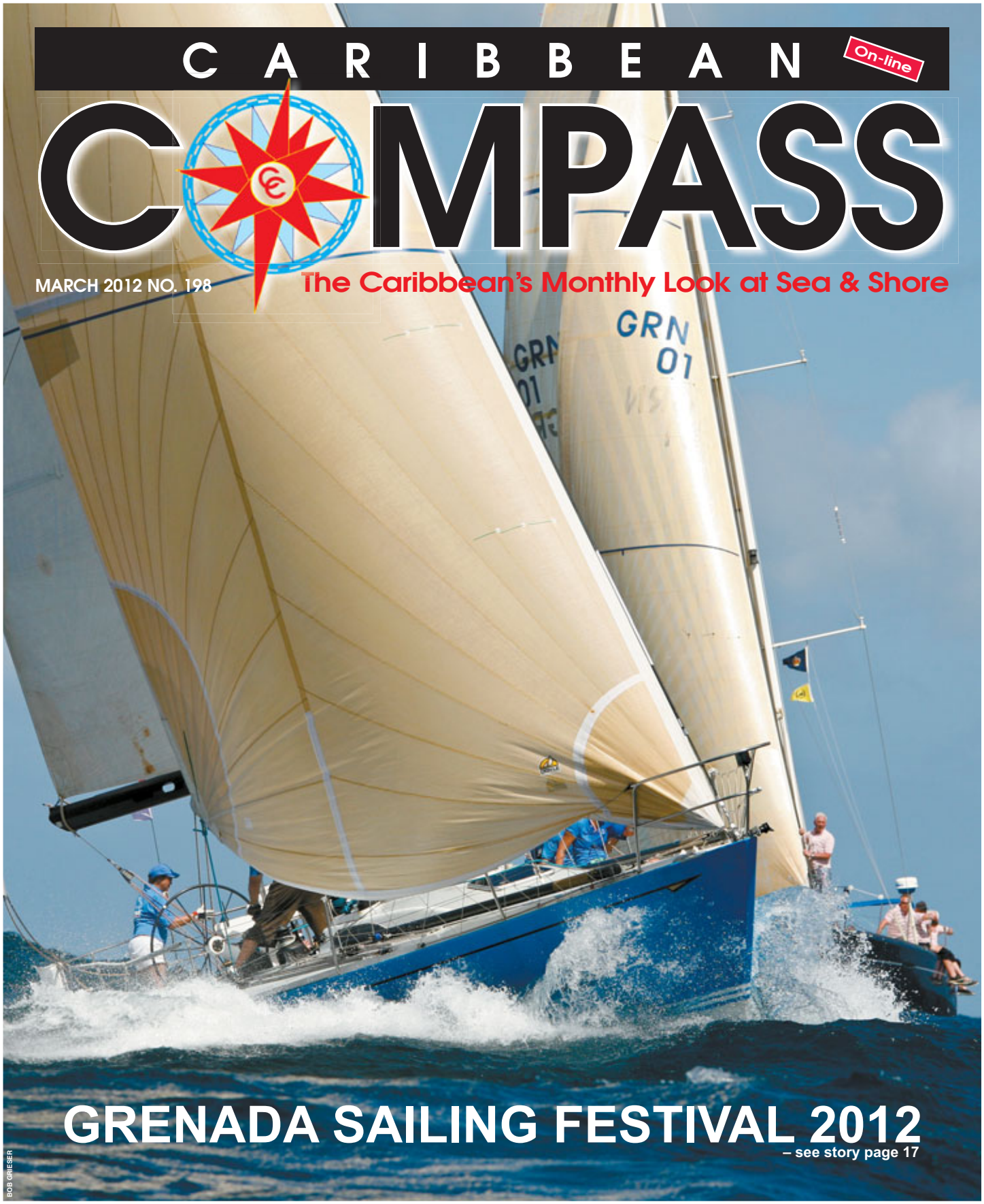
CARIBBEAN On-line
COMPASS
MARCH 2012 NO. 198
The Caribbean's Monthly Look at Sea & Shore



BOB GRIESER

GRENADA SAILING FESTIVAL 2012

– see story page 17



UP-N-OUT

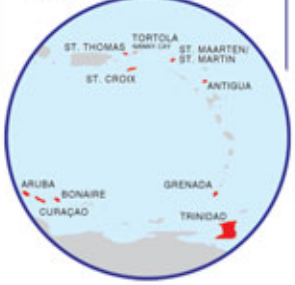
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MARCH 2012 • NUMBER 198



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On the cover, Jaguar *and* Tanga Langa *driving for the mark in Cruising Class 1. Photo by Bob Grieser for Grenada Sailing Festival*



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

"I've really gotten pleasure from the *Compass* since I've been cruising down here. Good sailing!"
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Info & Updates

Avoid Low-Flying Planes!

The safety department at SVG Air strongly urges operators of yachts in the Grenadines to avoid the area within two miles of the runway final approach areas in Union Island and Canouan. On numerous occasions marine vessels have crossed the



final approach path, particularly of Runway 13 in Canouan, at the precise moment when aircraft are at low altitudes on final approach. This poses a problem to both aircraft and marine vessels alike, especially at night or in low-visibility conditions.

To those engaging in parasailing activities south of Runway 08 in Union (see photo), the department also urges you to exercise caution, as this is close to the runway's final approach path. Similar to the above, additional risks arise in turbulent or low-visibility conditions and with pilots unfamiliar with the area.

For more information contact Assistant Safety Officer Shana Jones at svgairsafetydept@gmail.com.

New Yacht Club in Grenada

New to Grenada is the Petite Calivigny Yacht Club (PCYC). Headquartered at Le Phare Bleu Marina on the island's south coast, the PCYC was formed by a group of boating enthusiasts to support yachting events and watersports in Grenada. According to Jeanie Parr, who is currently serving as Commodore, the PCYC plans to offer sailors of all skill levels and age groups more opportunities to participate in water-related activities by organizing small boat races and other events in the Calivigny Bay area, and also to develop friendly camaraderie and Club awareness by hosting fun social activities for its members and friends.

To date, successful and fun-filled events organized by the Club include a Grand Anse Beach Bar Tour, and Hobie Cat Match Races. In fact, the Hobie Cat races were so popular that the Club is planning to host another exciting afternoon of racing in the spring. In addition, plans are underway for a South Coast Marina Dinghy Tour, a slightly different and more water-related twist on the previously held Beach Bar Tour. So stay tuned for these, and more, upcoming Club events!

The PCYC will offer a great opportunity to do a bit of sailing, meet new people, and have some good old Grenadian fun.

For more information contact Jeanie Parr at info@pcycgrenada.com.

BIG Books from Boats to Bequia

On February 1st, Laure and Denis of the yacht *Escapade* brought four boxes of books to Bequia. The new and good-condition children's books had been collected and packed in the US by yacht charter agent Ann-Wallis White of Annapolis,

—Continued on next page





—Continued from previous page

Maryland in association with Books for International Goodwill (www.big-books.org). Ann-Wallis then contacted passage-making yachts willing to carry boxes of books from the States to various islands of the Caribbean.

This most recent donation from the ongoing BIG project was gladly received by the Bequia Children's Reading Club, hosted by Cheryl Johnson at the Fig Tree restaurant in Belmont, and by Miss Friday of the Paget Farm Government School. Transport was through the kind courtesy of Sandra Ollivierre of Challenger Taxi.

Laure said, "I wish we had more room on our boat (an Alden 52 monohull) so we could have carried more books!" She said she would try to get more boats — including roomy catamarans — to help bring books to the islands next year.

For more information contact Ann-Wallis at awwyc@comcast.net.

Yacht Captain's Killer Sentenced in Antigua

Just over three years after Australian Captain Drew Gollan of the 163-foot Perini Navi ketch *Perseus* was shot and killed while resisting a robbery attempt in English Harbour in Antigua, his killer, 24-year-old Sylvester Lindsey of Potters, Antigua, was sentenced in early February to 22 years in prison.

Gollan's girlfriend, Alena Sitkova, reported to the Australian press that they had been walking home from dinner with their 21-month-old daughter when they were accosted by a man with a gun, attempting to rob them. Gollan reportedly swung with his backpack at the would-be robber, who then shot Gollan in the chest.

The day after the January 22nd, 2009 incident, more than a hundred concerned members of the local business community and visiting yacht captains and crew convened to find out what the government and police were doing to provide security in the area. The Prime Minister canceled Parliament to attend, accompanied by the Commissioner of Police, the Assistant Commissioner of Police, the Minister of Tourism and the Minister of Justice. The police commissioner said that more police with more visibility would immediately be placed in the area, with longer-term policies to come. In addition, they introduced "stop and search" procedures, targeting people who have no business in the area, specifically known criminals.

Lindsey was arrested a week after the incident and his trial began last November.

Thanks to Dockwalk *and the* Antigua Observer *for information in this report.*

'Changing the World Without Changing Course'

Errol Flynn Marina is the designated receiving agency for Jamaica in the YachtAid Global (YAG) program, which utilizes large yachts to bring needed goods to worthy beneficiaries in various countries. When the marina learns of a large yacht coming to Jamaica from the USA, the yacht is contacted to inquire if they can bring any donated goods. In January, the first shipment arrived carrying numerous boxes of educational materials for the Long Road School in Portland Parish. In the same shipment a variety of medical equipment was brought and donated to the government clinics in Buff Bay, Port Antonio and Manchioneel. The goods were carried free of change by 120-foot motor yacht *Steadfast* driven by Captain Chance Strickland. As part of the procedure, the marina representative makes all arrangements to clear the donations with the appropriate ministries and Customs.

YAG was conceived by Captain Mark Drewelow, who has tag-lined this initiative with "Changing the World Without Changing Course".

For more information visit www.yachtaidglobal.org.

Cruisers' Site-ings

• Long-time yachtsman, chandler and Bequia resident Hodge Taylor has created a colorful and comprehensive web album about Bequia.
Have a look at ***https://picasaweb.google.com/112362889456269132940***.



• Yamaha Marine Group has revamped ***YamahaOutboards.com***. The website now provides more product information and visual images.

St. Patrick's Activities in Montserrat

Known as 'The Emerald Isle', Montserrat is the only country outside Ireland where St. Patrick's Day is a public holiday. The weeklong St Patrick's Festival provides a rich mix of Irish and African heritage, with some traditional Caribbean entertainment, making this one of Montserrat's most popular annual events.

This year, St. Patrick's Week will be celebrated from March 9th to 19th and will be held in the village of Salem. The activities for the week will include the Freedom Run from Cudjoe Head to Salem Park, a nature hike and a junior calypso competition. St Patrick's Day itself (17th March) will be the highlight with its unique reconstructed Slave Village. Here, stalls sell traditional foods, locals gather to play traditional games such as dominoes and marbles, and masquerade dancers put on colourful displays. New features for 2012 include a Montserrat Day where local artisans will showcase their products, all of which are locally made. Items will include art and craft items, foods, among other things and a Lunchtime Party and Goat Water Competition not to be missed.

—Continued on next page



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Montserrat's Irish heritage dates back to the 17th century when the island became a haven for Irish Catholics who were persecuted on other Caribbean islands. This history is still evident today from the moment visitors arrive at the airport in Montserrat and receive a shamrock-shaped stamp in their passports. During St Patrick's Day, visitors will notice many locals wearing national dress — in which green is the dominant colour — and both Guinness and 'Green' Heineken are available in bars alongside the traditional rum punch cocktails.

For more information visit www.visitmontserrat.com.

If You really Must Leave…

The Balboa Yacht Club, at the Pacific entrance to the Panama Canal in Panama, will be hosting the third Annual Pacific Puddle Jump Party on March 10th at 11:00AM. This is a free party for all cruisers heading to the South Pacific this season. The party is also sponsored by *Latitude 38* magazine and Tahiti Tourism. There will be a video presentation, slide show, snacks and drinks, and many raffle prizes and free gifts for participants. Registering entitles you to get Bond Exemption (for non-EU citizens) and duty-free fuel in French Polynesia, and discounts on check-in/check-out. It also gives a complete file of emergency information.

Sign up at www.pacificpuddlejump.com to register.

Honoring *Compass* Contributors

If you've had an article, photo or poem published in the *Compass* during the past 12 months, you are cordially invited to bring a guest and join us at this year's Compass Writers' Brunch. It takes place on the morning of Thursday, April 5th at the ever-popular Mac's Pizzeria in Bequia. Please arrive at 10:00AM — remember, it's brunch, not lunch!



The annual Compass Writers' Brunch is held just at the beginning of the annual Bequia Easter Regatta, so you can stay on for a whole weekend of fun. The Writers' Brunch is absolutely free — it's our way of saying a special thank-you to everyone who helps make the *Compass* special!

Space is limited so please RSVP by March 28th to sally@caribbeancompass.com or phone Sally at (784) 457-3409. We look forward to seeing you there.

Don't Miss St. Lucia Jazz

The legendary St. Lucia Jazz Festival will run from April 30th to May 13th this year. Take a mooring in the lagoon or a slip in the marina at Rodney Bay, or anchor right off the Pigeon Island venue. This year's performing acts will include multiple Grammy winner Lionel Richie, five-time Grammy winning artiste Ziggy Marley, and African trumpeter Hugh Masekela.

For more information visit www.stluciajazz.org.

Calling All Sailing Artists!

The Galley at Grenada Marine, St. David's Harbour, Grenada will be hosting its first art exhibition from May 19th to June 3rd. The exhibition is open to Grenada Marine staff, Grenada Marine kids and Friends — this includes any sailing folks wishing to join in!

As it's the exhibition's first year there isn't a theme: just whatever inspires you. However, should you wish to focus on a theme, organizer Laura Fletcher says, "I'd be interested to see interpretations of how it feels to race, sail or anchor!"

For more information, registration forms and the few rules that do apply, contact laurafletchergnd@gmail.com.

Carriacou Children's Education Fund

Nineteen students funded for tuition and books at TA Marryshow Community College! And 15,200 hot lunches provided to Harvey Vale Government School! Three computer labs up and running at Dover, Harvey Vale and Mt. Pleasant Government Schools! And hundreds of Carriacou and Petite Martinique children assisted with uniforms at all schools!

Sound like a worthwhile effort? You can help these projects continue: leave donations of boat gear and household items at the Carriacou Yacht Club for CCEF's annual auction. Clean, used clothing for all ages accepted for distribution to needy families. And, of course, cold hard cash is always welcome! In its 11th year, CCEF is heading toward a grand total of $200,000!

Save these dates and be in Carriacou on August 1st for the Welcome Potluck Barbecue and August 3rd for the auction.

For more information contact ccefinfo@gmail.com.

Department of Corrections

The second part of the headline of Frank Pearce's article "Yesterday and Tomorrow" on page 26 of last month's issue of *Compass* should have been "DRIVING (not Diving) Around Montserrat". Apologies to Frank — and to any scuba enthusiasts who might have been disappointed!

James Ulik took the fine photos illustrating "Grenada's Boxing Day Jam" in the February issue. This photo credit mysteriously did not appear in the on-line version.

Lumbadive's "Lionfish Derby" announced in last month's Eco-News costs US$10; it's not free.

Welcome Aboard!

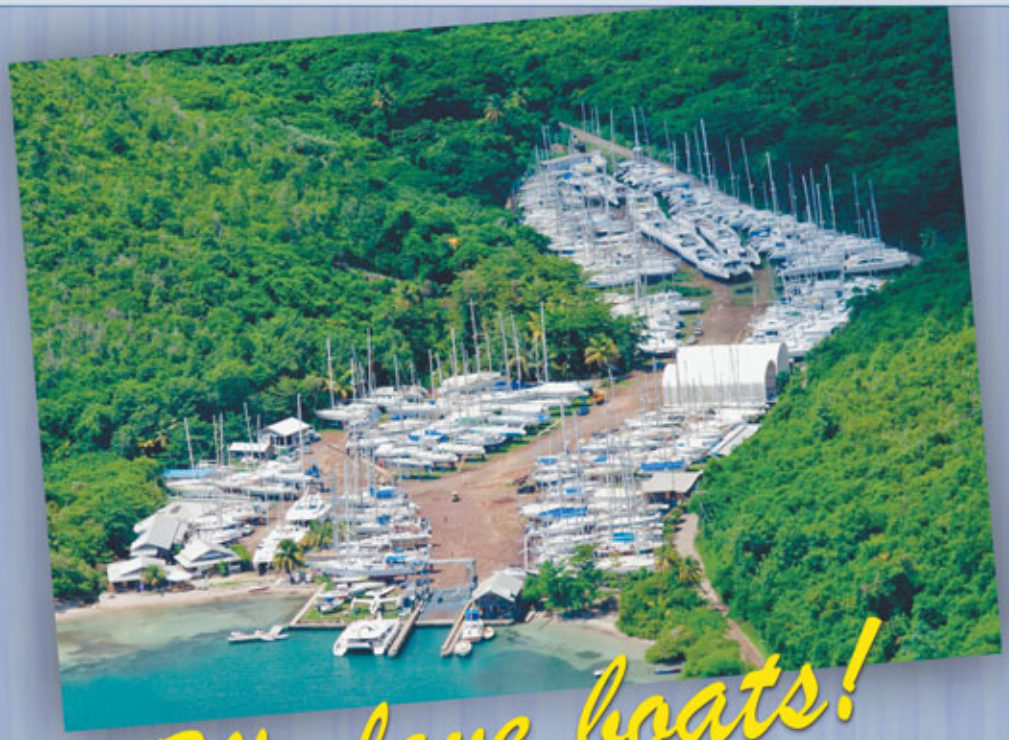
In this issue of *Compass* we welcome new advertisers Aero-Tec Laboratories of the USA, on page 23; Performance Paints of St. Lucia, on page 25; and Whitchurch Supercenter of Dominica, on page 44; plus Blue Bay restaurant of Dominica, and Golden Hind Chandlery of Tortola, all in the Market Place section, pages 50 through 53.

Good to have you with us!



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BUSINESS BRIEFS

Dockwise Gets Your Boat There

Want a hassle-free way to get your boat from the Caribbean to Australia? Dockwise Yacht Transport operates on a regular schedule to deliver private yachts and charter boats to prime cruising destinations around the world. As this issue of *Compass* goes to press, Brisbane, Australia plans to welcome DYT's 169.49-meter (556-foot) electric-orange semi-submersible ship *Super Servant 4.*

ONNE VAN DER WAL



Looking something like a giant moving marina when it comes to town, the *Super Servant 4* — once docked — will submerge itself by pumping nine million gallons of water into its ballast tanks. After scuba divers remove sea-fasteners from each yacht, captains, owners and/or crews will be free to disembark under their own power and be off to new adventures.

Super Servant 4 departed Palma de Mallorca, Spain in December 2011 and will have made stops in Martinique, Fort Lauderdale, and Golfito, Costa Rica before arriving in Brisbane. From Brisbane, it will head to Auckland, New Zealand and return to Fort Lauderdale before heading to Toulon, France in early April.

DYT's second "float-on/float-off" voyage to the South Pacific this year will begin in Palma de Mallorca in November, with stops in Martinique, Fort Lauderdale, Golfito, Brisbane, and Auckland, and return to Port Everglades and the Mediterranean in spring 2013.

DYT's global yacht transport routes for its semi-submersibles include select ports in the Caribbean (St. Thomas and Martinique), the US East Coast, the Mediterranean, the Pacific West Coast and the South Pacific.

Since its maiden voyage in 1987, the company has transported over 11,000 motor and sailing yachts to various destinations around the globe, offering boatowners safe and easy access to many of the world's premier cruising grounds. Along with area representatives around the globe, DYT has additional operating offices in Martinique, Italy and Newport, Rhode Island.

For more information see ad on page 11.

Performance of St. Lucia Offers Yacht Paints

Performance Paints at Corinth Highway, Gros Islet are not only enjoying a reputation for their state-of-the-art product line, but also for the training they offer in the method of application and use of their paints. They are backed by PPG Industries, a leading supplier of automotive, industrial and architectural finishes. PPG is one of the only companies that can supply any type of coating needed for a vehicle body.

PPG's range of residential, commercial and industrial paints are designed to meet the needs of interior and exterior designers, painting contractors, property managers and architects from anywhere in the world.

Now, Performance Paints are offering boaters a range of anti-fouling and topside paints of the highest quality at competitive prices. With their premises being only minutes away from the Rodney Bay Marina, dry dock, and Vigie Cove, boat owners and crews should find it rewarding to check out the new kids on the block before taking the plunge.

For more information see ad on page 25.

Ken Clark New Manager at IGY Marina Santa Marta

Marina Santa Marta of Colombia is pleased to announce the appointment of Captain W. Ken Clark as Marina Manager. Ken has many years of experience in the marine industry in many countries.

—Continued on next page



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He has cruised in his own vessel, *M/V Tropic Isle*, for many years; he has been trained by the top schools in both Captaining and Marina Management, and was a co-owner of a multi-state fuel, gasoline, and lubricant company in the USA. His base of marina knowledge comes from Fort Lauderdale, Florida, and he specializes in mega- and super-yachts, having worked directly with over 65 of the largest in the world. He recently worked in Panama City, helping to create a world-renowned mega- and super-yacht marina frequented by the most famous boats in the world. He brings Marina Santa Marta a unique quality; he has experience as a manager, a captain, and a boatowner. IGY hopes to see similar success in Santa Marta, as Panama City benefited from: a modernization of the facilities, the influx of tourism dollars in terms of multi millions per year, benefiting the entire city.

Ken says, "The decision to come to Marina Santa Marta was not an easy one, however, the quality of the facility, the friendliness of the citizens, the opportunity to benefit not only the marina but the entire region and country presented a challenge I could not refuse. I have stayed at many of the most famous marinas in the world and believe the owners have the desire to compete at that level.

"Having the backing of a world-renowned brand, IGY, behind us enables us to exceed the expectations of nearly every vessel owner in the area and make Santa Marta a global destination. I am committed to seeing this project succeed, everyone in the marina and Santa Marta will benefit by the work we do now."

The Marina Santa Marta, an IGY destination, wishes the very best, and asks for your help as well.

For more information on Marina Santa Marta see ad on page 27.

Gourmet Food Shop Re-Opening in Bequia

The supplier of high-quality European and Asian Food, the Swedish Gourmet Food, based in Calliaqua, St. Vincent, has on request from many customers re-opened its Bequia branch. The new management and its friendly staff invite customers to shop top-quality chilled, frozen and canned food from around the world in the supermarket. Gourmet Food offers a selection of frozen pre-baked bread, seafood, US beef of the highest quality, sausages, vegetables, berries, fresh-frozen pasta, cheeses, juices, drinks and sweets. All the bestsellers from Fontana Foods, such as olives, olive oils and juices, are back. There will also be a variety of pasta and Arborio rice from the world famous De Cecco.

In addition you are welcome to enjoy a breakfast or lunch in the café overlooking Admiralty Bay. The menu offers fresh salads, Swedish baguettes, *petit pains* and freshly baked croissants. These can be accompanied by a cup of coffee or tea, a cold soda or juice, or a smoothie made from the fresh fruits of St. Vincent.

You find Gourmet Food's Bequia branch in Ocar, a two-minute walk from Port Elizabeth, downstairs Coco's Place restaurant and opposite Sailors Café.

For orders from the Bequia branch call (784) 458-3485 or gourmetfood@vincysurf.com.

If you are on mainland St. Vincent, pay a visit to the head office and shop in Calliaqua, close to Barefoot, TMM, Tradewinds and Sunsail. Orders can be placed on (784) 456 2983 or bequia@gourmetfoodsvg.com.

Free deliveries to private villas and yachts for ample orders!

For more information see ad on page 44.

Updating *Sailors' Guide to the Windward Islands*

Chris Doyle's cruising guides are well known for having the most thorough and up-to-date onshore information. Sketch charts are at the heart of Doyle's guides, which are also noted for lots of great color photographs, including aerial photos of most anchorages.

New editions of Doyle's Windwards guide are published in November of even-numbered years and the Leewards guide in odd-numbered years.

Chris is currently updating his *Sailors' Guide to the Windward Islands.* Any suitable businesses that wish to be included that now are not, or any cruisers with information they wish to impart, please e-mail sailorsguide@hotmail.com.

For more information see ad on page 41.

St. Maarten's Brian Deher Made Certified Marina Manager

IGY Marinas announces that Brian Deher, the Director of Marina Operations and Planning for IGY St. Maarten, has been awarded the designation of Certified Marina Manager, bringing the total to four CMMs that comprise the IGY Marina Management Team. Brian also serves as the current president of the St. Maarten Marine Trades Association in addition to coming from a family of marina owners and operators in the Caribbean.

The full team of CMMs at IGY Marinas now includes Kenny Jones, Executive Vice President, IGY Operations; Adam Foster, General Manager, Rodney Bay Marina, St. Lucia; Kevin Lussier, General Manager, Yacht Haven Grande, St. Thomas; and Brian Deher, General Manager, The Yacht Club at Isle de Sol and Simpson Bay Marina, St. Maarten.

For more information on IGY marinas visit www.igymarinas.com.

For more information on the designation of Certified Marina Manager visit marinaassociation.org/certifications/cmm.

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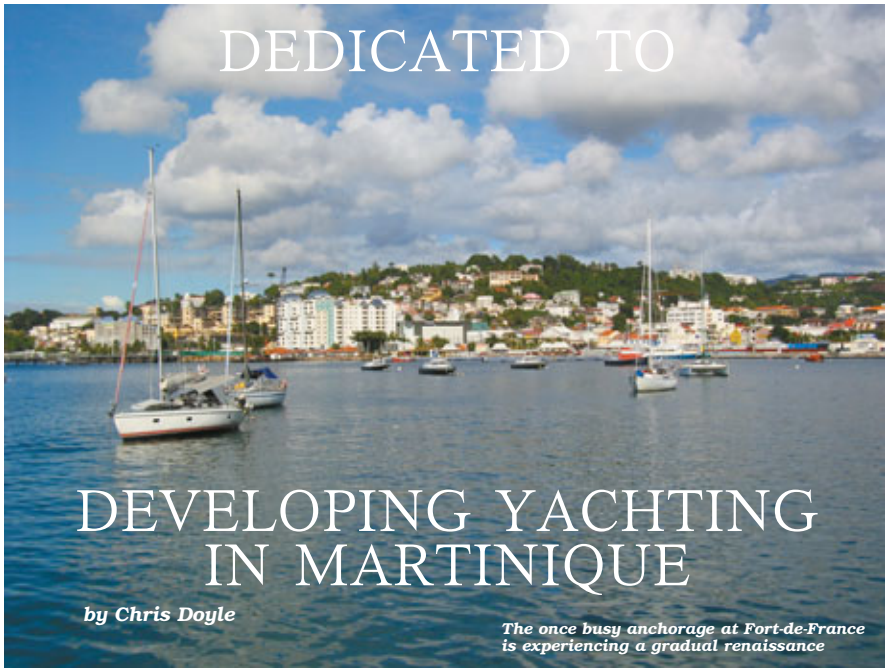
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Suriname is popular for exploring the unique interior by river

Waterland will certainly be a welcome additional "rainforest destination" to the southeastern Caribbean sailing area.

For more information contact Hilde van Ekdom, Marina & Resort Waterland, (+597) 491561, info@waterlandsuriname.com.





DEDICATED TO DEVELOPING YACHTING IN MARTINIQUE

by Chris Doyle

The once busy anchorage at Fort-de-France is experiencing a gradual renaissance

BACK in the mid-1980s Ciarla Decker, an English-speaking Canadian, was traveling and adventuring. As part of this she went to the Mediterranean to learn to sail. In Monaco, amid the glitz of the Riviera, she met avid sailor Jacques Bardyn, a professional skipper who was at the time running *Stormy*, a beautiful cold-molded plywood racing boat. They delivered *Stormy* across the Atlantic together and arrived in Martinique.

Abri-Cotier Days

Back in those days there were not as many yachts in the Caribbean as there are now, but there were many more skippered charter boats, often owner-run, and Fort-de-France was the main place to do turnarounds. It was usual to see 50 to 100 yachts in the bay and the center of activity was the Abri-Cotier dock where you could fill your yacht's tanks with water and drink in the bar. Each afternoon the Vatier truck would arrive with many dozens of cases of duty-free booze and wine to be delivered to yachts that had cleared out. Monsieur Le Breton, the Customs officer, would keep an eye on everything. (Such a sharp eye, he later became known as "007" when he apprehended a boat he recognized as having been stolen). It was a pleasant atmosphere, busy but fun. There were plenty of yacht services just around the corner on Quay Ouest, where boats could be fixed and boat gear repaired.

Jacques and Ciarla sailed up to the Abri-Cotier dock after a thirteen-and-a-half day crossing and tied up. They had talked together about maybe opening a chandlery somewhere and they realized Fort-de-France was the place. There was at that time only one large chandlery in Martinique, also in Fort-de-France, called Ship Shop, as well as a smaller secondhand and discount store called Puces Nautiques.

Getting Started

They needed partners to help them start the business and the original arrangement was to open the chandlery at the big dry dock. They started off as a distributor for Accastillage Diffusion, a big French franchise organization. Everything was set to go when they hit their first major problem. One of the other tenants strongly objected to the opening of a retail chandlery on the dry dock. They were blocked. Luckily one of their partners was close to a real estate agent who knew that M. Cottrell had just opened a kind of shopping mall on rue Ernest Deproge in Fort-de-France. Here they managed to rent a space with street frontage next to a sweet shop, and opened in 1987. For us yachties, the advent of a new chandlery was an exciting event, even if we found the name "Accastillage Diffusion" a little strange. Best of all for us English-speakers, Ciarla spoke our language, as did Jacques, if with a slight accent. They soon became good friends of the yacht charter community. Both had a great sense of humor. Jacques was quieter and more relaxed, Ciarla more outgoing, effervescent and ever active, but also as sharp as one of those sword-edged razor blades. Nothing happened in the store that was not properly organized, crossed, dotted and filed.

I published my first *Sailors' Guide to the Windward Islands* in 1980, but the first few editions covered just from St. Lucia to Grenada. When it came time to expand into Martinique, I needed help. My French was even more excruciating than it is today. A French cruising friend, Jean-Noel, agreed to come and help me to deal with the advertisers, but being a cruiser he was no help with legal stuff — how to take checks and give legal receipts, which in those days was a problem. So Jean-Noel and I walked over to Jacques and Ciarla's store and laid the problem in their hands. Helping a cruising guide author is not something a chandlery might normally be expected to do, but they found a way to make my transactions in Martinique legal and so in the beginning, all the guide's Martinique finances went through their store.

Expansion

Jacques and Ciarla's agreement with Accastillage Diffusion was one where they were distributing exclusively for Accastillage Diffusion and could not expand their stock into other brands. This clearly was not going to fill the needs of the yachting community so they ended that arrangement and started sourcing freely. They were soon dealing with 60 different suppliers in six different countries and Sea Services was born. Jacques, because he knew boats and spoke English as well as French, found himself in demand to arrange provisions and other things for incoming cruise ships, and became their main supplier. He also happened to like rigging and saw the need for a rigger, so in 1990 he and Ciarla took out a loan to buy a reliable mechanical swaging machine, which is still working today.

As a supplier of paint, Jacques saw the need to form a separate company that could supply the best anti-fouling paint not only to yachts, where quantities are small, but also to ships that buy by thousands of liters. Jacques liked the challenge of working with the ships where he could oversee the proper technical application of the paint, which was often guaranteed. So in 1998 Global Marine was born, a distributor for International Paints and associated application gear.

Yachts' Migration to Marin

Over the years Fort-de-France itself started to change. The value of yachting was not appreciated, and a large part of the yacht anchoring area was given over to a giant cruise ship dock in the early '90s. A little while later, the officials saw more merit in the idea of a ferry terminal than yacht services and requisitioned Quai Ouest as a ferry terminal, relegating the yacht services to a disused wood mill in Baie des Tourelles.

—Continued on next page



—*Continued from previous page*

One man, Franz Jean Joseph, did realize the value of yachting and saw the need for a big marina with services. In 1993 he approached authorities of the communities of Fort-de-France, Trois Ilets and Marin, asking for somewhere to put a marina. Only Rodolphe Désiré, the mayor of Marin, saw virtue in this plan and welcomed the idea. The others turned him down. It was thus that Marin became the new yachting center of Martinique, though this did not happen overnight. Franz himself died before it all came to pass, but his sons Eric and Glen carried his idea through — and way beyond the original conception. Today the Marin Yacht Harbour is one of the largest and most successful marinas in the Eastern Caribbean. It totally transformed Marin from a quiet backwater to a thriving yachting center, with hundreds of support services, stores and restaurants.



Jacques Bardyn and Ciarla Decker have devoted a quarter of a century to building the yacht-services sector in Fort-de-France — and they're not done yet!

Fort-de-France, with its reduced yacht anchorage, was no longer as active as it was after the Abri-Cotier was torn down, but across the bay at Anse Mitan, the Ponton du Bakoua (originally run by Charlotte Honnart, then later by Philippe Merceron) filled the need for yachts to take on water and fuel, so there were still quite a few visitors. Despite this downturn, Sea Services survived and flourished. While the earlier clientele had been visiting yachts, they were now getting increasing numbers of local boaters, who relied on Jacques' technical excellence to sell them the product to perfectly fit their need.

The original mall idea of M. Cottrell proved to be ahead of its time. People did not yet want to walk down corridors, and the other stores were not working out too well. Sea Services clearly needed to expand and in 1996 took over the hallway and the other two shops, which had closed, and thus built their present store. In 1998 Ciarla took one half of the store to create a new department, one that sold nautical *objets d'art*, tableware, linens and a wide selection of good nautical casual and sportswear including the St. James brand.

As Marin Yacht Harbor began to succeed, it drew in more and more of the marine businesses to the south end of the island. The old days of the small owner-run charter yachts was diminishing and in their place were large fleets of bareboats, mainly based in Marin. The Baie de Tourelles did work out as a service center, but more for local boats than visitors. Puces Nautiques moved there and some new chandleries and a fuel dock opened; Sea Services remained as the only holdout in downtown Fort-de-France.

Jacques and Ciarla opened a branch in Marin, and put in charge Yves Ligier, who had worked with them for some time and was technically excellent as well as being an exemplary salesman behind the counter. Their regular clients who had boats in Marin started visiting the Marin store. But while Yves would give them the correct advice on what to buy, customers would often come up to Fort-de-France to make sure Jacques approved of this decision before making the purchase. In the end it was not worth keeping the Marin branch open.

Renovations in Fort-de-France

Starting around 2002 things in Fort-de-France became very poor for yachting. A new plan was started to comprehensively renovate the waterfront. The first-stage priority was given to the ferries. These were moved from the small dock by the fort to a big new combined ferry and bus station located right where the yachts used to anchor. Yachts were given an anchoring area under the fort, which was actually a big improvement in some ways, but for a dinghy dock we were given the old pilot station dock, which, with its small shelter, became a favorite hangout for homeless druggies. I remember several times after going out to dinner with Jacques and Ciarla that reclaiming the dinghy was like running a gauntlet while dispensing small change. Ciarla was well aware of the problems and worked tirelessly behind the scenes to get yachting reintegrated into Fort-de-France. On the plus side, Sea Services now housed the Customs computer and had become the place to clear in at Fort-de-France. On the minus side, large swells destroyed the Ponton du Bakoua for the final time, which meant that Anse Mitan was no longer drawing yachts into Fort-de-France Bay. For a few years when I visited Fort-de-France I would see fewer than half a dozen yachts at anchor. Sea Services continued to thrive on local clients, added to which some of their overseas clients who now tied up in Marin would rent a car and drive up to visit the shop.

Happily, in the last couple of years the town renovations were finally finished. The new waterfront has a magnificent long dinghy dock with a charming playground behind. Last year I occasionally saw up to 20 yachts in the bay. This year there have been more than 30 each time I have visited. Added to this is the arrival of a transatlantic fleet of Spanish yachts racing in the Gran Prix del Atlantico race, neatly tied up in a special place created for them on the west of the harbor. Yachting is returning to Fort-de-France.

Another Transformation

However, for Jacques and Ciarla it is also a chance to move on after 25 years of dedicated service, aided in recent years by Stephane Bougeant and Valerie Lagrue. They have handed over the helm of the Sea Services business to the new owner, Christophe Sirodot. Stephane and Valerie (who both speak English) will stay on. Christophe also speaks English, having worked in the US for some years.

As I write this, Jacques and Ciarla, Olivier (my current cruising guide representative in Martinique), and a friend, Anne, are on my boat. We have just returned from a pleasant daysail to celebrate the sale of their business. Ciarla takes a deep breath and exhales: "I am trying to learn to relax." She may not have too much time to relax. There is now a new office way up at the top of the building above Sea Services. This is the home for the new business association of Fort-de-France, the Association des Professionnels Foyalais, known as "Cœur Foyal". Ciarla spends a lot of time up there getting it organized. Olivier is the president. We can expect great things to come....



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Russian Rocket 'Lands' in Tobago Cays

by Dwight Parsons

I am a water taxi operator and tour guide working and operating around the Grenadines. On the morning of December 6th, 2011, Ocean Panic Tours visited the island of Petit Tabac in the Tobago Cays with a 12-member French group. Petit Tabac has been a popular stop since being used as the film location where Captain Jack Sparrow was marooned in "Pirates of the Caribbean: The Curse of the Black Pearl".

Upon arriving we saw what appeared to be some sort of an aircraft fuselage on the beach. I had escorted a tour group to Petit Tabac just two days earlier and this object had not been there.

Upon closer inspection I realized this was not part of a plane — it appeared to be part of a Russian spacecraft. All the markings on it were Russian. We believe it fell from the sky in shallow water and washed ashore, as the object was heavy. The 12 of us tried to turn it over but we suddenly thought of the possibility of radiation and left it alone. I immediately telephoned the local authorities to inform them of what we had found.



The October 2011 launching at the Guiana Space Centre of a Soyuz rocket. Months later, parts of it washed ashore in the Tobago Cays

Further inspection of the parts showed fresh breakage, although there was a camera lens fully intact and a communication antenna still attached. However, after a few days on the beach, the communication antenna and camera, which were there when we found the wreckage, suddenly disappeared as though aliens had come (in the form of a speedboat perhaps) and taken them.

Since then, the debris has been identified with the assistance of the United States Embassy in Barbados. It is part of a Russian Soyuz rocket that was launched from French Guiana on October 21st, 2011. This was the first time Russia launched a rocket outside Russia. This rocket was carrying the first two Galileo satellites for a new European satellite-based geo-positioning system that will coexist with the USA's GPS system.

Petit Tabac is now generating major buzz as a tourist attraction for persons interested in space science.

On January 10th, 34 days since discovery, I and a total of 24 persons from six different countries — France, Switzerland, Belgium, Poland, England, and St. Vincent & the Grenadines — hauled, pushed and pulled the spacecraft from where it was blocking the beach and secured it in its new home utilizing a rope the coast guard had left behind. We are proposing that the area, which is already well known through its involvement in the Pirates of the Caribbean movies, will now have double tourism interest as the site of this spacecraft wreckage. Ocean Panic Tours is calling on the authorities to please make it an official tourism site.

For more information contact dwghtparsons@gmail.com.

Setting a 'Goods' Example: Moving Cargo Under Sail Alone

Tres Hombres lays claim to being the only purely wind-driven cargo ship engaged in international trade today.



Built during World War Two, the 32-metre (90-foot) ship was rebuilt and rigged as a brigantine and has now been in cargo service since December 2009, maintaining a freight service between Europe, the Atlantic islands, the Caribbean and North America. She has a cargo capacity of 35 tons, plus accommodation for five crew-members and ten trainees. The engineless ship is operated by the Atlantis Merchant Sailing Company in the Netherlands, with the rationale that "in present times of environmental pressure and fluctuating oil prices, there is a demand for 'green' shipping due to ecological reasons, but also simply from an economical point of view."

Apart from being an ambassador for sustainability and the concept of 'fair transport', the vessel is being used as a school ship. Trainees on board gain experience in traditional sailing and seamanship. Students of five nationalities are currently being trained.

The Maritime School of the West Indies teamed up with the Sint Maarten Yacht Club to host two "Maritime Experience Days" on board *Tres Hombres* on February 8th and 9th. The event was co-sponsored by the Caribbean Sail Training Association.

Assisted by several dinghies, the vessel came through the Simpson Bay Bridge on February the 7th and moored alongside the Sint Maarten Yacht Club dock until February 10th. *Tres Hombres* was open for visits on February 8th from 10.00AM until the evening hours for all members of the club, invited guests and the local press. The next day, the vessel was open for visits from young students from 9:00AM until 17:00PM. Approximately 140 children from seven local schools toured the ship.

During *Tres Hombres*' stay at the St. Maarten Yacht Club dock, her captain, Jorne Langelaan, gave an onboard presentation about fair transport and the future of global trading using modern hybrid sailing cargo ships.

Previous ports of call have included Brixham, Brest, Porto, Madeira and Cabo Verde, where the ship gathered local goods such as olive oil and wines. After its most



Top: Students from the St. Maarten Academy pose on the St. Maarten Yacht Club dock. Behind, youngsters from the Montessori School board Tres Hombres

Above: SMYC's manager, Petra, flanked by Paul (left) and Jorne (right) of Tres Hombres

recent transatlantic crossing, making landfall in Barbados, *Tres Hombres* took part in the Round Barbados Race — a race with a history of cargo schooners. [*See related story on page 16.*]

After leaving St. Maarten on February 13th bound for Bonaire, future destinations for *Tres Hombres* include Curaçao, the Dominican Republic, Grenada, New York, the Azores, England and Belgium. Mott Green of the award-winning Grenada Chocolate Company plans to load his inaugural zero-carbon-footprint shipment of locally grown organic chocolate bound for the US and Europe aboard *Tres Hombres* when the ship is in Grenada. Other regional companies and individuals are invited to ship their cargo with *Tres Hombres*, not only saving on their carbon footprint, but also helping to market their products by being a good example.

For more information visit www.svtreshombres.com.

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Caribbean Eco-News

Two Caribbean Efforts to be 'Carbon Neutral'

The 20 million inhabitants of the Caribbean Community (CARICOM) are facing increased vulnerability to climate change. Stronger storms and hurricanes as well as floods and droughts are challenging limited resources, including water, on islands



At this resort in the dry southeastern part of St. Lucia, processed 'gray' water is used for irrigation and a new surplus of clean water is made available to the local community

dependent on tourism and agriculture. According to a report by David Singh for the United Nations International Strategy for Disaster Reduction Secretariat, two islands in the Windward chain are on the frontlines of adaptation to climate change in Small Island Developing States.

Executive Director of the Caribbean Community Climate Change Centre (CCCCC), Kenrick Leslie says that the Vieux Fort Project in St. Lucia is "The first private-public sector project [in the Caribbean] to address the issue of climate change". The southern part of St. Lucia is continually threatened by drought. Tourism requires a lot of water, while effluent from the big hotel chains can contaminate groundwater sources and destroy vital coastal marine resources. Leslie states that a hotel chain and the CCCCC were able, through a Global Environment Facility project, to reduce the amount of water needed by the hotel by 25 percent. The latter was then made available to the community. "More importantly, the wastewater is treated, and as a result, the 'gray' water, after being processed, is used to irrigate the golf courses and lawns." The project enabled the Government of St. Lucia to put a policy in place that now requires all hotels to harvest rainwater and process wastewater. Similar systems are being considered for replication in the Eastern Caribbean, the Bahamas and Belize.

Meanwhile in Bequia, a solar-powered reverse osmosis plant at the village of Paget Farm is purifying seawater and converting it into drinking water via a project that Leslie describes as multi-beneficial. "[Solar power] replaces fossil fuel; it reduces the demand for foreign exchange to import fuels; and it provides the community with fresh water which also helps in addressing health issues," he explains.

These are the sorts of initiatives that the pilot Carbon Neutral Tourism Program is designed to foster, according to Mark Bynoe, Senior Resource Economist at the CCCCC. He says the programme is an effort "to make the Caribbean region into a carbon neutral destination — getting people to convert from fossil fuels to more renewable energy. The tourism sector is the one area in which we feel we can make a change."

For more information visit www.unisdr.org/archive/24813.

New: Seabird Breeding Atlas of the Lesser Antilles

The *Seabird Breeding Atlas of the Lesser Antilles* is now available.

Finding previously undocumented seabird colonies and colonies thought to be



Long may they fly. A recently published atlas is the result of an 11-month study of seabirds' breeding sites in the island chain

extirpated are just some of the exciting discoveries reported within Environmental Protection in the Caribbean's (EPIC) ground-breaking *Seabird Breeding Atlas of the Lesser Antilles*. The atlas reveals that four of the 18 species recorded are present at globally significant levels, with a further 11 species considered significant within the Caribbean region. It also reports that the island of Battowia, in the St. Vincent Grenadines, followed by Dog Island off Anguilla, are the most important individual islands for globally significant seabird colonies.

Over an 11-month study done between 2009 and 2010, EPIC's partners Katharine and David Lowrie sailed 3,162 nautical miles aboard their 75-year-old wooden sailing boat, *Lista Light*, surveying by land and/or sea 200 islands capable of supporting seabirds, surveying each island in the winter breeding season and again during the summer. Visiting islands that few other sailors will venture near, the study was dubbed by the sailing community as "a survey of the worst anchorages of the Caribbean."

"The reason for such remote nesting sites is that seabirds have been pushed out from their previous breeding grounds by development. Being mostly ground-nesting, they also have no defences against voracious introduced predators such as cats and rats," Katharine Lowrie explains.

The *Seabird Breeding Atlas of the Lesser Antilles* is now available from the CreateSpace online store at https://www.createspace.com/3565696 as well as from Amazon.com, where a Kindle version will soon be available.

For more information visit www.epicislands.org.

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Record-Busting Round Barbados Race

Six records fell in this year's Mount Gay Rum Round Barbados Race, and six skippers won their weight in Extra Old Mount Gay Rum. The event was held on January 21st and hosted by Barbados Cruising Club in association with Mount Gay Rum and The Barbados Tourism Authority.

Divided into six classes — for monohulls under 80, under 60, under 40 and under 35 feet, plus schooners and multihulls — the 28 entries ranged from the locally based J/24s *Jabulani* and *Jump Up*, to *Tres Hombres*, a 105-foot trading brigantine visiting Barbados as part of her Caribbean adventure. One yacht, the 78-foot Reichel Pugh *Idea*, arrived just the day before the event, having sailed from Italy directly to Barbados. That effort was rewarded as the crew was the eventual winner of the Absolute Monohull prize.

With the cooperation of the National Conservation Commission and the Port Authority, the organizers opened up the historic heart of Bridgetown to yachts for the event. For the first time, the Chamberlain Bridge was opened to allow competitors in and out of the inner basin. A Regatta Village in Independence Square was manned by Barbados Cruising Club volunteers.



BIM

Caption

The work the race committee put into staggering the start times paid off, as many of the smaller boats held their positions ahead of the pack right the way along the East Coast to Ragged Point and the first eight boats to finish did so within 25 minutes of each other. However, the last boat in — *Tres Hombres* — finished shortly before 10:00PM. When the results were in, only the existing 40 Foot and Under and the Schooner records, set by the Farr 40 *Katanga* and the 180-foot schooner *Elena* respectively last year, remained.

Idea, skippered by British captain Tony McBride, set the new Absolute Monohull record in a time of five hours, three minutes and 34 seconds for the distance of approximately 60 miles.

A new fastest time around the island for boats 60 Feet and Under — six hours 16 minutes 27 seconds — was set by local businessman Ralph Johnson sailing his 53-foot Beneteau, *Rapajam*. *Rapajam* also boasted the oldest skipper (Johnson) and youngest crewmember (his four-year-old son). Johnson says, "It was a little above normal wind and sea conditions, which probably suited my boat better than some — but you may hear others saying it was rough!"

Johnson's brother Paul set the new 35 Feet and Under record in his Beneteau First Class 10, *Bruggadung*, with a time of six hours, 52 minutes and 27 seconds.

David Staples and the crew of the Custom Dubois 40 *Immigrant* set a new time for the Double-Handed record, stopping the clock at eight hours, 19 minutes and 25 seconds in the Monohull 40 Foot and Under class.

Peter "Wipers" Hoad received special acclaim for his new record in the Monohull 35 Foot and Under class with the new Single-Handed mark in his J/24, *Jabulani*. Hoad completed the course on his own in nine hours, 49 minutes and 58 seconds.

The overall winner and still fastest vessel in the race was last year's victor, *Silver Bullet*. Captained by Bryan Palmer, the Roberts 30-foot Supercat completed the race in four hours, 24 minutes and 27 seconds to set a new Absolute Multihull record.

The top sailors were honoured in a lavish awards ceremony held at the Beach House restaurant on January 22nd.

The Mount Gay Rum Round Barbados Race will be back on January 21st, 2013.

Thanks to the Barbados Cruising Club and Peter Gilkes for information in this report. For more information visit www.mountgayrumroundbarbadosrace.com.





Top and center: The Bullet boys took home the silver — and the rum. Silver Bullet set a new Round Barbados speed record



Right: Last in but not least, Tres Hombres added an authentic touch to an event begun 76 years ago by sailing cargo vessels

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Local 'Giant Killer' Grabs the Big Prize



BOB GRIESER (3)

The Grenada-based J/24 Die Hard *sailed a nearly perfect series to win the overall title*

The smallest boat in this year's Grenada Sailing Festival 25-boat yacht-racing fleet slew "giants" to take the prize of Overall Winner of the 2012 Festival, raced January 27th through 31st.

Grenadian yachtsman Robbie Yearwood in his J/24, *Die Hard*, finished triumphant after four days of fiercely competitive yacht racing. Robbie and his crew notched up six first places and one second over the Festival's seven-race series — just one point short of a perfect result. Robbie's *Die Hard* competed against boats up to 43 feet long in Cruising Class 2, as there were insufficient J/24s entered this year to make up the one-design class that he won last year.

Visiting yachts from countries including the UK, USA, Canada, Austria, Italy, France and Ireland were joined by regular Festival competitors from Trinidad, Antigua and Barbados, and a strong contingent of local Grenadian racers. The yachts raced in five classes: Racing, Cruising 1, Cruising 2, Charter and Multihull.

The Camper & Nicholsons Yacht Racing Series included different courses in St. George's Harbour and off the island's south coast, including the Mount Gay Race Series on the Saturday, the Sunday's SOL EC Ocean Race, and both the True Blue Bay Resort Pursuit Race and the Budget Marine Race Series on the Monday. The event closed on the Tuesday with the Camper & Nicholsons Port Louis Race Series with courses off Grand Anse Beach.

Robbie's prize — a jeroboam of Moet & Chandon champagne, the North South Wines Moet & Chandon Trophy, two British Airways return tickets to London, a bottle of Mount Gay 1703 and a bottle of 18-Year-Old Chivas Regal — was presented by the Honourable Peter David, Minister of Tourism, at the final night's Gala Party staged at The Victory Bar, Port Louis Marina. The Minister thanked all participating yachtsmen for coming to Grenada, and emphasized the significant contribution they make to the island. He went on to say that the marine and yachting sector is a vital part of the economy and events such as the Grenada Sailing Festival are important in encouraging more skippers and crews to visit and experience the racing waters and marina facilities Grenada offers.

The cumulative results were also announced for the final positions after the four days of racing in each class with the overall class winners receiving a magnum of champagne courtesy of North South Wines, a unique Grenada Sailing Festival trophy designed by Rene Froehlich and a bottle of 18-Year-Old Chivas Regal. Past Overall Winner Jamie Dobbs retained his title in Racing Class, as did 2011's Overall Winner, Peter Morris, in Cruising 1.

The milestone 20th Grenada Sailing Festival's yacht races will take place from January 25th to 29th, 2013.

This year's sailing action in Grenada continued with the local work boats heading for Grand Anse Beach on February 4th and 5th, with the traditional Grenada Sailing Festival Scotiabank Work Boat Regatta. We'll have a report in next month's *Compass*.

For more information visit www.grenadasailingfestival.com.



The seven-boat Racing Class was all about action. Slippery *came from Trinidad to take second place in the class*

Grenada Sailing Festival 2012 Winners

Racing (7 boats)
1) *Lost Horizon*, J/122, James Dobbs, Antigua & Barbuda
2) *Slippery*, Reichel Pugh 37, Peter Peake, Trinidad & Tobago
3) *BlackBerry Enzyme*, Henderson 35, Paul Solomon, Trinidad & Tobago
Cruising 1 (8 boats)
1) *Jaguar*, Frers 43, Peter Morris, Trinidad & Tobago
2) *Boxxer*, Jeanneau 51, Scott Watson, Canada
3) *Diamonds Are Forever*, Elan 37, Anne O'Sullivan, UK
Cruising 2 (8 boats)
1) *Die Hard*, J/24, Robbie Yearwood, Grenada
2) *Rasmus*, Swan 43, Dieter Huppenkothen, Austria
3) *Apero*, Albin Straus 36, Jason Fletcher, Grenada
Multihull (1 boat)
1) *Rush*, 10-metre catamaran, Chris Long, Grenada
Charter (1 boat)
1) *My Mistress*, 46-foot sloop, Robert Mills, Barbados
For full results visit www.yachtscoring.com.



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REGATTA NEWS

Atlantic Solo Rowing Record Broken

A 26-year-old Englishman, Andrew Brown, broke the record for the fastest solo Atlantic crossing by rowing boat. Emmanuel Coindre from France had held this record since 2004. Andrew rowed 2,936 miles from Tenerife to Barbados in 40 days,



nine hours and 44 minutes in a 19-foot (5.7-metre) boat during the Talisker Whisky-sponsored Atlantic Challenge, billed as the world's toughest rowing race. Seventeen teams started on December 4th, 2011, with Andrew being the sole solo entry.

More people have been in space than have rowed across the Atlantic, say the organizers of this race, which was first run in 1997. All boats are equipped at the race start, and cannot take any repair, help or food and water during the crossing.

As Andrew approached Barbados, just ahead of him were rowing duo Toby Iles and Nick Moore, who finished the race in 40 days, nine hours and 15 minutes, narrowly failing to take the record for the fastest pair. "This is the closest finish we have ever seen in a race of this kind," said Simon Chalk, the safety officer for the event.

Of the 17 boats that started, only eight stayed in contention. Three crews were disqualified after calling for help, although they insisted on finishing the course. They include the British soldiers of the *Row2 Recovery* team, four of whom had lost limbs while on active service. The team of six ex-servicemen rowed into Port St. Charles on January 26th after 50 days at sea.

Meanwhile, Atlantic Odyssey launched a rowing boat crossing of the Atlantic from Morocco to Barbados on January 3rd in an attempt to become the first rowing crew in history to break the sub-30 day barrier: ocean rowing's version of the four-minute mile.

A rowing team including skipper Matt Craughwell was selected from nine rounds of trials that began in April 2011. In 2010, Matt skippered the six-person crew aboard *Sara G* from Morocco to Barbados in 57 days, 20 hours. In the 2011 expedition, he skippered *Sara G* across the Atlantic in 33 days, 21 hours, winning two world records: "fastest crossing of the Atlantic east to west" by rowing boat and "12 consecutive days of 100-plus miles rowed by ocean rowing boat".

Unfortunately, 27 days into their journey this year, the 36-foot (11.1-metre) vessel overturned on January 30th, 520 miles from Barbados. Although the *Sara G* was lost, the crew was picked up by the cargo ship *Nord Taipei*.

Martinique Gommiers Race in St. Lucia

Christy Recail reports: A race born out of the competitive spirit of fishermen has turned 21! Organized by the St. Lucia/Martinique Association and the Gros Islet Town Council, the 21st edition of this annual traditional boat race took place over the weekend of December 16th through 18th, 2011.

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Until the 1950s, gommier canoes were a mainstay in Martinique for fishing and transporting goods. It was while returning from fishing that crew often challenged each other to race, resulting in the island's first sailing canoe races.

The name gommier refers to the gum tree (*Bursera simaruba*) that the boats are made of; this is the oldest boatbuilding material in the Caribbean. The gommier, dug out from the trunk of the tree, has a long and rich history particularly in St. Lucia and Martinique. "These are the boats which the Caribs and the Arawaks used (in pre-Columbian times) to jump from one island to another, so they have a Caribbean connection," Daniel Charmon, PRO of the St. Lucia/Martinique Association explains.

Close to a dozen racing canoes, each carrying 14 crewmembers, annually leave St. Luce, Martinique and converge on Gros Islet's waterfront in St. Lucia for the event. There is a twinning between the town of St. Luce and the town of Gros Islet.

"It's very important to St. Lucia from a tourism perspective. Not only in terms of the number of participants, but more importantly the number of friends and family who come across, averaging about 180 people, is significant," says Louis Lewis, Director of Tourism in St. Lucia. Although there were no participants from St. Lucia this last race, a number of the vessels were built in St. Lucia.

Because of light winds, the race from Martinique to St. Lucia was something of a non-event and only three gommiers arrived in St Lucia unaided. The Saturday's race saw six entries and the top three places were won by *The Come Back, Pilot Chaben'an* and *Fredome* respectively. The return leg to Martinique was won by *The Come Back, Fredome* and *Pa Mo Souef* in first, second and third respectively.

Since the annual gommier race takes place during the annual arrival of the Atlantic Rally for Cruisers (ARC), the St. Lucia Tourist Board is looking into marrying the two events in future to promote more awareness.

Teen Completes Circumnavigation in St. Maarten

Laura Dekker, the 16-year-old Dutch solo sailor, arrived in St. Maarten on January 21st to complete her circumnavigation. Laura left St. Maarten on January 20, 2011 aboard her 38-foot Jeanneau Ginfizz ketch, *Guppy*, in a bid to become the youngest solo circumnavigator. Courts in the Netherlands originally refused to allow Dekker to embark on the voyage when she was 14, and she was put under the guardianship of Dutch protection agencies on the grounds that she was too young to look after herself at sea. She won her battle with the courts in 2010.

Her journey included stops in Panama, the Galápagos Islands, Tonga, Fiji, Bora Bora and Australia. Laura left Cape Town, South Africa on December 11th, 2011, for a final non-stop leg of nearly 6,000 nautical miles to St. Maarten where she was welcomed by thousands of cheering spectators and blasting boat horns as *Guppy* passed through the specially opened bridge into Simpson Bay lagoon and tied up at the St. Maarten Yacht Club dock. The St. Maarten Yacht Club, the St Maarten Marine Trades Association, the Hotel and Tourism Association and the St. Maarten Tourism Board all worked together to celebrate Laura's return.

Guinness World Records and the World Sailing Speed Record Council did not verify Laura as the youngest solo circumnavigator, saying they no longer recognize records for youngest sailors to discourage dangerous attempts. Laura wrote in her blog, "I did not start on my trip to achieve any record — I did it just for myself."

Bumper Club Náutico de San Juan Regatta!

Carol Bareuther reports: A record 100 sailors from 12 islands and countries — Puerto Rico, the Dominican Republic, all three US Virgin Islands, the British Virgin Islands, Anguilla, St. Maarten, Curaçao, Guatemala and the United States — set sail on February 3rd in the 11th Club Náutico de San Juan International Regatta (CNSJIR). This participation makes the CNSJIR one of the largest youth regattas in the Caribbean. It continues to put Puerto Rico on the global sailing map, especially in the wake of the Club hosting for the first time in the Americas the International Sailing Federation's (ISAF) Annual Conference last November.



RAQUEL TORRES ARZOLA

St. Maarten's Ilian Halbertsma sailing in the Advanced Optimist Fleet

Racing took place in San Juan Bay for eight classes of boats. New this year was the addition of the 420 Class. The Advanced Optimist Class was the largest of the regatta with 31 sailors. Competition was especially intense for Puerto Rico's sailors as this event was a qualifier to see who would make the team to represent the island at the Optimist South American Championships in Buenos Aires, Argentina this month.

After three days and as many as 16 races in some classes, sailors from six islands and countries took home trophies.

Competition was closest in the beginner Optimist Green Fleet where only one point separated the first- through third-place finishers. In the end, Caroline Teare, who sails out of the St. Thomas Yacht Club, won.

In the Advanced Optimist fleet, Puerto Rico's Ponce Yacht & Fishing Club's (PYFC) Andre Reguero handily won with a ten-point lead. Andre's performance has secured him a spot on Puerto Rico's national team to compete later this year at the Optimist South American Championships, Optimist North American Championships and Optimist World Championships.

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Sat 7th April: Around Bequia Race
Mon 9th April: Heineken Admiralty Bay Triangle Races

• J/24 One Design Class
Fri 6th April: First Citizens Admiralty/Southside Race
Sat 7th April: UNITED INSURANCE 3-Race Challenge
Mon 9th April: Heineken J/24 Races

• Single-Handed Heineken Round the Island Race

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The BVI's Mollee Donovan finished the regatta with a nearly flawless string of first-place scores to win the Laser 4.7 Class.

Club Náutico de San Juan's Juan Carlos Perdomo won the Laser Radial Class with an impressive 19-point lead.

Puerto Rico's David Alfonso, who is taking a semester off from studies at the Massachusetts Institute of Technology to campaign for a 2012 Summer Olympic spot, topped Laser Standards by two points over the Dominican Republic's Guillermo Flaquer.

In the Club 420 Class, the US Virgin Islands' Nikki Barnes from St. Thomas and Agustina Barbuto from St. John won with nine out of ten first-place finishes.

Puerto Rico's Elvin Aponte, sailing for the BoRinquen Islands Sailing Association (BRISA) Sur, successfully defended his Sunfish Class title.

Finally, PYFC's Fraito Lugo topped the IC-24 Class.

The Puerto Rico Tourism Company and JetBlue Airways are official sponsors of the CNSJIR.

Full results are available at www.regattanetwork.com. For more information visit www.nauticodesanjuan.com.

St. Croix Regatta 2012 Cancelled

The St Croix Yacht Club has announced that the 2012 St Croix International Regatta, scheduled for March 9th through 11th, has been cancelled. Among the factors affecting this decision was the current economic climate, which was worsened for both club membership and regatta sponsors by the recent closure of the Hovensa oil refinery on the island. The Club's regatta organizing committee is already working toward redeveloping the event in 2013.

For more information contact Club Manager Matt Tove at stcroixyc@gmail.com or visit www.stcroixyc.com/regatta.

Strong IRC Racing Promised for Rolex

St. Thomas Yacht Club's 39th annual International Rolex Regatta is the oldest regatta in Rolex's yachting portfolio and one of the most venerable of Caribbean spring events. Several hot new boats and first-timers are signed up for this year's three-day event, which begins March 23rd, and mixes island-style fun with hard-core IRC, CSA and one-design racing on courses showcasing the breathtaking coastlines of St. Thomas and nearby St. John.

IRC competition will remain strong this year with the return of last year's respective winners of Class 1 and 2: Jim Swartz of the USA and Willem Wester of The Netherlands. Swartz will sail his famously fast IRC 52, *Vesper,* with a seasoned crew that includes past America's Cup helmsman and tactician Gavin Brady, while Wester has traded up from his Grand Soleil 43, *Antilope,* to a 46-footer of the same make and name.

International Rolex Regatta has a stellar reputation for race management, offering a variety of courses ideally configured to test a sailor's skills. Included are the first day's "harbor races" from the club to Charlotte Amalie Harbor and back, testing everyone's focus; the second day's "island race", testing navigational nerve by sending competitors short-tacking the length of St. John's south shore; and the final day's "Sound race", testing one's determination on complex courses around the cays of Pillsbury Sound.

Or for testing one's mettle, there are up to 18 windward/leeward races on the one-design circle. A one-design class can be established with a minimum of six boats.

For more information visit www.rolexcupregatta.com.

Fun Three Ways at BVI Spring Regatta & Sailing Festival

First, the Sailing Festival, March 26th through 29th.

The Sailing Festival kicks off with a welcome party at Nanny Cay Marina, Tortola. The racing action starts with the Bitter End Cup, a passage race to the Bitter End Yacht Club in Virgin Gorda, which hosts three days of fun on and off the water. The Sailing Festival concludes with a return race through the islands to Tortola, with the winner awarded the Nanny Cay Cup that evening at the prizegiving held at Nanny Cay Marina.

Second, the GILL BVI International Match Racing Championship, March 28th and 29th.

During race week, the ISAF Grade 3 match racing event will take place, assisted by the Chicago Match Racing Centre coordinator Mary Anne Ward. The world-ranking event has attracted an international field of eight teams. Two days of highly competitive racing on tight windward leeward courses, right off the beach of Nanny Cay, will provide some high-octane action and sightseeing.

Third, the BVI Spring Regatta, March 29th through April 1st.

Three days of racing and legendary parties are scheduled for the 41st edition of this regatta, where the majority of the fleet will be moored in Nanny Cay Marina. Each day after racing, the regatta village will be party central with exciting events of all shapes and sizes. This year the BVI Spring Regatta will host the third edition of the International Yacht Club Challenge (IYCC). Racing in one-design Sunsail yachts, the victor will win the generous prize of a week's charter from the IYCC partner Sunsail.

For more information or to enter online visit www.bvispringregatta.org.

Union Island Regatta, March 31st and April 1st

Union Island in the Grenadines is holding a sailing regatta on Saturday, March 31st and Sunday, April 1st. An event for the traditional local sailing dinghies, the regatta has a long history in Union Island, often held during the Easter festivities.

This year, the regatta will be held one week before Easter.

Sailing clubs from the neighboring islands of Carriacou, Petite Martinique and Mayreau are invited to participate in the two-day event, held at the Anchorage Yacht Club beach. Music, delicious local food, drinks and an auction will round out the weekend of fun-filled activities.

In addition, the newly formed JT Pro Centre Kitesurf School will offer demonstrations of this exciting and popular sport, and there will be informal races put on by the children's sailing school in their Optimists.

Spend a great weekend in Union Island, while supporting traditional sailing skills in the islands.

For more information contact Heather Grant of the Union Island Sailing Club at (784) 494-1212 or info@erikamarine.com.

Join the Growing Les Voiles de Saint-Barth

The third Les Voiles de Saint-Barth is inviting yachtsmen, skippers and sailors from all backgrounds to come along between April 2nd and 7th for a week of racing at one of the world's finest sailing venues.

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The event, set up by François Tolède, Luc Poupon and the Saint-Barth Yacht Club, shows signs of healthy growth, offering all those who enjoy fine racing an increasingly competitive line-up and a well-planned programme nicely splicing the racing and festivities together. With participation of legendary classic yachts such as *Dorade* and the introduction of the IRC 52 class this year, Les Voiles de Saint-Barth is proving popular.

As berthing in Gustavia limits the number of entrants, the 70 boats registered for the 2012 edition practically make the six-class fleet complete. "With 30 percent more entries than 2011, we can have more classes, making the racing that much tighter in each," explains competition manager Annalisa Gee.



The big, spectacular Maxis, including the Farr 115 *Sojana* and the Swan 112 *Highland Breeze* will have to face the likes of the 78-foot Reichel Pugh designed *Idea*.

The elite IRC 52 one-design class will be adding even more colour to the racing at Les Voiles de Saint-Barth.

The boats in the Spinnaker division will stand out because of their numbers: 18 boats registered so far, measuring between 35 and 65 feet.

Racing non-spinnaker is also very popular, with battles between J/120s, Grand Soleils, Firsts, Elans, Kiwis and X Yachts. The multihull fleet is swelling with the arrival of new cruiser racing catamarans and trimarans.

The elegant classic yachts are clearly well suited to the magnificent setting of Saint-Barth and each year the line-up tends to grow with, in 2012, a newcomer to the event — the Bermuda rig yawl *Dorade*, designed by Olin Stephens, and built by the Minneford Yard in New York. From her launch in 1931, *Dorade* was considered to be the first yacht of the modern age with her straight lines and ingenious ballast system. Her win that very year in the transatlantic race from west to east led to the emergence of generations of fast and elegant yawls and ketches, such the legendary *Stormy Weather* (1934).

With a Tuesday-through-Saturday schedule that includes four days of intense racing, Les Voiles de Saint-Barth will kick off on Monday, April 2nd, with opening ceremonies and cocktails at the festive Race Village on the Quai General de Gaulle overlooking Gustavia Harbor, where the event is headquartered. One lay day has been reserved for competitors and friends to discover this quaint little collectivity of France, with events planned at Nikki Beach that include lunch and a surprise sporting challenge for all crews. Evening activities include off-site parties as well as post-racing bands and entertainment in the Race Village.

For more information see ad on page 18.

Eilean for Antigua Classic Regatta



Eilean, the 1936 Bermudian ketch splendidly restored by Officine Panerai, will be returning to the Caribbean for the 2012 classic yachting season. More than five years after she left Antigua on her last legs, *Eilean* has returned to the Caribbean island where she was a key player for almost 30 years. This time, she will be participating in the Antigua Classic Yacht Regatta 2012, April 19th through 24th, the first stage of the Panerai Classic Yachts Challenge 2012.

Eilean, "little island" in Gaelic, was built by the Fife shipyard to a William Fife III design in 1936 and splashed the following year. *Eilean* has completed 36 Atlantic crossings, and has sailed back and forth between Europe and Antigua for most of her long career. In 1982, she was used as the floating set for Duran Duran's video for their hit song "Rio".

In 2006, *Eilean* was discovered in a very dilapidated condition by luxury Italian watchmaker Officine Panerai. The company immediately purchased her and moved her by cargo ship to Viareggio and the Francesco Del Carlo yard. There she remained for over three years during which time she was completely and meticulously restored. *Eilean* has a composite hull made of Burmese teak planking on galvanized iron ribs, floor plates, beams and reinforcements. Almost all of her original hull planking was saved during her renovations.

In Antigua, *Eilean* will be playing an important part in a series of events to celebrate her return to the island after the extensive restoration work.

Many other magnificent classic yachts from Europe, the US, Australia and the Caribbean islands have also indicated their intention to participate in what is expected to be the most magnificent classic regatta in the Western Atlantic.

For more information visit www.antiguaclassics.com.

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Antigua Sailing Week's Official Charity, NSA

The motto "Where Sailing Comes First" may appear to many people to be stating the obvious, but for the Antigua Sailing Week 2012's organizers, it's an essential part of the strategy. Head of shoreside organization, Alison Sly-Adams, comments, "Aside from creating a fantastic experience both on and off the water for participating yachtsmen who attend Antigua Sailing Week 2012, running from April 29th through May 4th, what lies at the core of our objectives is to assist in whatever way we can in getting Antiguans and Barbudans, who currently aren't, but want to be, involved in the yachting industry."



BIEAN

In Antigua & Barbuda, sailing is a recognized sport. The National Sailing Academy currently gives sailing lessons to 150 children

In previous years much of Antigua Sailing Week's focus locally has been on the entertainment, and while this is a very important part of any sailing regatta, the 2012 team is shifting the focus so that people can see the opportunities that exist to get involved "on the water". It was therefore an obvious choice to select the National Sailing Academy (NSA) as the official charity for Antigua Sailing Week 2012. Antigua Yacht Club's youth sailing programme has spawned some hugely successful sailors such as Ashley Rhodes, owner of A&A Rigging and a member of Antigua Sailing Week's Regatta Organizing Committee. Karl James, Antigua's former Olympic sailor, has long been at the head of Antigua Yacht Club's Youth Sailing Program, is on the executive of the National Sailing Academy and is a member of the Regatta Organizing Committee. However, it has until recently remained difficult for youths living outside of English Harbour or those who cannot swim, to have the opportunity to learn to sail.

The National Sailing Academy is a non-profit organization, and is now teaching 150 children per week how to sail. All children in the programme must be able to swim, so those who need to learn are taught by Swalings International Swimming School. As swimming and sailing are now part of the National Curriculum in all Antiguan schools, transport to both swimming and sailing lessons is provided by school buses, and the National Sailing Academy covers the cost of the lessons.

Elizabeth Jordan, President of the National Sailing Academy says, "We have now reached capacity at the Antigua Yacht Club, and increasingly it is frustrating that we can't offer all schools the service. It is for that reason that we are working to establish two satellite locations for the National Sailing Academy. One will be located at Jolly Harbour Marina and the second in Parham. This way we will be able to more easily offer lessons to all schools across Antigua. Our ultimate goal is to have 500 children a week learning to sail."

Funding of the programme is entirely through donations and fundraisers, with much of this generated by the NSA team walking the docks and encouraging visiting skippers to pay US$1 per foot of their boat length per year, as well as to donate boats needed to operate the school. With two training locations to get off the ground, there is a significant need for an increase in funding to assist with payment of teachers and equipment.

Antigua Sailing Week is delighted to be able to assist the National Sailing Academy in reaching its goals. Kathy Lammers, Chairman of the Regatta Organizing Committee for 2012 states, "Clearly the result of the growth in the National Sailing Academy will be more Antiguans and Barbudans out on the water and involved in Antigua Sailing Week in years to come, with a significant increase in competition for all visiting yachtsmen. We at Antigua Sailing Week are delighted to be able to contribute to making that happen."

For more information about the academy visit www.nationalsailingacademy.org. For more information about Antigua Sailing Week visit www.sailingweek.com.

Transat Classique 2012: Destination Barbados

The Transat Classique 2012 is scheduled to depart Cascais, Portugal on December 2nd, 2012, to sail to Barbados. The first Transat Classique, in 2008, saw 24 classic yachts race across the Atlantic from the port of Douarnenez to St. Barts. The classic Sparkman & Stephens yawl *Stiren* took the trophy and a legend was born.

The Transat Classique will enter a new phase in 2012 with, in addition to the Atlantic seaboard leg from Douarnenez to Cascais, a leg starting from the Mediterranean port of Saint-Tropez, well known as a rendezvous for the world's most prestigious yachts. As a venue for the regattas The Nioulargue and Les Voiles, Saint-Tropez is a natural starting point for an alternative warm-up run to Cascais. After converging on Cascais, the Atlantic and Mediterranean fleets will set out on the main event — the crossing to Barbados.

As this issue of *Compass* goes to press, 35 entries have already been confirmed.

For more information visit www.transatclassique.com.



Martinique's Rémi Vila: A World-Class Windsurfing Star

by Rodolf Etienne







Top: Racing in Martinique
Above: Rémi, at center, at the Formula Experience Worlds in Cancún, Mexico
Left: Sailing one of his Starboard designs

Following on a brilliant career on his home island of Martinique, 20-time Martinique Champion and four-time World Champion windsurfer Rémi Vila continues to make his mark in both design and competition.

Rémi Vila is one of those guys who is always smiling and joking, jovial and friendly. With a collection of titles behind him, he is always in search of new experiences. French Champion (1991) and World Champion (1993, 1995, 2008 and 2012), he is equally absorbed by developing new boards and improving his performance. He developed all the boards in the Starboard range except the Wave and Freestyle boards, which were developed by his fellow World Champion Scott McKercher and World Vice-Champion Taty Franz of Bonaire. Rémi developed virtually all the Beginner, Free Ride, Slalom, Formula, Hybrid and Race boards used by such big names as Bjorn Dunderbeck (iSonic), holder of 41 World Champion titles, plus Cyril Moussilmani, Ben Van Der Steen, Steve Allen and Sarah Quitta Offringa.

Rémi started coaching Team Martinique in 1991 with great results for Aloha Class competitors Sébastien Dormoy, Cyril Dumont, Sandrine Edel and Yannick Artigny and the Mistral Class's Clément Dumont. In 2002, he launched the Formula Experience class, which quickly became a leading class, with 50 racers in such a small island as Martinique setting a record to date. This is a class that has done much for young windsurfers, and anyone who wants to race affordably. Today it's the biggest windsurfing class in South America. Top Martinique sailors such as Wilson Cadignan, Julien Ventalon, Thomas Lequesne, Vincent Domergue and Martinique's Sportsperson of the Year (2011), Morane Demont, with her multiple World titles, all get their best results in this class.

From the age of 12 to Super Masters, you can compete on a Formula Experience and have a lot of fun at an affordable price. While the Formula Experience is rumored to be included in the 2020 Olympics, Rémi keeps a cool head. "Our goal isn't to get into the Olympic Games, but more to offer the best boards to the greatest number of people with the most fun possible," he explains.

Last December in Mexico, Rémi won the World Champion Masters' title, proving once again his talent in a sport now dominated by youngsters. In the World Championships, he finished sixth against younger competitors. After the Formula Experience World Championships in Mexico his next events will be the Pacifico Windsurf Regatta in Mexico this month, the South American Championships in Brazil in October, and the Worlds in Peru in December — he will not miss that one!

Whenever Rémi is in Martinique he helps anyone who wants windsurfing advice and just has fun with friends on the water around this beautiful island, not neglecting to present his latest iSonic.

This year Rémi has an exiting new youth project, making a new Hybrid generation board that delivers high performance in both light and strong winds and will better suit European conditions. This board will compete this year in two major events, first the Race-Board World Championship in Finland in June and then the R310 World Championship in R310 World Championship in the Netherlands in August. There will be many chartered boards at these events. "Starboard's revolutionary Phantom 295 hybrid looks to be a perfect bridge to other established classes, for example between Bic and Rsx," he says.

"My greatest pleasure these days is the satisfaction of offering competitors the easiest access to a means of getting the best possible performance. Long live windsurfing!"

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YACHT CLEARANCE FEES — TEN YEARS AFTER

In February of 2002 we published an article entitled "Fee, Fie, Fo, Fum" outlining the various official fees yacht skippers encounter when cruising the Lesser Antilles. We wrote then: "As more governments throughout the region look to the yachting sector to contribute to their nations' economies, one of the most critical decisions they will make is whether to seek that increased contribution through direct taxation of the yachts, or whether to encourage more yachts to visit (and stay longer) thereby increasing the overall income from 'yacht dollars' throughout the local community. A sharp eye will no doubt be kept on the islands with an 'open door' for yachts, compared to those with a high 'cover charge'."

This decision is perhaps even more crucial in today's economy than it was in 2002; a reader recently suggested we do an update. We balked, since things are always changing. But the following recent correspondence, although it deals as much with regulations as with fees, encouraged us to tackle the issue again.

Dear *Compass*,

I'm hoping you can find out what happened here...

We left Martinique headed for Dominica on February 6th and arrived in Roseau early afternoon. I proceeded to the ferry terminal to clear Customs and presented the Customs agent with my eSeaClear form and my outbound clearance form from Martinique.

The agent asked me how long I was going to stay in Dominica and I said two weeks. He asked if I would be going anywhere else in Dominica and I explained that I would be spending three days here in Roseau then would continue on to Portsmouth where we would spend the rest of our stay.

The agent went back into the office and came back out several times, asking me the same questions each time: how long was I staying in Dominica, how long was I staying in Roseau, how long was I staying in Portsmouth, etcetera.

He finally came out with only the in-bound clearance form and told me I would need a cruising permit. The in-bound clearance form showed a two-week visit but no out-bound clearance like we normally get on visiting Dominica. The cruising permit cost me EC$20, which the agent told me was good for three days in Roseau, and that I could use to get to Portsmouth. I was then told that on arrival at Portsmouth I would have to go to Customs in Portsmouth, clear in, and get a new cruising permit.

I asked why I was not being given the in/out clearance as had been done in our last ten visits here, but the agent could not explain it to me in terms that I could understand. I then asked about the EC$20 cruising permit that is only good for the three days that I am in Roseau, but again no explanation other than that there are "new procedures" in place.

We have spoken with other cruisers who cleared in yesterday who also had the same problem. I'm hoping that this was some form of misunderstanding and that these "new procedures" are not going to become normal for Dominica.

I use eSeaClear where possible and this used to be the greatest experience when coupled with the in/out two-week clearance. No longer the case.

I would appreciate any help you can offer.

Signed...

We forwarded the letter to *Compass*'s Dominica agent, Hubert Winston, who replied:

"I've been told that if a vessel is clearing into a port and is planning on leaving from the same port of entry to a foreign port, then the 14 days in/out clearance would be perfectly applied in its entirety. If a vessel is clearing into Roseau and intends to cruise to Portsmouth (two separate ports of entry) and will depart from Portsmouth to a foreign port, or vice versa, then the vessel will only receive an inward clearance, and then a coast-wise or cruising permit would be required to leave one port of entry to another. Finally, before departing the second port of entry, you would also be required to clear out.

"Vessels that are in Roseau or Portsmouth are within the Port jurisdiction and are basically within the protective waters of the state, so to speak. Anything outside of that would be considered "leaving port" and a cruising permit would be required, even if you were just leaving for a few hours to whale watch and return to the same port.

"Basically, the automatic in-and-out clearance is only effective if one is entering and leaving from the same port of entry within 14 days.

"Hope this helps."

It did, at that point. But then, having been invited to the conversation, cruising guide author and tireless advocate for streamlined yachting regulations Chris Doyle, wrote:

"Virtually no country in the Eastern Caribbean requires yachts to get a coastwise clearance anymore. I have been touting and recommending Dominica's two-week in-and-out clearance for some years now. When that policy was introduced a few years back it was clearly understood that the in-and-out clearance allowed you to go between Portsmouth and Roseau. From my communications with the minister of tourism at the time, that was the intention — although Customs may not have understood it as much as the yachts.

"I suggest this gets sorted out, otherwise I will have to post a bunch of retractions and changes on my website to face the reality of having to clear in and out and get a coastal clearance. This will not be helpful to yachting tourism in Dominica."



WILFRED DEDERER

In St. Vincent & the Grenadines, visitors on private boats pay a Cruise Tax of EC$35 per person per monthw

To which Hubert replied:

"Chris, you are right; the intention was to have a seamless system of in/out clearance from any port. I just called to verify this information: all in all, it's 14 days automatic in/out clearance no matter which port you arrive at and leave from. Obviously, there will have to be discussions with tourism officials and the head of Customs to make sure the correct information gets filtered down to the men and women on the front line of the respective offices in Customs at the ports of entry.

"The automatic in/out that we all love is great and convenient... but! There is a but: if the officer in charge at the time of clearance deems that the captain or agent of the vessel requires additional inspection for whatever reason, by the RSS or other security systems at their disposal, then a coastwise permit is issued (for free within normal working hours) and the vessel would have to clear out of the other port. But if the officer deems the vessel, captain and crew are operating within good faith and lawfully, under no suspicions of any sort, then the automatic in/out would be granted even if the vessel is clearing into one port and leaving from another within 14 days.

"I have been very used to seeing the cruising permit, plus have had Customs agents tell me that once a vessel is entering one port and leaving out of another, then that vessel has to clear out of the final port before leaving the country. So this is all based on the particular officer and the situation at hand, and whether or not he/she will grant the automatic in/out clearance along with the (coast–wise) cruising permit.

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"Hope I didn't confuse you any more than you are!"

Whew! If there can be that much confusion about yacht entry procedures in an island that is celebrated as one of the most hassle-free in the Eastern Caribbean, it's apparently time to revisit one of yacht tourism's biggest stumbling blocks. Over the 16 years that *Caribbean Compass* has been published, there has been a clear and constant call from yachtspeople, businesspeople and marine trades associations for yacht clearance procedures and entry fees to be standardized throughout the Eastern Caribbean.

Currently, charges are variously called Port, Customs, Cruising Permit, Practique, Navigation or Entry Fees, etcetera; one country might charge per person, another by boat length, another by tonnage; some charge in US$, some in EC$; one has weekly fees, another has monthly fees, another charges a flat fee, yet another uses a combination — it's an egregiously diverse and complicated variety that yachtspeople cruising the island chain have to attempt to understand.

There is a move afoot to harmonize yacht entry procedures across the seven English-speaking nations within the Leewards and Windwards. Harmonized fees and simple procedures would encourage yachts to visit more Caribbean destinations, and encourage clearance compliance once there. (The eSeaClear system addresses the standardization of yacht clearance forms to some degree, but it is still not universally available.) We suggest starting by making all entry charges per person. Public services, ranging from garbage collection to dinghy-dock use, are much more impacted by the number of people using them than by the size of those people's boats. Charging by length of vessel has no relevance to anyone except those who are renting dockage, moorings or haul-out space, where the boat's size has direct relevance to the service provided. Determining entry charges by boat length is also unfair: six people on a 39-foot boat can get charged much less than a couple on a 40-foot boat.

So, a decade after publishing our last "fees" article, let's look at the changes at some favorite destinations in the Lesser Antilles. Fees given are those payable during normal office hours; overtime fees often apply. Additional fees for bridge openings, National/Marine Park fees, etcetera, are not included. The information below is correct to the best of our knowledge at the time this issue of *Compass* went to press. Every effort has been made to reconfirm it, but sometimes this was not possible. Therefore this information should NOT be taken as gospel, and we'd welcome any comments or corrections.

British Virgin Islands

• THEN: Entry Fee of US$10 for boats under 50 tons.

• NOW: Cruising Permit of US$4 per person per day for visitors, plus an "annual tonnage fee" at the first entry for the year.

• NET RESULT: US$56 per week for a visiting cruising couple adds up fast.

St. Maarten (Dutch)

• THEN: No Entry Fee, but a Departure Tax of approximately US$2 per person. (Weekly fees were introduced in 2003.)

• NOW: A weekly fee ranging from US$20 to US$290 depending on the length of the boat. If vessels under 18 metres stay six weeks they only pay for four. You also pay Customs and Port clearance fees when you clear out. Customs Fees range from US$2 to US$9, and Port Fees range from US$5 to US$20, depending on the length of the boat.

• NET RESULT: You now pay to play.

Antigua & Barbuda

• THEN: Entry Fee ranging in cost from EC$30 to EC$520 and up, depending on the length of the boat. It included one month's Cruising Permit.

• NOW: Entry Fee ranging in cost from US$10 to US$20, plus monthly Cruising Permit ranging in cost from US$8 to US$14. (Yachts over 200 tons pay an alternative rate that includes both the above and starts at about US$200.) Antigua also now charges a departure tax of EC$70 per "passenger" (this applies to all non-Antiguan citizens whether departing by air or by yacht). The Immigration officials decide who is a yacht passenger. Unless a person is fully professional crew (as on a crewed charter boat), Immigration usually counts everyone except the skipper as a passenger.

• NET RESULT: Not only does Antigua rival the BVI for cost of visiting, we are also informed that "fees are subject to change at any time".

Les Saintes

• THEN: No charges.

• NOW: Use of laid moorings is virtually compulsory, at costs raging from three Euro for half a day for the smallest boats to 190 Euro a month for the largest boats, unless you anchor by Pain de Sucre or in Terre du Bas.

• NET RESULT: For a week in the Saintes a 40-foot boat would pay about US$78/EC$210 — "ouch" for cruisers. But for a charter boat the Saintes is cheaper than St. Vincent & the Grenadines AND you get a mooring thrown in (a 60-foot crewed charter yacht with six passengers would pay US$92 for week in the Saintes and US$190 to visit SVG).

St. Lucia

• THEN: Cruising License ranging in cost from EC$50 to EC$1,000 depending on the length of the boat and the length of stay.

• NOW: Clearance Fee of EC$5 for boats under 40 feet, and EC$15 for boats over 40 feet, plus Navigational Aids Fee of EC$15 and Practique Fee of EC$10 (for boats up to 100 tons). Charter boats must also obtain an Occasional License ranging in cost from EC$20 to EC$40 depending on the length of the boat.

• NET RESULT: It's a bit cheaper now (and St. Lucia has introduced a bundle of new yacht-friendly legislation besides).

St. Vincent & the Grenadines

• THEN: Entry Fee of EC$10 per person.

• NOW: Cruise Tax of EC$35 per person, good for one month. Crewed charter yachts based outside SVG are charged EC$5 per foot per month, plus the per-person Cruise Tax for passengers (valid charter crew are exempt). Bareboats based outside SVG pay an Occasional License Fee ranging from EC$60 to EC$140, depending on the length of the boat, plus the per-person Cruise Tax. (The bareboat company can pay the Occasional License Fee.) Children under 12 are exempt from the Cruise Tax.

• NET RESULT: A big hike, but for the average cruising couple, paying EC$70 for a one-month stay is about on a par with Grenada (for a mid-size boat there). For foreign-based charter boats SVG is expensive.

Grenada

• THEN: Entry Fee of EC$15 per boat, plus a Port Authority Fee ranging in cost from EC$35 to EC$55 depending on length of boat, plus a Cruising Permit ranging in cost from EC$50 to EC$150 depending on length of boat. The Cruising Permit is payable monthly, but is waived for any months when the yacht is hauled out and stored.

• NOW: Only the former Cruising Permit charges are applied, plus Port Charges of EC$8.10 per person, excluding the skipper.



CHRIS DOYLE

In Antigua & Barbuda, visitors on private boats pay an Entry Fee and a Cruising Permit Fee, both on scales according to the length of the boat, plus a per-person departure tax

• NET RESULT: Less expensive and less complicated.

As a nutshell example, two people cruising on a 41-foot boat would pay the following for a week's visit to the countries listed above (from least to most expensive, in US$/EC$ equivalents): St. Lucia US$15/EC$40, St. Vincent & the Grenadines US$26/EC$70, Grenada US$31/EC$83.10, St. Maarten US$47/EC$126, Antigua US$55/EC$148, BVI US$56/EC$150, Les Saintes (unless anchored) US$78/EC$210.

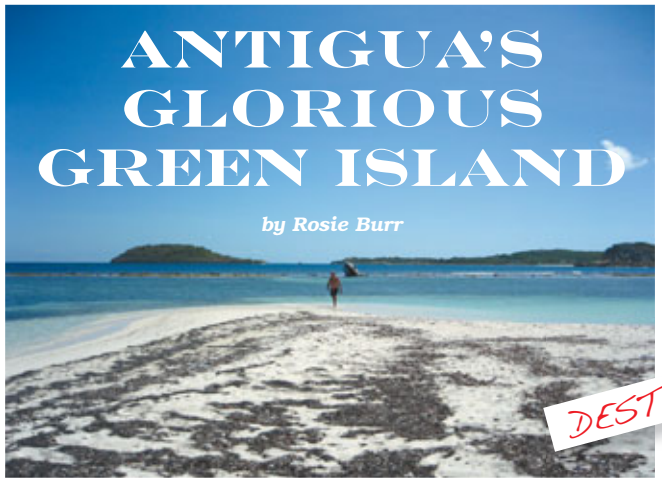
Oh — and what about Dominica? Among places that charge any fees at all (the French islands of Martinique, Guadeloupe and Marie Galante are virtually free), it's about the cheapest destination for clearance in the Lesser Antilles: EC$4 per person during normal working hours — and that's that!

Thanks to the St. Maarten Marine Trades Association, the Marine & Yachting Association of Grenada, SVG Customs, Caribbean Marine Association President John Duffy, and everyone else who helped with information for this report.



ANTIGUA'S GLORIOUS GREEN ISLAND

by Rosie Burr



DESTINATIONS

On Antigua's east coast in the area of Nonsuch Bay is a little bit of paradise called Green Island. It is no more than a mile long and less than half a mile wide at its widest point. It is a low lying, densely shrubbed island with myriad rocky outcrops to explore underwater and a handful of small sandy white beaches to saunter across. It is a beautiful spot when you want to escape from the realms of shops and bars to nothing more than sparkling blue seas, blue skies and a deserted island. Despite the island being privately leased to the Mill Reef Club, access is allowed to the beaches, which are all public in Antigua.

The main anchorage is to the northwest of the island at the entrance to Nonsuch Bay. Here the good size natural harbor is protected from the Atlantic Ocean by a barrier reef. Mooring buoys have recently been installed by the North East Marine Management Area (NEMMA); this area includes 28 named and a number of other unnamed islands and cays on the northeast coast of Antigua. NEMMA protects this area as part of a marine reserve to manage fisheries and to protect and preserve the biodiversity in the area, including the coral reefs, fringing mangroves, seabed grasses and endangered species such as the hawksbill turtle. The cool breezes of the Atlantic sweep unhindered across the bay. It is teeming with wildlife, both in and out of the water. Pelicans and red-billed tropicbirds glide across the sky while turtles and rays cruise the waters.

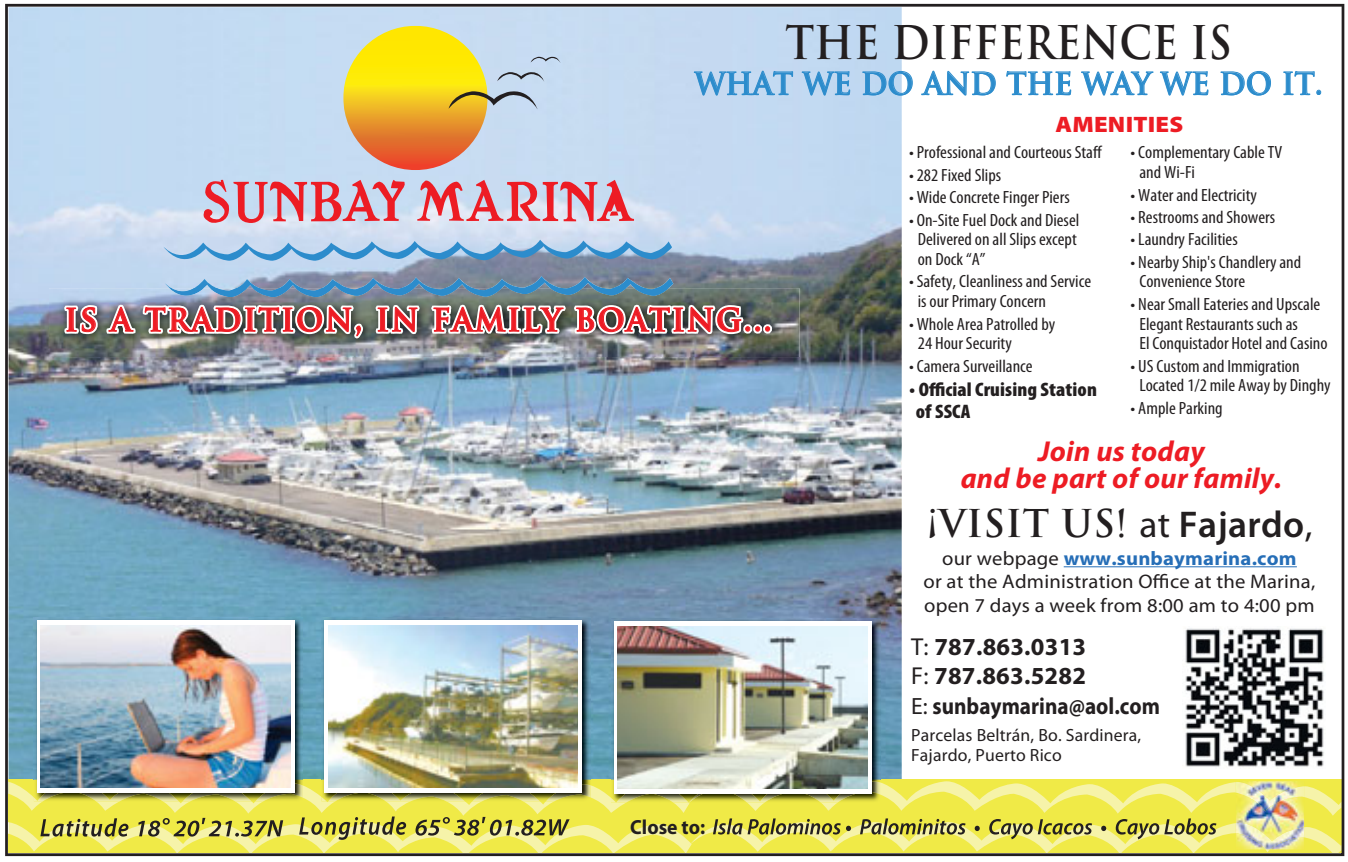
For your entertainment you can snorkel on the reef and around the rocky outcrops or explore the island by dinghy. You can watch the mega-yachts come and go, playing with their mega-toys. Or watch the kitesurfers whiz about in the sheltered waters. You can walk on the beach past all the empty conch shells as if on display in a modern art gallery, past the washed-up fishing nets and floats along the rocky shore where small tidal pools form, stretching the length of the beach in varying shades of greens, blues, blacks and browns, dividing the sea from the sand. Or wallow in the warm, shallow waters, lapping up the sun.

When you have had enough there you can move your boat around the corner to Rickett Harbour on the southwest side of the island. It is an idyllic spot with enough room for three or four boats. There is reasonable snorkeling on either side of the bay with a pretty beach at the top and another to the east. Day trippers arrive late in the morning and monopolize the beach and the snorkeling area, but by the afternoon they are gone and you are left in peace and solitude with only the birds and the giant century plants with their wide-brimmed leaves, the tall palm trees and the cacti for company. The neglected wreck of a yacht makes a conspicuous spot on the southern reef where, rumor has it, it was abandoned after a drug drop-off.

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Left: The wreck of a yacht on the southern reef at Rickett Harbour
Below: Conch shells and succulent plants decorate the shoreline





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Tenpound Bay is an enchanting spot on the south side of the island. With just enough room for one boat to swing, it is perhaps best explored by dinghy. At the entrance to the bay a deep channel leads you into the first beach on your right. I like to call it "Two Palm" beach. It is a picture-perfect image of the Caribbean with two lofty palm trees standing in the middle of the sand and a couple of small picnic tables



The spot that the author has dubbed Two Palm Beach looks primo for a picnic

sheltered from the sun by the swinging palms. The small underwater coral gardens are a lovely place to snorkel, the clear water inviting and a pleasure to explore, especially with some healthy coral making an appearance. The bay leads into the small anchorage (enough for one small boat) with another pretty beach at its head.

Green Island is one of our favorite places to get away from it all. With our boat laden with stores, we could stay for weeks, minding our own business, enjoying the natural beauty of the place. So if you plan to visit for a couple of days make sure you bring plenty of supplies, as you won't want to leave for a while.

Rosie Burr and Sim Hoggarth are cruising the Caribbean aboard their Corbin 39, Alianna. They have traveled through 23 countries and more than 12,000 miles in six years. Visit their blog at www.yacht.alianna.co.uk.



Above: At Rickett Harbour, the century plants keep you company
Below: By the afternoon, day-trippers are gone





PLAYING IN THE PITONS

by Devi Sharp





Above: The stunning view of Gros Piton from Petit Piton

Left: : The author's husband descends Petit Piton

As you approach St. Lucia two large, cone-shaped volcanic plugs rise from the azure and emerald sea. These spectacular features, Gros Piton and Petit Piton, are often used as an icon for St. Lucia; even the national beer is named Piton. Quite a bit of the surrounding land and marine environments have been recognized as unique and have protected status. The Pitons are part of a UNESCO World Heritage Site that includes several other volcanic features and coral reefs.

The Soufriere Marine Management Area (SMMA, www.smma.org.lc) encompasses 12 kilometers of coastline from Anse Jambon at the north end to Anse L'Ivrogne at the south end. The SMMA has different management zones, including marine protected areas, and monitoring has shown that fish production and harvesting have improved since the protection and allocation of resources. When you arrive in the SMMA by boat you must use a mooring ball and Park Rangers will come by your boat in the evening to collect the "Coral Conservation Fee". There are boatmen who will offer to help you onto the mooring and that is your choice, but their fee does not cover the Coral Conservation Fee.

The Pitons begged to be hiked and for Ann and Steve on *Receta* and Hunter and myself the 2,619-foot Gros Piton and the 2,461-foot Petit Piton were irresistible. Gros Piton is part of the park area and you must use a guide. You can engage a guide in advance or wait until you arrive at the entrance at Fond Gens Libre and ask for a guide; there are many licensed guides waiting at the visitor's center. We took a taxi from Harmony Beach to the park entrance.

The hike starts at 800 feet in elevation and it took us two hours to climb to the top. The four-mile trail gets a lot of use and is in very good condition. The rapid ascent is steep and in some places has very large steps. The climb was defiantly an aerobic workout. As we climbed, the vegetation became luxuriant; the trees were festooned with epiphytes and vines. At the top the views were magnificent — on a clear day you can see St. Vincent, Vieux Fort and almost reach out and touch the Petit Piton, which beckoned us.

Petit Piton is the shorter of the two Pitons by 158 feet but is definitely a more challenging hike. The trail is steep and much of two miles is done in "four wheel drive": hands grabbing onto roots and in places hanging onto the ropes that are set up to help the climber. There are narrow ledges and places where you grab a rope to climb a nearly vertical piece of rock. This is not a hike for those fearful of heights. The views from the top were even more spectacular than those from the Gros Piton.

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I recommend that you engage a guide for your first ascent up Petit Piton. The landowner, Jah I, has a sign across from the trailhead and his sons will guide you on the hike. If you choose to do it on your own, stop in a chat with Jah I and offer a few dollars for the work that he and his sons do keeping the trail in good condition. You really do want him to replace old ropes! We gave him a few boat lines that were surplus to our needs and he was delighted. You can find Jah I's house by following the road from Harmony Beach, taking a right on the road and walking about a half a mile; the sign is on the left side.

If hiking tall peaks is not your thing there is still plenty to do in the area. My favorite place to go is the Diamond Falls Botanical Garden and Mineral Baths (http://diamondstlucia.com), which is a short walk from the town center of Soufriere. This lovely tropical garden is well signed. The entry fee is US$5/EC$12 and for a few dollars extra you can soak in the public mineral water baths or rent one of the private bathing rooms with tubs just large enough for you and three thin friends. There are also sulfur springs between Soufriere and the Ladera resort, where you can take a mud bath or just breathe the vapors.

The Pitons area offers spectacular snorkeling and scuba diving with high diversity of fish and coral. The regulations in St. Lucia require you to use a licensed local guide to scuba dive, which helps protect the resource and provides a source of income to locals. We have taken a few dives with the Park Rangers and have been very satisfied. You can snorkel on your own and we do this drifting with our dinghy in tow.



Top: Fresh bread, anyone? Damian the baker at his oven in Soufriere



Right: The Pitons from the sea: 'they begged to be hiked'



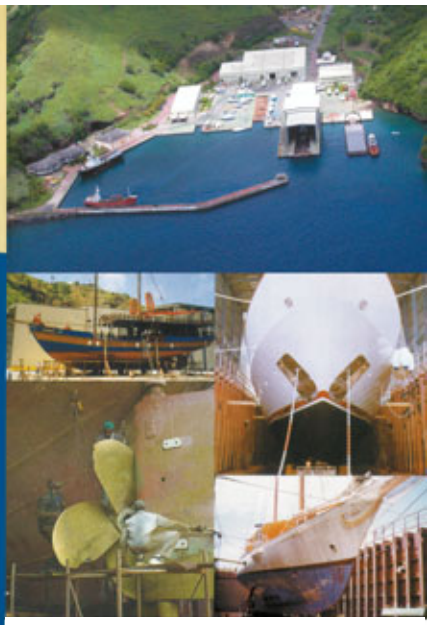
Bottom: Jah I's sign. Hiring a guide to climb Petit Piton is recommended

The town of Soufriere is a busy fishing village and it is fun to just walk around town. There are two "local bakeries" that bake bread in wood-fired ovens. The bread has a slight smoky flavor and is delicious hot out of the oven. You can ask for the bread to be plain, buttered, or with cheese. I can recommend all three. One of the local bakeries is at the north side of the church in an alley between the Napa auto parts sign and the Refreshment Bar. There are no signs for the bakeries; you just need to ask for the "local bakery" and someone will point it out to you.

We enjoy exploring a new place on each trip to the south end of St. Lucia so next visit we plan to check out the Hotel Chocolat near the Dasheen Restaurant in the hills between the Pitons. It has gotten rave reviews from other cruisers. Maybe we will climb a Piton first to make room for some chocolate.

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

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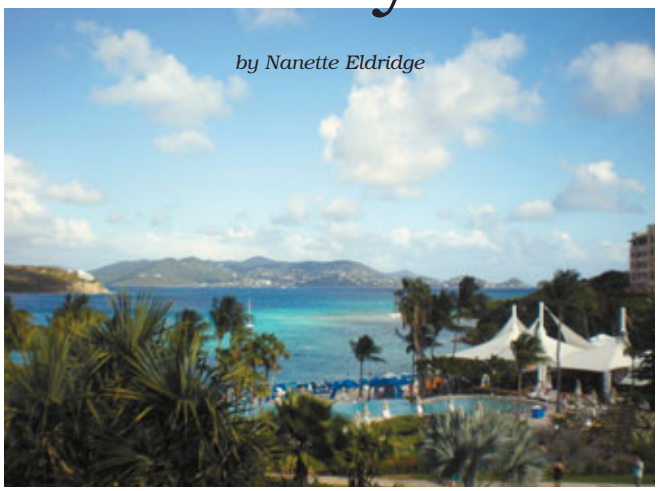
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Chillin' in Culebra... and Beyond

by Nanette Eldridge



View across Christmas Cove on St. James Island to St. Thomas

Go west, young man! Perhaps you remember that phrase as one used in the pioneer days of North America, but Christopher Columbus may have been thinking the same thing when he first sailed in the Caribbean. Owing to the natural direction of the tradewinds, sailing due west in the Caribbean provides easy downwind sailing, naturally popular with cruisers. Recently, we sailed our two-ton race-cruiser west from Virgin Gorda, BVI, and discovered several of the lesser-known safe harbors to tuck into while touring west toward the Dominican Republic.

Before sailing west, check out of the BVI at the West End Customs office in Tortola — they are so friendly and the office is easy to get in and out of. If you don't want to pay for a mooring ball, you can anchor safely in the West End a little outside the mooring balls and then dinghy to Customs. Get a shower token for US$4 from the Soper's Hole Marina and have breakfast at D-Best Coffee before you take off.

Heading west to St. Thomas, if the weather takes an unfriendly turn tuck into Christmas Cove in St. Thomas and grab a free mooring ball — Christmas Cove is located directly across from St. Thomas Yacht Club. From there, continue sailing west to the island of Culebra, another safe anchorage with free mooring balls at Honda Ensenada. Check in with US Customs at the Dewey Dock Customs office.

"OPEN SOME DAYS, CLOSED OTHERS!" That's a sign along one of the main streets of Culebra and basically says it all about this laid-back, friendly island. No one is too busy to say hello and help you find where you want to go. Get your morning coffee and check out the internet at Panderia Tropical across from the ferry terminal.

If you want to visit the mainland of Puerto Rico, take the ferry from Culebra to Fajardo for US$2.50. Once you get to Fajardo, for $3 you can take a taxi to Wal-Mart, West Marine, Radio Shack and Isleta Marina and find pretty much anything you may need in the way of supplies. From the ferry dock at Fajardo, you can also catch the ferry to Vieques ($2 Adults, $1 Seniors).

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The author with friendly staff and patrons at Culebra's Panaderia Tropical

—Continued from previous page

In Culebra, for local eats, you can't miss the Dinghy Dock restaurant located in the center of Honda Ensenada. Another favorite is Zaco's Tacos for authentic Mexican. A trip to Culebra would not be complete without visiting Flamenco Beach and, if you're into snorkeling, Carlos Rosario Beach, which is part of the Melones Beach natural reserve.

Proceeding west, sail to Ponce on the Puerto Rican mainland, and grab a slip at Ponce Yacht & Fishing Club, or anchor in the bay and pay $10 per person per day for marina privileges including showers, restaurant, laundry and dinghy dock. If you are checking into US Customs at Ponce, please note you must wait at the PYFC fuel dock for inspection by US Customs. There is a landing fee ($25 for vessels under 40 feet and $50 over 40 feet) that will be deducted from the PYFC slip fee. From there,



Could it be more convenient? The Dinghy Dock Restaurant in Culebra

you can walk to Cash 'n' Carry, a nice grocery store with a great little deli next door. Next to the marina is the boardwalk with music and small restaurants for traditional local cuisine. A well-kept secret on the island, Ponce is the second largest city and is the home of traditional Puerto Rican culture. Local Poncenians tell me they feel that it is impolite to boast about their accomplishments, but Ponce is actually the home of several notable Puerto Rican governors and politicians. Rent a car and check out the famous historic Firehouse in downtown Ponce or the Ponce Museum of Art, which is having a special exhibit March 25th to July 9th, "El Greco to Goya, Masterpieces from El Prado Museum", a selection of 25 paintings from the collection of El Prado Museum in Madrid, Spain ($5 admission). Ponce is also the home of Don Q rum, a generous sponsor of the PFYC sailing program. If time permits, take a tour of the Don Q rum factory and stop by the Serralles Castillo, a beautiful 1920s Spanish Revival-style home built by the Serralles family of Don Q rum fame. After a few days in this friendly port, you will definitely understand why Ponce is a popular tourist destination.

Located around the western tip of Puerto Rico, another nice stepping stone is Boquerón — a safe anchorage and a great place to enjoy a few days soaking in the flavor of Puerto Rico before heading farther west. Boquerón is a beach village located in the town of Cabo Rojo. According to local folklore, after the Puerto Rican pirate Roberto Confresi shared some of his treasure with his family and friends, he would hide what was left over in a cave located in Barrio Pedernales, which is just south of Boquerón Bay. Throughout the years no one has found any treasure in the cave — maybe you'll have better luck! Enjoy Boquerón beach (balneario de Boquerón), a public beach and resort managed by the Puerto Rican government that is rated as one of the island's best beaches.

Before you sail out of Puerto Rico, make sure that you have plenty of provisions, as things get "more dear" when you head west.



The author's partner, Bruno, taking one of the sidewalk café breaks that Puerto Rican culture offers

The next leg of your journey will take you along the Mona Passage to the Dominican Republic.

The Mona Passage can be challenging, depending on the weather, so wait for an optimum weather window to set sail. Some sailors consider the Mona Passage one of the most difficult passages in the Caribbean, but it's well worth crossing it to reach the Dominican Republic, Cuba and beyond. And as every cruiser worth his salt knows, the experience is all part of the journey, so set sail and enjoy the journey west!

Nanette Eldridge and Bruno Bruch are sailing aboard S/Y Geronimo.

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WE SHIP AROUND THE WORLD!

Cooking Gas Explosion Kills Two

by Cris Robinson



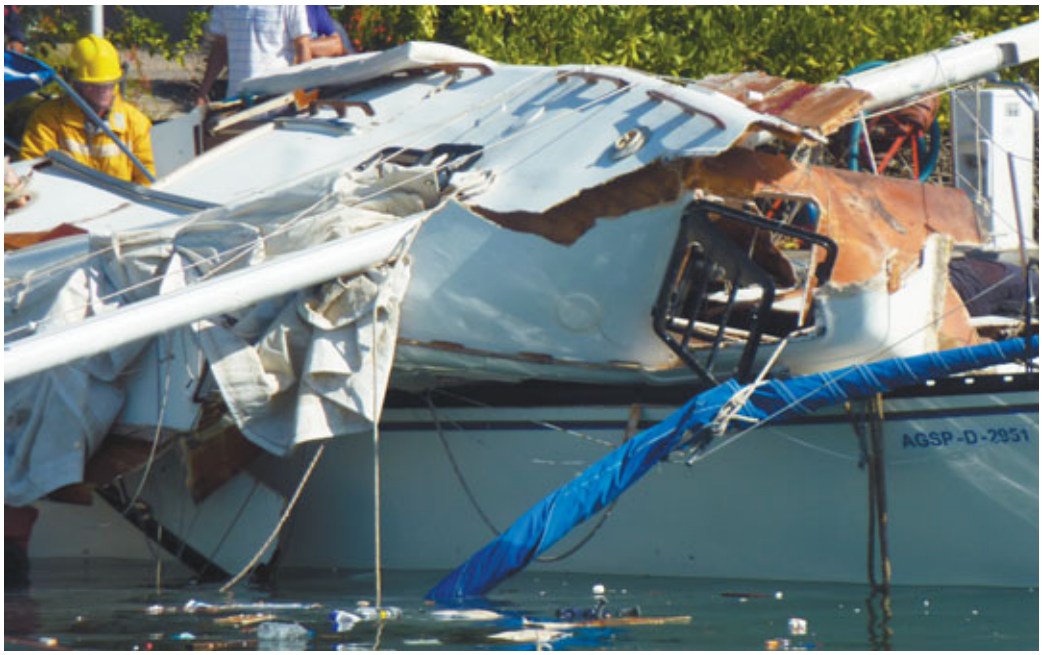
Sea Dancer *after the blast. Note hull damage at the port quarter near location of the gas cylinder*

On Saturday, January 7th at around 8:15AM in the Bahia Redonda Marina at Puerto La Cruz, Venezuela there was a tremendous explosion that rocked boats in their slips and rattled windows ashore. Dockmaster Freddy turned around and saw a child flying through the air above the sloop *Sea Dancer*, which was in flames.

People on nearby boats rushed over and rescued the child and his mother who was in the water with severe burns all over her body. Two workers who had been cleaning the outside of the boat were also in bad shape, one burnt and the other, who had been in the dinghy alongside, had an injured eye.

The flames were quickly put out by the many fire extinguishers brought from nearby boats.

The local firemen, ambulance and rescue services arrived and took the victims off to hospital but the owner, 49-year-old Henry José Vila Garcia, died on the way. His stepdaughter, Zony Perez Nieves (30), who had been rescued from the water, was treated and then transferred to the specialist burns unit in Maracaibo but died six days later. The two workers are recovering. The six-year-old child, Zony's son, is now an orphan. He will be looked after by his grandmother, the owner's wife, who fortunately had left the boat accompanied by another child to buy empanadas for breakfast when the explosion occurred. The family was reportedly vacationing on the boat, which they had purchased last year.



The boat literally exploded, resulting in two deaths. Check your cooking gas system — now

The explosion was obviously due to cooking gas inside the boat being ignited. The explosion was so powerful it completely split and lifted the deck and cabin moulding from the hull, breaking it in pieces and tumbling the deck-stepped mast in the process. It also cracked apart the hull where it joins to the transom. The local term for a gas cylinder is fittingly *bombona*.

In my opinion a gas stove and its cylinder and piping is the biggest danger that a cruiser is ever exposed to — much more so than hurricanes, reefs and pirates. It is used two or three times every day and if it blows the devastation is instantaneous. Cooking gases such as propane and butane are heavier than air and sink down and accumulate in the bottom of the boat under the floorboards. Only a small amount of propane is needed to form a highly explosive mixture with air, and any spark or flame or hot spot will set it off.

Many diehard sailors refuse to use gas stoves for this reason, but it is so convenient compared to the alternatives — electricity needs a generator; kerosene needs preheating and is not always readily available — that most stock boats come with gas.

While people accustomed to living on boats are generally well aware of the dangers of gas stoves, visiting friends and family see a cooker as a familiar friendly appliance and need to be warned otherwise. Young children and drunks should be banned from using it.

Gasoline fumes, paints, thinners, and solvents are also potential sources of combustible gas explosions. They should be handled outside on deck and stored in proper containers on deck or at least in the stern far from the engine and galley areas where fires are most likely to start.

If you suspect a gas leak has occurred, turn off the electricity at the main switch. Open all the ports and hatches and lift the floorboards for ventilation. Don't use 12-volt fans as their motors create sparks (and besides, you've turned the electricity off, remember?). Get everybody off the boat fast, whether on the dock or in the dinghy. Then go to the beach or bar until you are sure it is safe.

Remember — safety is no accident!

— See next page

COOKING GAS SAFETY

If your boat has a gas stove, the following precautions should be strictly observed:

• The gas cylinder(s) should be in a location where if it leaks the gas will drain overboard and never into the boat, e.g. strapped to the pulpit, in a vented deck locker, or in a sealed compartment isolated from the boat's interior and vented and drained overboard. A self-draining cockpit will drain water but not gas if its drain exits are below the waterline. Don't put anything else in the compartment that could block the drain/vent. If the compartment has a lid with a rubber seal make sure it is always tightly clamped.



WALFORD

Parts of Sea Dancer's *deck were simply gone*

• There should be a shut-off valve at the cylinder that is always off except when the stove is in use. This is normally an electric solenoid valve operated from a switch located in the galley with a red light to warn when it is on. A mechanical valve operated by a handle on an extension rod is sometimes used, but this does not give such an obvious warning when it is left on.

• The stove should have safety burners that will not light unless the knob is pressed in, and will shut themselves off if the flame goes out.

• The piping installation should be professionally done using copper tubing and/or flexible reinforced hose certified suitable for gas.

• A combustible gas detector with a sensor under the cabin sole near the stove is an excellent additional safeguard.

MERIDIAN PASSAGE OF THE MOON

MARCH & APRIL 2012

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!

March					
DATE	TIME	21	1112 (new)	11	0408
1	1835	22	1158	12	0507
2	1926	23	1238	13	0602
3	2017	24	1321	14	0654
4	2108	25	1406	15	0742
5	2200	26	1452	16	0827
6	2251	27	1539	17	0911
7	2342	28	1628	18	0953
8	0000 (full)	29	1717	19	1036
9	0034	30	1807	20	1119
10	0128	31	1857	21	1203 (new)
11	0223	**April**		22	1249
12	0320	1	1947	23	1336
13	0419	2	2037	24	1424
14	0519	3	2127	25	1513
15	0617	4	2219	26	1602
16	0713	5	2312	27	1651
17	0806	6	0000 (full)	28	1740
18	0856	7	0007	29	1828
19	1943	8	0105	30	1916
20	1028	9	0206		
		10	0307		







TRAINING WHEELS

by Laurie Corbett

Do you sometimes wish you had started cruising with a less expensive boat, or, better yet, someone else's boat? If you're like me, you would like to have made all those mistakes at a much lower cost than we did.

My wife, Dawn, and I bought *Cat Tales*, our Tobago 35 catamaran, after it had done six years of slavery in the charter trade. Still, it had parts and pieces that had survived until I came along with a somewhat empty basket of Caribbean skills.

Dinghy Lessons

The dinghy was a serviceable AX3, one of those little things that French charter boats often seem to have. The engine was an unreliable four-horsepower Mercury, which I replaced with a fairly trustworthy Nissan 2.5 HP left over from my Hobie Cat days back in Canada. The dinghy and engine served us reasonably well when we came down in 2004, but soon looked rather poorly, after being pushed under docks from Jost Van Dyke to Chaguaramas. I first had to realize that the dinghy anchor I found on board was not just for fishing and snorkeling, and then had to start using it faithfully as a stern anchor. However, by 2006, the engine had no steering arm, a twisted plastic cover, and a loose-fitting fuel cap. The dinghy had a loose transom and ragged top. I was to blame, and felt bad for it. We started referring to the poor dinghy and engine as our training model — as if it was responsible to teach us respect, and we were guiltless. Even that position evolved from us blaming surges, tides, powerboat wakes, and kids around docks.

We promised to be better when we replaced the dinghy and outboard, and have been to a great degree. A larger, dryer, more useful dinghy was needed anyway, so we called the old one "the training dinghy".

I do have to add that our dinghy and engine have never been stolen, thanks totally to the Admiral's never-wavering attention to security. Our little dinghy and motor have always been locked to something, and spend their nights up in the air and locked to the mother ship.

Recently, I realized how many parallels there are to the dinghy issue, and how often *Cat Tales* and her components have had to pay to teach me something.

Low Marks

When I received her, I noticed that the charterers had stood on the bimini to service the boom bag, bending the pipes and sagging the Sunbrella. I was determined to learn from others, and insisted that my new bimini would never be treated so poorly. The boom can always be swung to the side of the boat for the job of covering the sails. However, it took me more than three years to learn to keep an eye on the boom, and it regularly was low enough to rub holes in the bimini's cloth. A fourth season in the sun went by before I went to the mast and put an obvious mark on the topping lift to determine the safe lowest level. (Have you done that yet?)

Fuel Days

Like many people, I simply trusted the fuel throughout the Caribbean for the first two years. However, sooner or later it catches up to all of us. *Cat Tales* had a mess in the fuel tanks, in the primary filters, and in the secondary filters. After working through the problems, I checked with a well-known mechanic in my hometown of Fredericton, New Brunswick, Canada, and changed my procedure. I now go to the dock with a dinghy full of jerry cans, pick up the diesel, return to the boat, add a precise amount of stabilizer that kills algae, and then set the cans in an exterior locker until a calm day. I pour off the diesel, leaving three-quarters of a litre or so in each can to be combined, settled, and poured off on a later day. The remainder at the end of the procedure would scare you, with dead algae, dirt, and water almost always there. I also have switched my primary filters to two microns, same as the secondary filters; and seldom replace my secondary filters.

Battery School

Of course, we've gone through more than our share of batteries, and are still learning. At about a thousand dollars per set, battery lessons are expensive. So far the lessons include choosing true deep-cycle batteries instead of the intermediate RV style batteries, sizing the primary bank so that you use less than 50 percent of the capacity at any one time, keeping the flooded batteries topped up with water, using solar panels with very little load at the end of the sunny day to get the batteries fully charged, and learning how to equalize them every two months or so.



The author in his 'training dinghy'. (Note that standing is not recommended, and best done only while 'in training'!)

—Continued on next page

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—*Continued from previous page*

Another battery lesson arrived just recently. One of my refrigerator components runs off a dedicated inverter, and when not managed properly, the system sometimes brought the voltage down quite far before giving up waiting for human intervention and shutting down. With the help of the manual, I recently found a set screw (adjustable potentiometer) that allows us to set the low voltage cut-out. It had been left at the lowest setting, meaning it had taxed the batteries every time it had run to the cut-out. I have now set it at 12.2 volts (the dynamic reading will be 12.2, but the batteries will not have actually been below 12.3 volts after resting under no load). I have also learned that my Blue Sky solar controller has an equalizing setting, and have learned how to use it. I hope to have these batteries a little longer. Nigel Calder still has more to teach me in this area and many others, and I am continuing to review his writings. One item left to do is to find a suitable device to provide a continuous voltage readout and an adjustable low-voltage alarm, and get it installed.



Graduate Blades

What's next? Windmill blades and reefing lines. I have replaced our wind generator's blades three times, and at least two of those times it was because the blades had caught a line that should have been properly tightened. Each time this occurred, I shortened the remaining blades and carried on until replacements could be found. I went another complete season this last time to prove I had learned the lesson; and then bought the Portuguese-made, expensive blue, quieter blades. ("Silence is golden" the salesman explained when I complained about the price.) I am hopeful that I have learned my lesson at the expense of the standard black blades — my "training blades" — and will keep a better eye on reefing lines at the back of the boom.

Cushion for Error

A few years ago, we were enjoying the Tobago Cays when our neighbours on *Tiger Lily II* called and said that they had an excess of fresh water, with TDS just above the drinking water guidelines. We ran over with a bunch of clear plastic juice jugs and happily accepted the water. As the jugs sat in our cockpit, we continued to enjoy the sights and our books. Soon, however, we were searching the boat from top to bottom for the source of what we presumed to be an electrical fire. It wasn't until late in the day that we found that the plastic bottles had concentrated the sun's rays and had burned large black crescent-shaped holes through the cushion's Sunbrella covers and deep into the foam. New matching cushions satisfactory to the Admiral cost us a tidy sum. Leaving clear plastic jugs out in the sun is another rookie mistake, one that hopefully will not be repeated now that the "training cushions" are gone.

Left: Put a mark on the topping lift to indicate where the boom will begin to chafe the bimini

Below: These water-filled plastic jugs concentrated the sun's rays enough to burn holes in the cockpit cushions



Guest What?

We have learned that a list is necessary for getting ready to travel to sea, and high on the list is proper closing and latching of all hatches. We thought we had this down pat until a guest on board left one opened, even though he reported he had properly closed it. The mattress, my tools, and significant portions of our provisions were well messed up. Now, the Admiral doesn't even let me close the hatches. Our guests and I should not take offense — salt water is her sworn enemy, and she trusts nobody with this important issue. The "training guest" fixed that!

Knock It Off

I recently read an article by Chris Doyle about knocking the barnacles off our ablative bottom paint early. If done early, the paint stays; while if done later, the paint leaves with the much-larger barnacle, and the hole in the paint then grows an ecosystem. Why did that take me so long to learn? Thanks, Mr. Doyle, for the reminder.

Some lessons are kinder than others, and some of us are better learners than others. Some day, I'll even learn just how many minutes are in a "Happy Hour", and be finished with these "training hangovers". However, as the adage goes: "I've learned so much from my past mistakes that I'm thinking of making many more."

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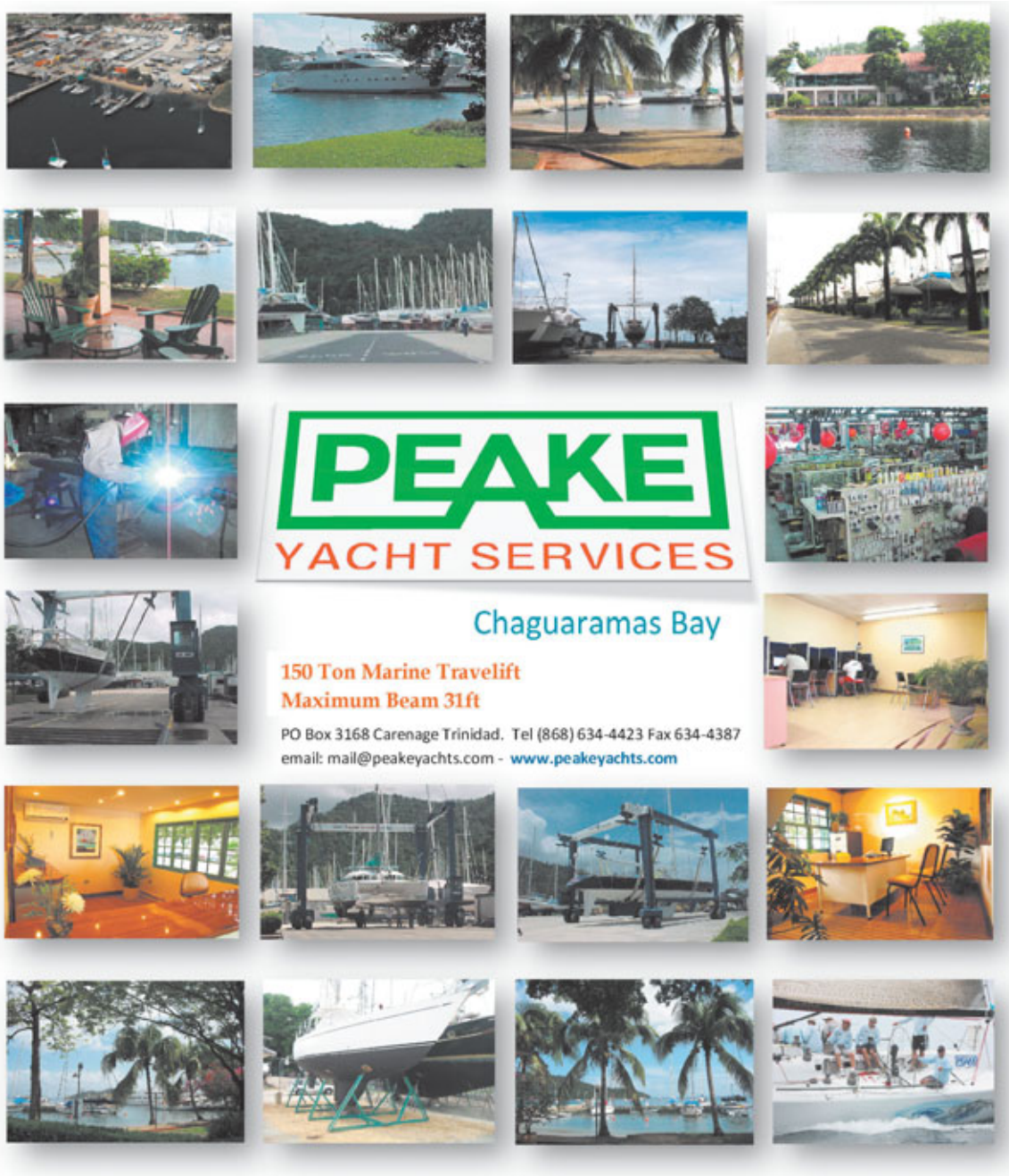
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To Hell With Paradise?

by Jan de Groot

As we approach the 200th edition of Caribbean Compass, *which will be published in May 2012, we take the opportunity to share with our current readers some articles from the past. This article by* Jan de Groot *was published in June of 1998. It is interesting to reflect on what has changed — and what hasn't — since then.*

I came to the West Indies almost 30 years ago, and stayed for a decade. I sailed up and down the islands, explored the anchorages, made friends with the locals, and chartered my yacht to help pay the bills.

We were reminiscing about old times a few weeks ago during a party at the restaurant of Barefoot Yacht Charters at St. Vincent's Blue Lagoon. Although this time I was a client instead of a charter operator, I realized that not much has changed in the last 18 years. Paradise is still intact. The islands are still beautiful, the weather is still near perfect, the local people are still the friendliest on earth and the "yachtie" characters in the bar are still the same — only their faces have changed.

The schooner *Friendship Rose* has been replaced on the Bequia ferry run by motorised carriers, but I was pleased to note that, minus her large deckhouse, she is now hauling tourists in full sailing trim. Where I used to see the *Friendship Rose* alongside the dock in Admiralty Bay, I was surprised to see a small cruiseship. A cruiseship in Bequia? I guess that's progress — or is it? The passengers were strolling along the waterfront. I observed some of them going into a restaurant, asking to use the washroom. None of them sat down for a meal or bought a drink. A chat with the management confirmed this observation: "This goes on all the time; they don't even buy a Coke!" Of course not, why should they? Their food is served on board and included in the fare. Drinks are cheaper on the ship, duty-free.

I set a course for Mayreau and my companions and I were looking forward to anchoring in Saline Bay, for a stroll on the beautiful beach and a climb up the hill to the church for a view of the Tobago Cays and then lunch at one of the newly established restaurants. Perhaps a dip in the bay before dinner.

Our arrival was witnessed by the passengers of another cruise ship. The ship rode at anchor while the beach was covered with bodies from the dock at one end to the rocky outcrop at the other. Our stroll on the beach would have to wait. "That's all right," I apologized to my friends, "The ship will be gone tonight; tomorrow the beach will be empty."

We went ashore and climbed the hill to have lunch at Dennis's Hideaway — no sign of cruiseship passengers there. Nor in any of the other eating establishments. From the bar at Dennis's we watched the other dozen or so yachts which had been anchored in the bay pull up anchor in search of other, more secluded places. I suggested to the bartender that the presence of the cruiseships might aid his business. He commented; "No mon, dey never climb de mountain."

The next morning, early, I was awakened by the sound of the siren of a large vessel. I went up on deck to investigate. The sight that unfolded before my eyes was unbelievable. Yet another cruiseship had dropped anchor in the bay. The beach was completely covered with lounge chairs. A landing craft was plying back and forth between the cruiseship and the beach, bringing supplies: food, drinks, tables, barbecues. The barge drove onto the beach to unload, the propellers churning at full blast to keep its bow firmly onto the shore. Meanwhile, a long string of various types of watercraft such as sailboards, water-skis, and other contraptions was being towed towards the shore by another vessel. All this soon to be followed by boatloads of people. We counted, one hundred, two hundred, three hundred, four hundred! Still they kept coming. Then we lost count. In no time at all, the once magnificent solitude of Saline Bay was transformed into bedlam, D-Day, the troops are landing — Coney Island a tranquil place in comparison! Dismayed, we pulled up our anchor and sailed away.

The question is, why are cruiseships allowed in tiny islands? Is it for the sake of a few bucks in landing fees? What is the benefit to the island population? The short-term monetary gain cannot compensate for the long-term destruction. The islands are fragile and cannot cope with the large amounts of people disgorged from a cruiseship. Only the cruiseship operators benefit from this type of tourism. These ships are self-sufficient, floating cities. They come complete with entertainment, food, drinks and souvenir shops — everything right down to hair salons. Everything the tourist wants is available on the ship.

> *The once magnificent solitude of Saline Bay was transformed into bedlam…*

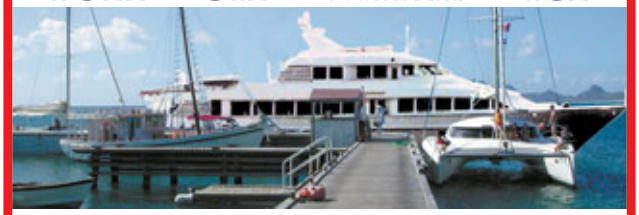
Barring a few exceptions, the cruiseship passengers are not the wealthy tourists who spend money locally. They come on a tour because it is cheap, prepaid, all-inclusive. In the meantime, they drive away the tourists who matter to the islands: the cruising sailors, the tourists who stay in local hotels and guesthouses, and those who charter yachts from local companies.

I would like to know what happens to the garbage that the cruiseships generate. The hundreds of people onboard must produce vast amounts. What is the impact of a 2,000-pound navy anchor with chain being dumped and dragged over the sea bottom, damaging the coral and reefs of a once-pristine bay?

No, the islands haven't changed. They are still here, as beautiful as ever. But how will the inhabitants cope when the beaches are littered, the reefs are damaged, the solitude has disappeared — and with it, the hotel guests, the yachties and charter clientele who contribute heavily to the local economy?

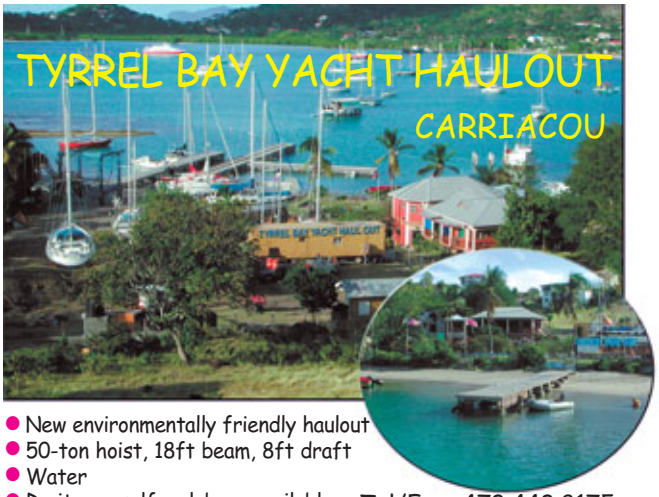
Sailor and marine surveyor Jan de Groot is the author of No Shoes Allowed, Gone to Come Back, *and* The Riddle of the Raven. *Based in Canada, he operated the charter yacht* Ring Andersen *in the Caribbean in the 1970s and returns to sail here from time to time.*

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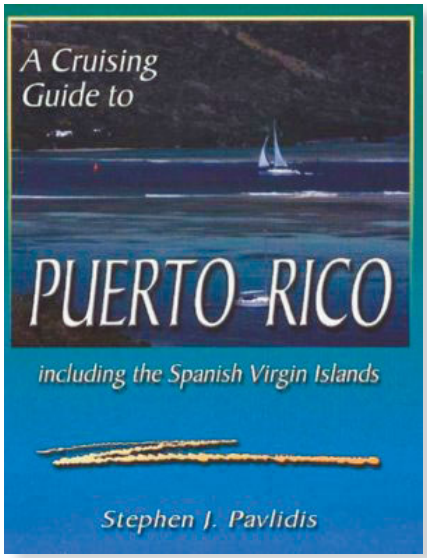
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Once Upon a Good Guide

by Frank Virgintino

There are many things that are helpful to have aboard a cruising boat: good sails, a good engine, a good dinghy and much more. Under the "much more" category we need to include good information about the areas that we will cruise. There are many ways to gather good information. One of the most focused and



often used are cruising guides. Guides have their origin in the form of individuals who would lead someone from one place to another. As time went by, many individuals wrote down what they knew about an area and the result was a book that would serve in place of an actual person as a guide. Guides help us focus on and understand what we will encounter.

If you are to get the most out of your trip you have to plan the trip. Planning includes getting the boat and crew ready but also includes something that is often overlooked or looked at superficially. You must review where you plan to go, not just in the context of how to navigate to arrive there but also in the context of what you can expect when you get there — what you can expect in the way of geography, harbors and anchorages, and what to expect in many other areas as well. Today we call this process research and data-basing. The next best thing to having an actual experience is to understand what the person before you encountered.

Reviewing blogs of those that have gone before you, studying charts and weather patterns, and reading cruising guides all go to the details included in preparing for a trip.

The British Admiralty and the US Geospatial Intelligence Agency publish Sailing Directions for many areas of the world. These are a type of guides for mariners. There are



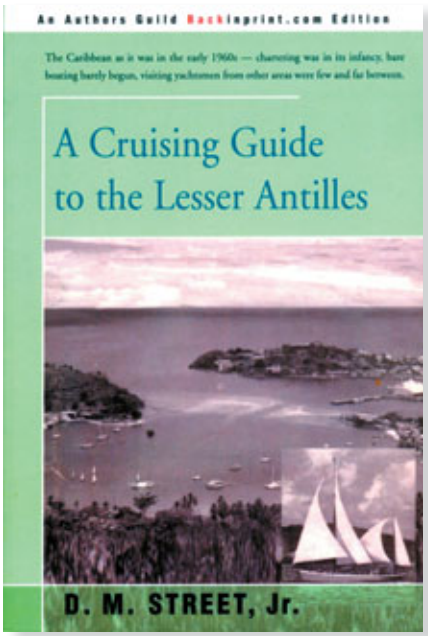
Caribbean cruising guides vary in content, format and style. The author identifies his own self-published guides with the 'reading sailor' illustration above

also cruising guides that are written by those that are familiar with the area you will visit and by reading them you can gain insight from their experience. Many times cruisers will look to save money and avoid buying good guides. This is a poor strategy as a good guide could literally save your life and your boat. Additionally a good guide helps you maximize the quality of your time in an area. You have spent a great deal of time and effort to cruise to a destination. It is very much in your interest to get the most out of that time and effort by knowing as much as you can about the place you will visit.

As cruising on small boats became more popular in the 1950s and '60s, a number of "cruiser authors" began writing guides for the areas they cruised in. Most of the early guides covered a brief history of the area as well as an overview of the various harbors and anchorages. Great care was taken to explain and point out various hazards that could be encountered in a given area. Many times a great deal of effort was placed on small hand-drawn sketches that provided navigational aids that the cruiser could use to gain entry to a harbor or anchorage. Sometimes lines of intersect or vectors would be drawn followed by a caption that would read something like this, "Follow a heading of such and such degrees magnetic until you intersect red nun such and such at which point you turn to starboard until you line up with the red roof of the church and the tall tree to the right of it. This will take you through the middle of the reef provided you allow for current which can run at 1 knot and will push your vessel to port." The reason for this type of detail was that most cruisers, at that time, navigated with only a paper chart and a parallel ruler and pencil and, if well equipped, a depth finder as well.

As time passed, navigational aids on small cruising boats became much more sophisticated and, with the advent of GPS and the accuracy that it provides, today many boats steer into an anchorage by watching their little red boat on their chartplotter screen. There is the constant refrain that one must use one's eyes when navigating and that one should not rely solely on electronic charts, but often times we forget the admonition and follow the "video game" charts into an anchorage.

In the Caribbean, one of the earliest guide writers was Don Street. His seminal *A Cruising Guide to the Lesser Antilles* was published in 1966, and he has written numerous books since, with the latest — *A*



Cruising Guide to the Cape Verde Islands — published just last year. To read one of his guides is to realize how much effort and time he puts into discussing how to enter a harbor or anchorage. With his experience and knowledge of the sea he undertakes to clarify the "whats and hows" of each place.

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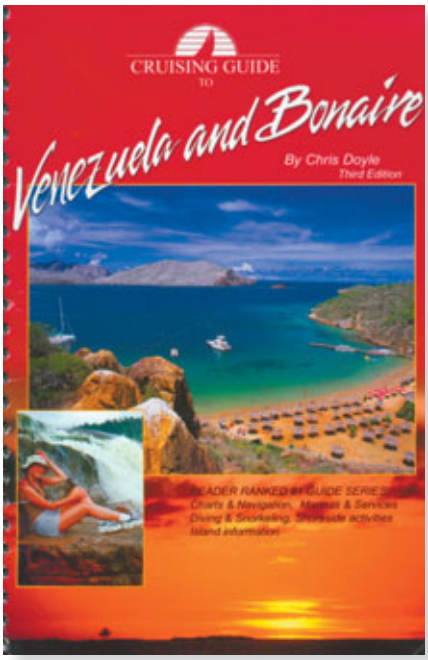


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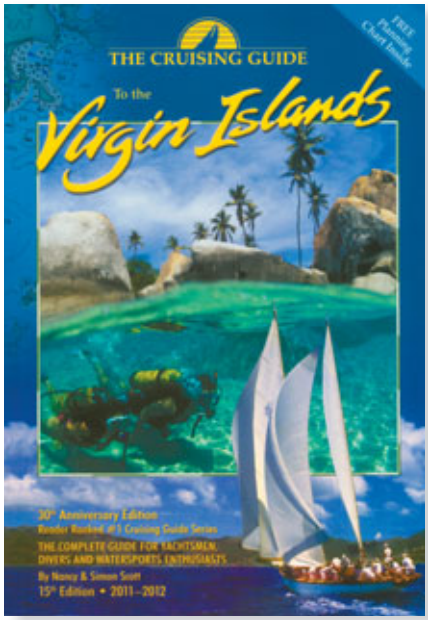
He also adds the personal anecdotes and unbiased clear judgment that makes his guides so exceptional. His frame of reference provides special insights.

With similar emphasis on sailing and navigation, another early and iconic cruising guide was Jerrems Hart and William Stone's comprehensive *A Cruising Guide to the Caribbean and the Bahamas*, published in 1976.

As navigating equipment made approaches to a harbor or anchorage simpler, a new generation of guide writers introduced guides that addressed additional needs of cruisers. What was added and expanded over the early guides were shoreside facilities, including repair facilities, as well as information about hospitals, restaurants, airports, car rental agencies and



much more. Don Street says that a guide does not need to be updated very often because "the rocks do not move". This is a true statement; however some cruisers want more information and do not necessarily want to go seek it out on their own. As a result, a new generation of guide authors began to offer their viewpoints. Over the last 20 years or so such names as Nancy and Simon Scott (guides to the Virgin Islands), Chris Doyle (Leewards, Windwards, Trinidad & Tobago, etcetera), Steve Pavilidis (Puerto Rico, Bahamas, Northwest Caribbean, etcetera), Pat Rains (*Cruising Ports - the Central American Route*) and Freya Rauscher (Belize and Mexico's Caribbean Coast), Tom and Nancy Zydler and Eric Bauhaus (Panama) and many others have provided cruising sailors with an immense amount of information to support those needs. And most have worked hard to keep their guides up to date. Their guides have allowed more and more cruising sailors to venture farther and farther with less anxiety. Most bareboat



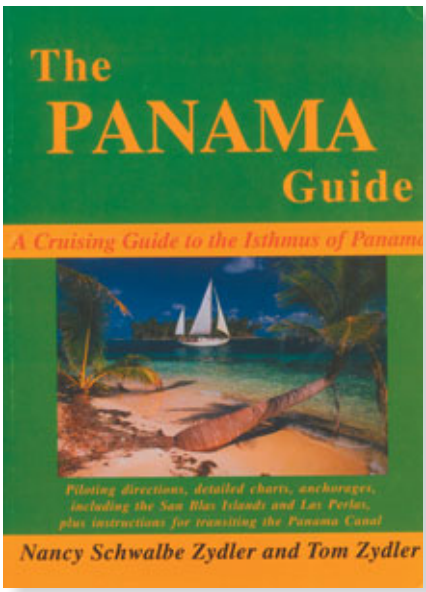
Becoming more widely informative as well as increasingly numerous over the years, cruising guides have allowed more sailors to venture farther with less anxiety

charter boats also carry the current year's cruising guide as part of the equipment list as well.

Essentially, guides have grown from a navigational aid that was largely meant to help avoid contact with such objects as rocks and reefs to databases that are meant to encourage contacts with Immigration authorities, repair facilities, restaurants, etcetera.

Some cruising sailors have indicated that they believe they can get along without a guide because of the many cruising blogs that are available through the internet. That raises the question as to what the difference between blogs and guides may be. A guide provides information that is underwritten by experience and knowledge of the subject area. A blog is a review and interchange of a variety of opinions. While many blogs contain excellent information, it takes a great deal of weeding out to distinguish between good information and pure blather. Good guides are focused on the subject matter in question. Their purpose is to make the subject matter clear and concise and to provide relevant information.

All guides are not the same, as authors have different styles and varying viewpoints. Each author has a different concept of what to include and what to exclude. While the rocks do not move and must be accounted for, there is a tremendous amount of latitude in the scope of a guide beyond the basics. No one can cover everything. All guides must of necessity edit the subject matter. Authors bring a wealth of cruising experience to their guides and that information serves as the foundation of the guide. Beyond the basic information there is that something extra that each author provides out of their own personal experience that has taken place



over many years and many sea miles — something to read and consider as you move along your journey and adventure.

If you are going to cruise, prepare your boat, prepare your crew and also prepare your information base by obtaining guides for the areas that you will visit. If there is more than one guide for an area, buy as many of them as your budget will allow. Blogs alone will not give you a sufficient frame of reference. To truly appreciate where you will go and to know the ins and outs of the various ports of call you will visit, take along a guide — better yet, take along a number of guides and let them "speak to you" as would friends with a great deal of experience. Take the time to look at least "once upon a good guide."

Frank Virgintino is author of a number of cruising guides in the Caribbean that can be reviewed at www.freecruisingguide.com.

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Jacques Bardyn and Ciarla Decker thank all our business friends
for the pleasure of twenty five years of working together.

Christophe Sirodot will take up the challenge
and he looks forward to meeting you.

Stéphane Bougeant and Valerie Lagrue await your visit
to Sea Services.

Happy New Year 2012 to all !



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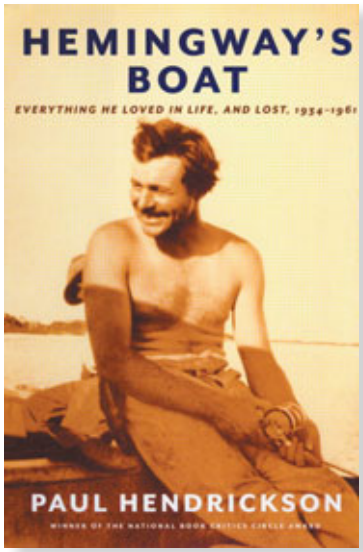




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A Journalist's Meditation



***Hemingway's Boat**, by Paul Hendrickson. Alfred A. Knopf, ©2011. Hardcover, ISBN 978-1-4000-4162-6.*

This is less a book about a man and his boat than it is about some of the people who accompanied the man, Ernest Hemingway, on his boat, *Pilar*, a sport fisherman. The latest in an unending stream of books about the famous writer, this one is for the aficionado fascinated by the parts of Hemingway that were the salt-water fisherman and father. The reader will get some vicarious fishing in and learn about the boat but the author is after game bigger than a mere blue marlin and to that end he hauls in Hemingway's third son along with a letter of condolence to friends about their lost son and in doing so he tries to present the boat not only as a platform but a symbol.

Paul Hendrickson is a *Washington Post* reporter turned University of Pennsylvania writing instructor. His non-fiction books include *The Living and the Dead: Robert McNamara and Five Lives of a Lost War*, and *Sons of Mississippi: A Story of Race and Its Legacy*.

Right from the start Hendrickson's sense of boats and his use of the boating idiom reveals a landlubber. "There's a term old boatmen sometimes use to describe a reassuring boat in a heaving ocean: 'sea-kindly.'" No contemporary writer who knew anything about boats would have to say anything other than that *Pilar* was sea-kindly. Nor would they use "prow" instead of bow. Such usage permeates the book. Hendrickson is however a fly fisherman and his knowledge of the sport suffuses what he writes about Hemingway's fishing technique and equipment.

The boat itself is a Wheeler twin-cabin Playmate, a stock wooden motorboat ordered in 1934 by Hemingway and built at the Wheeler Yard in Brooklyn, New York. Thirty-eight feet overall, with a 12-foot beam, and a semi-V bottom, she drew three feet, six inches. She was apparently copper riveted. I say apparently, because at no point does the author say so precisely. Neither do we get what the planks or frames are made of — possibly fir, presumably on oak. Her cabin sides are mahogany. Alterations included installation of four tanks to hold 300 gallons of fuel, a lowered transom, and a wet well for fish. Outriggers and a fighting chair were added in Key West and three years later Hemingway had a flying bridge built. Powered by a Chrysler 75-horse Crown reduction gear engine for cruising and a four-cylinder, 40 horsepower Lycoming motor for trolling, she could cruise at 16 knots but normally ran at about ten. She was named, Hendrickson writes, after a shrine in Spain that commemorates Nuestra Señora del Pilar, Our Lady of the Pillar, which he'd seen at the bullfights in Saragossa in 1926.

Hemingway summed *Pilar* up in a letter: "Comfortable to live on board, big galley, five big beds, damned roomy and a wonderful fishing machine." Hemingway always had a paid hand to look after the boat, and the hand was usually on board with him as mate. It was the first, Carlos Gutiérrez, who gave Hemingway the true story in 1936 that became the novella he wrote in 1951, *The Old Man and the Sea*.

After disclaiming the book as a biography of either the man or the boat Hendrickson states, "My aim, rather, is to try to lock together the words 'Hemingway' and 'boat' in the same way that the locked-together and equally American words 'DiMaggio' and 'bat,' or 'Satchmo' and 'horn' will quickly mean something ..." The book takes its linear structure from the years of Hemingway's ownership of the boat from 1934 to 1961, with digressions and plenty of them.

Hendrickson thought that by basing his narrative around the boat he could learn things about Hemingway that had eluded himself and others. For example, he speculates that it was fishing aboard *Pilar* in the Gulf Stream that opened up Hemingway's short declarative sentences, allowing them length and subordinate clauses. At the same time, Hendrickson's purpose is to present the reader with a portrait of a man who was better than his reputation, and specifically better than portrayed in Jeffrey Meyers' 1985 biography, *Hemingway*. His trump cards are his interviews with those still alive who were connected to the man and the boat. It is with this formula that he gives us his journalist's meditation on Hemingway, fishing, the price of fame, and the terrible, twisted, sad story of Hemingway's third son.

The interviews are what drive the narrative for the most part, and determine its scope. The first set concerns an overlooked 22-year-old aspiring writer named Arnold Samuelson who worked as a deckhand for a dollar a day on *Pilar* for the best part of a year, 1934-35, and wrote a small book about his experience that was published posthumously. The interviews are with his daughter, the one who saw the book into print. The second set are with Walter Houk, an American foreign service officer in Havana, who got to spend time with Hemingway after his girlfriend, who worked part-time for the writer, introduced them. Over two years, 1949-51, Houk and Nita enjoyed Hemingway's hospitality in Cuba ashore at the *finca* and aboard *Pilar* for half-a-dozen day trips fishing. Houk left the foreign service and became a magazine journalist in California. Late in his life he wrote an unpublished book and several published articles about Hemingway. Both Samuelson and Houk argue for an understanding of Hemingway as a good and generous man.

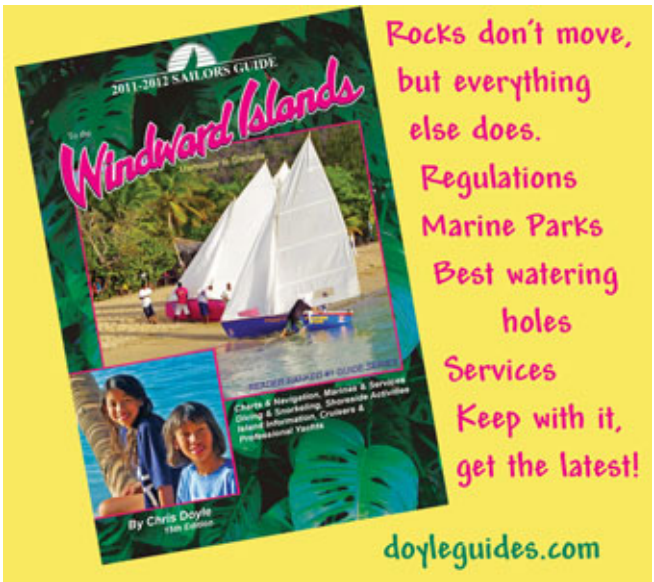
While the stories of Samuelson and especially Houk are perhaps the best part of the book, Hendrickson saves the third son and his interviews with him for last. Gregory Hemingway was the brightest of the three sons but also the most troubled. Like the others, he grew up under his father's shadow. Despite fathering six children in four marriages, and despite being a physician, he was a cross-dressing, bi-polar, probably schizophrenic, embittered, vengeful man who in 1995, at the age of 63, had a sex change operation and became a woman. She died homeless in a Miami jail in 2001. Hendrickson obsessively chronicles this sad spectacular life, convinced of the truth of his conjectures relating father and son.

Hemingway's peak years for using *Pilar* to fish seem to have been the early years, 1934-38, out of Bimini and Havana. Between November 1942 and winter 1944, *Pilar* was converted by Hemingway into an armed patrol boat disguised as a scientific boat to lure U-boats to the surface but nothing came of it. He continued to fish in *Pilar* and he did cruise along the Cuban coast for weeks at a time, going especially to Parasía Key, an uninhabited island, and he did write on the boat. Hemingway was last aboard her on May 19th, 1960. He left Cuba for good on July 25th, 1960**.** I said at the outset that *Hemingway's Boat* is not only about *Pilar* but about a symbolic boat — well, he shot himself in Ketchum, Idaho, July 2nd, 1961.

Did *Pilar* reflect her owner? Yes. Do we, because of her, learn anything about Hemingway? Most of what we learn is because of the fishing rather than the boating. The book, in so far as a literal title goes, would better have been named *Hemingway's Rod*. It is not boating but fishing that is what Hendrickson calls "the supreme outdoor Hemingway manly value."



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MARCH 2012

♈ **ARIES (21 Mar - 20 Apr)**
Your creative winds will be blowing and you'll have inspiration galore for the first week, but Mercury goes retrograde in Aries on the 6th so make the most of it. You may experience some static in business communications near the end of the month.

♉ **TAURUS (21 Apr - 21 May)**
This month, romance will be under full sail — spinnaker, even — and stimulate your most passionate and loving self. Enjoy the pleasures of the flesh while they last.

♊ **GEMINI (22 May - 21 Jun)**
Your energy levels will be luffing but there are boat-business possibilities that will catch a bit of breeze in the last week so try to get back on course by then to take advantage of it.

CANCER ♋ (22 Jun - 23 Jul)
Business and finance are still in the doldrums but inventiveness will have sunny skies and fair winds. Time to use this aspect to get a few special jobs on board completed.

♌ **LEO (24 Jul - 23 Aug)**
There will be headwinds in your love life to slow the course of romance, and no amount of tacking will improve the situation. Just furl your sails, set a sea anchor and wait them out.

♍ **VIRGO (24 Aug - 23 Sep)**
Concentrate on enjoying a new love interest and let the rest of the world sail by. Attempts to produce anything meaningful in the other aspects of your life will just meet with fluky winds.

♎ **LIBRA (24 Sep - 23 Oct)**
Communications will be garbled and the GPS could lose its way in the first week. Expend your energies on what boat-business prospects may arise and the rest will work itself out.

♏ **SCORPIO (24 Oct - 22 Nov)**
This may be a good month to just find a hurricane hole to hide out in as far as your personal life is concerned. You have Venus in Taurus, opposite you, and this could cause all sorts of rough weather and misunderstandings.

♐ **SAGITTARIUS (23 Nov - 21 Dec)**
This month shows potential to be a fun one. Just engage your sense of humor to sail through the occasional choppy seas in the first two weeks and you'll come out into fair weather for the rest of the month.

♑ **CAPRICORN (22 Dec - 20 Jan)**
That lazy feeling you're experiencing is caused by Mars being in retrograde, which is affecting everyone until the 14th of next month. Settle all your marina bills before the 6th and find a good book to distract you.

♒ **AQUARIUS (21 Jan - 19 Feb)**
You could experience an ebbing tide in your romantic enthusiasm after the 5th, but devote what energy you have to financial matters and things will return to normal in April.

♓ **PISCES (20 Feb - 20 Mar)**
Try to complete any creative projects on board before the 20th in spite of low energy and the temptation to just nap in the hammock for the rest of the month.

THEY

Island Poets

What have they done to my islands with their politics, drugs and greed?
What have they done to my islands? Do they really think we need
Our turquoise bays pock-marked by floats,
To anchor ever-larger boats,
Then broadcast that it's their belief
This protects non-existent reef?

In port they charge a cruising fee,
Well, this sounds fair — at least to me,
But then obliged to tie to floats
And pay to some small roving boat
Another whack, well it gets grim,
You don't know when you're paying him
If it's legal or some scam
By ne'er-do-wells, or just some man
Intent on building up his stack
Of cash, but sailboats won't come back.
When they're ripped off, they will complain
To friends abroad, who then abstain
From visiting our islands either,
Red tape, rudeness, crooks will neither
In the end help us or them,
Serving only to condemn.

Surely we'll see retribution,
For what to me is prostitution
Of the beauty God has given
Us to mind, and in His Heaven
Be angered to see His gifts strewn
To winds, to greed, to drugs, to ruin!

Forgive us Lord, please change this course
Replace this avarice with remorse!

— Nan Hatch

The Goddess of the Sea

She calls my name, enticing me,
Seducing my body.
Every time I go to the beach my body goes numb,
My ears go deaf, I hear no sound.
Yet my eyes are captivated by the sparkling blue sea.

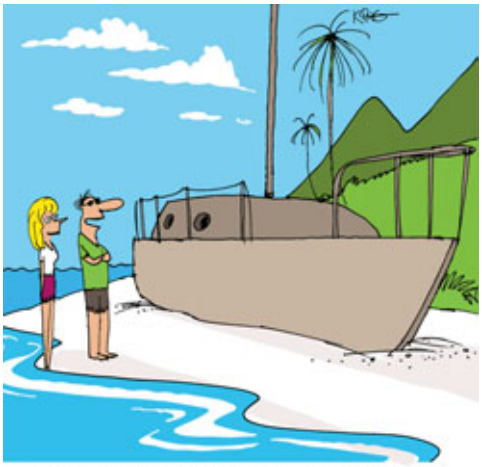
As I admire God's creation the goddess of the sea speaks to me.
She wraps her hands around my body;
Speaking into my heart she says, "Please protect me.
Your family and friends they disrespect me —
They try to destroy me.
I give them all that they desire, yet they are mean to me."

She says, "You and your people come to the beach to have fun.
You run up and down in the summer heat,
You picnic and have beach parties,
You go fishing and scuba diving, yet you try to destroy me.
You pollute the water; you destroy marine life —
Why are you so keen on taking my life?"

Please desist from dumping your garbage in the sea.
Please desist from destroying my friends and family.
Protect marine life.
I repeat, protect marine life.
Stop the pollution, stop it!
The sea you love and enjoy, so please keep it clean, please protect it.

— Dillon Ollivierre

jerry king



"Instead of being stranded on this island for the next 10 years, I used my pocket knife to build a boat out of palm trees. I told you my woodworking skills would pay off."

The Sky in March 2012

by Scott Welty

The Planets in March 2012

MERCURY - Does the old switcheroo, being east of the sun early in the month (look at sunset) and west of the sun late in the month (look in the morning).

VENUS - Nice and high in the evening western sky all month.

EARTH - Still trying to quit smoking.

MARS - Rising in the early evening to late afternoon all month and riding in Leo.

JUPITER - Another evening/western sky planet. Setting between 2200 hours (March 1st) and 2030 hours (March 31st), riding in Aries.

SATURN - A late night visitor rising at 2100 hours (March 1st) and 1900 hours (March 31st), riding in Virgo.

Sky Events This Month



FIGURE 1

8th - Full Moon
10th - Moon, Saturn and Spica (the brightest star in Virgo) together [see Figure 1]
14th - Venus and Jupiter together [see Figure 2]
20th - Spring Equinox (0120 UTC)
22nd - New Moon



FIGURE 2

25th - Jupiter and crescent moon together [see Figure 3]
27th - Venus at maximum eastern elongation (angle from the sun)

Spring (Vernal) Equinox

Equinox literally means 'equal night'. This is the day when everyone on the planet (all seven billion of us!) has 12 hours of daylight and 12 hours of darkness... or do we? Take a look at the chart [see Figure 4].

This is from the US Naval Observatory. Notice that on the equinox, March 20th, sunrise is at 0604 and sunset is 1811. That's off by seven minutes! But, on the 10th you find sunrise at 0610 and sunset at 1810, exactly 12 hours. What's going on? This definition from the Navy:

Sunrise and sunset conventionally refer to the times when the *upper edge* of the disk of the sun is on the horizon.

So, start your watch when the upper edge of the sun peeks over the eastern horizon and then stop it when the upper edge disappears below the western horizon. Do you see that there is going to be extra time in there for the sun to move through its own diameter to set? In other words, the sun moves through more than 180 degrees between sunrise and sunset. There are other factors as well, because of the bending



FIGURE 3

of the sunlight by the atmosphere and the fact that the earth is spinning AND going around the sun.

So, why isn't the 10th the equinox if equinox means equal night? The more formal astronomical definition of the vernal equinox is when the sun crosses the equator on its way to more northerly altitudes. There is a moment when that happens on the 20th this month.

Mar.

Day	Rise h m	Set h m
01	0615	1809
02	0615	1810
03	0614	1810
04	0613	1810
05	0613	1810
06	0612	1810
07	0612	1810
08	0611	1810
09	0611	1810
10	0610	1810
11	0609	1810
12	0609	1810
13	0608	1811
14	0608	1811
15	0607	1811
16	0606	1811
17	0606	1811
18	0605	1811
19	0605	1811
20	0604	1811
21	0603	1811
22	0603	1811
23	0602	1811
24	0601	1811
25	0601	1811
26	0600	1811
27	0559	1811
28	0559	1811
29	0558	1811
30	0558	1811
31	0557	1811

FIGURE 4

Other Equinox Happenings

The sun rises due east and sets due west.

The equinox allows you to calculate when Christian Easter is: it's the first Sunday after the first full moon after the vernal equinox.

The 'Burning of the Socks' tradition in Annapolis, Maryland. Boatyard workers celebrate the coming of warming weather and more boat business by burning their socks. Socks are not worn again until the fall equinox.

In Lanark, Scotland they celebrate the coming of spring with Whuppity Scoorie. Children gather outside the church and when the sun comes up they race around the church. On the third lap they collect up coins tossed to them by the locals. Surprising to find a Scotsman throwing coins about, is it not?

To Contemplate While Having a Glass of Wine on Deck

"Twinkle, twinkle little star..." My granddaughter is very fond of singing this traditional little ditty. This is a good month for observing a really pretty twinkling star: Canopus in the constellation Carina. Canopus is just about due south around 2000 hours. It's low in the sky (about 25 degrees above the horizon), very bright, and you'll see twinkling AND lots of colors. Look at it through your Steiners. It twinkles because of all the atmosphere the light has to pass through when coming in low to the horizon. Subtle movements of layers of the atmosphere cause the bending to change in time so we see the star 'twinkle'. The colors are because different colors are bent different amounts, just like what happens with a rainbow or a prism.

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



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TASTING DOMINICA

by Devi Sharp

At 8:00AM on a Saturday morning the market in Portsmouth, Dominica is bustling. The food is local and fresh from the rich volcanic soil of Dominica. Martin Carriere of *Providence* water taxi walks with my husband, Hunter, and me through the market pointing out vegetables and spices that he thinks might be new to us. Martin has a shopping list that will soon turn into a traditional meal cooked by his wife, Florian. This is the first of a newly launched program by Martin and Florian to help visitors learn more about Dominica and the local foods and traditional Dominican meals.

After our visit to the market, eight of us cruisers meet at the new PAYS (Portsmouth Area Yacht Security) building next to the Purple Turtle restaurant where Florian greets us with a table set with a white tablecloth and jungle flowers.



Above: Florian showing us how to prepare breadfruit for delicious chips



Right: Time to tuck into a traditional local meal — one we helped make!

Today's menu will be saltfish, breadfruit chips, salad and "cocoa tea". The food will be prepared on coal pots (charcoal burners) and most preparation is on site. Florian starts by cutting the breadfruit into quarters and washing it well. She is meticulous about washing the vegetables and hands. The breadfruit quarters are put into boiling water to parboil and the salad preparation begins. Then we pitch in and help cut up onions and garlic for the saltfish.

A second kettle is put on the fire and cocoa from the market is added with a bit of nutmeg, fresh cinnamon sticks and grated ginger root. The cocoa is from local trees and is prepared into the little cigar-like logs that we just bought in the market. Florian tells us about each spice and ingredient and soon we find that we are no longer observers.

At this point a lot is going on and the cruisers are all lending a hand chopping, washing or tending the fire. As Florian directs us, Martin keeps up a constant translation for the three French cruisers.

The breadfruit is taken out of the pot to cool and the seasoning for the saltfish is sautéed. The sautéed onions, garlic, curry, *sive* (chives) and a bit of white pepper will be added to the salt cod that was soaked last night to remove some of the salt.

The cocoa tea is simmering with the spices and fresh coconut milk that was made last night by grating a coconut and squeezing the juice from the fiber. Milk and water are added to achieve the proper consistency and the pot is set aside to cool a bit. The aroma that wafts from the cocoa tea is chocolaty and spicy.

The saltfish now receives the seasoning and the breadfruit chips are still frying. All eight of us are busy helping out and suddenly a meal comes together.

We pull up chairs and devour our lunch of saltfish, salad, breadfruit chips and rich cocoa tea. The meal is delicious and Martin tells us about future cooking lessons and I wish we could stay for several weeks and cook more Dominican meals with Florian.

Tide's Table

Good Enough for an Earl

by Ross Mavis

Like almost every other food we eat today, the lowly sandwich has come full circle in its development and enjoyment by consumers. Born out of the need for an easily consumed meal that could be eaten without going to the galley, the sandwich's primary constant is that it is always eaten out of hand. Gambler John Montagu, Earl of Sandwich, is credited with the food's development and name — invented so he wouldn't lose time away from the gaming table. Although this fact can't be confirmed, I'm certain the Earl, or whoever deserves the credit, had no idea how popular this food would become.

Golden arches around the world attest to the billions of hamburger sandwiches served by McDonald's alone. To that incredible number must be added the countless hotdogs sold at sporting events and the legion of sandwiches consumed daily, on and off shore. The original blueprint for basic sandwich construction remains much the same today. An edible filling or centre is sandwiched between two or more pieces (or sometimes just one continuous piece) of bread-like material. The main purpose of the bread wrapping is to allow the total package to be held by, and consumed from, the hand. It's the perfect passage or picnic food.



From a few common ingredients, you can create presentation pizzazz for your next potluck party or cockpit canapés

Sandwiches can be savoury or sweet. They can be full meals, as in the hero, submarine, hoagie, poor boy or whatever else you may want to call the entire-loaf kind. Sandwiches can even be desserts made of ice cream and sweet biscuits or wafers. And of course to complete the circle, this commonplace workers' fare can also entertain royalty when shaped and filled as finger-sandwiches for tea.

Of the several hundred cookbooks my wife Willa and I admit to having, one very old one devotes more than 30 pages to sandwiches alone. Many are excellent but I don't think I'll be tempted to try the "Liver and Raisin". My father's favourite sandwich of cold baked beans is even listed in this cookbook. Brown bread spread lightly with butter and a filling of mashed baked beans and pickle kept my dad nourished while he climbed telephone poles as a lineman.

It's the fancy sandwich section that Willa and I turn to for our afternoon deck parties. Pinwheels, mosaics, checkerboards, rolls, pyramids and ribbons have tempted tasters over the past 70 or 80 years. Presentation turns common ingredients into a "wow". Here is a sampling of some I encourage you to try.

Pinwheels

As for all finger sandwiches, the outside crusts are carefully trimmed from bread slices before assembling. Softened butter is the best spread to use. Sandwiches should be wrapped to stop them from drying out and kept chilled until just prior to serving. Mix and match fillings to give not only different tastes but also different and exciting eye appeal.

2 slices white sandwich bread, crusts removed
2 slices brown sandwich bread, crusts removed
4 slices cooked ham
1/3 Cup (75 mL) soft cheese spread
1/4 Cup (50 mL) chopped fresh parsley
stuffed olives or dill pickle strips

Use either a rolling pin or wine bottle, roll out the bread slices to flatten them slightly. Then lightly butter one side of each bread slice and spread with soft cheese mixture. Sprinkle with chopped parsley and put row of well-drained olives or a pickle strip at one end of each slice of bread. Lay ham slice from the edge of the olives or pickles over the rest of the bread slice and trim if necessary. Roll bread slice up from olive or pickle end, forming a fairly tight roll. Wrap each roll in a clean damp cloth or tea towel and refrigerate for about an hour. Remove cloth and, using a sharp knife, cut roll into dainty pinwheel slices.

Checkerboards

The most difficult part in making this sandwich is remembering how the pieces of bread are assembled to provide the checkerboard shape when cut for serving.

2 slices white sandwich bread, crusts removed
2 slices brown sandwich bread, crusts removed
1 six-ounce tin salmon or tuna
3 Tablespoons (45 mL) mayonnaise
1 Tablespoon (15 mL) finely diced onion
1 teaspoon (5 mL) lemon juice
salt and pepper to taste

Drain fish and mix with all other ingredients except bread. Alternately using the white and brown bread, butter all slices on both sides except what will be the top and bottom pieces of a stack. Spread some salmon mixture on one side of each slice and stack slices one on top of the other.

Carefully cut this loaf into four even slices. Spread each one of these newly formed slices with butter and salmon mixture as well and alternate them as you stack them. Be sure that a brown strip of bread is adjacent to a white strip and that the strips all run in the same direction.

You will see from the end of the stack that a checkerboard pattern has been obtained. Wrap this loaf securely and chill until ready to cut and serve. Each checkerboard sandwich will stay together when served if buttered properly and well chilled.

The Earl would be so proud.

We know we promised it for March, but Pomegranates in Paradise will appear in next month's issue of Compass.



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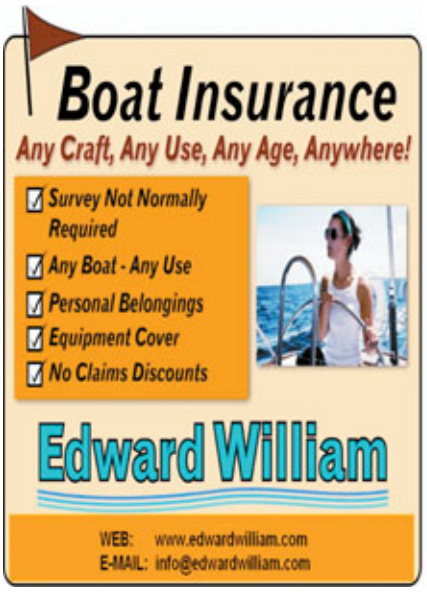
Read in Next Month's *Compass*:

Grenada's 2012 Work Boat Regatta

Has Your Anchor Swallowed You?

... and more!









Dear *Compass*,

I read an article by Richard Dey online, from the December 1998 issue of *Caribbean Compass* (www.caribbeancompass.com/caldwell.htm), about Mr. John Caldwell of Palm Island in the Grenadines who passed away that year. I started to have tears because I have been trying to get ahold of him and his family. My name is Marika Ravula. I'm from the island of Tuvutha in the Fiji islands.

I remember my dad used to tell us stories of when he found Mr. Caldwell and his shipwrecked vessel on our island and took him home, gave him a warm bath, fed him and took care of him until he was well again. Every time we sat at the table to eat he always prayed for Mr. Caldwell. He always said that he was the first white man they saw. At first they were scared of him; some of them said that he was a ghost. Hehehe! But my dad was eager to help him.

I just felt sad about reading the article about his death. I was so eager to see Mr. Caldwell and his family in person. I live in Sacramento, California, now. If you know anyone in the family who lives here in the States I would love to meet them in person.

My e-mail address is mrsotia@gmail.com.

Thanks,
Marika Ravula
Sacramento, California

Dear *Compass*,

As ever, Frank Virgintino makes good reading and I should have been forewarned of his ire when I read your review of the second edition of my *Caribbean Passagemaking: A Cruiser's Guide* in the September 2011 issue of *Caribbean Compass*. There I was, nodding with agreement and smiling with pleasure at his curmudgeonly humour in his letter in October's *Compass* taking to task Fatty Goodlander, Don (dean of Caribbean cruising) Street, Christopher (Admiral of the Seas, no less) Columbus, not to mention the Caribbean (better change that name!) Marine Association, when I saw my own name on Frank's list of backsliders. I'm not sure why Fatty is in there but the rest of us are being berated for mis-defining the Caribbean.

Frank is kind enough to say he has read my book *Caribbean Passagemaking* and to say that it is well written, but he takes exception to having the word Caribbean in the title since the area covered is only the Lesser Antilles. You are right, Frank, and although I have more doubts than you about Wikipedia as a definitive source of objective truths I totally agree with you that the Caribbean is often mis-defined. Or, to put it another way, it has different meanings for different people, some of whom may not yet know where the Lesser Antilles is.

I tried to make sure any reader was alerted very early on to my own particular focus in *Caribbean Cruising* by specifying the area as "the Caribbean Chain" (in the Introduction) and explicitly saying I was dealing with a set of islands within but not encompassing the Lesser Antilles (Chapter One). This focus was very deliberate for several serious reasons. First, European sailors are often just here as part of a quick trip around the Atlantic Ocean. They often don't plan to visit more than the Lesser Antilles, or spend enough time here to come to know the place before they leave it. What a shame. So I hope to get them up to speed for greater sailing enjoyment and slow them down into spending a decade rather than a year here. Second, American sailors may be more tentative and in need of more encouragement than the Europeans, since they haven't had to spend three weeks offshore to cross 3,000 miles of ocean to get here. I want to encourage them to come south of the Virgins. What a shame if they didn't. I want them to be undaunted by the 90-mile crossing from Grenada to Trinidad. What a shame if they weren't. If I can encourage them in the small world of my Caribbean Chain, where things are relatively contained and simple and yet still full of beauty, they will have discovered something of the joys of the region and the pleasures of cruising here. Now they will be set up with the sailing skills and contacts and knowledge of the local cultures to enjoy the wider region Frank defines as his Caribbean Cruising Quadrants, if they choose. In which case they will be ready to reach out for Frank's cruising guides. Or they may, as I suggest in my book's Epilogue, be ready for a really big adventure and be thinking of crossing the ocean to Europe. I'd love to make my readers ready to do that, and visit my home continent, just as I suspect Frank would like them to coast from Venezuela through to Mexico or strike out to visit any of the Greater Antilles.

But softly, softly. My little Caribbean Chain is the ideal place for cruisers to experience the pleasures and conditions of the region and for those new to cruising away from their home waters to hone the self-reliance and independence to sail on further if they choose, wherever in the world that might be.

Les Weatheritt
Trinidad

Editor's note: Les Weatheritt sailed the Caribbean on his 40-foot Joshua ketch, Petronella, *while he wrote* Caribbean Passagemaking: A Cruiser's Guide, *published in Europe by Adlard Coles and in the USA by Sheridan House. His* Atlantic Crossings: A Sailor's Guide to Europe and Beyond *is also published by Sheridan House.*

Dear *Compass* Readers,

Four waypoints listed in my series "Cruising the Caribbean Coast of Colombia" in the October, November and December 2011 issues of *Compass* are incorrect. The correct values are as follows.

- Under Guajira Peninsula: Puerto Bolivar should be (N1215, W7157).
- Under Cholon: the last waypoint in the entry channel should be (N1009.76, W7540.11). *This correction is important!*
- Under Rosario Archipelago: our anchoring point was (N1010.90, W7544.29).
- Under San Bernardo Archipelago: our anchoring point was (N0947.27, W7550.18).

Also, under Cartagena, it would have been useful to include a waypoint for the mouth of the ship channel at Boca Chica, (N1019.03, 7535.93). When high surf conditions make the entrance at Boca Grande dangerous, the Boca Chica entrance is always safe.

Thanks to *S/V Denali Rose* and *S/V La Sirena* for catching these.

Constance Elson
S/V Tashtego

Dear *Compass*,

Although it is well after Christmas, I have to tell a Christmas story!



In the December 2011 issue there was the question, "What do cruisers want for Christmas?" I too had a huge wish, and because it was so big I doubled it with a wish on a shooting star.

More than two years ago, the gearbox on our 43-foot ferrocement Colin Archer sloop, *Key of Life*, gave up here in Petite Martinique, Grenada. We could not get the damned thing out because of a rusty flange on the shaft. Then we had to leave *Key of Life* and fly back to Austria. Because of many reasons it took us two years to come back. Of course it was not planned like this.

In the beginning of November last year, we came back and asked a mechanic, Emrol, when he could come with his welding equipment to heat up the flange to get it out. It had now been stuck and corroded on the shaft for six years.

We knew he was a busy man because he is good and he also takes care of the power station of Petite Martinique. Weeks passed until we got an appointment for him to look at our problem. Emrol was right on time, but we could not make it, because our outboard gives us trouble, too, and only at important moments!

The holidays were coming closer and I nearly gave up hope for 2011.

But then, on the 24th of December, which is our main holiday as Austrians, he promised to come at 9:00AM. At 10:00 my husband started to make telephone calls. Having been for many years in the Adriatic Sea, we know that time is relative.

—Continued on next page

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At noon Emrol, Tiki and Flight showed up and one hour later Emrol had the gearbox out.

It really was a difficult job and in the end he charged nearly nothing. We were so happy, and after waiting that long I was even happy to have a gearbox lying around in my galley on Christmas Eve. This is a feeling only cruisers can understand — that a gearbox can be more important than a feast!

It is hard to find guys like Emrol, but they exist. Thanks again to Emrol and his family, who spared the time for us on Christmas Eve.

For more on our adventures visit our websites at http://8ung.at/ankh/index.htm and www.ankh-refugium.com.

Gabriela Beyer
Key of Life

Dear *Compass*,

I've read the concerns and responses regarding the Antigua Yacht Club dinghy dock usage in the January 2012 issue's Readers' Forum with some interest.

Certainly, AYC has the right to manage the facilities entrusted to them in any manner they see fit to balance providing service to the yachting community and maintaining fiscal integrity of the club.

I am confused, however, by Antigua resident John Duffy's response to the concerned cruiser's letter. I'm sure there are irresponsible cruisers who find devious ways of avoiding legitimate fees and I don't support that behavior in any way. But I do not see how that pertains to the debate over a change in policy involving the facilities in question. Also, I certainly hope Mr. Duffy is not trying to paint all cruisers with that brush.

More importantly, Mr. Duffy characterizes the AYC and the national park as separate, unconnected entities. If that is the case, why are yachts that are docked at AYC still liable for park fees for the time they are at the dock? We were on the dock at AYC from mid-June to mid-July of 2010 and were charged the park fees at checkout as if we were at anchor in Falmouth Harbour. Simple logic would imply that the two organizations are not independent but connected in some manner and, at least in the fee structure, the AYC is indeed part of the national park. It would seem some coordination between the AYC, the national park and the businesses operating at the AYC dock might be more likely to produce a workable solution, rather than batting the issue back and forth over some imagined political net.

John Rowland
S/Y Silver Seas

Dear *Compass*,

In the January edition of *Compass* Devi Sharp gave us details of the "*Arctic Tern* Scale of Rolling at Anchor". On a scale of 1 to 5 she started with Rock-a-Bye Baby and ended with Untenable (move anchor or leave the boat).

Surely, she stopped too soon. Her scale should have ended: 6) Common Sense. Sell *Arctic Tern* and buy a catamaran.

Comfortably,
Christopher Price
Hummingbird

Dear *Compass*,

I just read the letter from Angelika Gruener of *S/V Angelos* in the February issue, commenting on power boaters and their generators. As a power boater, I would like to add a few comments of my own.

My husband and I, although now house-tied in Florida, were longtime liveaboards and cruisers — seven years on a 1975 43-foot Gulfstar Mark II trawler. We have plans to return to the water in the near future. I echo many of Ms. Gruener's comments about generators. I do feel that those who run them all day are probably weekenders or boaters on vacation. Here, the distinction is clear. No powerboat "cruiser" would run their generator in a crowded anchorage for so long, as opposed to "boaters" who are only there for a short time. "Cruising" is a way of life and a mindset. "Boating" is a recreational activity, with a different mindset. The saving grace is that the "boaters" go away in a fairly short time.

Carolyn Frazier
Double Dragon

Dear *Compass*,

In these straitened economic times, new business ideas are prolific and "anything to earn a dollar" perhaps becomes even more important than it always was.

This latest idea has the benefit of not only making money for its operator but also offers opportunity to the wider community to share the spoils of their later involvement and runs something like this: Buy a cheap second-hand mooring ball. Acquire perhaps three 12-inch concrete blocks from some building site or other. Connect the blocks and buoy with whatever junk rope you can find lying around. Drop the lot in the water upwind and up-current from a reef in any popular anchoring spot.

From here the path is clear. You take EC$50 from any poor unsuspecting cruiser or, even better, charterer and disappear. You may have to wait a week or so for the big payoff but in the meantime there's always the $50 a night to compensate for your patience. But then comes some wind, hopefully not too much in the early evening, as you want everyone on board to settle down for the night before the fun begins. Warn your friends not to drink too much rum, as they'll be needed later, and then just settle down and wait.

The wind picks up and the inevitable happens: the mooring drags and the boat hits the reef. Panic abounds, your friends appear and offer all sorts of help, at that time gratefully received by the sucker (sorry, charterer). When things calm down and the boat is, hopefully, safely anchored (or even better, put on another mooring that you can charge for!) your friends go aboard and demand satisfaction in the form of some ridiculous 'salvage' fee.

It's odd that no-one mentions that the whole thing was the fault of the guy who laid the mooring and that he should be held responsible in both civil (financial compensation for damage) and criminal (by endangering human life) courts for his actions, but usually nothing is said although I have no doubt that, even if it were, it would be brushed aside with a "these things happen" attitude!

Needless to say no-one pays the asking price but shock and relief at surviving always encourages early settlement so money changes hands and all involved go home to bed for a good night's sleep, safe in the comfortable knowledge that there's many a dollar in everyone's pocket and when the unfortunate leaves the next day the mooring can be dragged back into position and the pantomime run all over again.

Money for old rope as they say.

Richard Ashton
S/Y *Kalamunda*

Dear *Compass*,

For a year now we, Tony and Jaklien from the Belgian sailing vessel *Jakker*, have been cruising the Caribbean.

When in Curaçao we read the *Free Cruising Guides* of Frank Virgintino and we decided to stop at wonderful Ile à Vache on our way to Jamaica and Cuba.

Entering the cove at the Port Morgan Hotel and the village Caye Coq was exactly as Frank described it. Water as still as in a pond, lush scenery all around and the inevitable boat boys who were persistent but polite. They keep on coming back every day; you have to learn to handle this situation.

One of them, Kamah, became our guide for a day for our trip to Les Cayes. We went to eat at Jean Jean's twice. We bought lobsters and fruit.

One night, returning from dinner at Jean Jean's, we found that our boat had been broken into. All hatches were closed, as was the entrance. There was a light in the cockpit. They forced a hatch in the saloon.

We missed our two cell phones, an MP3 player, a watch, a small amount of money and a tiny Flip video camera (the size and the looks of a cell phone).

At half past ten Tony went to look around the anchorage to see if there were other victims. This was not the case. He discovered that the crews of all boats were ashore to dine that night. There was no moon at that time and ours was the only lit boat. It all happened on Friday the 13th of January — bad luck indeed!

Since there is no police station on the island we went to ask Monsieur Didier of the hotel what to do. He told us our stuff probably left the island with the first taxi boat early in the morning to be sold in Les Cayes. We asked Jean Jean and Kamah, they promised to look and listen around in the village but when we left four days later we got no reaction whatsoever.

So cruisers, be warned, close and lock every single hatch and if possible don't leave your yacht unattended at night or have one of the other cruisers keep a watch over all the boats. Everyone on the island tried to convince us this was the very first time a robbery took place. But then, there always has to be a first time. Everyone we spoke to thought it was a shame and not good for their reputation.

Nevertheless, we enjoyed our stay in Ile à Vache — our stay in the Caribbean as it must have been 50 years ago.

Tony and Jaklien
S/Y Jakker

Dear *Compass* Readers,

Here are two tips for cruisers heading west from the Eastern Caribbean this year.

• If you stop in Kralendijk, Bonaire, take a walk through the shopping street a block back from the waterfront, and find the souvenir shop on the west side that sells T-shirts for one US dollar. They hang in racks outside and inside and are rejects from a company in the States. They offer "funny" designs, pictures and inscriptions. Stock up and use them to swap for fish in the out islands of Venezuela, or to swap for food or molas with the Kunas in the San Blas Islands, use them as rags or turn them into fender covers, or wear them yourself. We wish we had bought more of them, because they are cheap and have good uses.

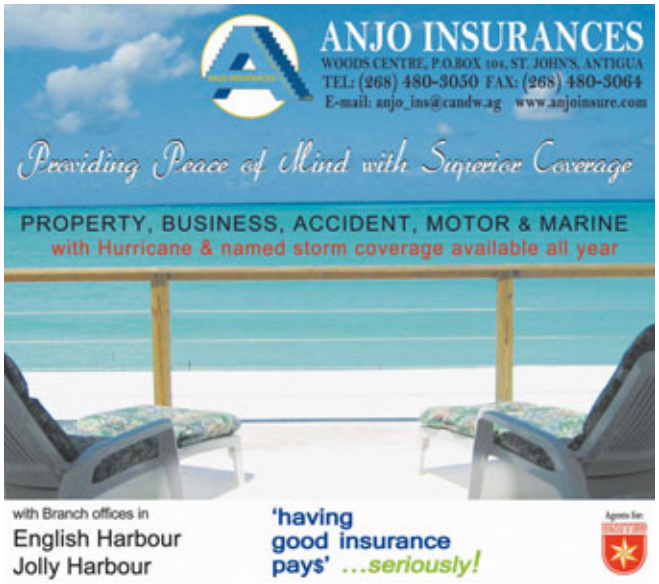
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WHAT'S ON MY MIND

Why Not a Single Clearance for Grenada and SVG?

by Angelika Grüner

I just overheard a conversation in Trinidad: "When I leave from here I will sail straight through till Bequia. I'm sick of all that clearing in and out. By the way, it is now also becoming expensive! Even here in Trinidad they charge now TT$75 per passport when checking out, plus the TT$50 per month when the boat is in the water!"

It is true that some of the fees mentioned in the overview of regional charges levied on visiting yachts that *Compass* ran back in February of 2002 have been eliminated or reduced, but others have been raised. Therefore cruisers still think carefully where to go. And it is not only the cost of checking into an island in the Caribbean, it is as well all the hassle of clearing in:

Anchoring as close as possible to Customs and Immigration, taking the dinghy down, bringing the outboard down. "Do we have paddles, do we have enough gasoline, where are the shoes?" Grabbing the ship's papers, passports, documents from the last island. "Don't forget the money! Do we have currency from this island?"

Then it's the same procedure when checking out, just a few miles farther on.

All of us are really sick of all of that. I experienced it myself recently when we sailed north from Trinidad. We bypassed Grenada, and arrived for the night at Carriacou.

Is that boring to read?
It is much more boring to do it!

Next morning the weather forecast was predicting strong winds and swells up to 15 feet from the north for the next few days. We had to decide whether to stay in Carriacou and check in to Grenada waters, or sail onward to Union Island, where there is better shelter, and just check into St. Vincent & the Grenadines. When I mentioned to my husband that if we checked in at Carriacou we'd have to return to Customs and Immigration again to check out, the decision was made: save the time, save the money, and sail immediately for Union. No business at all for Grenada.

Same story the other way round. Cruisers cleared into St. Vincent & the Grenadines will often not visit Carriacou and Grenada just because of the time wasting and hassle involved in clearing in and out.

I ask if it is not possible to create just ONE check-in/out for Grenada and St. Vincent & the Grenadines so that cruisers could sail freely in ALL of the Grenadines. It would be an absolute bonus for everyone, and for the economy as well.

It is already outstanding that in both SVG and Grenada, the paperwork for check-in/out is easy with just ONE document to fill out. They are way ahead of many yachting destinations in that regard.

But there is still the time we waste for sailing to Hillsborough (or Clifton), anchoring there, taking a dinghy ride ashore, walking to the offices, usually standing in a queue, checking in or out, taking the dinghy ride back to the boat, bringing the outboard up, bringing the anchor up, then sailing up to Union Island (or down to Carriacou), anchoring there, taking a dinghy ride ashore, walking to the offices, usually standing in a queue, checking in or out... Is that boring to read? It is much more boring to do it!



CHRIS DOYLE

The Tobago Cays, shown here, and neighboring Carriacou are in two different countries, thanks to an arbitrary political decision made in the 18th century

That circus can take us a whole day. When tourists charter a yacht that means one whole wasted day of their holiday and the money they pay for a day of the charter.

The governments of both, St. Vincent & the Grenadines and Grenada are asked to talk the matter over. We are sure you will come to a solution that will satisfy everybody.

Editor's note: Last year, a proposal was made to create a "Single Yachting Space" of Grenada and SVG as a likely pilot module for the development of a larger OECS Single Yachting Space. Talks were held and the Grenada government has stated its support of the idea. We'll keep you posted on developments.

CALENDAR

MARCH

1 Gill Commodore's Cup, St. Maarten. www.heinekenregatta.com
2 Public holiday in Anguilla (James Ronald Webster Day)
3 Club Náutico de San Juan Club 420 Regatta. www.nauticodesanjuan.com
5 Public holiday in the BVI (H. Lavity Stoutt's Birthday)
8 International Women's Day
8 Public holiday in Guyana and Suriname (Phagwah)
8 FULL MOON
9 Public holiday in Belize (Baron Bliss Day)
9 - 12 Dark & Stormy Regatta, Anegada, BVI. West End Yacht Club (WEYC), (284) 495-4559
9 – 14 Caribbean Arts and Crafts Festival, Tortola, BVI. dreadeye@surfbvi.com
9 – 18 St. Patrick's Festival, Montserrat. www.visitmontserrat.com
10 - 11 Banana's Cup Regatta, Martinique. Yacht Club de la Martinique (YCM), tel (596) 63 26 76, fax (596) 63 94 48, ycmq@wanadoo.fr, www.ycm972.org
10 - 11 Annual Laser Open, Antigua. Antigua Yacht Club (AYC), tel/fax (268) 460-1799, yachtclub@candw.ag, www.antiguayachtclub.com
10 - 11 Wahoo Tournament, Trinidad. http://ttgfa.com/events
12 Public holiday in some Commonwealth countries (Commonwealth Day)
12 – 17 ClubSwan Caribbean Rendezvous. www.nautorswan.com/ClubSwan
14 Public holiday in St. Vincent & the Grenadines (National Heroes' Day)
14 – 17 Caribbean Superyacht Regatta & Rendezvous, BVI. www.superyachtregattaandrendezvous.com
15 – 18 Race Cayman Week 2012: 6th International Invitational J/22 Regatta, and Open & Western Caribbean Optimist Championship. www.sailing.ky
16 – 18 Puerto Rico Heineken International Regatta. www.prheinekenregatta.com
17 Public holiday in Montserrat (St. Patrick's Day). St. Patrick's Day Festival, Grenada
17 Powerade Multiclass Regatta, St. Maarten. St Maarten Yacht Club (SMYC), tel (599) 586-0850, youthsailing@smyc.com, www.smyc.com
17 – 24 Russian Business Caribbean Sailing Week, Falmouth Harbour, Antigua. http://rusregata.ru/regata/winter2010
20 Vernal Equinox
20 Sunshine School Annual Jumble Sale, Bequia. www.bequiasunshineschool.org
22 – 25 St. Barth's Bucket. www.bucketregattas.com/stbarths
23 – 25 International Rolex Regatta, St. Thomas, USVI. www.rolexcupregatta.com
24 OECS Open Water Swimming Championships, Nevis. windsurf@sisterisles.kn
26 – 1 April BVI Spring Regatta and Sailing Festival. www.bvispringregatta.org
30 Public holiday in Trinidad & Tobago (Spiritual Baptist "Shouter" Liberation Day)
31 - 1 April Union Island Regatta, Grenadines. Union Island Sailing Club, (784) 494-1212, info@erikamarine.com

APRIL

1 Montego Bay Yacht Club Easter Regatta, Jamaica. www.mobayyachtclub.com
1 - 9 Easterval celebrations, Union Island, Grenadines. www.unionislandeasterval.com
2 - 7 Oyster Regatta, BVI. www.oystermarine.com/events/77/Oyster-Regatta-BVI-2012
2 - 7 Les Voiles de St. Barth. ***See ad on page 18***
5 Compass Writers' Brunch, Bequia. (784) 457-3409, sally@caribbeancompass.com
5 - 8 Around Martinique Race. www.cn-windforce-robert.com
5 - 8 Around Guadeloupe Race. www.triskellcup.com
5 - 8 Virgin Gorda Easter Festival (Carnival). www.bvitourism.com
5 - 9 Bequia Heineken Easter Regatta. ***See ad on page 19***
6 Public holiday in many places (Good Friday)
6 FULL MOON
7 - 8 Jet Ski Race, Havana Waterfront, Cuba. Club Náutico Intl. Hemingway (CNIH), tel (+1 53) 724-2718, yachtclub@cnih.mh.cyt.cu
8 Easter Sunday
9 Public holiday in many places (Easter Monday)
9 - 10 Goat Racing in Tobago
14 - 15 Kayak and Canoe Races, Marina Hemingway, Cuba. CNIH, yachtclub@cnih.mh.cyt.cu
18 - 21 Marlin Tournament, Tobago. http://ttgfa.com/events
19 - 24 Antigua Classic Yacht Regatta. www.antiguaclassics.com
21 Virgin Queen Pizza Pursuit Race, BVI. RBVIYC, www.rbviyc.org
21 - 29 Tobago Jazz Experience, Speyside. www.facebook.com/tobagojazzexperience
22 International Earth Day
22 - 29 St. Mark's Day Festival, Grenada. www.grenadagrenadines.com.
25 - 30 St. Barth Film Festival. www.stbarthff.org
27 Guadeloupe to Antigua Race. www.sailingweek.com
27 - 29 Carriacou Music Maroon & String Band Festival. www.grenadagrenadines.com
28 Yachting World Round Antigua Race. www.sailingweek.com
28 Public holiday in Barbados (National Heroes' Day)
28 - 29 BVI Dinghy Championships. RBVIYC, www.royalbviyc.org
29 - 4 May Antigua Sailing Week. www.sailingweek.com
30 Public holiday in Dutch Islands (Netherlands Queen's Birthday)
TBA St. Lucia J/24 Open Championship. www.stluciayachtclub.com

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

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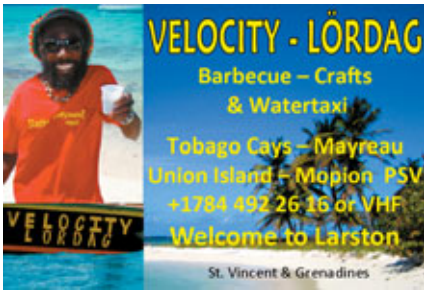
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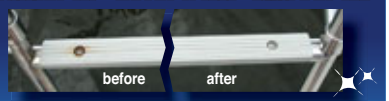
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Beam:22' (6.7 m)
Draft:Min 3' (0.9 m)
Max 3'6" (1.1 m)
Hull Mtrl: Fiberglass
Hull Cnfg.: Catamaran
Deck Mtrl: Fiberglas Sandwich
Disp: 30000 (13607.9 kg)
Water Cap: 2 x 100G
Flag: USA
Location: Puerto Rico

Year: Mfg-2007 Model-2007
Mfg: AFRICAT MARINE
Model: 42
Type: Power Catamaran
Top: With Flybridge hardtop
Engines: 2 x Volvo 500
Staterooms: 3
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Fuel Type: Diesel
Price: 499,000 USD

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Fax: 784-570-4396 Email: m.weekes@karibcable.com

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MAIN SPECIFICATIONS
LOA: 39.58m
Beam: 8.90m
Draft: 3.37m
Built: 1970 Eidsvik Norway
Rebuilt: 1983
Flag: St. Vincent
Stern Ramp Opening 4.20m

SPEED & CONSUMPTION
Speed: 11knots
Bow thruster: Ford
Aux. Engines:
2x 36kws (SCANIA)
Main engine:
Wichmann 4ACAT 600bhp

TONNAGE
Gross Tonnage: 365gt
Net Tonnage: 129 gt
Deck Capacity: 100tns

CONTACT
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Tel: 784 458 3404
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—Continued from page 47

...Readers Forum

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Happy sailing and exploring new horizons!
Liesbet Collaert
S/V Irie

***Hi Compass* Readers,**

As a former USCG captain and ASA instructor with credits in *SAIL*, *Cruising World*, and *Caribbean Travel & Life*, I'm writing a novel now that takes place aboard a Hylas 59 en route from Newport to Bermuda to St. Thomas. I can think of incidents, crew activities, weather, prevailing winds, etcetera — all the usual things that happen on a boat (mine has two couples aboard) during a long cruise — but I'm hoping to find a blog or log written by a skipper or first mate that details the daily life aboard a similar boat (mine's a double-head rig ketch) on a similar cruise in the near-Atlantic.

Thanks a bunch for any ideas you have, or if you know of any cruisers who have blogs/logs I could base my cruise on.
Lee Woods
Cocoa, Florida
leewoods034@gmail.com

Dear* Compass *Readers,

We want to hear from YOU!

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

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

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MP = Market Place pages 50 to 53
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