having sampled a bar and found it excellent I told Maria Jackson, the owner, that I would love to come down some time to Canaries, where she has her plant, to visit. A couple of months later I set out, accompanied by my friends Pinky and Anne. We were running a little late so I gave Maria a call when we got to Canaries. This was just as well, as we would never ever have found this place for ourselves, and Maria came out to the road to guide us in.

Cacao Sainte Lucie is very much a one-woman business at this point. This makes the production of chocolate very labor intensive and so the price on such "artisanal" bars tends to be high (about twice the price of Grenada Chocolate). However, when beautifully produced and packaged, there is a market for it as a specialty product, especially as souvenirs for visitors. (We bought plenty, so I know.)

The Cacao Sainte Lucie plant is in Maria's garage, which has been remodeled into a shining clean workspace. The air conditioning keeps it very cool and everything is to hand. She clearly knows exactly what she is doing, and has the process well under control. One of the secrets, she told us, lies in how long you allow the cocoa to ferment. She gave us some samples of cocoa to try, some fermented, some not, and the fermented had a much fuller, sweeter flavor; the unfermented was more bitter and sharp.

Maria gets her cocoa locally, ferments it down the road, and brings it back for inspection. Then it gets ground. Maria's chocolate grinder is small. It grinds enough chocolate for about 120 bars, which takes three days of continuous running.

As she took us through the various stages of the operation I asked how on earth she came to be doing this. "I was the pastry chef at Jade Mountain for many years," she said. (Jade Mountain, part of Anse Chastanet resort in Soufriere, is the most upmarket restaurant in St. Lucia, though you might not realize it looking at the exterior, which is a little reminiscent of a multistory car park). "We used to produce a little chocolate at Jade just for the guests, and that is where I learnt."

Maria produces a few different flavors of chocolate bars, using 60-, 65- and 70-percent cocoa. As the bars have a fairly high percentage of cocoa, she does not have to take some cocoa and press out the cocoa butter (fat) to add in again to the mix to enrich the flavor; this saves one big bit of equipment. However, she likes the idea of a cocoa-butter press, because it would be fun to experiment with white chocolate. Her plain 70-percent chocolate has a very fine flavor, sharp and clean, to my taste, very similar to that produced by Grenada Chocolate Company. (This is high praise.) She does a 60-percent bar with added nibs, another with local cashews, and — to me, the best of all — a 65-percent bar with added local spice, which has a wonderful flavor.



Cacao Sainte Lucie organic chocolate is currently available in just a few outlets in St. Lucia. The closest is Zaka Art Café in Soufriere. This is a wonderful place to visit anyway, a jumble of colorful art and characters, and they produce their own coffee, which is some of the best I have tasted. If you are in Rodney Bay, try the Hallmark shop in the mall. If you want to buy in quantity, give Maria a call at (758) 459-4401. She hopes by next season to have a roadside attraction near her workshop at Canaries, showing how her chocolate is produced and offering it for sale.





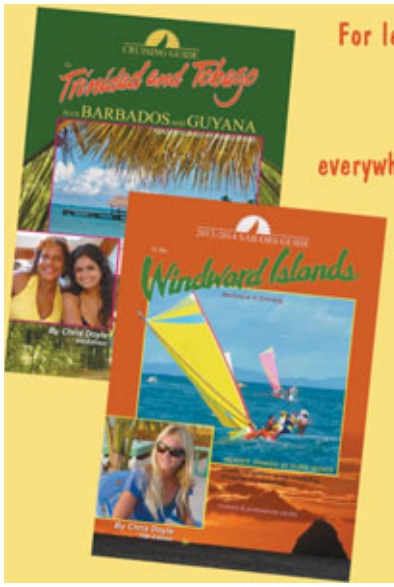
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# CUCKOO FOR COCOA

## We Discovered Some of the World's Best Chocolate — Right Here in the Caribbean!

*by Bill and JoAnne Harris*




*JoAnne and Bill love cruising and love chocolate, and this led to some delicious discoveries*

When you think of chocolate, it conjures up all kinds of thoughts: fun holidays, decadent recipes, indulgence and sharing.

We have been cruising the Caribbean for several years, and recently met a wonderful Swiss-German family aboard their 56-foot Lagoon catamaran. The couple is sailing aboard with their two daughters, aged three and five years old. We had a great time visiting with their family and sharing sailing stories. While we were getting a tour of the bridge of their boat by the husband, the five-year-old came running up to JoAnne to ask if she had any children. She spontaneously said that Bill was her child. (JoAnne does not have any children.) The adorable little girl looked at JoAnne with her big blue eyes and said, "Okay, I'll be right back!" A few minutes later she reappeared with a big chocolate bunny. She explained that she had received this in her basket from the Easter Bunny. She said to JoAnne, "This chocolate bunny is for your son, Bill!"

That little story is just another reason we love chocolate.

**Virgins to Cacao**

The first time we ever saw and tried a cacao pod was just shy of six years ago on a hike in bedazzling Dominica with our local friend, Martin Carriere of *Providence* water taxi. He was armed with his machete and was collecting fruits along the way for us to try — mangos, different kinds of citrus, coconuts, starfruits, ice cream fruit, and yes, the coveted cacao.

The cacao pods look odd, since they protrude directly from the tree trunk. It requires a machete to cut the tough stem and remove them from the tree. Martin cut the pod width-wise with his machete and instructed us to scoop out some of the white pulp-coated beans with our fingers and pop them into our mouths. The idea is only to consume the pulp, not to bite down on or eat the bean. To our surprise, the pulp tasted nothing like chocolate, but had rather a citrusy flavor.

We were later invited to have a delicious dinner with Martin and his family at their home. His lovely wife, Flo, made the most amazing "cocoa tea", a Caribbean staple beverage. That was the first time we had ever had it and it was excellent! Served hot or cold, it is an amazing blend of cocoa, spices such as cinnamon and bay leaf, and milk.

**Grenada Chocolate Company**

At one of our favorite Eastern Caribbean islands, Grenada, we discovered the Grenada Chocolate Company (www.grenadachocolate.com), located on the Belmont Estate. Its award-winning organic chocolate is recognized around the globe as some of the finest quality in the world. Most cacao grown in the Caribbean used to be shipped to overseas chocolate producers. The Grenada Chocolate Company's founder, Mott Green, had a vision to make chocolate right here in the Caribbean. After refurbishing some antiquated equipment, he built his own chocolate-making machinery and took it one step further to make it all run on solar power. Mott passed away in 2013 after being electrocuted while repairing some of the machinery. However, his great legacy lives on and his outstanding company continues to hold its own in the global chocolate market.

You can also visit Dougaldston Estate on Grenada and see how cacao beans, along with various locally grown spices, are processed.

Grenada now has a fun Chocolate Museum on Young Street in St. George's, too.

Mark your calendars if you are going to be in Grenada at the end of April next year to attend the Annual Grenada Chocolate Festival.

**Rabot Estate Chocolate Hotel, St. Lucia**

While we were anchored aboard our cruising trimaran, *Ultra*, at the Pitons in St. Lucia, we visited the Rabot Estate Hotel Chocolat (www.hotelchocolat.com). You can indulge yourself in "everything chocolate" at the hotel, spa, restaurant and bar. This place is every chocolate lovers dream!

According to the Rabot Estate website, Hotel Chocolat Chief Executive, Angus Thirlwell, was inspired by a book found and given to him by chance, a 1920 copy of *Cocoa & Chocolate, Their History from Plantation to Consumer*. He says, "I was just setting off on a trip to see my father, who lives in the West Indies, so slipped the book into my baggage. As a chocolate-obsessed person, I couldn't put it down once I'd started it. What I hadn't realized, and what I learned from the book, was how common it was for chocolatiers to make their own chocolate from the bean back in the 1920s and what an important cocoa-growing region the West Indies used to be… I thought — why don't we grow our own cocoa…?"

**Green Acres Chocolate Farm, Panama**

After spending several years cruising the Eastern Caribbean, we sailed *Ultra* onward to the Western Caribbean. In Panama, we took a tour of Green Acres Chocolate Farm (www.greenacreschocolatefarm.com) on the shore of Dolphin Bay near Bocas Del Toro. The 30-acre farm is accessible by boat.

There we learned that out of 1,000 cacao flowers only three are pollinated and actually produce fruit, and that furthermore it takes ten cacao pods to make one pound of chocolate. Tree fungus, animals eating the fruit, and the wrong amount of rainfall can contribute to poor crops. It is amazing that there is any chocolate at all with those odds.

Growing cacao is very challenging, with so many issues that happen beyond the farmers' control. We hope all of you chocoholics will now be singing "R-E-S-P-E-C-T" for all of those hardworking cacao farmers and chocolate makers in the Caribbean who make it possible for us to enjoy this delicious treat!

*JoAnne and Bill Harris are from Clear Lake, Texas and both hold 100-ton USCG Master Licenses. They enjoy writing cruising articles and sharing their experiences. Visit www.jandbyachtultraadventure.blogspot.com to follow their sailing adventures.*

# FROM BEANS TO BARS

**A New World Native**

Cacao trees are native to Central and South America and flourish in the shady rainforest. The ancient Aztecs made a beverage called *xocoatl* by crushing cocoa beans and then adding boiled water and seasoning the mixture with pepper and other spices — a forerunner of today's Caribbean "cocoa tea".

The cocoa bean was introduced to Spain in the 16th century. The first chocolate bar was made in Switzerland in 1819, and Switzerland remains the largest consumer per capita of chocolate in the world — the second is Ireland.

Today, over 50 percent of the world's commercial supply of cacao comes from two African countries, Côte d'Ivoire and Ghana. Indonesia comes in third. It is also cultivated in many other tropical parts of the world, including Caribbean countries such as Colombia, Costa Rica, Cuba, the Dominican Republic, Haiti, Grenada, Jamaica, Mexico, Panama, St. Lucia, St. Vincent and Trinidad. Island-grown organic chocolate is becoming a sought-after gourmet item.

**How Does Cacao Grow?**

Cacao trees can live up to 100 years old and grow to around 40 feet. However, farmers prune them to ten to 15 feet for easier harvesting. They require 60 to 100 inches of rainfall per year with a steady four inches per month, and a temperature of around 70 to 90 degrees Fahrenheit.

Year round, the trees produce beautiful flowers resembling orchid blossoms. The flowers are pollinated by both bats and gnats, but if the flowers are not pollinated within 24 hours, they will die. A tree can simultaneously flower and be loaded with pods. It takes about five to eight months from flower to fruit.


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Cacao pods start out green then turn to mostly yellow with a blend of brownish, purplish, orangish or reddish hues mixed in. They vary in shape and texture, with sizes ranging from four to 16 inches in length. They are shaped roughly like American footballs and have long, pronounced grooves running down their sides.

After the pods grow to full size, it takes an additional month for them to ripen. A ripe pod can be left on the tree for two to three weeks without spoiling. It is important for the flavor that the pod be harvested only when it is ripe. The aroma of the beans depends on several components: soil, temperature, sun and rainfall. Each pod contains around 20 to 40 seeds.

**Cacao or Cocoa?**

Cacao is still in the raw state. Cacao "nibs" (crushed dried cacao beans) have not been roasted and are full of antioxidants and minerals. When a dark chocolate label reads 70 percent cacao, this means that 70 percent of the bar is cacao and the other 30 percent is sugar. The higher the cacao content, the richer the chocolate taste. Therefore, chocolate with less cacao will be sweeter, but not as dark and intensely chocolate-flavored.

Cacao has a higher antioxidant content than cocoa, and studies have shown some health benefits including reduced insulin resistance and lowered blood pressure. Plus, it boosts your mood!

Cocoa powder is made by the cacao beans being extracted, roasted and processed. This processing lowers the nutritional value. Cocoa powder can be used to make hot chocolate, and to flavor cakes, puddings and other chocolate delights; this is what is normally found in the kitchen cupboard.

**Chocolate-Making Steps**

FERMENTING AND DRYING: To enhance the chocolate flavor, the beans are removed from the pods, still coated in the white pulp, and placed onto large screens, where they are fermented for approximately a week, and then dried in the sun.

ROASTING: The beans are then roasted, to loosen their husks. The inner part of the seed is revealed, and broken into bits called "nibs".

GRINDING: The nibs succumb to an intense grinding that converts them to a paste. Then heat is applied to convert the paste to a thick liquid. The resulting cocoa bean liquid contains over 50 percent fat. At this stage, it is either used for pressing cocoa butter or mixed with sugar to make chocolate.

COCOA BUTTER PRESSING: The press forces the liquid out and leaves only a rich, solid block of cocoa butter. Cocoa butter is an essential ingredient in chocolate. It is extracted from a portion of cocoa beans and mixed together with another portion of cocoa beans along with sugar to make chocolate. Cocoa butter is what makes chocolate creamy.

MAKING THE CHOCOLATE BARS: The final stage of the chocolate-making process is to shape candies or chocolate bars.

We have a great BBC documentary onboard that includes an amazing interview with Mott Green, the founder of the spectacularly successful Grenada Chocolate Company. In the video he demonstrates the final step that his company uses to make their world-famous chocolate bars. A set amount of chocolate is delivered each time to the molds to make a consistent bar size. Then the filled molds are placed on a vibration table that shakes the chocolate for a few seconds to allow it to evenly fill the mold cavity and release any air bubbles. Then the molds are placed on cooling racks to solidify. After about 20 minutes the molds are turned upside down to release the finished solid bars, which are then wrapped by hand and put away to age for several weeks to intensify the delicious chocolate flavor.

The world's largest chocolate maker is Mars, Inc, but we're convinced that the best chocolate on our planet comes from the small estates and factories right here in the Caribbean.




MONTSERRAT, MARMO, MOVIES AND MORE

**Dear *Compass*,**

Arriving in Marigot, St. Martin, after a near-idyllic crossing of the infamous "Oh My Godda" Passage from Round Bay in St. John USVI, I was delighted on our first run ashore — where Roni cleared us in effortlessly on a computer at the Island Water World store — to meet an old friend who had two back copies of *Caribbean Compass*. (One of the disadvantages of being in the USVI is that distribution of hard copies of *CC* has ceased there for the last couple of years.)

I enjoyed reading my old buddy John Smith's "The Pits to Paradise" in the December 2015 issue. I realize that the list of best places he has visited is based on his own perspective and priorities as he pointed out, but John hasn't visited Montserrat in many years. We had the pleasure of stopping there for several days last year for the first time since before the volcano blew. John rated Montserrat a four [*on a scale of one to ten — one being the best*].

No, Montserrat doesn't have a haul-out facility, no mangroves to hide in, not much boatbuilding, and has a harbour open to the north, rockbound in parts and often rolly. But the harbour has clear water for swimming and offers good fishing. And, as John points out, "the people, if there are any, are an important consideration". For me visiting Montserrat for the first time since 1990 (a year after Hurricane Hugo had hammered the island and blown Radio Antilles, "the big RA" and the best source for marine weather in the pre-technical days, off the air permanently), and where the few thousand remaining people live constantly under the threat of another major eruption, was an intensely spiritual experience as the genuine friendliness and up-beat attitude of the people we met taught me to how to be patient again. Standing above Plymouth, still buried under volcanic ash (the island's biggest export), I remembered the pleasant days I spent chillin' there, talking to people on the streets, people into art, music, dance, theatre, movies. Seeing Plymouth as it is now made me more intensely aware of what the people have endured — those who chose to leave but especially those who chose to stay. The inspiration I got from the people of Montserrat would definitely score better than a four on my list.

In the same December issue of *Compass* I appreciated Donald Stollmeyer's tribute to Don Marmo of *Ned Kelly* and the account of his incredible sailing career: a man who enjoyed it to the max and knew how to spread his enthusiasm to others. I can still hear his voice and see the grin-smile-laugh on his face as if he were here now.

Also enjoyed reading Billy Bones' (William Pringle's) article in the April 2016 issue, "At the Movies with Maurice Bishop". I arrived in Grenada at about the same time on *Pole Star* and remember hanging out on *Clover* with Billy and Debbie, Mousey and Baby Face.

I also always read everything by Don Street, whom I met in the same era in Grenada, and Chris Doyle for his incisive articles. Don stayed on *Pole Star* while his nephew Morgan "Bo" MacDonald and I sailed *Iolaire* to Trinidad and back to Grenada with supplies when the strike against the Government shut down the island's port and all stores, except the rum shops, for several weeks.

What I like best about the *Compass* are your efforts to bring cruisers and islanders together and help to create mutual respect between the two communities.

Thank you guys and all your staff for a fantastic job over the years: and it's great to be back in the land of the *Caribbean Compass*!

**All the best,**
**John Everton**
***S/V Gaucho***

IT'S NOT ABOUT OLYMPIC GOLD

**Ahoy *Compass*,**

I'm not a regatta fan but I scan through the Regatta News to find the bits on kids sailing. I don't much care who won the races, I'm looking to see what opportunities are being offered to youth in general, most of whom are just participants who will not race to fame and glory, to whom dinghy sailing will just be a part of their life's samples, which should contribute to their knowledge, competence, and confidence.

In *CC*'s May Regatta News I was tickled to see the last three stories under the heading, "Youth Sailing News", each of which filled the bill for me.

The third item, "Youth of Mayreau Start Sailing Program", blew me away start to finish, from the "19 young adults" of the Full Click Family who have taken on the project, to Nicholas Dulac (Captain Gourmet, Union Island) who has provided the fleet, to Amani Cupid's statement of the scope and goals of the project.

It's not about superstars or Olympic gold. It's about giving youth constructive things to grow on. If there are greater things to follow, fine. But these are the basics, where you start. And sufficient in itself if it works.

I don't think that the Full Click Family came out of thin air. Several years ago I met a young Mayreau man who wanted to start a sailing club on Mayreau. He was enthusiastic and we talked seriously but he had no boats yet and my dinghy-sailing resources were committed to kids sailing on Carriacou. I am pleased that the resources were finally found locally.

Big up, Mayreau.

**Fair winds,**
**Jim Hutchinson**
***S/Y Ambia***

MORE YOUTH SAILING SUPPORT

**Dear *Compass*,**

We'd like to thank Ellen Ebert Birrell for her continuing Y2A (Youth to Adult) columns that highlight youth sailing programs in the Caribbean. Her article in the May publication regarding Alick and Selma Daniel and their Bequia Traditional Sailing Academy (BTSA) is appreciated. Please keep up the good work.

Alick and Selma are doing incredible work with the BTSA that needs to be acknowledged. They are very giving of their time to the youth of Bequia and their efforts should be highlighted. It needs to be noted that Alick and Selma have not only had the youth racing in the Bequia Easter Regatta, but they also transport the boats and youth to the Mayreau Regatta, the Whitsuntide Regatta on Petite Martinique, and the Carriacou Regatta, which is no small undertaking. The experiences, friendships, seamanship, and leadership that the youth are gaining from their efforts cannot be overstated.

We try to support the BSTA as much as possible and I would like to encourage others to do also. A donation of EC$5 or $10 can help purchase a lunch or dinner for the young sailors when they are away at a regatta. Youth life jackets or other supplies are also appreciated. We know a number of the BTSA youths and watched them grow up over the last ten years. They have all benefited greatly through Alick and Selma's involvement.

**John and Darcy Dillon**
**Minnesota, USA**

SAFETY PLEA FOR SWIMMERS

**Dear *Compass*,**

The third of March 2016 will stay in the memories of many who were in Admiralty Bay, Bequia. Two cruise ships were anchored early in the bay. From my sailing boat anchored abeam of Princess Margaret Beach I saw their tenders full of passengers coming to visit the island. These people went by taxi to tour the island and some later walked along the Belmont Walkway from the Frangipani to the Plantation House Hotel and then over the hill to Jack's Bar on Princess Margaret Beach.

Several water taxis were also transporting people to and from Princess Margaret Beach. Most of them respected a slow speed, whether full or empty of passengers. But two or three of them were always full speed at any time. These water taxis are also renting moorings in the afternoon when bareboats arrive, so the speeding boats were going from Princess Margaret Beach to the entry of the bay, to a mooring, and then back as fast as possible to get passengers at the beach — a triangle course through the middle of a multitude of anchored yachts.

One skipper will remember this day for a long time. I was around 30 yards from his catamaran, and watched him swimming back to his boat after checking his anchor. I saw a speeding water taxi going to Jack's Bar jetty. It passed within half a yard of the swimmer — without seeing him. The guy in the water was screaming, he was so afraid.

A small Coast Guard boat had been very close to the beach since the morning, without a reprimand for the speeding boats.

Two hours later I saw the three passengers of the "lucky skipper" going swimming from the catamaran to the beach, without being protected by the skipper with his tender. I took mine and "spotted" them until they reached the beach, explaining it is dangerous to swim in this "race track" of boats. On the way back to my boat I spoke to the skipper and I said how I was shocked by the incident two hours earlier with himself. He gave me a stupid talk about how it is the responsibility of the speeding boats to take care of the swimmers. He learned absolutely nothing from the experience of the morning.

*—Continued on page 43*



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# Letter of the Month

**Dear *Compass* Readers,**

My name is Anneleize Strauss and I am a 15-year-old girl who lives with her family on a sailing boat. I have a story I would like to tell, but in order to do that I must tell you a little about my life.

My parents were never sailors in their youth. My mother lived in Colorado, far from the sea; my dad lived in South Africa and didn't visit the sea often. When they were older they left to see the world. They met in Sri Lanka, off the coast of India. They bought our boat in March of 2001. I was born a month later, my brother a year and a half later. My parents had to wait until my brother was two weeks old to receive his passport. We set off from San Diego, where the boat was, to Mexico, and then across the Pacific. I had my second birthday in the middle of the Pacific Ocean.

After making our way through the South Pacific islands, we stopped in Australia, and then sailed through the Torres Straits, up to Singapore, Malaysia, and Thailand. My grandfather, aunt and two cousins joined us for a short while in 2006. From Thailand we sailed to Sri Lanka and explored the island where my parents, on two separate boats, had met. We left our boat in Galle and spent a few days in the country, learning about the amazing tea plantations there. From Sri Lanka we sailed to the Chagos, an archipelago of uninhabited islands controlled by the British. We spent a fair amount of time there with many new cruising friends. Then we left to Madagascar and South Africa.

In Durban, South Africa, my dad bought an Optimist sailing dinghy. This dinghy, called *Bear Necessities*, was a famous racing Optimist and won multiple races. The owners were moving to Australia and had decided to sell it. My dad purchased it, and we loaded it on the boat and set sail. We traveled through St. Helena, Napoleon's isle of exile, Ascencion, the coast of Brazil, French Guiana, Suriname, Trinidad and Tobago, and up the chain, meeting new people and sailing in our little dinghy all along the way. In Puerto Rico, we stopped to fix the dinghy and we had my tenth birthday in the rainforest park, El Yunque.




Bear Necessities *has a drawing of Winnie the Pooh on the sides and front and a Midmar Dam sticker on the back. We miss our little boat!*

In 2012 we bought property in the Azores, an archipelago of nine islands autonomous to Portugal. We sailed to Morocco, the Canaries and back to the Azores. Then we sailed to mainland Portugal, Morocco and the Canaries again, the Cabo Verde Islands, and then the crossing of 2,500 miles to St. Martin in March of 2015. We left our boat in Grenada and traveled on land for seven months. We returned to the boat in January of 2016, and began to sail up the island chain again.

We stopped in Martinique in February, planning to stock up on good French food. Every morning, either my brother or I would tack *Bear Necessities* up the bay of Ste. Anne and buy fresh baguettes and croissants at the bakery. After being there three weeks there were a few windy nights in mid-March. One morning we were shaken awake by my mom and bundled into the rubber dinghy with an engine, called *George*. Our sailing dinghy, with the sail, rudder, daggerboard and two oars in it, was gone, the line broken. We spent an hour searching the open waters and the shoreline, drenched in cold water, the wind howling. Eventually it grew too rough and we had to turn back. My brother and I walked the coast all that morning, searching. Unfortunately the wind direction had been such that the stern of the boat had been pointing towards the open ocean.

My point in this story is asking for help. If anyone sees or hears about anything regarding an Optimist sailing dinghy called *Bear Necessities* please let me know at anneleizestrauss@gmail.com. My brother and I grew up in this sailing dinghy and learned the finer points of maneuvering in it. It would be nice to know if it has a new home, with a loving family. Maybe some new people can grow up in it. It was a wonderful sailing dinghy and allowed us to meet many amazing new friends. Thank you.

**Anneleize Strauss**
***S/Y Abracadabra***

WHAT'S ON MY MIND

# BUT WHY ARE THE SHARKS GONE?

*by Chelsea Pyne*



In May last year I boarded a 14-hour flight from New York's JFK Airport to Mossel Bay, South Africa in order to jump into a steel cage. On that glorious day, I saw nine Great White sharks up close and knew their awesomeness was all that I've always imagined. Call me a strange girl, but ever since my goodie bag at my neighbor's eighth birthday party contained a poster of a Hammerhead, I've been enthralled by the mysterious world of the fearsome fish.

The cage-diving experience inspired more adventures to come. As of last October, I called my parents and told them I'd joined a sailing crew in the Caribbean so that I could get a closer look at my beloved sharks. Surely they were ecstatic that their youngest daughter was once again leaving the country in pursuit of the man-eating monsters. "Chelsea, you're kidding?" my poor dad asked. "Just bought my one-way ticket for January!" It took a while to sink in. "This time I'm not going for the Whites; I just want to photograph a few Tigers then I'll be done," I simply and sweetly explained. No need to worry here.

And it turns out they needn't worry. Starting in Saint Martin, looping around Grenada and stopping at every island in between, not one shark has been seen.

I know that people are generally happy about shark-free waters. But this worries me and every other environmentalist alike. I am not a marine biologist, but I understand ecosystem balance, and to see not a single shark was disturbing.

I am not looking forward to the day where I turn and am face to face with a shark. Especially if it is a Tiger, I'd like to keep a good distance. But even the slightest fin in the distance would give me joy. "Hey, they really do exist! Caribbean sharks aren't mythical!"

I think of sharks sort of like the bullies of middle school. They are just misunderstood, unfortunate-looking animals. They don't really mean harm; they are just protective, sensitive and easily confused.

No matter what they seem like, everyone must understand they hold a grave importance for a number of reasons. All animals have their migratory patterns and are more common in some areas than others, but such an absence from a lively Caribbean Sea is unnatural. And when things become unnatural, they become unhealthy. It is the case of the "butterfly effect": You take one thing out of an equation and this change disrupts the rest of the process. So if we take sharks out of the ocean, which at this point is not hard to imagine, our marine ecosystem takes a hit. Sharks are apex predators, meaning they are at the top of their food chain, and they provide a sort of order to other marine animals. Apex predators also provide greater biodiversity and higher densities of individuals, while areas without apex predators experience species absences. Sharks help maintain the health of ocean ecosystems by promoting biodiversity. They have a mutualistic relationship with coral reefs because they eat the fish that deplete the seabed grass, yet the reefs provide a buffet for the sharks. By preventing one species from monopolizing a limited resource, predators increase the species diversity of the ecosystem. So having this healthy food chain will actually promote other fish populations, keep our seagrass beds intact, and bring the price of a nice seafood dinner down.

The environmental and economic benefits don't stop here.

Sharks are a huge attraction for tourists, and divers cite sharks as a main appeal when choosing their travel destination. A study by the PEW Charitable Trusts in Palau quantified the economic benefits of its shark-diving industry. The estimated value of an individual reef shark to the tourism industry was US$179,000, annually, or $1.9 million over its lifetime. On the other hand, a single dead reef shark would only bring about $108, around the usual cost of a bowl of shark-fin soup. So take away the sharks, take away an industry, take away a healthy ecosystem.

As I continue my pursuit of photographing and understanding sharks, I hope that others also sympathize with their loss and the degradation of the marine environment in all. My travels will take me north, up to the Virgin Islands (I'm not getting my hopes up there) and on towards the US East Coast, where I am from. I know that my college town in Wrightsville Beach, North Carolina will provide some of the desired marine action I've been after (search "Mary Lee," our celebrity White shark who likes to make appearances). Although the Caribbean's clear blue waters and coral heads will surely be missed, I will have to dig deeper and farther to find what I'm after.

I ask that if one does encounter a shark, not to mistreat it, but respect it, for all too soon many species will become sacred and endangered animals.

*Footnote: I am not an expert shark tracker, and I know that I could find nurse and reef sharks by diving deeper around the islands, especially by shipwrecks. However, if anyone has suggestions of where to go, hot spots or breeding grounds, I'd be very grateful for the tips. I can be contact via my travel blog: Chelsepyne.blogspot.com*

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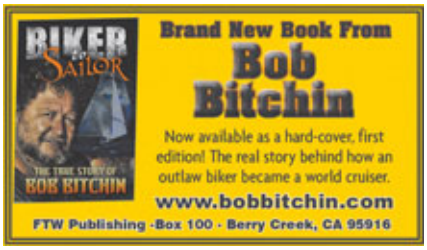

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STEERING THE DREAM

—Continued from page 39

Myself, I forbid my passengers to swim here without a tender for protection, or swim no more than five metres from the boat.

Here are two suggestions for everybody in the bay — to the skippers, to the swimmers, to the pilots of water taxis and to the Coast Guards. First, it is the responsibility of the skipper to protect his guests at all times. Second, can a "swimming only" zone be marked off busy beaches? In years past, the most dangerous bay for swimming in the Windwards was Rodney Bay, St. Lucia, owing to the heavy traffic from jetskis, speedboats, water-skiers, etcetera. Fortunately, two years ago a line of buoys was installed to mark off a "no motorized watercraft" area to protect the beach-goers and swimmers.

**Dom Bouquet**
***Mikado of Sark***

***Dear Dom,***

*Thank you for sharing the safety warnings. We think that marked "no motorized craft" zones off busy beaches can be a good idea, and bravo to Rodney Bay for making those waters safer for swimmers. Meanwhile, we know some swimmers who tie a small, brightly colored float on a short line to the back of their swimsuit while in busy waters, in order to make themselves more visible to the operators of any motorized craft.*

*CC*

'NO ANCHOR' ZONE IN PRICKLY BAY?

**Open Letter to the Grenada Port Authority**

We have just returned to Prickly Bay after six years away, and anchored in position 11°59.967N, 61°45.855W, not far from where we were when we were last here.

We were disturbed to find that the Coastguard vessel came as close as 30 feet of our stern, coming in to their pontoon at 1720 hours on April 10th, doing 30 to 40 knots. The wash created very nearly wrecked our dinghy and outboard.

On discussing the matter with them, they told us that we were anchored in a prohibited area, but there is nothing on our up-to-date charts to indicate this, and on checking in, no information was provided on prohibited anchorage areas.

Obviously the cruising community should be aware if this is a prohibited area, and I would therefore be grateful if you could clarify the situation.

**Regards.**
**Bob Hazell**
***S/V Pipistrelle***

PS The letter above was sent to you by e-mail on April 14th. Within hours we noticed that the smaller Coastguard patrol craft were entering and leaving the Prickly Bay base at sensible reduced speeds, but my letter has still not been replied to. Yesterday at midday, it appears that a lunch appointment was the "emergency", as a coastguard vessel returning to base surged in at approximately ten to 15 knots.

It really is important that cruisers know whether there is a prohibited anchorage area.

*Grenada is extremely fortunate to have an active marine trades association, which among many other things, acts as a liaison between the boating community (visiting and local) and the authorities.* Compass *asked MAYAG (the Marine and Yachting Association of Grenada) if they could look into the concerns that Bob raised, which they did:*

**Dear *Compass*,**

There are two issues to address in Mr. Hazell's letter: coastguard vessel speeds and anchoring restrictions.

• The Commander of the Coastguard has advised that on the day in question, a complaint was received and logged. But from onboard GPS computer records, they can see that their large vessel was travelling at 11 knots, and one of the smaller Interceptors was logged at 9 knots. On the following day, one of their vessels was called out on an emergency mission, and was travelling at 21 knots, but no undue disturbance was noted and no complaints received.

• There is currently no official "no anchoring" channel for the Coastguard vessels to use coming in and out of their base. However, Coastguard, Port Authority and other stakeholders, including MAYAG, are working towards designating a channel, for obvious safety and operational security reasons. The aim is have this in place before the end of this year. Chart amendments and advisory notices will follow.

Thank you for giving us (and the authorities) a chance to clarify.

**Kind regards,**
**Robin Swaisland, President**
**Marine and Yachting Association of Grenada**

IT TAKES ALL KINDS

**Dear *Compass*,**

Some boat owners have boats only for family recreation, others to have the big experience of sailing around the world, others just to have a place to live and to keep busy.

Generally, boat owners who live and sail in them are retired people, but it doesn't mean that they are retired from life! They just change the way work; before they retired, they worked for money, sometimes in companies and businesses that they loved, and many times in jobs that they hated. So to be retired and to have the opportunity to care for their boats by themselves is a great way to be alive — now they are still working and working hard, but now not for money but for the joy of seeing the world and accomplishing their projects. To own a boat for many owners is to have a daily purpose. Every day will bring a new thing to do, to repair or to maintain. To own a boat is to keep yourself alive, strong and active.

They are many more reasons to own a boat and whatever the reason might be, it's just another way to live a sailor's lifestyle.

**Luz Adriana 'Nana' Quintero**
**Crew from the boat *Adverse Conditions***

WE WANT TO HEAR FROM YOU!

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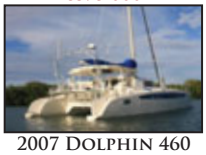

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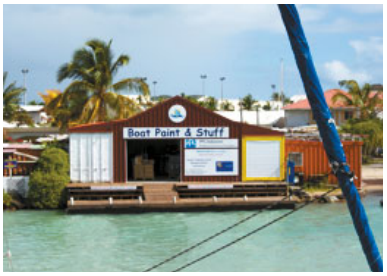
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## CALENDAR

# JUNE

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| **5** | World Environment Day |
| **13 – 19** | International Optimist Clinic and Regatta, St. Thomas, St. Thomas Yacht Club (STYC), www.styc.net |
| **16 – 18** | St. Martin Billfish Tournament |
| **17 – 19** | Heineken Regatta Curaçao, http://caribbean-sailing.com |
| **17 – 19** | Heineken Light Caribbean Open Laser Championship, St. Maarten. www.laserchamps.com |
| **19** | Public holiday in Trinidad & Tobago (Labour Day) |
| **20** | FULL MOON. Summer Solstice |
| **20** | Public holiday in Trinidad & Tobago (Labour Day observed) |
| **21** | Public holiday in BVI and Anguilla (Queen's Birthday). |
| **21** | Fête de la Musique, St. Barts. www.stbarth-tourisme.com |
| **21 – 26** | Leg Two of Casa de Campo Billfish Tourney. Dominican Republic, (305) 213-5521 |
| **23 – 25** | St. Kitts Music Festival, www.facebook.com/stkittsmusicfestival |
| **24** | Public holiday in Venezuela (Battle of Carabobo) |
| **25 – 29** | Caribbean Billfish Tourney, Marina Cap Cana, Dominican Republic, wtevents01@gmail.com |
| **29** | Fisherman's Birthday; local boat racing in many communities |

# JULY

| | |
|---|---|
| **1** | Public holiday in Suriname (Emancipation Day) |
| **2** | Public holiday in BVI (Territory Day) and Curaçao (Flag Day) |
| **4** | Public holiday in CARICOM countries (CARICOM Day), Cayman Islands (Constitution Day), and Puerto Rico and USVI (Independence Day). St. John USVI Carnival |
| **4 – 5** | St. Vincent Carnival |
| **5** | Public holiday in Venezuela (Independence Day) and Suriname and Trinidad & Tobago (Eid ul-Fitr, end of Ramadan) |
| **10** | Public holiday in the Bahamas (Independence Day) |
| **10 – 18** | North American Optimist Dinghy Championships, Antigua. www.optiworld.org |
| **14** | Public holiday in French islands (Bastille Day); yole races in Martinique, www.yoles-rondes.net |
| **15 – Aug 1** | Tobago Heritage Festival, www.tobagoheritagefestival.com |
| **17** | Bastille Day Kingfish Tournament, St. Thomas USVI. www.facebook.com/pages/Northside-Sportsfishing-Club |
| **18** | Public holiday in Puerto Rico (Birthday of Don Luis Muñoz Rivera) |
| **18** | Aruba Hi-Winds Kitesurf event. www.hiwindsaruba.com |
| **18 – 19** | St. Lucia Carnival |
| **20** | FULL MOON |
| **23** | Guy Eldridge Memorial Regatta, BVI. Royal BVI Yacht Club (RBVIYC), www.royalbviyc.org |
| **24** | Public holiday in Venezuela (Simón Bolívar's Birthday) |
| **25** | Public holiday in Puerto Rico (Constitution of Puerto Rico Day) |
| **25 – 27** | Public holidays in Cuba (National Revolutionary Festival) |
| **27** | Pre-Regatta Cruisers' Potluck Barbecue & Raffle, Carriacou, www.carriacouchildrenseducationfund.org |
| **28** | Annual Carriacou Children's Education Fund Flea Market and Auction, www.carriacouchildrenseducationfund.org |
| **31 – Aug 7** | Around Martinique Yoles Rondes Race, www.yoles-rondes.net |
| **TBA** | Bonaire Jazz Festival, http://jazzfestival2016.com/bonaire-heineken-jazz-festival |
| **TBA** | Chief Minister's Cup International Youth Regatta, Tortola, BVI |

*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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## BOATS FOR SALE



**BERTRAM 28 FLYBRIDGE 1983** 2x Yanmar 2007 w/ 2000 hrs. Very good condition, completely renovated at Ottley Hall, St.Vincent. Well equipped w/ AP, fish finder & large iceboxes. US$40,000. For quick sale E-mail: gardenboutique@hotmail.com or mausmed@yahoo.it. Tel: (784) 458-3518 or (784) 430-5021



**GALAPAGOS 43` STEEL KETCH** Center cockpit. Recently hauled out and refurbished, ready to sail, lying Bequia. US$39,500. Robin, E-mail: robinfixman@gmail.com



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**1999 JEANEAU SUN ODYSSEY** 37 Yanmar 27hp, good condition. US$34,000. Lying Trinidad. Tel: (868) 634-4346 E-mail: don@powerboats.co.tt



**50' LUXURY YACHT 2 x 420hp** Caterpillar 3126, low hrs. Complete yacht professionally refit 2011. Excellent condition ready to go. Full a/c, ideal for charter. Recent survey. Reduced price US$150,000. E-mail: florent.dubois@hotmail.fr



**50' BENETEAU OCEANIS 1994** Excellent condition, refitted 2011. Lying Bequia, St. Vincent &the Grenadines. US$125,000. E-mail: kenyon_charlie@hotmail.com

**C&C 42** Reasonable condition. Perkins 60hp. Working well. US$15,000. Lying Trinidad Tel: (868) 634-4346 E-mail: don@powerboats.co.tt

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**BEQUIA- MT. PLEASANT** Residential Building Lot. Lower Mt. Pleasant road, Belmont area. Admiralty Bay view, walk to restaurants. 10,478 sq/ft. US$185,000. Island Pace Real Estate. E-mail: info@islandpace.com

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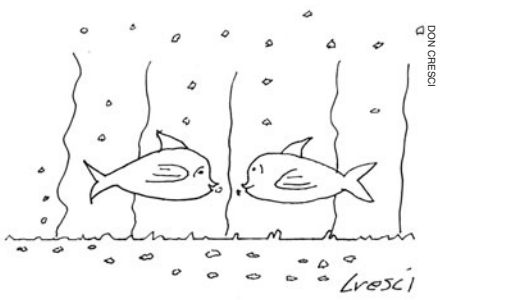

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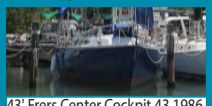

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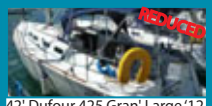

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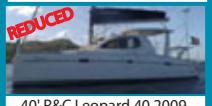

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