CARIBBEAN COMPASS
On-line
MARCH 2013 NO. 210
The Caribbean's Monthly Look at Sea & Shore

GRENADA SAILING WEEK

see story page 14



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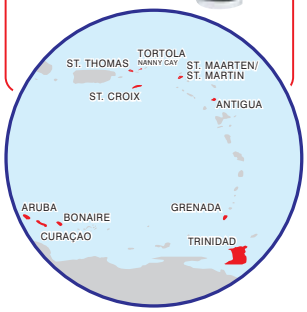


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Cover photo: The racing was extra spicy at Grenada Sailing Week 2013. Ace race photographer Tim Wright was there



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.**

'The *Caribbean Compass* opens the window to the full Caribbean, with all of its diversity of destinations, regulations, cultural nuances and wonderful locals. The well-written, experientially based and timely articles inspire and ease the way for cruising yachties and other tourists to confidently explore.'
— Suzanne Longacre and John Gideonse
S/Y Zeelander

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Info & Updates

Yachting History at Prince Rupert Bay, 60 Years Ago

Lennox Honychurch reports: The great harbour of Prince Rupert Bay, the best anchorage in Dominica, has welcomed many famous adventurers in its time. Admirals, pirates, royalty, whalers and schooner captains have all visited the Portsmouth harbour over the years. This year we mark the 60th anniversary of a remarkable voyage that ended at Portsmouth and made world news at the time.



Caption The first female to sail across the Atlantic solo, 39-year-old Ann Davison made landfall in Dominica in 1953

On January 23rd, 1953, Ann Davison (1914–1992) was, at the age of 39, the first woman to single-handedly sail across the Atlantic Ocean when she entered Prince Rupert Bay in Dominica after sailing from the Canary Islands.

Several months before, she had departed from Plymouth, England in her 23-foot boat, *Felicity Ann*, on May 18th, 1952. She landed in Brittany, Portugal, Morocco and the Canary Islands, before setting sail across the Atlantic on November 20th, 1952. Miss Davison was aiming to make landfall in Antigua. But storms pushed her south and she eventually touched land at Prince Rupert Bay on January 23rd, 1953. If any people in Portsmouth remember her, they will recall that she landed exhausted and disheveled. Those were the days before instant news coverage, internet, cell phones or even overseas calls from your home "land line". She went to the telephone exchange on Granby Street, next to the Portsmouth Town Council, and made a call to inform the world. She had crossed the Atlantic Ocean alone, the first woman to do so. From here she sailed *Felicity Ann* through the Caribbean to New York, where the news media were waiting for her.



Davison's sloop, Felicity Ann, *was 23 feet long and had a working sail area of 237 square feet*

New Cruising Association Host for Grenada

Imagine sailing into an unfamiliar port. Think of the advantages of having a host there to provide information in advance and a warm welcome when you arrive. That's an SSCA Cruising Station Host. With over 160 Cruising Stations around the world, this ever-expanding program offers unparalleled benefits to active cruising members worldwide.

The Seven Seas Cruising Association (SSCA) is pleased to welcome several new Cruising Station Hosts in the Caribbean. SSCA joins its Caribbean coordinators, Tom Cordero (Puerto Rico) and Jesse James (Trinidad), in welcoming these new members. In Jamaica, the SSCA welcomes Paul Dadd of Errol Flynn Marina, Port Antonio; and for Bonaire, the association gives many thanks for the services of George and Laura DeSalvo of www.bonairenews.com. For Panama the SSCA has added John Halley of Shelter Bay Marina, who joins Bocas del Toro (Marina Carenero) hosts Mack and Mary Robertson in assisting members in Panama.

As the newest SSCA Cruising Station Host, Inga Luce of St. George's, Grenada, joins Trinidad's Jesse James as part of its cruising station network in the Southern Caribbean. For Inga and a boat in need there are no hours: "Any time when I am at home, I shall answer the VHF radio, as I have it on channel 68 all the time." The only time she is not on VHF Channel 68 is during the net broadcast, which she gets on International VHF Channel 66 daily. Inga is also a sailor, and she can often be found on her beloved *Mane Bris*, where "I also keep the VHF on Channel 68."

Seven Seas Cruising Association, Inc. is the largest and one of the oldest organizations for voyaging cruisers in the world. The goals of the original founders are still the goals of SSCA today: sharing cruising information, camaraderie, and leaving a clean wake. For more information visit www.ssca.org.

For recommendations or nominations for the SSCA Cruising Station Host Program, please contact Joan Conover at cruisingstations@ssca.org.

—Continued on next page

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Blue Lagoon

St. Croix, USVI
Wilsons' Cruzan Canvas
Christiansted

Trinidad & Tobago
Soca Sails, Ltd.
Chaguaramas



—*Continued from previous page*

Hands Across the Sea Helps Caribbean Classrooms

Back in 1986, Tom "TL" Linskey built his own sailboat and sailed it with his wife, Harriet, from California to Mexico, the South Pacific, New Zealand, Australia and Japan. TL also raced sailboats; he was a three-time world champion crewman in the Olympic 470 class and a member of the 1984 US Olympic Yachting team. As liveaboard cruisers, TL and Harriet have sailed widely in the Caribbean. Before co-founding Hands Across the Sea with TL, Harriet was for 18 years a marketing and sales executive.

Hands Across the Sea now works directly with educators, community leaders, local NGOs, and US Peace Corps Volunteers affiliated with Caribbean schools to find out what books and classroom materials students (from preschool to high school) need to improve learning and literacy — and then they get it to them through their Hands Wish Lists initiative. Making sure that Hands' assistance is being fully utilized to create sustainable borrowing libraries that serve school children as well as the local community is a key objective of their Caribbean Literacy and School Support (CLASS) program. For the Hands Wish Lists projects of the 2012-2013 school year, Hands sent 18,362 books and 94 boxes of resources to 68 schools, libraries, reading programs, and youth centers, serving approximately 13,038 Caribbean children.

For more information visit www.handsacrossthesea.net.

Grenada Undertakes Economic Impact Study on Yachting

Grenada's marine and yachting sector continues to grow and play an ever-increasing role in attracting foreign direct investment, complementing Grenada's land-based tourism product, generating revenue for ancillary businesses, providing high-skills job opportunities for Grenadians, and generating significant tax receipts for Government. The challenge was to quantify those contributions.

The Marine and Yachting Association of Grenada (MAYAG), in cooperation with the Government of Grenada, conducted an economic impact study of the sector in Grenada, Carriacou, and Petite Martinique from February 3rd to the 15th. Various businesses were contacted for in-person interviews to determine what contribution the marine and yachting sector has on their sales, and to capture recommendations for improvements.



SANDY PITT

Grenada has an obviously thriving yachting sector. A new study aims to quantify its economic impact

The published results will be compiled as anonymous data with no specific references to individuals or businesses. The completed economic impact study will be used for the strategic planning and development of the sector, by both the private sector and Government of Grenada. It will benchmark Grenada's product and performance against industry norms and competitive destinations and provide a clear indication of the sector's economic relevance and contribution.

The study was conducted by Dr. Andre Henry, a Trinidadian native with extensive regional experience and success on similar projects. This study is part of a project funded by a grant from the Caribbean Aid for Trade and Regional Integration Trust Fund (CARTFund) to create a more enabling environment for the small and medium enterprises within Grenada's yachting tourism sector. The Fund is administered by the Caribbean Development Bank.

MAYAG extends its sincerest thanks to the businesses of Grenada, Carriacou, and Petite Martinique for participating in this crucial exercise.

For more information contact mayagadmin2@gmail.com.

—*Continued on next page*



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Yacht-Driven Fund Provides Island Scholarships

Judy Evans reports: The Carriacou Children's Education Fund (CCEF) provided scholarships for the 2012-2013 school term to TA Marryshow Community College in Grenada. Recipients include Ashley Lambert from Bishops College and Narine Thomas from Hillsborough Secondary School, who were awarded CCEF scholarships. Three new students were awarded Sue Kingsman Memorial Scholarships, which CCEF also administers: Kara Gay from Bishop's College (scholarship donated by CCEF); Kera Andrews from Hillsborough Secondary School (scholarship donated by Alan Kingsman); and Vondell Olive from Hillsborough Secondary School (scholarship donated by Francois Dupuis).

Thus far, 24 students have received scholarships awarded by the Carriacou Children's Education Fund and the Sue Kingsman Memorial Fund.

The Carriacou Children's Education Fund is an informal, voluntary group of individuals from visiting yachts from around the world, and a number of concerned local businesspeople. Since 2000, CCEF has conducted fundraising activities during the first week of August, coinciding with the Carriacou Regatta Festival. During this time, CCEF has raised over EC$185,000 to provide TAMCC scholarships for secondary students, as well as uniforms, backpacks, lunches, computer labs (a 50/50 partnership between the schools and CCEF), and school supplies for primary students of Carriacou. The mission is to help as many children as possible and to fill the gap between what is required for a child to receive a proper education and what their families are able to provide.

Success is due primarily to the hard work and generosity of the visiting yachtspeople and the local population who support CCEF. Supporting CCEF is the yachting visitors' way of saying "thank you" to the people of Carriacou for the warm welcome always received.

The CCEF Auction 2013 will be held in Carriacou on August 2nd. Now is the time to donate goods and cash. Arawak Divers in Tyrrel Bay, Carriacou is the collection center. Goods can consist of clean used clothing in good condition, sheets, household goods, arts and crafts, and any type of boat item, also known as "treasures of the bilge". If you are not going through Carriacou this year, please pass your donations on to a boat that is. Help CCEF hit the EC$200,000 mark for 2013!

For more information contact ccefinfo@gmail.com.

***Compass* Writers' Brunch 2013, March 28th**

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, March 28th 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 all the contributors who help make the *Compass* special!

Space is limited so please RSVP by March 20th to sally@caribbeancompass.com or phone Sally at (784) 457-3409.

Carriacou Maroon & String Band Music Festival

The Carriacou Maroon & String Band Music Festival, April 26th through 28th, is a Caribbean cultural, educational and entertainment event not to be missed.

Maroon culture is about thanksgiving and prayers to the source of all life, production and prosperity. Its African origins are authentically depicted through the drumming, singing, eating of "smoked foods" and other rituals practised by the local people. This aspect of the festival is a celebration of Carriacou's rich cultural traditions, and the important values of sharing, unity and community self-help.

DAYON BAKER



Carriacou Maroon presentations will include the unique Shakespeare Mas and other cultural art forms

String band music is very popular on Carriacou and has historically been a main source of entertainment at social functions and at the Parang Festival at Christmas. There are various genres of this music and patrons will get to experience the scintillating power of this musical tradition, which is said to have been handed down from our European ancestry. You must dance!

Bands from other Caribbean islands will be performing at the festival, which will provide a platform for the elevation of this musical product while bringing the people of the region together. It is an educational treat offered with a kind spirit of togetherness, thanksgiving, neighborhood togetherness and love.

For more information see ad on page 8.

Welcome Aboard!

In this issue of *Compass* we welcome new Caribbean-wide advertisers Chatham Marine, on page 7 and Superyacht Shipping, on page 39; and Art & Soul of Grenada in the Market Place section, pages 42 through 44.

Good to have you with us!



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Caribbean ECO-News

Carriacou MPA Yacht Mooring Advisory

The Management Board of the Sandy Island Oyster Bed Marine Protected Area (SIOBMPA) advises the boating public that effective February 14th, all the yacht



LADELL

moorings within the SIOBMPA underwent a complete renovation of the mooring system. This included a thorough inspection of all the Manta Ray Mooring System pins, replacement of all shackles, installation of new down and pick-up lines with hose to prevent abrasion and chafing.

In addition to this complete overhaul of the mooring system, the routine maintenance schedule includes biweekly cleaning and inspection of all components of the mooring system including anchor pins, shackles, buoys, pick-up lines and down lines.

The SIOBMPA would also like to inform the public that although every effort is being made to ensure the safety of the moorings, they accept no liability for damages or injuries that may result from the failure or use of the moorings.

Anchoring within the MPA is strictly prohibited. The mooring fee in the SIOBMPA is US$10 per day.

In case of emergencies contact the SIOBMPA office at (473) 443-7494 or our 24-hour hotline at (473) 538-5851.

Lobster Fishing Workshops Held

More than 20 lobster fishers from Sauteurs, Grenada participated in a workshop on Lobster Pot Fishing, Lobster Ecology and Reef Health, which took place January 17th.

The main aim of the workshop was to introduce using lobster pots in place of trammel nets while educating fishers about the life-cycle of lobsters and the health of coral reefs.

Currently the lobstermen in Sauteurs use trammel nets to trap lobsters. These have proven to be very destructive to the marine environment and to other sea animals such as turtles, rays and sharks, which get tangled in the nets and die. The workshop gave fishers an opportunity to see the benefits of using lobster pots as an alternative that is more environmentally friendly and can contribute significantly to their livelihoods.

Two days later, 15 of the Grenadian fishers attended an exchange visit in Bequia, St. Vincent & the Grenadines, at the Paget Farm Fishing Complex. The fishers were able to get first-hand training in the construction of lobster pots and learn from their Bequia counterparts how they handle their catch from the sea to the storage.

The workshop was hosted by the Sustainable Grenadines Inc. in collaboration with the Fisheries Division of Grenada. The project is being funded by the Caribbean Coastal Communities Small Grant Program for the proposed Southern Grenadines Lobster Project entitled "Transitioning to a Sustainably Managed Lobster Fishery in the Southern Grenadines".

Project Promotes Non-Governmental Participation

Antigua & Barbuda, the Bahamas, Barbados, Dominica, Grenada, St. Kitts & Nevis, St. Lucia, St. Vincent & the Grenadines, Jamaica, Haiti and the Dominican Republic are among Caribbean nations to benefit from a new project intended to promote civil society participation in biodiversity conservation across the Caribbean.

The project will receive funding of US$152,000 from the Caribbean Ecosystem Partnership Fund. Implementation is being undertaken by Panos Caribbean, which was incorporated in Washington DC in 1986. The institute moved its main office in 1997 to Port-au-Prince, Haiti though it continues to maintain offices in Washington and has had a locally registered office in Jamaica since 2005.

"The aim of the project is to strengthen a regional community of actors involved in conservation who are keen and able to share information and experience," said Indi Mclymont-Lafayette, Country Co-ordinator with Panos (Jamaica office).

The project has as its focus:

- the development of baseline surveys covering the communication and advocacy capacity of targeted non-governmental organisations (NGOs) and media organizations in the Dominican Republic, Jamaica, Haiti, and St. Vincent & the Grenadines;
- the establishment of a database related to the communication and advocacy capacity of media and NGOs in all 11 participating countries;
- workshops for NGOs and media on communication, information production, networking and knowledge sharing; and
- the offer of fellowships that afford journalists the chance to report on issues, conservation outcomes, best practices and the importance of and threats to key biodiversity areas.

For more information contact jamaica@panoscaribbean.org.

St. Maarten Heineken Regatta Raises Funds for Nature

Funds for Nature Foundation St. Maarten and la Reserve Naturelle de Saint Martin are raised annually through the sales of a variety of Heineken bracelets during the St. Maarten Heineken Regatta. "During the St. Maarten Heineken Regatta, we want to raise the exposure concerning the importance of keeping our island and its waters clean," says Heineken Commercial Manager John Leone. "We started with the green 'Meet You There' bracelets which we donated in 2006 and followed up with 'Serious Clean Fun' bracelets in 2007, 'St. Maarten Heineken Regatta' bracelets in 2008, white 'Enjoy Heineken Responsibly' bracelets in 2009, and black 'My Island, My Heineken' bracelets in 2010. For the 2011 Heineken Regatta we sold a mix of all the previous years, which was great for everyone to complete the whole range of the past years' bracelets. In 2012, we offered a fun green 'My Island, My Heineken' band. For 2013 we have a green and a black slim-line bracelet, selling one for US$2, or two for $3.

The foundations and Heineken would also like to especially thank the Shipwreck Shop and the Sint Maarten Yacht Club for merchandising these items and individual volunteers for their efforts in selling these items during the St. Maarten Heineken Regatta, and all year round.

For more information visit www.heinekenregatta.com, info@naturefoundationsxm.org and reservenaturelle@domaccess.com.





BUSINESS BRIEFS

Red Frog Beach Marina, a Panama Gem

Sometimes, the best "hidden gems" are actually right in plain sight. So is the case for Red Frog Beach Marina in Bocas Del Toro, Panama. Safely tucked away from Caribbean hurricane paths, yet a convenient 133 miles to the Panama Canal, Red Frog Beach Marina is ideally located within a rainforest resort and is part of a 68-island archipelago.

Recently having undergone some upgrades, the property roads have been beautifully paved and brand-new bathhouses have just been constructed and completed. The marina has also just joined the IGY Marinas network of yachting destinations and is offering new visitors free dockage for five nights. The incentive comes at a



perfect time for yachts looking to escape to somewhere new.

Safe and secure, the marina has a diverse international community and welcomes long-term stays and live-aboard customers with its low rates throughout all seasons. Red Frog Beach Marina also offers an absentee owner program, where they will look after your yacht while you are away for extended periods of time, making sure maintenance and care are aboveboard.

Amenities on the island include private villas, stunning beaches, exhilarating zipline tours and watersports. The town of Bocas, along with the airport, is just a short water-taxi ride away, and offers shopping, restaurants, bars, tours and more. There is no shortage of adventure here. The fishing in Panama is incomparable, with tuna, wahoo and kingfish abundant. The many rivers within the archipelago are teeming with tarpon and snook during specific times of the year, and there are private charters that will take you to the best local spots.

The marina staff awaits your arrival. To take advantage of the free dockage offer, contact the marina directly.

For more information on Red Frog Beach Marina see ad on page 29.

Events at Marina Santa Marta, Colombia

Colombia's Marina Santa Marta is organizing a series of special events and activities running from March 23rd through 30th. The International Fishing Championship will take place from March 23rd through 25th. A special promotion will run from the 23rd through the 30th, and Expo Marina will be held from the 28th through the 30th.

For more information on Marina Santa Marta see ad on page 6.

Island Water World's Advantage Card Available Now

Island Water World now offers its customers an added benefit: a miles-earning advantage card!

For each dollar spent in any Island Water World Store you earn one mile. Once you have accumulated 500 miles you can redeem these miles for merchandise in any of the company's stores. One hundred miles are worth five dollars, and once you have accumulated 5,000 miles you can exchange these miles for a US$500 voucher to be spent in the store of redemption. There are many additional benefits associated with the card, such as outfitting programs and deep discount programs for large one-off purchases.

The program works in Grenada, St. Lucia and St. Maarten and will be available in their Curaçao store from August. Future plans include earning miles on purchases via their online store. Island Water World is the only marine business offering a true online store in the Caribbean with a FedEx freight calculator to your island destination and encrypted online credit card payment facilities.

For more information on Island Water World see ad on page 9.

Improved Fuel Dock at DR's Marina ZarPar

Marina ZarPar in the Dominican Republic has installed and improved the fuel dock



located at the east end of the marina. The fuel dock can now accommodate more boats on both sides and includes a float that can be used for arrivals to clear in with Customs and Immigration.

For more information on Marina ZarPar see ad on page 32.

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—Continued from previous page

Cap'n Fatty Chooses Parts & Power

When *Cruising World* editor-at-large, author and marine journalist Gary "Cap'n Fatty" Goodlander decided to repower his Wauquiez 43, *Ganesh*, he went to Parts & Power for advice. He was replacing a 30-year-old Perkins 4.154 and was looking for similar or better performance. Several good engine options were discussed. In the end, Cap'n Fatty — who has lived aboard for 53 years and ocean-sailed over 100,000 miles — decided on the Perkins Sabre M92B engine with a ZF45-1 reduction gear.

The M92B is a naturally aspirated 4.4-litre engine producing 86 horsepower at a modest 2400 RPM. The ZF45-1 is a solid cast iron offset parallel gear that gives unparalleled reliability and performance. The low RPM would ensure that the M92B would be around for a long time and he would not have to worry about re-powering anytime in the foreseeable future.

For more information on Parts & Power see ad on page 23.

IWW Sponsors Racer Frits Bus

Frits Bus, one of the best-known racers in the Caribbean, is now sponsored by Island Water World.



Sailing under the name Team Island Water World, he and his crew will be competing in all major Caribbean regattas. Furthermore, Frits Bus will be racing in Laser regattas, the Rolex Regatta in St. Thomas (in the IC 24 class) and in the Swan Cup in Virgin Gorda.

To underline the commitment and open sponsorship, Island Water World repainted Frits's Melges 24 in an eye-catching design, matching the branding of Island Water World. On top of this the Melges received a new set of sails and a new specially designed spinnaker.

Asked about the motivation to sponsor Frits Bus, Island Water World Managing Director Sean Kennelly says, "Frits Bus is one of leading racers in the Caribbean and we are one of the leading chandleries in the Caribbean. This sponsorship fits our philosophy."

The Melges' permanent crew includes one Island Water World employee and active member of the racing community of St. Maarten, Roel ten Hoopen, plus well-known St. Barth's racer Benoit Meesemaecker, Rogier Brans, Anne Roos, and Joep Groenendijk.

***The Art of Anchoring* in Kindle Format**

Happy Hooking: The Art of Anchoring is now available in Kindle format at amazon.com and amazon.co.uk. Co-authored by Captains Alex and Daria Blackwell, the electronic edition contains the same content as the Second Revised Edition available in print since 2011 and the bestselling book about anchoring on amazon.com.

The book covers deployment of two anchors in multiple configurations, med mooring, heaving to, and rafting up. *Happy Hooking* provides a comprehensive overview of what it takes to securely anchor a vessel.

Happy Hooking is intended to help the reader find a combination of tackle and technique best suited for the circumstances when anchoring their vessel. By reviewing how different anchors work, the pluses and minuses of different adjunctive pieces of equipment, and loads of photos and illustrations that show how to execute anchoring and weighing manoeuvres, readers should be armed with enough information to make some informed decisions about what might work best for them.

Sailing Island Chocolate to Europe

On February 12th, 50,000 special packages sailed out of St. George's, Grenada, a voyage across the Atlantic aboard the engineless 32-metre brigantine *Tres Hombres*.



JEFF FISHER

The packages contained organic Grenadian chocolates. Destined for England and Holland, these Grenada Chocolates have become the first ever to be delivered in such great quantities to Europe from the Caribbean. Upon arrival, the chocolates will be stamped 'fair transport certified.'

Founded in 1999, the Grenada Chocolate Company produces high-quality organic dark chocolate. The factory is located in Hermitage, St. Patrick's, nestled in Grenada's rainforest. Due to the company's principles regarding the environment, the award-winning chocolate is produced using solar electric energy powered machines. In 2008 and 2011, the company was awarded a silver medal in the Best Dark Chocolate bar category by the Academy of Chocolate Awards.

For more information on the Grenada Chocolate Company visit www.grenadachocolate.com.



REGATTA NEWS

Oysters in Bonaire

Patrick Holian reports: Oysters arrived off Kralendijk, Bonaire in January. No, not those succulent mollusks best enjoyed with hot sauce and lime. Rather, these


HOLIAN

Oysters were sleek yachts on a 16-month, global voyage — the Oyster World Rally, celebrating Oyster Marine's 40th anniversary. Manufactured in Ipswich, England, the boats are known for exceptional quality, cruising comfort, and a high price tag.

On January 6th, 28 Oysters ranging from 47 to 88 feet left Antigua to start their voyage. Crews hailed from Canada, Germany, Ireland, Italy, Netherlands, South Africa, Switzerland, United Kingdom and the United States. Oyster Marine is billing the 27,000-mile adventure as "the voyage of a lifetime".

There may be no other owner in the rally as crazy about Oysters as Hunter Maxwell from the 54-foot *Om Shanti*, Hunter's third Oyster. "I just love the quality of these yachts. Plus, you have worldwide service from Oyster, second to none. That's really important when doing a rally like this." Maxwell is joined by his wife, Odette, and her grandson, Raph. All three have enjoyed Bonaire during their short stay. "We love the island's quietness and unspoiled nature. Plus, Odette and I earned our PADI open water certificates while we were here. The underwater world here is just spectacular."

Inaugural Bill Chandler Memorial Sunfish Regatta

On January 19th and 20th at the St. Croix Yacht



Club, 23 Sunfish sailors — ranging from six Grand Master sailors to a ten-year-old Junior — came out to honor the late Bill Chandler. Bill spent many years devoting his time to the Junior Sail Program, teaching in everything from Optis to 420s, yet his favorite dinghy was the classic Sunfish. "Everyone can sail that boat, from the young sailors to the old ones!" Bill would say.

There were 18 races on the Saturday with winds blowing 18 to 22 knots and conditions choppy inside Teague Bay. The sailors rotated boats to keep it fair, but with breakdowns and just hard sailing, several racers retired. Sunday racing was much improved with winds lightening up, but very shifty. Silver Fleet (eight boats) sailed in the morning and Gold Fleet (eight boats) in the afternoon.

The Top Junior Sailors were Lake Sanford and Ethan Hanley; Top Female Sailors were Sarah Hardee and Lyndsey Wessel; winning Master Sailor (age 40 to 59) was Chris Schreiber; winning Grand Master Sailor (age 60 and over) was Tully Keith. The Overall Winners were Peter Stanton in First Place, Scott Stanton in Second, and Chris Schreiber in Third.

Bumper Round Barbados Race

Light airs meant no records were broken when the Mount Gay Rum Round Barbados Race saw its largest-ever fleet in the 77th anniversary event, held on January 21st.

The Mount Gay Rum Round Barbados Race Series, a six-day sailing and social programme, was organized by the Barbados Cruising Club in association with Mount Gay Rum and The Barbados Tourism Authority. Where else in the world could yachts compete to win their skipper's weight in Mount Gay Rum Extra Old? And to recognize the inscription of Historic Bridgetown on the UNESCO list of World Heritage Sites, competing yachts were invited to moor in the inner basin of the Careenage.

The series attracted 36 entries, ranging from *Windsurfer 1* owned by Trevor Hunte (Barbados), to the 32-metre brigantine *Tres Hombres*, owned by Fair Transport of the Netherlands. Returning champions from last year included Absolute Monohull Record Holder *Idea*, owned by John Wilson (UK), and Absolute Multihull Record Holder *Silver Bullet*, owned by Bryn Palmer (Barbados).

On January 19th, the Barbados Cruising Club, Tapas and The Beach House hosted the 18-mile, handicapped Two Restaurants Race, with course turnings at marks off two of Barbados' finest restaurants, Tapas and The Beach House. Matt Barker's classic *Blue Peter* won the main division, while Raphael Grisoni's *Bunga Bunga* topped the J/24s; Robert Povey's *Silver Bullet* was the only multihull.

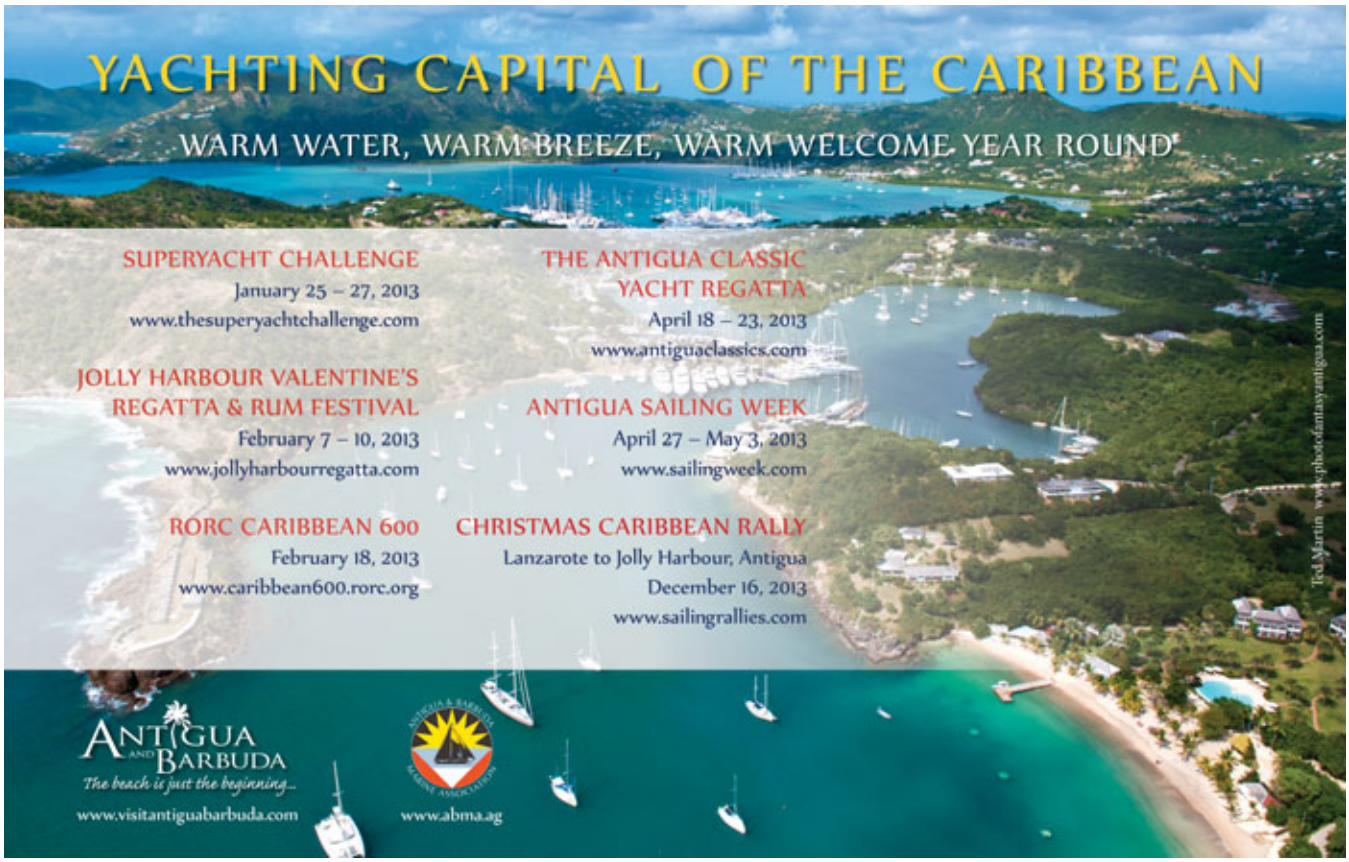
On January 21st, many class record holders defended their Round the Island records, including Paul Johnson's *Bruggadung 2*, Ralph Johnson's *Rapajam*, David Staples' *Immigrant* and Peter Hoad's *Jabulani*. Yachts sailed "north about" the island, racing in ten classes. Line honours went to the Reichel Pugh 78 *Idea*, followed by *Silver Bullet*.

For full results visit www.mountgayrumroundbarbadosrace.com.

'Bomba' Allick Around St. Croix Race

Ellen Birrell reports: On the island of St. Croix, there are three ships, a container port, a recreational program for handicapped children, and an annual race named in one man's honor. Wilfred "Bomba" Allick, born 1910, was a cabin boy by ten years old and a skipper by 21. The January 26th and 27th edition of the Around St. Croix Race, started in the 1960s, brings homage to this second-generation sailor who captained cargo ships to Europe and was a leader in his community.

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His son, Junie "Bomba" Allick continues Cruzan sailing, music, and art traditions. He designed this year's mahogany St. Croix-shaped trophies.

SCYC Historian Julie San Martin says, "I have many fond memories of sailing with Bomba as a young person on the native sloop *North Star*. The memory everyone shares of him was that if there was another boat on the water in his vicinity, Bomba signaled a race by



KAREN STANTON

blowing his conch shell. So, it is appropriate that our most ambitious race (over 70 miles) is named after the guy who avidly raced it in a 25-foot sloop with one block as his entire hardware set — no engine, radio, or any of that other newfangled stuff!"

Broken into two races days, participants enjoyed overnighting and a sponsored party in Fredriksted. The tradewinds also kept to tradition by providing 15-knot go juice.

The lone spinnaker class boat, the Jack Bishop-skippered J/100 *Bad Girl* won on Best Corrected Time. Best Elapsed Time and winner of the Cruising Class was Steve Schmidt's Santa Cruz 70, *Hotel California, Too*. Everyone, whether they placed or not, came away with fun times shared and a bottle of Cruzan rum.

140 Race in San Juan International Regatta

Sailors from six islands took home trophies from the 12th San Juan International Regatta (SJIR). The February 1st through 3rd regatta hosted by Club Nautico de San Juan welcomed over 140 sailors in 102 boats racing in ten classes. Winds were under ten knots the first day and gusted to nearly 20 knots on the final day. The SJIR Race Committee ran 13 to 16 races over three days for the dinghy classes and



CARLOS LEE

seven races for the newly added CSA spinnaker class.

In the nine-boat CSA class, Puerto Rico's Julio Reguero won, helming his J/105 *Umakua*. Puerto Rico's Keki Figueroa won the six-boat IC24 class. In the J/24 class, Puerto Rico's Jose Fullana on *KQLO* placed first.

The Optimist dinghy represented the largest one-design fleet of the regatta with 60 boats. The BVI's Sam Morrell won the 13- to 15-year-old Red Fleet and the Advanced Optimist overall. In the 11- and 12-year-old Blue Fleet, Antigua's Rocco Falcone led. St. Maarten's Nathan Smith won the age ten and under White Fleet. Antigua's Daniel Smith championed the 23-boat beginner Optimist Green class.

In the Laser 4.7 Class, it was the BVI's Matthew Oliver who triumphed. Puerto Rico's Pedro Fernandez led the Laser Radial Class. In the Sunfish class, Puerto Rico's Gregg Fyffe won with nearly flawless first place finishes.

For full results visit www.nauticodesanjuan.com.

Big Win for Woburn at Grenada's Workboat Spectacular

For the first time in the 20-year history of Grenada Sailing Festival's Workboat Regatta, the village of Woburn took centre stage. Since 2012, this sailing community had promised to return with more boats, and they fulfilled this by bringing the biggest Community Class fleet of nine. Then their Senior team took first place and their Junior team took second in the United Insurance National Team Sailing Finals. And to round off the February 2nd and 3rd weekend, Woburn skipper Alan Noel and his crew from *Trouble* stormed home to take the United Insurance Skipper of the Year title and the cash prize of US$1,000.

Despite unfavorable weather on the first day of the Grenada Sailing Festival United Insurance Workboat



TRUE BLUE BAY RESORT

Regatta 2013, a fleet of 25 boats from Gouyave, Petite Martinique, Sauteurs and Woburn lined Grand Anse Beach. The racing was as close as ever in the Community Classes, with every crew sailing hard to take first place and thus the chance to race in the United Insurance Skipper of the Year Match Race Final. At the end of the first day of racing, positions were close, leaving everything to race for on Sunday.

With conditions improved the following morning, the organizers were able to complete the Community Class Series and set the scene for an afternoon of Match Race Finals. The excitement levels moved to a new high as the growing crowds on Grand Anse Beach waited for the teams to be picked for the United Insurance National Team Sailing Match Races in the fleet of 16-foot workboats owned by the Grenada Sailing Festival. In the Junior Final, skipper Kwesi Paul and Team Gouyave in *Gybe Talk* narrowly took first from Team Woburn, with Petite Martinique third. Then Woburn started the charge with Skipper Michael McQueen bringing in…

—Continued on next page



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…*Tomorrow's Worry* in front of Gouyave in the Senior Final, with Sauteurs third.

From then on Woburn could not be stopped as Alan Noel and his *Trouble* crew took the GSF16 *Tomorrow's Worry* straight into a commanding lead in the final race for Skipper of the Year. No other boat could come close and skipper and crew were able to start celebrating even before they crossed the finish line — the first Woburn crew to take the title.

The first-place winners were:

Community Class Racing

GOUYAVE CANOE *Etieron*, Carlyle Joseph

GOUYAVE SLOOP *Endeavour*, Andy DeRoche

PETITE MARTINIQUE *Purple Blast*, Orlando Decoteau

SAUTEURS *No Retreat No Surrender*, Jason Charles

WOBURN *Trouble*, Alan Noel

Match Race Finals (raced in GSF16s)

NATIONAL TEAM SAILING, JUNIOR Team Gouyave, Kwesi Paul

NATIONAL TEAM SAILING - SENIOR Team Woburn, Michael McQueen

Skipper of the Year: Alan Noel and his Woburn crew.

For more information see page 17 and visit www.grenadasailingfestival.com.

Jolly Harbour Valentine's Regatta & Rum Festival

The young crew of Cork 1720 *Digicel Challenger* celebrated an overall win in the Racing Division in the



JODY SALLONS-DAY

20th Jolly Harbour Valentine's Regatta, held February 7th through 10th in Antigua. In the Cruising Division Rick Gormley and his crew on the First 38 *Elethea* also celebrated a win.

A dozen Laser Pico dinghies provided by Antigua National Sailing Academy joined the action. Winning all but one of Sunday's six races was 11-year-old Antiguan Rocco Falcone, but it was the consistency of Bea Shrewsbury that took the championship.

Alison Sly-Adams, Marketing and Sponsorship Director said, "We are delighted with the reaction to the entire event from sailors, partygoers and sponsors. This was the first year of the Rum Festival and we have been able to assess the potential of the event. Our rum sponsors have given us fantastic support with their displays and bars. The visiting public has tasted new rums and exciting ways of drinking them! We look forward to further developing the festival into a platform for participating rum brands to use as a showcase in 2014 and each year."

For more information visit www.jollyharbourregatta.com.

Bequia Heineken Easter Regatta This Month

The Bequia Sailing Club reports that Heineken, through their new local agent in St. Vincent, Coreas Hazells Inc, will continue their Title Sponsorship of the



WILFRED DEDERER

Bequia Easter Regatta in 2013 for the third successive year. First Citizens has also renewed their commitment as a Premier Sponsor of the March 28th through April 1st event, with Easter Friday's full day of races and its daily prizegiving exclusively assigned to them.

With Heineken as regatta Title Sponsor and exclusive sponsors of Easter Monday's yacht races, Sunday's Single-Handed Race and two of the local double-ender races, First Citizens joins longstanding regatta Premier Sponsors Mount Gay Rum and the SVG Tourism Authority, and major sponsors United Insurance, Mountain Top Water, the Frangipani Hotel and the Bequia Beach Hotel.

This event continues to attract large turnouts of yachts, both spectating and participating, and, with Easter this year ideally timed for many cruisers, the organizers are expecting a bumper yacht entry for their 32nd edition.

Bequia's specially designed series of six races for the J/24 Class, including The United Insurance J/24 Three-Race Challenge on Easter Saturday, and the award of the J/24 Southern Caribbean Champion Trophy to the Bequia's overall J/24 winner ensure that this is the one event that is able to attract J/24s from every nation in the region.

For 32 years the Bequia Easter Regatta has never lost its unique small island appeal. The sight of at least 30 locally built sprit-rigged double-ender boats competing with legendary skill on the same waters as 50 or so yachts of all shapes and sizes, has no equal. And with well-run yacht races for Racing, Cruising I (CSA rated, non-spinnaker) and Cruising II (liveaboards and "fun" competitors), and the two One Design Classes — J/24s and the "Surprise" boats from Martinique —the Bequia Sailing Club is looking forward to yet another highly competitive event for 2013.

For more information see ad on page 13.

Les Voiles de St. Barth: Serious!

Les Voiles de St. Barth will take place April 8th through 13th. "It is a first-class event that draws very serious teams and boats," said Jim Swartz, who has been anointed the "godfather" of the 2013 competition. An IRC North American and East Coast champion, he won the 2011 event with his IRC 52, *Vesper,* and epitomizes the quality of competition that fills the Les Voiles ranks. He has raced in all of the event's previous three runnings and will return with *Vesper* to compete again this year with his 16-member crew that includes names from America's Cup, match racing and other high-profile sailing arenas such as Gavin Brady, Jamie Gale, Ken Keefe, James Baxter and Ben Beer.

"Key to the event's success is the fair division by rating in each of the classes, with deep competition within; the race courses, which are very distinct and class appropriate; and the professionalism of the race committee itself," said Swartz.

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—Continued from previous page

"This combination attracts the top professional teams in the sport, yet there is ample room and reason for amateur teams to participate as well." There are divisions for IRC-rated yachts, CSA Spinnaker and Non-Spinnaker, Classics and Multihulls. Charter opportunities exist for full teams or individuals.

For more information visit www.lesvoilesdesaintbarth.com.

26th Antigua Classic Yacht Regatta

The Antigua Classic Yacht Regatta is one of the world's premier classic yachting events, bringing a spectacular collection of yachts and people together for superb sailing and great fun in the ideal conditions of the Caribbean. The 26th edition will



CASMIR HOFFMANN

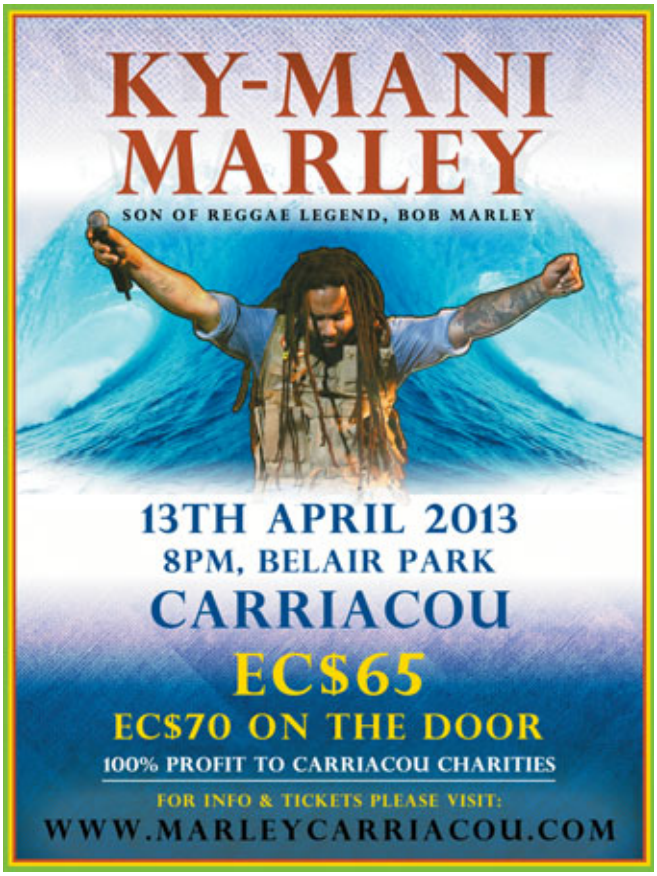
take place April 18th through 23rd. Sponsorship remains strong, with Panerai signing on for another three-year term, Mount Gay Rum, S. Pellegrino, Portland Yacht Services, Ondeck, Lunenberg Shipyard Alliance, as well as the local supporters all returning. EFG has now joined as a new Gold Sponsor, and Maine on the Rocks is a new group that will put on an exciting event during the Regatta.

For more information see ad on page 13.

Apologies to any events not covered this month; there's just too much happening on the water!







The Regatta That Wouldn't Die

by Sally Erdle

IN the Immigration line at Grenada's Maurice Bishop International Airport, the gentleman in front of me looked every molecule a sailor. He introduced himself as Peter Morris from Trinidad, come to race his Frers 43, *Jaguar*, in a highly anticipated yacht series. Since at least 2006, when Morris raced the regionally renowned Sparkman & Stephens 34, *Morning Tide*, to second place in Cruising Class at the Grenada Sailing Festival, he had been a serious contender in the island's regattas. *Jaguar* was Overall Grenada Sailing Festival Winner in 2011. Beaming broadly at the prospect of the upcoming competition, Morris said, "I'm so glad this is happening!"

It might not have.

Four Decades of Racing History

Grenada has a long and grand history of yacht racing. Don Street relates how in 1968, seeing all the big boats in St. George's Lagoon, he had the idea of a Round the Island Race. Bill Stevens, who pioneered yacht chartering in Grenada, said that if Don could get 20 starters he'd put up a cash prize of US$1,000. Not to be outdone, Grenada Yacht Services, the marina located where Port Louis now stands, offered a free haulout to the first boat on elapsed time. Entries poured in and the race, held in January 1969, was a hit. The next year, World Ocean Racing Champion Jim Kilroy flew in from the US and chartered a yacht to race. Famous racing yachts such as *Bolero* and *Stormvogel* entered, and prominent photographers including Keith Beken came for the show. Keith took a picture of Jol Byerley sailing the 63-foot Alden schooner *Lord Jim* that was so spectacular that it appeared repeatedly in Beken's calendars and books. Within a couple of years, Street recalls, the Round Grenada Race, hosted by the Grenada Yacht Club, attracted more participants than Antigua Sailing Week, founded in 1967. Modern-day yacht racing in Grenada was born.

Since then, the spirit of yacht racing has remained strong in the Spice Isle, but a number of annual sailing events — including a Grenada Summer Regatta that ran for some six editions from 2000, and the Round Grenada Race, which after a halt in 1991 enjoyed a revival from 2002 to 2009 — have come and gone.

The Grenada Sailing Festival (GSF) was launched in 1993 as a double-barreled late-January event comprising international keelboat racing and local workboat racing, some years attracting more than 40 yachts and as many equally competitive workboats. Although dates of the annual workboat event were subsequently changed to early February to link it more closely to Grenada's national Independence Day celebrations on the weekend after the yacht races, in 2012 the GSF organizers realized that running two major regattas in rapid succession was problematic. Twenty years after the event's inception, the Grenada Sailing Festival's board decided to devote itself to organizing a regatta solely for the indigenous boats, and an announcement to that effect was made in early September 2012.

Saving a Tradition

When the cancellation of the Grenada Sailing Festival's popular keelboat series was announced, the response was a groundswell of renewed passion and commitment from Grenada's sailing enthusiasts and local marine industry players. Veteran racer Jerry Stewart of the Carriacou-based Hughes 38, *Bloody Mary*, says, "I think I was one of the first to write an obnoxious letter saying 'You can't do this!'"

On September 10th, out of an Action Group of some 25 concerned persons, members of the Grenada sailing community elected a new board to take over the helm of the yacht regatta from the GSF. The GSF gave the new Grenada Sailing Week its blessing.

Most islands have just one annual yacht regatta. Given that Grenada had another popular and well-established event, the annual South Grenada Regatta (southgrenadaregatta.com), coming up later in February, why not just roll all the effort into that? For one thing, there are different types of racers, including those who love highly competitive and technical racing, and those who appreciate a more "friendly fun" type event. The family-friendly South Grenada Regatta had already established itself as a Mecca for the latter. For another, the South Grenada Regatta has been headquartered at Le Phare Bleu Marina since its inception five years ago, and the GSF yacht races had been headquartered at Camper & Nicholsons Port Louis Marina since 2008.

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ALL PHOTOS: TRUE BLUE BAY RESORT



In brisk conditions off Grenada's south coast on Day One, Peter Morris's Frers 43, Jaguar, firmly clamped her teeth into a Cruising Class 1 lead



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Such prestigious events present not only revenue but also great PR for marinas as well as other sponsors, something not to be easily given up.

In fact, abandoning the 20-year-old competitive yacht race series was never even considered. Sailing Week volunteer Lynn Fletcher says, "We just went into gear and the Action Group made sure it happened. There wasn't the luxury of time to evaluate the situation; we just did it." Marc DeCaul, who chairs the new Grenada Sailing Week Board, adds, "We all know this regatta as Grenada's biggest. We appreciate its economic impact, and we love doing it. Its going away didn't sit well with us."



Racing Class. The flat waters of St. George's Harbour provided an arena for Trinidad's Slippery *and Antigua's* Lost Horizon *to go* mano a mano

Jerry Stewart sums it up: "It was like seeing a friend drowning — you don't think; you just save them."

GSW board chairman Marc DeCaul; board members Richard Szyjan, Nicholas George, Patrick Brathwaite, Mike Bingley, Joelle Szyjan and Ruth Lund; plus Niels Lund and many more volunteers from the sailing community worked hard to put on the event. This was a sail week organized by racing sailors, for racing sailors. The services of two International Judges, Harry Keith and Don Makowiecki, with local jury member Jimmy Bristol, plus CSA Measurer Bastien Pouthier and experienced Race Officer James Benoit ensured the professional standing of this racing event. Luiz Kahl of Yacht Scoring.com was invited to make sure the results were quickly available worldwide.

The excellent Port Louis Marina was once again secured as Regatta Headquarters, with Customs and Immigration on hand for convenient clearance. Participating boats were offered an enticing 50-percent discount on dock space for up to ten days over the regatta period. Potential sponsors were approached, and Camper & Nicholsons, Mount Gay Rum, Sea Hawk Paints and Island Water World, plus a plethora of other regional and local businesses, said, "Count us in!" Courses were plotted. Post-race parties were planned.

The word was spread: "It's happening."

Grenada Sailing Week is Born

A mere four months after the yacht races were dropped from the Grenada Sailing Festival's agenda, 29 boats entered the newly formed Grenada Sailing Week Camper & Nicholsons Race Series, which took place January 31st through February 5th, 2013.

Many former Festival yacht race competitors from around the region, including Paul Solomon and Peter Peake from Trinidad; James Dobbs from Antigua; Peter Lewis and Paul Johnson from Barbados; and Grenada-based Richard Szyjan, Mike Bingley, Mark Solomon, Jason Fletcher, Dieter Huppenkothen and Robbie Yearwood, were among the skippers eager to make Grenada Sailing Week a success. Flags from farther afield — Norway, Great Britain and the USA — flew from the sterns of boats attracted to the event.

Antigua-based sailor Sandy Mair noted that the early February time slot this year allowed him a fun "hat trick": aboard his Beneteau First 35, *Cricket*, he participated in the Round Barbados Race (January 21st), sailed over to Bequia to enjoy the famous Music Fest (January 24th through 27th), and then cruised down to Grenada to race in Sailing Week.

The fleet was divided into three CSA-handicapped classes — Racing, Cruising 1 and Cruising 2 — and a Fun Class. A variety of old and new courses ranging in length from seven to 22 miles was available for the Race Committee to choose from to suit the conditions. The Friday featured spectacular racing in Force 5 wind and waves on the south coast — bodacious enough for muscular spinnaker runs but not rough enough to be a gear-buster. On subsequent days, the lighter winds dictated shorter courses in the lee of the island, yielding a series of ten races over four days. Sailors claimed a love-hate relationship with St. George's Harbour, a.k.a. Grand Anse Bay, which provides flat seas and wind (when there is any), but "You never know which side of the course to favor!" Shifting winds in the bay meant some delays while the hard-working mark-boat crews shifted the buoys so that, for example, a windward-leeward course didn't become a reach-reach. Local knowledge helped: in one triangle race, last year's Overall GSF Winner, Grenada's Robbie Yearwood on the J/24 *Die Hard*, maintained his course well after a windward mark while others tacked as soon as they cleared it. *Die Hard* made the next mark smartly in just one tack while others had to beat to it. But even Grenadian sailors guessed wrong at times: the picturesque Petite Martinique-built island sloop *Savvy* sat postcard-perfect in a sinkhole off Grand Anse Beach while boats that chose the other tack boogied briskly around the buoys.

The four-boat Fun Class, with entries ranging from a pair of Beneteau 473s and an Oceanis 45 to a modified 16-foot Laser Stratos dinghy, was strictly for fun with no entry finishing all the races, but with many children taking part to see what this racing thing is all about. The Norwegian Oceanis, *RaVi*, edged out the Laser Stratos by one point for a class win.

In Cruising II, the largest class by far, last year's victor, *Die Hard*, held her title, with Austrian Dieter Huppenkothen's Swan 43, *Rasmus*, once again in second. In third place was a first-timer to racing in Grenada: the J/24 *Loose Cannon*, which 70-year-old Edgar Roe had sailed single-handed from St. Lucia and helmed to a podium position despite a DSQ in one race. "Not bad for an old fart with a pick-up crew!" he grinned.

Even though last year's class winner, Peter Morris's *Jaguar*, dominated Cruising Class I by scoring eight bullets, with Paul Lancelot Johnson's Beneteau 53, *Rapajam*, firmly in second place, the action on the water was irresistible. Well-known Grenadian sailor Champie Evans — who set a Round the Island record in 2007 and a Girl Pat Trinidad-to-Grenada Race record last year — sold his Swan 48, *Julia*, recently, so he jumped aboard *Rapajam* on the last day: "I just had to sail!"

The competition in Racing Class was electric. The gauntlet was thrown down between last year's first- and second-place Racing Class winners, veteran regional racer James Dobb's J/122 from Antigua, *Lost Horizon*, and Trinidadian boatyard owner Peter Peake's *Slippery*, respectively. A very well sailed *Category 5*, Grenada-based Richard Szyjan's Hobie 33, was also in the top tussle. After seven races, *Slippery* and *Category 5* were tied for first, with *Lost Horizon* second. After Race 8, the close of Day Three, the scoreboard showed *Lost Horizon* first, *Category 5* second and *Slippery* third.

On the last race day, February 5th, the wind was light and fluky in the morning, but after a squall and a short period of no wind it became gusty for a bit then settled into a steady 15 knots or so.

—*Continued on next page*



UPCOMING CARIBBEAN SAILINGS

MARCH, 2013: MARTINIQUE → PORT EVERGLADES → GENOA
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—*Continued from previous page*

The day's two races were nail-biters, with boats often rounding the marks in clusters. At one start, the entire Racing Class except *Slippery* crossed the line early, catapulting the 37-foot custom Reichel-Pugh design into hyperspace and ultimately a Racing Class win. *Lost Horizon* and *Category 5* ended the series tied for points, both just one point behind *Slippery*. Second place was awarded to *Lost Horizon*, which had scored one more bullet than *Category 5*.



Above: A perfect pirate. There were themed parties after every race day, and Port Louis Marina's Assistant Manager, Danny Donelan, rocked the Pirate Party's 'Best Costume'

Below: Grenada's own J/24 Die Hard *sailed through the regatta's largest class to a Cruising 2 victory*



'Here to Stay'

The themed post-race parties at the Victory Bar pulsated, a zippy press boat with a skillful driver was provided daily, indomitable yacht photographer Tim Wright was on the scene, and a "train ride" was laid on on Lay Day to take the yachties to Grand Anse Beach to witness the epic Grenada Sailing Festival Workboat Championships (*see item in this month's Regatta News and story on page 17*). All in all, Grenada Sailing Week was a class act.

Slippery was declared overall winner of the inaugural Grenada Sailing Week Camper & Nicholsons Race Series. But the ultimate winner was perhaps the event itself. A "drowning man" was not only saved, but seemed refreshed by his swim. Marc DeCaul says, "With a new committee this year, we've seen the event through new eyes and we've brought a fresh way of doing things. We want to make Grenada Sailing Week the biggest in the Southern Caribbean. Grenada has so much to offer: we've always had the sailing conditions, the welcoming people and the warm atmosphere, and now we have the facilities to host modern regattas." Lynn Fletcher concurs: "We're looking forward to getting even bigger and better, attracting more boats to Grenada to come race or just to spectate. Grenada Sailing Week is here to stay."

At the prizegiving, *Slippery's* Peter Peake spoke for many: "Great racing, friendly people — we'll be back next year!"

Racers often say that, but this time it was not just a promise, it was an affirmation.

Thanks to the Grenada Sailing Week Board, the GSW committees and volunteers, The Moorings, and the Port Louis Marina staff for making Compass's *first-hand coverage of this event possible and so enjoyable. Special thanks to Arthur Daniel of True Blue Bay Resort for photos.*

For more information on Grenada Sailing Week visit www.grenadasailingweek.com.

GRENADA SAILING WEEK 2013 WINNERS

Racing Class (6 boats)
1) *Slippery*, Reichel Pugh 37, Peter Peake, Trinidad/GBR (22 points)
2) *Lost Horizon*, J/122, James Dobbs, Antigua (23)
3) *Category 5*, Hobie 33, Richard Szyjan, Grenada (23)

Cruising 1 (5 boats)
1) *Jaguar*, Frers 43, Peter Morris, Trinidad (12)
2) *Rapajam*, Beneteau 53, Paul L. Johnson, Barbados (18)
3) *Eagle's Wings*, J/125, Hal Slentz-Whalen, USA (36)

Cruising 2 (13 boats)
1) *Die Hard*, J/24, Robbie Yearwood, Grenada (20)
2) *Rasmus*, Swan 43, Dieter Huppenkothen, Grenada/AUT (28)
3) *Loose Cannon*, J/24, Edgar Roe, St. Lucia (42)

Fun Class (4 boats)
1) *RaVi*, Oceanis 45, Harald Horjen, Norway (22)
2) *X-Strato*, Laser Stratos, Mark Solomon, Grenada (23)
3) *Patronus*, Beneteau 473, Christopher Conway, USA (35)

For full results visit www.yachtscoring.com.



'We are Slippery*!' The overall winners celebrate with the Mount Gay Girls and Mount Gay rep Brian Sylvester — that bottle of Extra Old was broached moments later!*

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GRENADA SAILING FESTIVAL 2013

AUTHENTICITY IN ACTION

by Susan Mains



SUSAN MAINS

For 20 years on Grand Anse Beach in Grenada, in late January or early February, the Grenada Sailing Festival has staged the greatest show on Earth! Okay, maybe the greatest show in the Southern Caribbean. But there is no doubt that this event highlights a whole lot of good happening on this island.

This 20th year was no exception. The organizing committee, working under the duress of difficult economic times, pulled off two days of joy on the beach. United Insurance was the major sponsor, and if goodwill could be measured in dollars, they would have left with a whole treasure chest full.

Saturday, February 2nd, was a day of rain, rain, rain, rain, five minutes of sunshine, and more rain. Never mind, the sailors kept sailing. The bright red official T-shirts formed a brilliant foil against the muted blues and greens and greys, and the wind whipped the sails along.



TRUE BLUE BAY RESORT

The Sunday brought a crackling hot sun, and absolutely clear blue skies. Locals and visitors lined the beach to cheer on the boats, and thirsts were quenched by Carib.

The older men instructed the young ones on how to fix the spar, the bamboo sprit and boom, the rudder, and gave the orders. The young men gathered around in rapt attention. When it was time to pull a boat in to shore, all hands jumped to help, regardless if it was "their" boat or not. The competition was a display of friendly camaraderie, to say the least.

But if you looked along the shore, there were other good things happening, too. Like the leader of a Girl Guides group working in a tent with her young ladies,



SUSAN MAINS

The Festival was an all-round community event, from the start of the Community Class races (above, the Sauteurs fleet) to the crowd-pleasing championship finishes, to the Girl Guides launching their dreams...

frying bakes and fishcakes. A trip to Trinidad has been planned, and she wants each and every one of them to go, regardless of whether their parents can afford it. She is teaching the girls that funds come through work, and their efforts for the two days on the beach will contribute to these girls taking a trip and having their horizons broadened.

—Continued on page 45

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Martinique Skipper Broadens Horizons for Local Sailors

Interview by Rodolf Etienne

As skipper of Team Martinique in the Tour de France yacht race, Mathieu Moures is opening up new perspectives for local sailing. After two participations in the Tour de France à la Voile (Around France Under Sail), the crew from Martinique, led by Mathieu, has drawn a first balance sheet and laid the foundations for its future investments.

Why participate in the Tour de France?

Because it is always better to confront the best! Run since 1978, the annual Tour de France visits some ten ports along the French coast and has attracted top skippers including Russell Coutts and Loïck Peyron. By participating, we have gained experience and expertise of a good standard.

In Martinique, we have young sailors who are constantly evolving at the local level to a very high technical degree in different small boat classes (Optimist, Laser, sport catamaran and windsurfing). It seems important to us to validate the next level of performance. The Tour de France can move sailors to a new plane in "attacking" the big boat races, and be a gateway to distance races such as the Volvo race around the world, the Sydney to Hobart, etcetera, and therefore make the scene locally, nationally and internationally. Martinican sailors with this type of experience can apply for jobs either as crew or skipper, or as a project manager, at the international level.

In addition, we have the desire to make Martinique known beyond our island. As well as being sailors we are tourism ambassadors, on the water and on land. Throughout the stages of the Tour de France, promotional stands are installed in each host city to publicize the destination of Martinique and the products of our island. Thus, we are motivated not only as competitors, but we also participate actively in the development of the island. We are not professionals of tourism, but we had frequent occasion to "sell" the destination because the Tour spent the summer on the French coast and we want to give visitors a vacation home. We answer simple questions: How to get there? Where to stay? What activities to practice? What specialties to taste? We guide people who are interested in discovering Martinique to the agencies concerned. You should know that we are in a "Team Martinique" with sponsors who support us, and we assure promotion upstream and downstream.

How did things go the first year?

We could have done better, admittedly. We had a lot of novices in the Team and not enough budget. The most experienced had the desire to do well, but for the novices, including some students from Paris, the objectives were less about competition. We learned from our disappointment, with the firm determination to do better the second year with a team that was 100-percent local.



Above: Raising awareness of Martinique abroad and promoting professional-level sailing at home, Mathieu Moures has twice skippered Team Martinique in the Tour de France à la Voile
Right: In its second Around France race, last year Team Martinique took a respectable fifth place among 15 contenders that included teams from Russia, Belgium, Switzerland, Germany, the Netherlands and seven other parts of France

Between the first and second year, the work consisted largely of athletic and psychological preparation.

So you had to reframe the project?

Yes, we had to rethink everything, taking into account the areas of failure and of course the places of success. In fact, each Tour takes a whole year of work. We had to revise our goals and find new sponsors, both institutional and private, and recruit a new crew with more efficient competitors. To build a logistics team on the ground was essential. Once assembled, the new team began workouts in Martinique then continued in France. We are well aware that we are not as well prepared as some national crews, but our goal is to always be the best in our class. We recruited Martinican sailors operating in French sailing clubs as well as those working in Martinique. All are so motivated: Elliot Merceron, who finished third at the 2011 World Championships in the Laser Radial, sailing for Club La Rochelle (France); Rodrigues Cabaz is number two in French Laser Standard, Champion of France in 2012 and sailed for Standard Laser Club Nantes (France). They have strengthened the crew.

For your second participation, your results were better?

Yes, our results were significantly better. We finished in fifth place and we have tasted the joy of being in first position for four hours during one leg. For us, it is very promising. This means that this crew is much better than the previous one and we must continue on this path.

What are your goals for the next Tour?

Our goals are even more ambitious. We strive for one of the top three places. We managed to convince our sponsors of our desire and hopefully we will build around the base of the previous crew and expand the team.

In sailing as a sport, what do you hope for Martinique?

We hope for emulation locally; that is the purpose. We would like to have local racers motivated to join the crew of the Tour de France Martinique. I think we need a crew that is unique, motivated and united: each region has a unique crew — it's a little rule of the game in the Tour de France sailing. And then at the national level, we are a link, an input channel as others, to Martinique. We contact and we trace the information we collect to create, to develop other major sailing events between Martinique and France.

Is it possible to speak of a new direction, a step forward for sailing in Martinique?

Yes, in my opinion, our participation in the Tour de France shows that we in Martinique have reached a new level and we are on the right track. And why not consider an event that includes modern sailing boats and dinghies? Our participation in the Tour de France à la Voile opens new perspectives to local sailing, for sure!

And competition in the Caribbean — do you have ambitions here?

Yes, for us, the St. Maarten Heineken Regatta, Les Voiles de St. Barth, or Antigua Week represent good starting points for preparation for the next Tour de France à la Voile, scheduled to start on June 28th.





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GRASS ROOTS

by Jim Hutchinson

L'Esterre Bay has a long crescent beach backed by sea grapes, manchineel, palms, and such. The village of L'Esterre is mostly out of sight behind the trees until the houses reappear, climbing the steep hills behind the bay. Across the bay and beyond the channel lies iconic Sandy Island. To the left of Sandy at twice the distance is bluff little Mabouya Island. Farther left, across a broad channel, Cistern Point rejoins us to the mainland of Carriacou in the Grenadine Islands. This is picture postcard stuff. And what lies beneath the water has been found worthy to be designated a marine protected area.

It is Saturday, junior sailing day. There are six sailing dinghies out on the bay, five Optimist-like prams for the kids and an Opti that was reinvented for adult sailing and equipped to row for rescue — *Cocoa*, the one with the colorful sail. Allison is at the water's edge watching the fleet; she's in charge. Olando is in the water with a couple of kids and a capsized dinghy. He's teaching self-rescue and bail-while-you-sail to qualify kids for solo sailing. He also makes sure they can swim. Most of the boats have two kids aboard, one who knows how to sail helping one who doesn't yet. Akim is sailing *Cocoa*, the escort boat: safety and coaching.

I'm sitting at one of the shaded tables scattered around the beach in front of Curtis's beach bar, Off the Hook. I brought a camera with a powerful telephoto. I'm here to watch from a distance and to have a cold one and a pizza. I resigned as operations manager yesterday. This is their show.

I even arrive late. The lifejackets have been lowered from the tree and the boats are being rigged. As I go to the bar to get a cold Ting, Allison passes and says, "I can't find enough bailers, Hutch. Are we out of bailers?" "Could be," I answer. "Oh, that's right, you're not here," and she's off to scrounge up another bailer. Boats don't sail without a bailer — and nobody sails without a lifejacket. But I'm not here, so I find a nice piece of shade at a distance.



Olando supervising self-rescue, Akim tacking, Allison keeping an eye on things

Last week, still being operations manager, I was there but at the fringe. It had been sort of a dress rehearsal for today. I had been keeping an eye on things, still offering suggestions, still teaching. There was a lot to keep an eye on. They had plenty of wind and an interesting assortment of equipment problems. The forecast was for east wind, ten to 15 knots, but it had been a solid 15. Then it began gusting to 20. Akim moved the mark in to group the fleet more. The boats sailed out and back in waves, round after round. During Round Two, *Cocoa* had a rudder problem that was quickly fixed. On the next round, the tack of one of the sails worked loose. The wind became gustier and one of the boats was knocked down. They were having problems self-rescuing, so Akim towed them in. By the end of Round Four it was 20 knots gusting to 25, near the limit for a kid in an Opti. Some of the sprits got re-tightened, and they set off on the final round. Akim had been righteously tired at the end of a previous session and had taken my point that it might be nice to have another escort sailor to give him a break. And this windy session was working him even harder. But I don't think you could have taken the boat away from him: he was having too much fun. When told it was the final round, he took the fleet clear to the far end of the bay.

Today's forecast is also for ten to 15 knots. And that's what we've got. Not as exciting as last week but a fun breeze. What problems they might be dealing with I can't tell from here. Things seem to be going smoothly. The boats sail out, do the course, and sail back, looking good. Then they sail out again.

There are five white sails out there today. It had taken nearly all the equipment we had and more. From this distance they all look the same, but it is actually something of a motley fleet. Three are Opti knock-offs; two are Mosquitoes. Some of the spars are plumbing pipe, one mast has a wooden plug to make it fit the mast step, one rig is bamboo, other spars are from unknown dinghies long forgotten. Three of the boats are rudder specific; one has a mast step that only two of the rigs fit. Most of the sails are old, as are the lifejackets. Arguably the boats could use some paint. None of them would pass measurement for an official class race. But all of them are out there sailing, and 11 kids showed up to sail them.

Today has better to come. The kids are still out getting boat time. But it is noon, time for me to get another cold Ting and to have Curtis start a pizza for me.

—Continued on next page



—Continued from previous page

Curtis has a key role in the sailing program, though you'll find him in the kitchen on sailing days. He provides the location and security for the fleet and its gear, and keeps an eye on such sailing as happens on non-sailing days. And his powerboat, moored close to shore, is a safety backup for the fleet. His establishment, Off the Hook, sprawls along and behind the beach from where the dirt road ends under large, shady trees hung with swings, past a scattering of shaded tables and hammocks, to the bar and its compound, built tree to tree — including the tree where the lifejackets are stowed and a tree with a small boat wrecked on its limbs. The kitchen is a separate building with a guest room attached. Behind the bar are two boat sheds and the equipment box for the kids' club. Rent was the club's biggest expense before; now it is free. So I reckon that eating a pizza kind of helps pay the club's rent. I mean, if I needed an excuse — it's good pizza. Pizza isn't all that's on Curtis's menu, this is Off the Hook. Also, ice cream.



End of sailing; lifejackets back up in the tree
Inset: Akim handing out boards and rudders

The club is now entirely sufficient in local hands, I can return to retirement. After the session I tell Allison, "When I come back in months or years, if it is no better or worse than now, I will be a happy man," and give her a hug.



Rigged and ready...

Update. It continues to get better. Three Saturdays later when 16 kids showed up, Allison said she was going to have to set a limit. Then they did a mid-week sail and barbecue on a holiday, a "special events day". The following Saturday Allison reported 14 kids on time — two came late. On time: fathom that. And another local sailor, Kirshaun, has joined the team. Meanwhile, realizing what was happening, a local donor ordered sails, lifejackets, and replacement spars — an individual, from the heart... or is it the mind?

What might a visitor do to help? Come mid-morning and watch, have Curtis fix you lunch as the kids finish sailing and put the gear away. Then ask Allison. If you've got kids who want to sail, Allison says be there on time: 10:00.



A Grenada-to-Grenada Cruise

by Don Street



Aerial view of Grenville Harbour. Street says, 'Not as hard as it looks'

If starting in Grenada and your time is limited, you don't have to beat your brains out to the Tobago Cays or hassle with clearing Customs out of Grenada and into St. Vincent & the Grenadines to have a terrific cruise. You can enjoy a week or more of different destinations without ever leaving Grenadian waters.

Do a little homework before starting out. Check the information on the back of Imray-Iolaire charts B311, B31 and B32 very carefully. The charts are really a chart and a guide in one. Also cross-reference *Street's Guide, Martinique to Trinidad* and Chris Doyle's *Sailors Guide to the Windward Islands*. In comparison to the money you spent on getting to Grenada and money spent while there, the cost of the two guides is infinitesimal. Page references in this article refer to my guide.

Contrary to the usual west coast course taken by most boats leaving Port Louis Marina or the south coast bays, I suggest heading along the south, south-east then east coasts of Grenada in easy stages.

If you are leaving from Port Louis Marina or the Pandy Beach anchorage, the first day's destination largely depends on what time of day you depart. If it is late in the day, head southwest inside Long Shoal and duck into Morne Rouge Bay (pages 150/151) just west of Quarantine Point. Ease into the bay as far as your draft will permit and anchor in a sand bottom with good holding. Yours will likely be the only boat there. The next day depart for the south coast and Clarkes Court Bay.

If you depart from St. George's early in the day, continue west to Point Saline, then short tack up the south coast (see piloting directions on the back of chart B32 and pages 151 to 157) until you reach Clarkes Court Bay, a sheltered anchorage in all weather. It is a perfect place to relax and serves as a base to explore the area in a dinghy. You can spend a full day and a half in Clarkes Court Bay exploring. Visit any one of the nearby marinas that have bars and Happy Hour. Or take the dinghy eastwards through the channel (page 157) between Calivigny Point and Calivigny Island and visit Le Phare Bleu marina with its de-commissioned light ship and first class restaurant.

If you want to be completely off by yourself, continue on to the uninhabited Adam and Gary Islands (page 158) and find yourself a private beach, or continue on to Egmont Harbour (page 158), Grenada's best hurricane hole and a real estate development.

When ready to move on, get up at first light, have a quick breakfast and get underway before it really begins to blow. It is only a five- to six-mile beat to any of three anchorages to the east: Lascar Cove, Le Petit Trou, or Requin. For details on anchorage-hopping up Grenada's east coast, see "Discovering Quiet Anchorages in the Eastern Caribbean: Part Two" in the December 2012 issue of *Compass* (www.caribbeancompass.com/online/december-12compass_online.pdf).

The entrance to Grenville Harbour (pages 162 to 165) is not as difficult as the experts claim. Admittedly the outer buoys may be missing, but the church on the hill has been there for 150 years or more. Continue north up the coast until the church bears 304 degrees magnetic. Hopefully you have a hockey puck compass on board. Otherwise, go to 12°06.6 N, 61°35.6 W, turn to port, and head for the church, keeping the church bearing 304 degrees magnetic. Run on in on this bearing, using eyeball navigation.

—Continued on page 45

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BEDAZZLED BY DOMINICA

by Bill & JoAnne Harris

Our first experience of Dominica was in 2011, when we sailed there from Les Saintes, Guadeloupe. Just outside of Prince Rupert Bay, where the village of Portsmouth is located, we were politely greeted by a "boat boy" who wished us good day and welcomed us to his island. "Boat boys" is the inaccurate nickname for the men who assist vessels that come into the harbour.

Upon our arrival, the words "simply dazzling" came to mind. There is so much unbuilt-upon land on this island that it looks like one enormous botanical garden. From the sea, you can see countless fields of glistening coconut palms, sugar cane, bananas, and a variety of flowering and fruit trees. The breezes through the valleys bring the sound of numerous songbirds singing, and some occasional parrots, too. There is definitely a reason why this island is called "The Nature Island".

We have been to Dominica several times since, and in total we have spent several months in this beautiful country. We have explored it by both land and by sea.



Somewhere under the rainbow... the town of Portsmouth, Prince Rupert Bay, Dominica

'Every Saturday morning there is a spectacular farmer's market'



The two main bays are Prince Rupert Bay, the location of Portsmouth, in the north, and Grand Bay, the location of the town of Roseau, in the south. We have had lots of adventures in both the north and the south. Since the day we first arrived, when we walk down the streets, everyone greets us and says, "Good day, and how are you enjoying our island of Dominica?"

Dominica gave us our first experience with a boat boy approaching our boat, not with fish to sell, but to offer us a mooring ball, island tours, and other services. He approached us in his local wooden longboat and escorted us into the harbour. Some of these boat boys have been doing this for over 20 years, so do not be surprised to know that some are actually men in their 40s.

In 1995, the boat boys and marine businesses in Portsmouth got together to form the Portsmouth Association of Yacht Security and Services (PAYS). Prior to this date, Portsmouth had become a place where some cruisers did not want to stop, owing to the numerous problems that occurred here many, many years ago. PAYS is a wonderful organization that now has a red inflatable with an outboard and a paid security guard to patrol the bay nightly. The guard spotlights each boat as he cruises by. The funds raised by the PAYS' Sunday night barbecue, held at the PAYS Events House on the beach, pay for this security. At this barbecue there is excellent food, a great DJ to make you dance the night away while sipping your unlimited rum punches, and lots of cruiser and local friends to meet. This PAYS program is completely self-governing and has been very successful. All PAYS participants speak English and their French-based patois, *kwéyòl*, and, since Dominica is located between the French islands of Guadeloupe and Martinique, most speak French, too.

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Each boat boy must have the following training qualifications and licenses to be part of the PAYS program: a current Red Cross First Aid/CPR Certification, a Guide Permit from the Government, a Certificate from the Dominica Tourist Board, and Documentation of Completion of Study of local history, flora, and fauna (they have wonderful knowledge of local medicinal plants and their uses). Furthermore, a current Doctor's Physical on file and annual PAYS organization membership contribution are required, and a police background check showing a clean police record. For each of these aforementioned certificates, there is an annual fee. These men have quite an investment in their occupation and take it very seriously. The group members are often known by the names of their boats, such as *Providence*, *Sea Bird*, *Fire*, etcetera.

Since we have been coming here, 14 official segments of the Waitukubuli National Trail have been completed, which provide fantastic hikes throughout the island. The Waitukubuli Trail segments, fabulous beaches, Fort Shirley, Pirates of the Caribbean film sites, numerous rum distilleries, and snorkeling are great, but our very favorite sites are the spectacular waterfalls. We have been on several tours with Martin Carriere, of the boat *Providence*, to numerous sites, but the trips to Spanny Falls were the best! One particular day, it had rained off and on all day long. When we arrived at the Spanny, it was still raining. We hiked through the rainforest and it was like something out of a storybook. It truly looked like something out of a fantasy! Through the mist and the bright green rainforest, we spotted the waterfalls that were gushing gallons and gallons of sparkling clear water. We made our way to the falls, stripped down to our swimsuits and jumped into the pool. After this, it was time to see more. We followed Martin and pulled ourselves up the rope to the next set of falls on the other side of the valley. There we saw a most awesome sight. There were three more falls on the other side! Out of all of his years of tours, Martin had never seen this before. It was a very special day for sure!

To participate in more budget-minded exploring of the island, we would often go around the anchorage to sign up other cruisers for island tours to help fill Martin's bus. This worked out well for everyone: the more people that attend, the less the per-person price.

There are many services available in Portsmouth. Every Saturday morning there is a spectacular farmer's market and fresh fish market at the Portsmouth Fishing Complex and surrounding streets. If you miss the market, Michael of the boat *Nature Boy* will make rounds by boat in the harbour to sell fresh produce and take orders for fresh bread. You may also purchase fuel at the Portsmouth Fishing Complex, both diesel and gas. There is an IGA grocery store and a Budget Marine store in walking distance, too.

For convenience, Customs allows cruisers to check in and out at the same time for a two-week period. [*Editor's note: See related correspondence in this month's Readers' Forum.*] However, overtime for Customs begins at 4:00PM during the weekdays, except for Monday, which is 5:00PM. At the time this article was written, it was considered overtime on Saturday and Sunday and all holidays, too. There are hourly and forms fees. We normally pay EC$8 (US$3) for the two of us to enter Dominica, however, on a Sunday, we checked in/out and paid a whopping EC$70 (US$26), due to the overtime and forms fees. We learned about overtime fees that day.

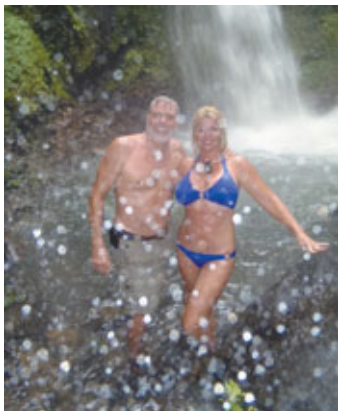
In the south of Dominica, our favorite boat boy is Sea Cat, also known as Octavius. Since the bay is quite deep in Roseau, he has moorings available to tie to. He can take you on excellent tours on that side of the island, including several segments of the Waitukubuli Trail, countless waterfalls, and lots more. The only tour we have not done yet is the Boiling Lakes. That is definitely on our list for our next visit.

In Roseau, the Drop Anchor Bar, run by one of our fellow Texans, Allison, and her adorable dog, Ginger, will make you feel welcome by whipping up some great cocktails or an ice-cold local Kubuli Beer and some excellent Tex-Mex. Roseau is a cruise ship port, so there are numerous restaurants, a farmer's market, and duty-free shops.

In January 2013, we arrived in Prince Rupert Bay on our most recent trip and we were so happy to be back! All of the boat boys have now become wonderful friends of ours, and came out to greet us and welcome us back. We had so much fun catching up with all of them and hearing how they and their families were doing. Martin and Flo greeted us with an enormous straw basket full of fresh fruit and a huge bouquet of tropical flowers, both from their garden. They are a wonderful family and we are truly blessed to know them.

We cannot say enough good things about this island. We know you will enjoy Dominica when you visit and will fall under the same wonderful spell that we have. You will most likely be greeted by one of the many boat boys when you draw closer to the north or south bays, but if not, you may contact them on VHF16. Oh, yeah… and we know you will become bedazzled by Dominica just as we have been!

A Few of Our Favorite Things



Waterfalls! We love them, especially Spanny Falls

Some of our favorite must-sees in Dominica are:

- All 14 Segments of the Waitukubuli National Trail
- As many waterfalls as possible
- Snorkeling and scuba diving
- Fort Shirley
- PAYS Sunday night barbecue
- As many island tours as possible
- Soak in the hot springs of Trafalgar Falls
- Red Rock and Carib Indian Territory
- Cold Soufriere
- Indian River tour
- Martin and Flo's interactive cooking demonstrations on the beach
- The World Heritage and Historical sites of Dominica
- Titou Gorge
- Champagne Beach — do a snorkel dance in warm underwater volcano bubbles as if you are in a glass of champagne
- Scotts Head

Captains JoAnne and Bill Harris both hold 100-ton USCG Master Licenses and sail aboard their trimaran, S/V Ultra. They enjoy writing cruising articles for a variety of publications. To follow their sailing adventures visit www.jandbyachtultraadventure.blogspot.com.



ALL PHOTOS: DAVID MORGAN



Honduran Hideaway:

CAYOS COCHINOS

DESTINATIONS

by Brenda Webb

A wide smile in a weather beaten face beams up at us. "Buenos dias — bienvenidos de Cayos Cochinos."

The friendly local, who introduces himself as Alexander, sits in a hand-built dug-out *cayuca* in which he's paddled 500 metres from Cochino Grande to where our yacht, *Bandit*, sits on a safe mooring. He hands over two freshly picked coconuts and paddles away happy with a couple of cold Cokes and a packet of cigarettes.

Welcome to the gorgeous Cayos Cochinos, an isolated archipelago that sits about 18 nautical miles off the north coast of Honduras. Only a handful of yachties find their way here and that really is what makes it so special. I couldn't help but think that this is possibly what some of the Eastern Caribbean islands used to be like before the mass arrival of charter fleets, cruise ships and budget airlines.

Various rumours circulate about the safety of cruising close to the Honduras coast but in Roatan we met cruisers who vouched for the Cayos Cochinos, saying they were regularly patrolled by the coast guard. We sailed down from French Harbour in Roatan — a beautiful 18-mile beam reach in flat seas — and within minutes of picking up a mooring (you can't anchor anywhere here) the coast guard arrived. Armed with assault rifles and big grins they certainly made us feel welcome — and safe!

Moorings in Cochino Grande, for the boat, skipper and one crew, cost US$20 for one night and $40 for up to a month. For that you really do have access to a piece of paradise. With only six moorings, the anchorage is never going to get crowded — during our time there we only saw two other yachts. There is no provisioning here and no wireless internet. It feels about as far away from civilization as you can get in the crowded Caribbean.

The Cayos Cochinos consist of two main islands — Cochino Grande and Cochino Pequeño — about three small inhabited cays, and dozens of tiny uninhabited cays, reefs and shoal ground. It can be tricky navigating but we found Nigel Calder's *Cruising Guide to the Northwest Caribbean* to be accurate even though our edition was slightly out of date.

The two main islands are relatively high and covered with lush tropical vegetation that runs right down to the pristine white sand. Rugged rocky headlands make for great snorkelling and enclose some stunning beaches. Exploring the west side of Cochino Grande by tender we came across gorgeous deserted beaches, a handful of beautiful holiday homes and some of the clearest water we've yet seen in the western Caribbean. We just have to get in it! Back to *Bandit* to grab our snorkelling gear and head out to Pelican Point, where our friend Alexander told us the best snorkelling is.

We swim off the beach and are overwhelmed by the beautiful coral and abundant fish life. Water clarity here is astonishing but so are the stings from invisible jellyfish! We head back to *Bandit* to don rash suits and leggings and smear our faces with Vaseline.

The jellyfish don't stop us enjoying some fantastic snorkelling but we suffer for a few days afterwards with some nasty stings, especially on our exposed ankles.

— *Continued on next page*

Amazing Chachuate (Lower Monitor) Cay in the Cayos Cochinos is home to more than 200 fishermen who live side by side in tiny thatched roofed huts. Dodging fishing boats pulled up on the beach is part of life on Chachuate



Transport in the Cayos Cochinos is by cayuca *— some have engines but most are paddled*

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One day we motor over to Cochino Pequeño, which is home to a turtle sanctuary, a scientific research centre and a few eco-friendly holiday cabanas. Life appears to be fairly laid back here: there are only a few people around and they're all relaxed, friendly and welcoming. The beaches here are classic Caribbean: white sand, clear water and, of course, those ubiquitous palm trees.



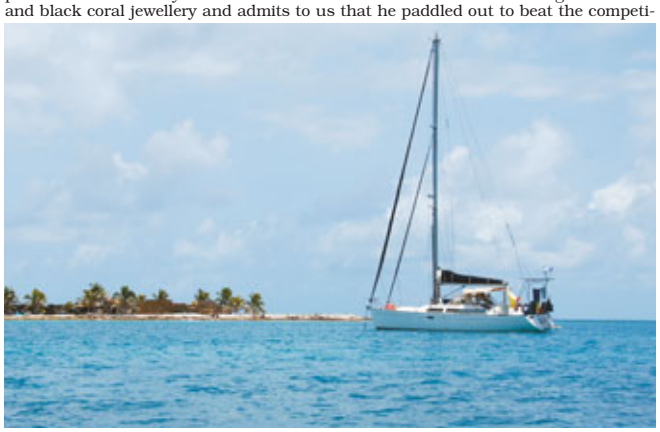
One of the friendly locals tells us she's 71 and has lived on the island most of her life



The welcoming face of a Cayos Cochinos local who greets us on arrival at Cochino Grande with two freshly picked coconuts

From Cochino Pequeño it's a clear run across to Chachuate, also called Lower Monitor. This tiny island that rises only a metre or so above sea level and is no bigger than two football fields, is home to more than 200 people. They're mostly Honduran mainlanders who have created a fishing village here. To say it's crowded is an understatement! Tiny thatched roofed huts sit cheek by jowl and they are almost outnumbered by fishing boats pulled up on the sand. As we approach, the close confines of the inhabitants becomes apparent.

Once again, minutes after picking up a mooring we're welcomed by a local who has paddled out in his cayuca. This one has an ulterior motive: he's selling turtle shell and black coral jewellery and admits to us that he paddled out to beat the competition onshore. He's not too disappointed when we say we can't buy his products as they are banned in our native New Zealand and is happy with the cold Cokes we hand over. He welcomes us to his island and invites us to explore.



New Zealand yacht Bandit *at anchor in the spectacular Hobbie Cays*

A few tourist boats from the Honduran mainland visit this area and when we go ashore we see one group of sightseers enjoying a delicious platter of freshly cooked lobster, red snapper and conch. Our turtle jewellery man is on the job and the minute he sees us looking interested takes us to a ramshackle shack where we buy two fresh lobsters for US$10. That's dinner sorted!

Cooking on Chachuate is done on a shared outdoor open fire and there are two communal toilets for islanders. There is a pre-school for toddlers and once children turn five they go by water taxi to a school on Cochino Grande.

The islanders we speak to appear to live a happy and tranquil lifestyle. We can't argue with that — after spending a few days in the Cayos Cochinos we've become completely enchanted with this archipelago. It reminds us of the beautiful Hobbie Cays, another hidden Honduran delight that sits 55 miles off the eastern Honduras coast. We stopped here en route from Providencia to the Honduran Bay Islands, picking our way carefully through the coral reefs and shoal ground to anchor off a picture postcard island complete with coconut trees and a sandy white beach.

Shortly after anchoring we heard an engine and watched nervously as a fishing boat approached. We're always security conscious in these waters but had only heard favourable things about the Hobbie Cays. And so it proved. The three lobster fishermen in the boat were simply coming to greet us and as we shook their hands and exchanged small talk they handed over a bucket full of lobster tails. They didn't want money but were delighted when we produced a small bottle of rum and some cold Cokes. They told us where the best snorkelling was and the next day we enjoyed seeing dozens of lobsters under rocks, abundant fish life and even a small nurse shark to test the nerves.

The Honduran Bay Islands of Roatan, Utila and Guanaja are great, but if you can, take the time to explore some of these more remote and less crowded islands and archipelagos. You won't be disappointed.

Brenda Webb is a New Zealand journalist who, with husband David Morgan, took time out to go cruising. They bought their Moody 46, Bandit, *in the Mediterranean in 2006 and are en route to New Zealand. Share their adventures at www.yachtbandit.blogspot.com.*

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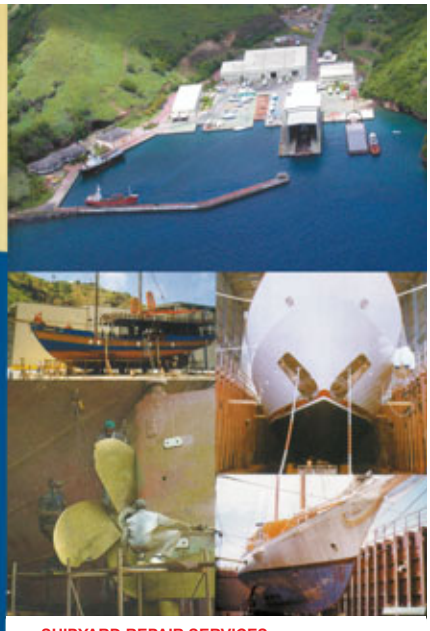
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Cruising by Quadrants:

The Lesser Antilles Plus Two

by Frank Virgintino

There are many ways to cruise the Caribbean and, depending on your timeframe and budget, you will have to figure what is best for you. I like to break the Caribbean into "Quadrants" because the Quadrants each have their own peculiarities which, when understood, can be used to support a given itinerary.

What is the East Quadrant?

Technically speaking, the Lesser Antilles begin with the Virgin Islands in the north and end with Grenada in the south. Some people like to call the islands east of Puerto Rico "the Spanish Virgins", which raises the question of where they should be grouped. They are part of the Greater Antilles because they are part of Puerto Rico. Their original name was the Passage Islands; they link the Greater Antilles with the Lesser Antilles.

For the purpose of Caribbean cruising by Quadrants, I have included Barbados and Trinidad in the East Quadrant, although I do not consider them to be part of the Lesser Antilles. Barbados is not similar in makeup to the islands of the Lesser Antilles and is rarely visited by cruising yachts, as getting there from the island chain requires too much windward work. Trinidad is also beyond the chain of the Lesser Antilles and has the geological characteristics of its neighbor Venezuela. Tobago is part of Trinidad and also does not receive many cruising boats as it is off the beaten track.

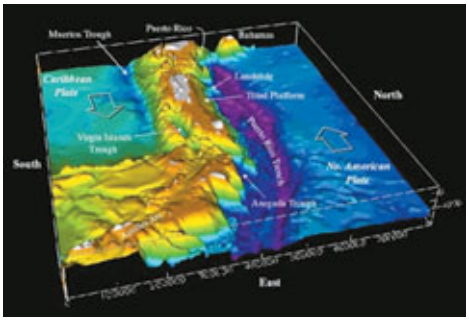
Trinidad is included in the East Quadrant because it is as far to the east as most of the Lesser Antilles and during hurricane season is the landfall of a great number of boats that are stored when their owners fly home. This is due to its vast infrastructure of marinas and boatyards, second to none in the world.

The Lesser Antilles are often mistakenly called "The Caribbean" when authors write about them and when cruising sailors discuss them. This is a misnomer: they are part of the Caribbean but they are not "The Caribbean". The entire Caribbean is large: over 1,500 nautical miles from east to west as the crow flies.

The Lesser Antilles can be broken up into three areas: The Virgin Islands (USA and British), the Leeward Islands, and the Windward Islands. The three areas have different personalities.

The Virgin Islands

For many years the Virgin Islands have been the cruising grounds of the greatest number of Caribbean charter boats. You will not be lonely as you cruise through them. In fact, at certain times of the year, a cruiser will feel like the minority among them. Sometimes tempers flare because charterboat holidaymakers are more "casual" in their approach than those of us who live aboard and cruise full time. Some



Unseen but potent, the Puerto Rico Trench and the Anegada Trough can build up the sea

charterers have less experience as well and one can be truly entertained late in the day when the wind is up and you watch the "anchor opera" take place. This two-part operetta includes trying to anchor in a spot much too small while screaming at whoever it is at the bow tending anchor — most often the skipper's girlfriend or wife. The key to enjoying life while in the midst of this drama is patience and empathy, lest we lose sight of why we are cruising in the first place.

One of the nicest things about the Virgin Islands is that they are close together, making daily landfalls a fairly simple matter. There is normally a good sailing breeze in the Sir Francis Drake Channel and your next anchorage will usually be in the line of sight.

When the time comes to leave from the Virgin Islands and head towards the Leeward Islands, one must cross the Anegada Passage. This can be a very rough body of water and you should plan your departure carefully, based on the weather and wind direction.

Any time you sail in areas where the water changes dramatically in depth from very deep to relatively shallow, it can make for a challenge. The accompanying diagram shows that the Puerto Rico Trench, the deepest part of the Atlantic Ocean, wraps around the northern part of the Virgin Islands. Additionally, there is a "trough" called the Anegada Trough just southeast of the northern part of the British Virgin Islands. This can make for confused seas and rough conditions. Many cruising sailors, having become accustomed to easy conditions in the Virgin Islands, do not realize that this challenge is waiting for them and are surprised. As cruising sailors, we should do all that we can to avoid being caught off guard, as well as to have a plan in place for when it happens.

The Leeward Islands

The second part of the Lesser Antilles comprises the Leeward Islands. They are called the Leeward Islands because they do not meet the tradewinds first, as do the Windward Islands. Of course, one man's Leewards are another man's Windwards, and the Dutch who have had three islands in the Leeward Islands consider them their Windwards and the ABC Islands their Leeward Antilles. Do not get confused if you hear the ABC Islands referred to as the Leeward Antilles (not to be confused with the Lesser Antilles).

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The Leewards are a wonderful group of islands, but many sailors are disappointed when they are heading south and realize they may need to sail a close reach. This is because north of Martinique the curvature of the Lesser Antilles is to the east and, unless the wind has a very strong northerly component, it is not going to be a broad reach or even a reach. There are so many interesting islands in this group that it is hard to choose which ones to visit and how long to stay put.

The Windward Islands

The southerly part of the Lesser Antilles chain comprises the Windward Islands. They are called this because the tradewinds make first contact in the Caribbean with them. Coming south, this is what everyone waits for. Once you reach Martinique, you are on "the top of the hill" and sailing is normally a reach and broad reach all the way to Grenada. It is not always perfect — early in the tradewind season there can be too much wind or no wind at all — but it is as good as it gets, especially as the tradewinds mature.

Winds, Currents and Island Interplay

The winds will normally be from the northeast and average 15 to 20 knots. The tradewinds come from the east and contact the Caribbean initially along the Lesser Antilles. Early in the season, however, the winds can be stronger and are referred to as Christmas Winds. At this time, the wind can blow very hard (over 20 knots) for days at a time, and at other times there will be days of absolute calm. As the season grows older, the wind becomes more constant and the wind speed much closer to the average. Later in the season the winds will carry more humidity and develop a southerly component to become east or southeast.

When sailing the Lesser Antilles, most cruising boats choose to sail on the leeward side of the islands. This is because if the tradewinds have been blowing hard, the sea coming from the east makes up considerably. The windward side of the Lesser Antilles tends to be either rough or rougher, except in calms. If you want to venture to that side, do it late in the tradewind season when the winds moderate, or pick your days carefully.

When the easterly wind arrives at the cuts between the islands, it must funnel its way through. As a vessel leaves a high island, generally the wind will head and blow harder until one reaches mid-channel. Once at mid-channel the wind will free up, allowing the sheets to be freed as you approach the next island. Bear off to starboard coming south in conditions like this and then back to port when the wind moves aft of you. It is a delicate maneuver as you must be careful not to bear off too far or you will find yourself fighting to make landfall once the wind heads you again. You must also be sure to know the distance between islands and allow yourself enough time to arrive in good light. A nighttime landfall is never a good idea.

The Caribbean Current travels from southeast to northwest at an average of one knot. However, it changes at different times of the year and you will generally find the currents stronger during the late part of the tradewind season — March through August. Additionally, they are not constant through the chain and will vary considerably between islands and in channels. Keep in mind that as the tide rises and falls (average one foot in the Caribbean but can vary) the flood moves from west to east and the ebb from east to west. (Many cruisers do not realize this and think the flood comes from the east.) Inasmuch as the islands are an impediment to the tide's movement, the water must move around the islands and will move northward or southward. If you take the tides into account, especially on the larger islands, you can ride a fair tide all the way along the coast. Tides are especially strong just after a full and new moon.

Notes on 'the Beaten Track'

The Lesser Antilles are often referred to as "the beaten track." That is because so many cruising boats have cruised up and down the island chain. There is also a great number of charter boats — perhaps the greatest concentration in the world — that ply these waters.

The beaten track is not in itself a bad thing. For someone who has not cruised the area before, everything will be new and exciting. What describes this area well is "loss of innocence". Do not expect to be welcomed as Captain Cook when you step off your boat at your landfall. The locals have seen it all before. Your pleasure is their business and the best of them will welcome you and take care of you with the best of Caribbean hospitality. The worst of them will see you as a profit center or worse.

You will deal with higher prices in many locations. A mooring in the Virgin Islands can cost over US$50 per night with nothing included but the mooring. Dockage can also be expensive and inexpensive, good quality restaurants are rare jewels. In some areas, crime against cruising boats is a factor that needs to be dealt with. How much crime, what type of crime and where it happens should be a concern to you. Consult www.safetyandsecuritynet.com and www.noonsite.com for information on recent occurrences. Another good reference is www.freecruisingguide.com, which publishes the Caribbean Security Index. Their databases will give you an opportunity to reduce your risk by avoiding problematic locations using probability analysis and risk reduction management.

Lesser Antilles Culture

The Lesser Antilles do not have any Spanish-speaking islands. A few are Dutch and a few more are French; the balance, which is the majority, are English speaking. The chain has many variations of different cultures, the majority of which are West African with European undertones; sometimes even overtones. There are also East Indian, Middle Eastern, Amerindian and Oriental influences, to name just a few. Perhaps the Lesser Antilles are, as Forest Gump said, "like a box of chocolates": you never quite know what you are going to get, but virtually all that you get is going to be good and often great.

I remember many years ago making landfall at Jost Van Dyke in the British Virgin Islands. There was a young man on the beach playing music by a bonfire and selling fresh fish dishes. His name was Philicianno Callwood, much better known as "Foxy." I mention this because I think Foxy is a great representation of the Lesser Antilles. Today he is known as "Sir" Foxy, having been made a Member of the Order of the British Empire by Queen Elizabeth II. His enthusiasm for his island and his hospitality to the people that come there is of such force that people just keep coming. The renowned American author James A. Michener had his photo taken with Foxy. Michener is just one of so many, great and humble, who have made their way to visit this great "man of the islands".

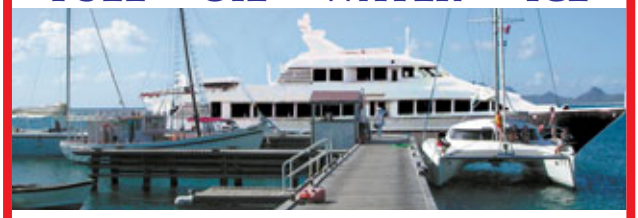
The Lesser Antilles have lore; they have a sense about them that is not easily articulated. Perhaps Phyllis Shand Allfrey (1908-1986), socialist activist, newspaper editor and politician of the island of Dominica, said it best in her poem "Love for an Island":

Love for an island is the sternest passion;
Pulsing beyond the blood through roots and loam
It overflows the boundary of bedrooms
And courses past the fragile walls of home.

The Lesser Antilles — the East Quadrant in my organizational review — are a fascinating potpourri of islands, each with its own character. Take your time and do not rush south; you do not need to arrive in Grenada or Trinidad until the end of June.

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

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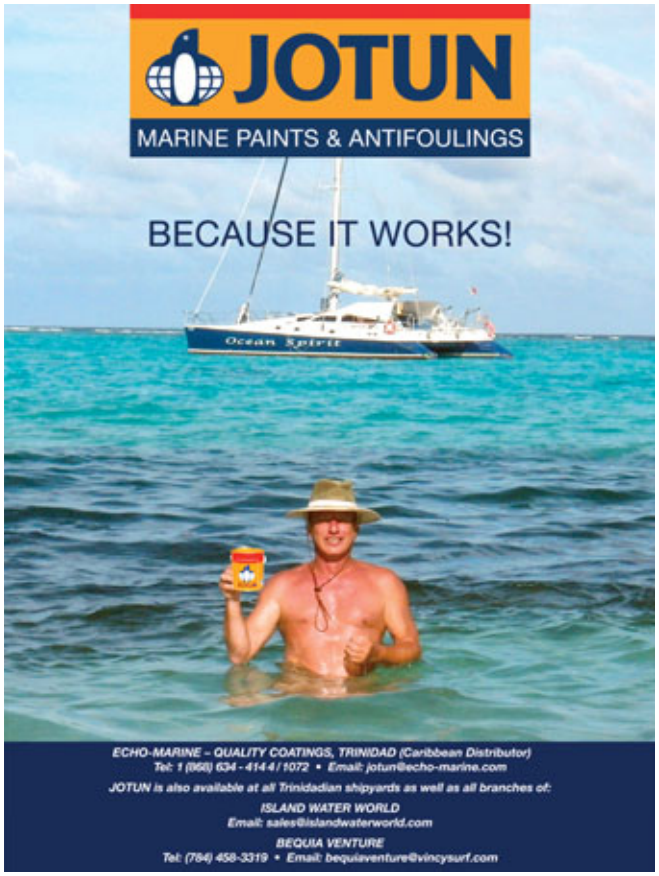
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Through the Panama Canal:

Switching Oceans the Easy Way

by Liesbet Collaert

Every year, hundreds of cruising boats transit the Panama Canal and a big chunk of that group transits from the Caribbean to the South Pacific. Most of them will have planned this exciting event many months if not years ahead of time; others, like us, make this life-altering decision only a few months prior to the act of transiting. After three years of sailing in the Eastern Caribbean and a year of explorations in Panama (mostly the San Blas Islands), it was time for my husband, Mark, and me to expand our horizons and consider crossing the "big puddle". Once that was decided, our lives turned extremely busy, with planning, fixing, shopping trips ashore, and ordering many boat parts online. And we had to schedule our canal transit, which would coincide with my cousin's visit in January.

To many cruisers wishing to transit the Panama Canal, the topic of agents arises. I have never really understood why, because arranging the whole process yourself is easy and free. You just need some spare time, patience and a bit of determination. Of course, it is much easier to just sit in a place like Shelter Bay Marina and not worry about a thing, especially not about those extra 300–something dollars you


LIESBET COLLAERT

Line handler Tobias is doing a good job pulling slack in, on the way up to Gatún Lake

spend on an agent. But you have a choice. We opted to take our 35-foot catamaran, *Irie*, to the Club Náutico anchorage in Colón for a few days and start the process ourselves. We registered — in person — our boat at San Cristobal signal station and tried to schedule the admeasuring. The next morning, we called and received a day and a time to be measured, which happened in the Flats anchorage, where we also filled out the required paperwork and received a ship identification number. Next, we had to pay the transit fee and the buffer at a particular bank (they prefer cash, which is the simplest way) and once the money is in the Canal Authority's hands, the transit day is a phone call away. If you are not too much in a hurry, you can basically pick which day you want to go through — in our case, January 18th, 2013. All that is then left to do is find line handlers, and hire tires and long lines, which we obtained via Tito.

When transiting the canal, you are required to have four line handlers and a captain. With Mark behind the helm, I was one of the line handlers, together with my cousin, her husband, and a Swiss friend, Toby, who left his own boat in Panama City for two days. Friday, January 18th would be *the day*, purposefully planned and scheduled six weeks in advance. Everything went according to plan, until we called to confirm again, the morning of the 18th. Astonishing and unexpected news reached us: our transit was postponed until the next day because of a lack of advisors. We made the best of our "lost" day and tried again on January 19th. Toby came back from Panama City a second time and we anchored in the Flats for lunch. At 1400 hours our advisor arrived and the adventure could begin.

The first day of this two-day journey is the short leg. After the advisor arrived, we made our way to the three Gatún locks, together with two other sailboats. Before entering the first lock, we rafted up to a bigger catamaran; the other sailboat — a monohull — had done the same. The Canal Authority tends to put the boat with the strongest engine(s) in the middle during a raft-up (also called nesting up). This means that the captain of the middle boat steers the "threesome", while his line handlers sit idle, and that the captains of the other two boats, engines running, have an easy, picture-taking time, while their line handlers take care of the two lines on their side. It is possible that the two "outside" captains are asked to correct a bit with their engines, if the boat in the middle is not powerful enough or if the winds and currents are strong.

Once inside the Gatún locks, with or without a cargo ship, the doors close and the water rushes in. The boats rise at a steady pace, while the line handlers pull in the slack. Beforehand, Panamanian line handlers on shore throw two monkey fists at the end of thin lines to the outer boats — protect those solar panels, just in case — to be connected to the looped long lines aboard. They pull the lines back and attach them to big bollards on the walls. Between the three locks, the thicker lines are pulled back on board and the canal employees "walk" the group into the next chamber with the thin lines still attached. There, the same procedure is repeated.

Once we reached the level of Gatún Lake and the doors of the third lock opened, our big raft motored into the lake and was disassembled. The boats tied either to a big mooring or another sailboat for the night. Everything went smoothly so far and we even made it to our resting place before dark. The tranquil environment and the flat water — unlike the rolly extremes of the canal — brought a good night's sleep to all. At 6:00 the next morning, the alarm went off. We expected our next advisor around 6:30, so imagine our surprise when he showed up 15 minutes early. The water for coffee was still warming up and nobody was quite awake yet. Nevertheless, it meant a great and fluent start of the longer day.

—Continued on next page

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When the sun rose above the horizon, *Irie* started her four-and-a-half-hour motor trip across Gatún Lake. Breakfast was served and everybody's eyes scanned the horizon for crocodiles. We managed to spot two during the course of the morning, but were mostly enjoying the lush scenery with green islands scattered around us, and gazed in awe at the mammoth cargo ships passing by. Around 11:00, four sailboats reached the Pedro Miguel Lock. Here, we rafted up to a decent-size monohull, which took middle position, with another monohull on his port side. The line handlers focused on the lines, a much smoother process now that we were all more experienced. This time, going down, we had to give slack, while the opposite boat held us all in position, or vice versa. The big catamaran from the previous day was "center lock", all by itself, so every crewmember there was engaged.



TOBIAS WALKER

Left: Row of 'mules' used to pull the big Panamax ships through the locks

Below: Transit concluded, our advisor is picked up near the Bridge of the Americas

Pedro Miguel stands alone and afterwards, a one-mile stretch led the group to the last two chambers: the Miraflores Locks. These are the most challenging locks because of the strong current and tricky water movements. Plus, you are on display for all the visitors on the viewing platform and a webcam. Everybody concentrated on their job and the three boats moved along and down nicely. When the last set of heavy doors opened, there she was… the Pacific Ocean! The three boats disconnected and the advisors were picked up near the Bridge of the Americas.

The whole transit had been quite successful and after dropping the tires and lines off at the Balboa Yacht Club, we managed to get settled in La Playita anchorage at a very reasonable time. We did it! *Irie* is on the other side now and that was celebrated with a glass of champagne. It is only the first step to exploring another ocean, but we are determined to go on and are getting ready to sail west and west, where we will be cruising, or fixing the boat in other exotic places!

Transit Tips

• Outside of the busy February and March period, plan your transit for a weekend, when more advisors are available. They have other jobs and help the boats on their days off.

• Ask around in person or on the radio cruiser nets (San Blas, Portobelo) for line handlers. There are always other cruisers eager to have the experience before transiting themselves.



LIESBET COLLAERT

• Make sure you have enough drinks and food aboard for all the crewmembers and advisors. For the advisor it is up to you to provide drinks throughout, and breakfast and lunch on Day Two of the transit.

• Have enough cash onboard for the transit fee or be prepared to take the necessary amount (in a few times) out of a Panamanian ATM. Let your bank know you will do this and ask them to make your daily "allowance" higher.

• Tell the admeasurer you prefer to go through "rafted up" with other sailboats or by yourself, center lock. Being tied to a tugboat is less preferred, but doable if all goes fine. You don't want to be tied to the wall. You can specify your preferences when dealing with the paperwork at the Flats.

• It is possible to be measured somewhere else than the Flats, but extra costs might (will?) be incurred.

Costs for a boat up to 50 feet (as of January 2013)

Transit tolls	US$800
TVI Inspection Charge	US$54
Security Charge	US$130
Buffer	US$891 (returned if you didn't damage the canal or were delayed)
Line Rental (4)	US$60
Tires Rental:	US$2 a tire plus $1 a tire upon returning them

Generally, the total cost for a boat under 50 feet long to "switch oceans" via the Panama Canal is less than US$1100, plus diesel used. The alternative, of course, is sailing around Cape Horn!

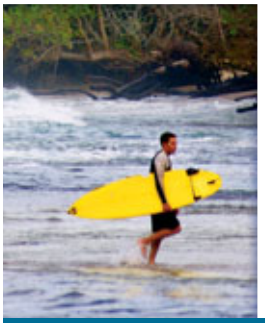
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MARCH 2013

♈ ARIES (21 Mar - 20 Apr)
The third week will be full of creative inspiration and high winds in your verbal skills and energy. It's a good time to start new projects and make changes on board.

♉ TAURUS (21 Apr - 21 May)
Boat business is in the doldrums but the rest of your course is free of obstructions, so get a firm hand on the helm and steer towards new horizons.

♊ GEMINI (22 May - 21 Jun)
As romantic breezes wane, your verbal skills stall. This will not put wind in your creative sails but don't fret — things will clear up after the 18th.

CANCER ♋ (22 Jun - 23 Jul)
You'll feel creative inspiration with fresh breezes in your love life in the first three weeks. Use this aspect to your advantage now, as after the 21st the tide will turn and winds of change could drive you off course.

♌ LEO (24 Jul - 23 Aug)
Don't let fluky winds in your business sails deflect you from creative inspiration after the 21st. Start new projects that you can share with your romantic crewmember.

♍ VIRGO (24 Aug - 23 Sep)
Your inability to express yourself clearly will cause choppy seas in your love life and creative aspirations. Be patient and conditions will mellow out after the 21st.

♎ LIBRA (24 Sep - 23 Oct)
Your sense of humor will help you sail through rough weather in your love life after the 21st. This aspect could stall your creativity and inspiration, so make the most out of the first three weeks.

♏ SCORPIO (24 Oct - 22 Nov)
Slack sails in business could distract you from enjoying romantic aspects. Don't let verbal insecurities deflect you from enjoying romance; sometimes the less said the better.

♐ SAGITTARIUS (23 Nov - 21 Dec)
The first three weeks will bring a chain of obstacles to your happy romantic course. Aspects will improve greatly after that and next month will be clear sailing ahead.

♑ CAPRICORN (22 Dec - 20 Jan)
Enjoy the first three weeks, which for you are aspect-free this month. After the 21st, rogue waves could cause upheaval in your love life. Hold your tongue and resist the urge to get snippy with crew and you will avoid causing friction that might cause dissatisfaction in the future.

♒ AQUARIUS (21 Jan - 19 Feb)
Hoist your sense of humor in the first week and don't let minor wind shifts in business blow you off course.

♓ PISCES (20 Feb - 20 Mar)
Enjoy the increasing wind in your sails of love in the first three weeks, but don't let it tempt you to neglect business in the first week when a new opportunity will sail toward you.

Bequia at Easter

Island Poets

Sitting at the Frangipani,
Troubles fade — if you have any,
Watching sailboats nod and sway,
As dinghies hurry on their way
To who knows which boat? Who knows where?
Relaxed, no worries, no one cares.

Easter time and Christ is Risen!
Surely God up in His Heaven
Blesses those who are compelled
To face the ocean's mighty swells.
The sea, so often rough and chancy
Is not everybody's fancy.

But for the sailor, there's no choice
And in this challenge, they rejoice.
In slender hulls they put their trust,
For them to be there is a must.
So thank You Lord, for this sweet day,
Anchored in Admiralty Bay!

— Nan Hatch

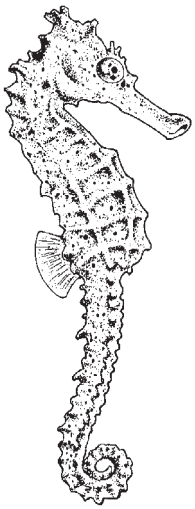


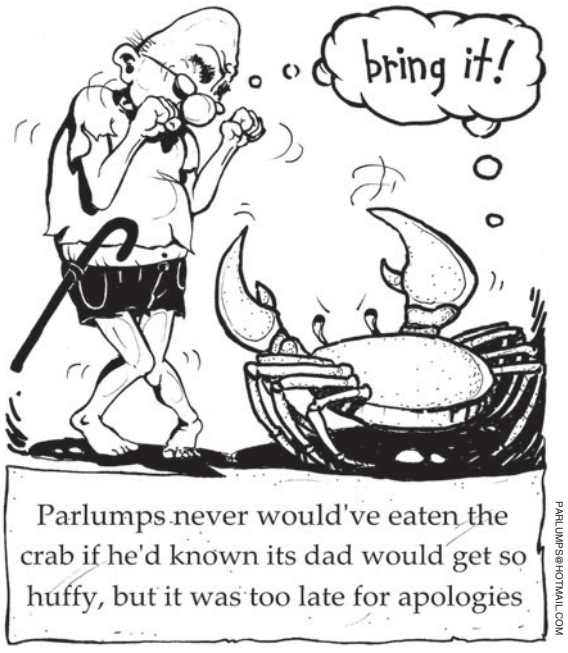
Celebrating

Celebrating,
Living life,
Traveling by wind and sea...
As days and months go by
We sail through the day and night,
Greeted by the sun and kissed by the rain.
Every day is an adventure,
Learning,
Discovering culture and nature.
Sail away.
Our journey through life, together.

— Olivia Frank

parlumps marooned





A DSC Primer for Cruisers

by Lynn Kaak

"Can I get your MMSI number?"

This question should be as common among cruisers as "What's your e-mail address and phone number?" After all, we rely on our radios for communication, yet the utility of Digital Selective Calling (DSC) is incredibly underutilized by cruisers. There are features available that seem to be designed with the cruiser in mind.

Before any of the advantages of DSC can be used, you must have an MMSI number (Maritime Mobile Service Identity). This can be obtained from your country of registry or documentation. Fire up your favourite internet search engine and find out how to get one for your boat. Since it varies for each country, we won't discuss it here in any greater detail, except to remind US vessels that a BoatUS number is not on the international database, and is meant only for domestic use. For everyone else, the information given when you apply for your MMSI is on an international database that can be accessed by maritime search and rescue organizations.

The first feature, and certainly most important thing, is for safety. That red "Distress" button on the front of your radio is designed to send out a continuous Mayday call if you press it for at least five seconds. If your radio is hooked up to a GPS, your position will automatically be sent out with the Distress call to every DSC-equipped radio within range (radios with an MMSI number). If any of those receiving vessels have their GPS chartplotter hooked up, they can actually see your position on their screens. This certainly makes getting help in an emergency a lot easier and more effective. Trying to clearly give your location is not necessarily an easy thing to do in an emergency. This makes it error free. Then you can go to Channel 16 and do it the more traditional way.

Your MMSI is on an international database that can be accessed by maritime search and rescue organizations

Another feature that is just so useful is the ability to privately "call" or "page" another boat. Let's be honest, we've heard those boats in an anchorage that seem to call each other every five minutes, or the person who tries to call a boat 20 times within five minutes, and you wish you could find a way to get them to desist, or you turn off your radio to limit the chatter. DSC can make everyone's lives a little easier. Say *Cranky Pants* wants to call *Leaky Tub*. They simply can use the "Individual Call" option on their DSC menu, find *Leaky Tub* in the addresses, and hit a few buttons. *Leaky Tub* will get a "chirp" of some sort from their radio, which will get progressively louder, to let them know that they are being paged. *Leaky Tub* hits the appropriate buttons on their radio, and both radios will miraculously be on a working channel so the conversation may begin. (Actually, *Cranky Pants* will have already chosen the working channel when setting up the call). And no one will know about it unless they scan all of the channels. Granted, it takes the fun out of reading the mail or lurking, but you can't have everything. And if *Leaky Tub* wasn't home, but the radio was on, they will see on the radio that *Cranky Pants* was trying to contact them.

The other day we were coming into an anchorage and we weren't sure where our buddy boat was, as they had arranged a mooring for us next to them. Rather than call on the radio and possibly bother them while they were dealing with their mooring, we did a "Position Request". Their radio (hooked up to their GPS) told our radio (and our chartplotter) their position. We saw where they were, and they didn't have to do a thing. Their radio has the ability to auto-respond to those kinds of requests, as does ours. You can also do a "Position Report" to tell someone where you are. This is nice when buddy boating and also in areas where you might not feel comfortable about giving your coordinates out loud on VHF. Sometimes a group of boats will buddy up to traverse an area where they may not feel comfortable. Maintaining radio contact is nice, and one can create a common "Group MMSI" number for all of the boats in the flotilla, like making a multi-party conference call. You can do positional information to the whole group, or page them, if you wish.

Let's say that you are entering an anchorage and you would like to know if anyone you know (and have in your radio address book) is there. A "Polling Request" will call out to your friends' VHF radios, and any of them in range will answer, provided that their radio is switched on.

At times when perhaps you aren't feeling well, or are napping, or whenever you don't want to hear the general calls on the local cruiser calling channel, you can turn down the volume or change to another channel. If someone pages you, or there is a Distress call, your radio will still alert you to those calls. At least this way your friends can get hold of you, even if you may be feeling a little anti-social toward the rest of the world.

Get your VHF owner's manual out and do a little reading on the capabilities and how to use them for your particular radio. Each radio has its idiosyncrasies, and that needs to be checked for yourself.

Once you start using the features available through Digital Selective Calling, you may never look back. You, too, may be one of those who include an MMSI number on your boat cards.

Lynn Kaak is cruising the Caribbean aboard Silverheels III.



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Cape's *Atlantic Crossing:* THE GOOD, THE BAD AND THE UGLY

by Sarah Smith

Sarah, David, Bethany and Bryn Smith left the UK in 2007 in their 43-foot Gitana, Cape. They explored the Atlantic coasts of Spain and Portugal before spending three seasons in the Mediterranean, and a year in the Canaries — working and homeschooling as they went. This article is an abridged version of the account of their passage from The Gambia to Tobago in March 2012 that was awarded The Qualifier's Mug by the Ocean Cruising Club (OCC) for the most ambitious or arduous qualifying voyage by a new member as submitted for publication in the OCC journal or newsletter in 2012. At the time of their crossing, Bethany was 13 and Bryn was 12, making them the youngest full OCC members. The OCC, the world's truly global ocean sailing association, exists to encourage long-distance sailing in small boats, and annually recognizes the achievements of ordinary individuals doing extraordinary things on the world's oceans, and brings those achievements to the attention of the sailing community at large. Every full member has made a 1,000-nautical-mile offshore passage in a vessel of 70 feet or less. For more information visit www.oceancruisingclub.org.



Bethany and Bryn still smiling: 'We survived a month at sea with Mum and Dad'

We left Lamin Lodge, Banjul in The Gambia at 1310 hours on February 28th, 2012, and tied up alongside the Coast Guard quay in Scarborough, Tobago at 2320 on March 24th. We took the "scenic route", heading south a bit (to avoid the Cape Verdes) before turning west. Our passage was 2,753 miles and took us 26 days, 8 hours and 30 minutes. Our speed varied from sailing at eight knots, surfing down waves at ten knots, and bobbing at 0.1 knots; overall, our average speed was 4.3 knots. All of the sailing magazines do a rundown of the highs and lows of each season's Atlantic crossings. Here's our version of The Good, The Bad, and The Ugly.

The Good

- Weather routing: Friends in the UK provided us with weather information and updated our blog position every day; they texted us the weather forecast every morning on the sat phone, and we texted back our midday position. The weather that they arranged for us was fantastic: basically a northeasterly Force 4 or 5 and mainly fair (with the odd patch of Easterly Force 3 and a bit of drizzle, for variety).
- The Iridium satellite phone and SSB radio: Having the SSB meant that we were able to contact cruisers in the Caribbean, while the satellite phone meant that we could stay in touch with friends and family in the UK/Ireland. It was good to be able to receive text messages and hear other voices (other than that of your crew) when stuck on a small boat in the middle of a big ocean.
- Visual Passage Planner 2: This neat bit of software uses the historical wind, tide and current data found on a routing chart to provide course options for your destination. We chose the weather route, turned off the chart plotter and used a good old paper chart and pencil to plot our course and position until we approached land.
- The Aries: The Aries behaved impeccably and held us on course for most of the 26 days of our crossing. It needs quite a bit of wind to work effectively (we used the Autopilot in light winds), but I can now understand why wind steering vanes are held in such high regard.
- Solar panels: We had fitted six new solar panels in the Canaries so had oodles of power for the SSB, lights, to charge Kindles and Nintendos, and run the Autopilot. We didn't use the engine at all for battery charging.
- The DuoGen: Whenever we were sailing well we used the DuoGen on tow mode. We are still impressed with this bit of kit five years on and more than 11,000 miles since leaving the UK.
- Bethany and Bryn: Bethany and Bryn stood full watches for the whole crossing, so we had a luxurious two hours-on, six hours-off watch system. They stood their watches (including night watches), plotted positions, trimmed sails, took turns being cook for the day, baked bread, carried out rig checks, and did their share of tidying and washing up — despite being really quite seasick at times (it was Day Ten when they stopped throwing up regularly). Bryn was particularly bad — we tried anti-nausea tablets, wrist bands, various forms of ginger, bland food, liquids only, eating little/eating lots, hand-steering, singing loudly, telling jokes...

Considering that we were all cooped up together with no escape for the best part of a month, we got on incredibly well. There were raised voices and choice words from the two big kids a couple of times, but Bethany and Bryn were mature in their approach and didn't stoop to that low level. They both remained cheerful and positive for the bulk of the trip and in spite of the seasickness. We are delighted and proud to have them as crew as well as kids.

- Keeping busy: Non-cruisers always ask how we fill our time on long passages, and imagine that we laze around sunbathing and reading.

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To be fair, our longest passage before the crossing had been ten days, so I did wonder how we would cope with one three times longer. I needn't have worried — there still wasn't quite enough time each day to do everything we wanted to! When we weren't catching up on sleep, preparing meals or trimming sails, we read, did quizzes and puzzles, sewed, sang, listened to music, watched the waves, the stars and the bioluminescence, chatted and daydreamed. The kids also sketched, played their Nintendos, watched the odd film, and caught up on school: they finished off math workbooks, and turned the pages into paper aeroplanes that they launched from the stern. We celebrated Beth's 14th birthday (a low-key chocolate cake affair) with the promise of an official birthday on arrival.

• Our Trinidad & Tobago (T&T) courtesy flag: We hadn't been able to get a T&T courtesy flag before leaving so I made one on passage with my sewing machine on the saloon floor and a bit of "rufflette" curtain-header tape, some black hair ribbon and an old red ensign.

• The food: What did we eat? We were able to store well before leaving Gambia (although it was hard to find under-ripe produce that was going to keep for a month). As we have a fridge but not a freezer, we only carried enough fresh meat for the first couple of days. We had brought cured meats (*jamon*, salami and chorizo) and a selection of vacuum-packed cheeses from Spain especially for the crossing. Using a mixture of fresh, tinned and dried ingredients, we cooked meals "from scratch" including corned-beef spaghetti Bolognese and chili con carne, pizza, pancakes (plain with sweet toppings, and savoury such as potato-and-onion), pasta with sauces (tomato, mushroom, carbonara), various curries (lentil, egg, dhal, aubergine), roasted veg *domada* (the Gambian version of satay), home-made baked beans with crusty bread, refried-bean wraps, tuna salad wraps, and mahi-mahi when we struck lucky on the fishing front. Lighter meals included soups, salads, sandwiches, hummus, cereals, paté, cheese and crackers, toast with honey/marmite/peanut butter, tapas, biltong, fresh, stewed and dried fruit, etcetera. We baked bread every other day, cakes/puddings occasionally and also made yogurt. We tended to eat our main meal as a late lunch, as it was light enough to see what we were eating and everyone was awake.



The one that didn't get away — a 4.5-kilo mahi-mahi

• Reaching the half-way point: Reaching half way felt really great, but crew enthusiasm flagged a bit in the following few days as we realized that we still had another couple of weeks at sea ahead of us. The last five days were the worst — mainly because we were excited about being nearly there!

• The T&T Coast Guard: In true *Cape* style, we didn't like to just sail in quietly; we made a grand entrance behind the Coast Guard boat! We were 20 miles off Tobago (motoring, as it was flat calm) when our heat exchanger died. We bobbed on, trying a variety of unsuccessful repairs. By now — assisted by the swell, current and what little wind there was — we were bobbing towards the rocky Atlantic coast of Tobago. We gave in and requested assistance from the T&T Coast Guard. They towed us in the dark through a 2.5-metre swell for the last 12 miles; the scariest bits were when the (huge) Coast Guard boat came close enough to pass us the towlines, and then being towed on a very short tow by a boat designed to do 40 knots.

The Bad

• The infamous "Atlantic roll": The roll wasn't too bad — we soon got used to it and only noticed if it was particularly violent. It was worst when we had light winds as we wallowed, and when the wind was from directly behind (we don't have a dedicated downwind sail to harness this) but *Cape* was quite stable and didn't roll too much when she was romping along in a decent breeze. We had a couple of patches with big swell (3.5 metres) that made sleeping a bit difficult, but we wedged ourselves in with lee cloths and cushions.

• Catching lots of Sargasso weed and only one edible fish: We caught so much Sargasso weed that we got fed up of clearing the lure every half an hour and didn't fish for most of the trip. We only caught one decent-sized fish: a 4.5 kg mahi-mahi on Day 25.

• The lack of wildlife: After seeing lots of whales/dolphins in coastal waters, we were disappointed at the lack of wildlife at sea. Whole weeks went by without seeing even a bird! We were delighted when we did see signs of life, including two huge leatherback turtles, quite a few Portuguese man-o'-war jellyfish (bright pink/purple floating things that looked like inflated novelty condoms or something that Barbie might have dropped overboard by accident), three pods of dolphins, a few unidentified seabirds and a couple of red-billed tropic birds, amazing bioluminescence, and lots of flying fish (ranging in size from whitebait-with-wings to airborne mackerel).

• Technical hitches: We ran the engine each week to make sure that everything was okay. On one occasion it wouldn't run due to a blocked diesel line that was sorted by fitting a new primary filter and new fuel lines. As we approached Tobago our heat exchanger died, spilling a boiling mixture of sea and fresh water into the engine room. David tried various repair approaches without success, so we made our call to the Coast Guard.

The Ugly

• Only washing (properly) four times in 26 days: hum! We did have regular saltwater washes, plus baby wipes and a small amount of fresh water for anointing those "important little places". We carried 700 litres of drinking water for the trip (500 litres in tanks and 200 in jerry cans); we used this only for drinking, cooking, and washing fruit, veg, faces and teeth. We washed up in sea water and rinsed the dishes with a small amount of fresh. We used a total of 500 litres.

Lessons Learned

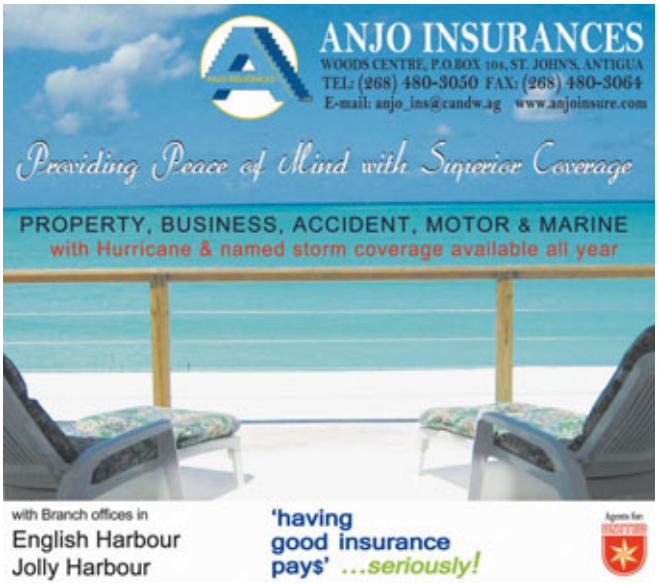
If we were to do it again, would we do anything different?

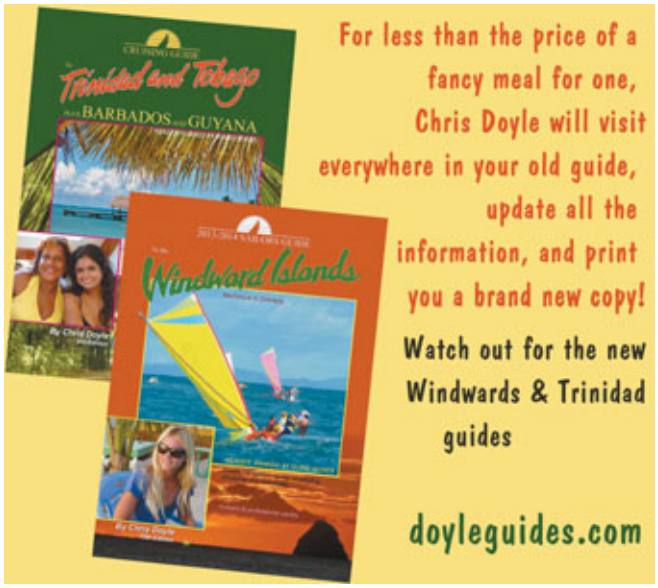
Knowing what we know now, the things that we would change on an Atlantic crossing (of those things that we could control, of course!) would be:

• To have a dedicated downwind sail

• To carry more onions!

Follow the Smith family's sailing adventures at http://blog.mailasail.com/cape.





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MERIDIAN PASSAGE OF THE MOON

MARCH - APRIL 2013

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.

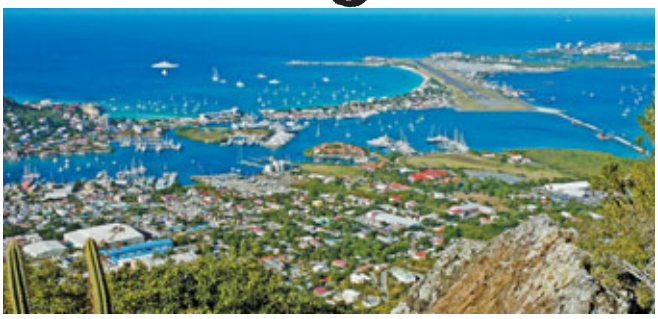
For more information, see "Tides and Currents" on the back of all Imray Iolaire charts. Fair tides!

March 2013		21	1944	11	1249
DATE	TIME	22	2030	12	1337
1	0239	23	2117	13	1425
2	0332	24	2204	14	1513
3	0427	25	2251	15	1601
4	0524	26	2340	16	1649
5	0622	27	0000 (full moon)	17	1736
6	0721	28	0013	18	1823
7	0819	29	0124	19	1908
8	0914	30	0220	20	1954
9	1007	31	0318	21	2041
10	1058	**April 2013**		22	2128
11	1147 (new moon)	1	0417	23	2218
12	1235	2	0516	24	2310
13	1323	3	0614	25	0000 (full moon)
14	1410	4	0710	26	0006
15	1457	5	0803	27	0105
16	1544	6	0853	28	0206
17	1632	7	0942	29	0307
18	1721	8	1029	30	0407
19	1809	9	1116		
20	1856	10	1202 (new moon)		

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SAILORS HIKES BY CHRIS DOYLE

Hiking to St. Maarten's Sentry Hill



At just over 340 metres (1,120 feet), this might be the highest you'll get in St. Maarten

One generally associates St. Maarten with shopping, casinos, eating out, and nightlife, rather than hiking. But St. Maarten does have some good hikes, and sitting at anchor I had been eyeing the big ridge between Simpson Bay and Philipsburg for some time.

When I cycle from Simpson Bay to Philipsburg I take a small road that cuts north of Cole Bay Hill because it avoids the traffic and fumes on the main road and it is much shorter. It is also more or less straight uphill so I don't let the fact that it is one way only from Philipsburg put me off; I am going to be on foot, pushing, anyway. Each time I went over I noticed the small trail leading off towards the ridge, and finally I decided it was time to give this trail a go.

It takes about one and half hours one way from either Lagoonies or Island Water World. First, walk up to the big Ace Hardware store on the main road (from IWW turn right then left; from Lagoonies turn left then right at the T). At the Ace Hardware, turn right on Union Road and cross to the far side. If you look ahead you will see the small road that cuts up over the hill. About half a mile along, Union Road takes a sharp right turn. At this point the small road you want to be on just keeps going straight ahead. Follow the small road and you will soon be heading sharply uphill. When you reach the top, you will see the path on your left going up the bank; it is just on the Philipsburg side of the apex. Head up the path.

The trail is sometimes steep, it has lots of loose stones, and while it is cleared, from time to time pricker bushes will send tendrils out to trap the unwary hiker. There is some blister-causing Brazil bush (*Comocladia Dodonaea Urban*) around, so it would be good to be able to identify and thus avoid it. The inch-long leaves appear in pairs on the branches, and are oval shaped with a sharp pointed spike at the end, somewhat resembling holly. Good shoes will help with the loose stones and long pants will help with the prickers. A walking stick can be a good friend among the loose rocks. This is not a very easy trail, but with care the average cruiser should have no problem. There is some fair scrambling on the rocks at Sentry Hill.

Much of the time you are hiking in shade in a thick bush. Before long you will pass a navigation light on your left-hand side with a ladder leading up. If you climb the ladder you will get a glimpse of a good view. This is the last view you will get till you reach your destination, which is unusual for a ridge trail.

When there are alternatives, the trail is marked by green blobs and arrows, and if you don't see these from time to time, you may have left the trail (I did a couple of times, but it was fairly obvious after a few minutes). You pass a somewhat cleared area with old walls and you have to go over a wall to the trail on the other side. The trail is not that wide, so I had to wait for a couple of passing goats.

Keep going until you get to Sentry Hill. You will know when you are there — it is a massive rocky area with a big navigation light near the top. From the top you look down about a thousand feet and see nearly all of Simpson Bay Lagoon laid out below you. If you continue along the trail to get around to the north side of the rocks, you'll see more of the French side beyond the Witches Tit. I think the trail carries on right along the ridge, but to find out was not my plan for the day.

Going back down tends to be a bit harder than going up, but think what it must have been like for the guys carrying up the lights and their frames. I notice that when they replaced them, they didn't take back the old ones!



View of the ridge from the anchorage in Simpson Bay Lagoon

The Sky in March 2013

by Scott Welty

The Planets in March 2013
MERCURY - Visible just before sunrise late in the month.
VENUS - Busy diving behind the sun. No Venus for you this month!
EARTH - "Where'd all this water come from?"
MARS - Setting just about with the sun all month.
JUPITER - Setting between midnight and 2230 Hrs in Taurus
SATURN - Rising between 2200 Hrs and 2000 Hrs in Libra

Sky Events This Month
March 3 through 21 - Comet PANSTARRS (see below)
11th - New Moon
17th - Moon, Jupiter and Aldebaran together (see Figure 1)
20th - Spring Equinox (see below)
27th - Full Moon
28th - Saturn, Full Moon, and Spica together (see Figure 2)



FIGURE 1.

Comet PANSTARRS
Comets are traditionally named for their discoverer. So who or what is PANSTARRS? PANSTARRS is the jumbo telescope on Hawaii that first spotted this little guy when it was way out there and without a tail. The tail of a comet comes about when it is passing close to the Sun and the Sun is burning off ice and dust that is then blown away from the Sun. Note that when the comet is leaving the Sun it is flying tail first! No guarantee that this comet will be visible with the naked eye. They tend to be unpredictable in this regard. We do know that it will pass closest to the earth on March 5th and 1.1 AU. An AU (astronomical unit) is the average Sun-Earth distance. On March 10th the comet will be closest to the Sun, at which point its tail should be the most visible. As you can see in the figures, the comet, if visible, will be seen in the low western sky just after sunset. Try looking with your Steiners but make sure the Sun is down and has no chance of getting into your lenses. This comet is also what's called a non-periodic comet. It may have taken millions of years for this guy to fall around the Sun from the giant Oort cloud. (If I ever get another cat I'm naming him Oort.) If it ever returns to our Sun it won't be before 100,000 years or so. So, if you miss it... yeah, 'nuff said. If this comet is a dud there will be another one late this year so stay tuned!

Spring Equinox
March 20th marks the Spring or Vernal Equinox. That's the day when the Sun rises and sets due east and west, giving equal day and night, and you can stand in the shade of your own sombrero at the equator. You might also be able to balance an egg on its small end, but you can do that any day. Many festivals and religious celebrations surround this day. For example, Christian Easter Sunday is marked by the first Sunday after the first full moon after the Spring Equinox. Really! Jewish Passover is around this time as well. Egypt has the festival of Isis. But all of these pale in comparison to Annapolis Maryland's ceremonial Burning of the Socks! This



is when boatyard workers burn their winter socks and return to sandals. Must smell nice.

To Contemplate While Having a Glass of Wine on Deck
Have we explored the Oort cloud? Hardly. It has not been directly observed but is calculated to be around 50,000 AU from the Sun — that's nearly a light year. By comparison, the sturdy little space probe Voyager 2 recently passed 100 AU from the sun after traveling over 35 years! Not unlike sailing: you're boat isn't slow, it's just that the ocean is so damn big!

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

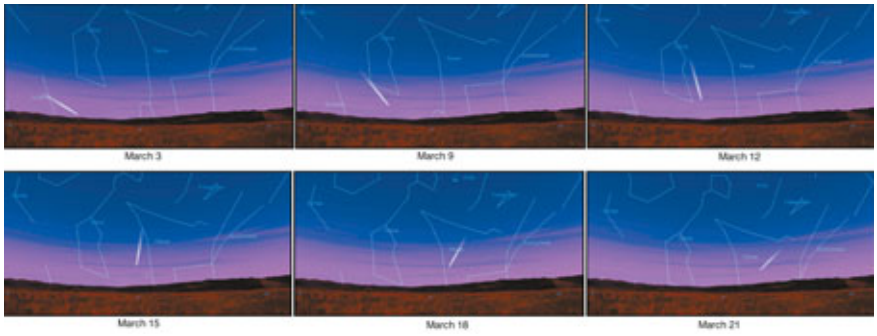


Figure 1
March 17th, 1945 hours: Moon, Jupiter and Aldebaran

Figure 2
March 28th, 2345 hours: Moon, Saturn and Spica

Figure 3
Comet PANSTARRS spinning around the setting Sun. May be too dim for naked eye — try Steiners.



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SERVING AT SEA BY SHIRLEY HALL

Crunchy, Munchy Cauliflower

Cauliflower is so strange looking that you wonder how it evolved. It has a white "head", which consists of unformed flower buds. Because of its appearance, the head is also called a "curd". The curd forms off of a stalk. As the curd is pulled apart, the cauliflower looks like a small tree enclosed in stiff green leaves, which provide protection from the sun. This leaf protection slows or stops the development of chlorophyll, which contributes to the head being white.

Cauliflower is a bit difficult to grow, but easy to cook in a variety of tasty dishes. Cauliflower is a delicious standard for stirfry, great crispy raw in salads, creamed, or curried. It is one of the Caribbean's most popular vegetables. It is part of the cabbage family and believed to have originated in Asia Minor. For 2,500 years, cauliflower has been a part of the diet in Turkey. Early traders brought it to Europe. The Italians became famous for spicy cauliflower salads while the French chefs created creamy cauliflower soups. Asians mix vegetables and curry to make a cauliflower stew.

Cauliflower is very nutritious, especially when eaten raw. It is very rich in vitamins K and C. One cup has more than the daily requirement of B6, B5, B3, folate, biotin, magnesium, iron, manganese, and molybdenum. The best cauliflower is organically grown, as agricultural chemicals may offset all of cauliflower's nutritional value. Cauliflower and other members of the cabbage family have compounds that activate enzymes, which may disable and eliminate cancer-causing agents.

When buying, always seek clean, tight, white cauliflower heads with no spots. In cauliflower, size has no relation to quality. Uncooked heads are best kept in the fridge, stem side down in a paper or plastic bag with a few holes poked in it. This should prevent moisture and mildew from developing, and keep the head fresh up to seven days.

Do not cook cauliflower in an aluminum or cast iron pot. The chemical compounds in cauliflower will react with the aluminum and turn the vegetable yellow. While in an iron pot, it will turn a brown or blue-green color.

Cauliflower Shrimp Kabobs

1 Tablespoon butter or margarine
1/2 pound cauliflower, broken into large florets
2 pounds medium shrimp, cleaned and par-cooked
1 carrot, sliced into quarter-inch-thick rounds
1 bell pepper, seeded and cut into one-inch chunks
1 large onion, cut into quarters (prefer purple Spanish)
2 Tablespoons barbecue sauce

Take metal skewers and grease with butter or margarine before sliding above ingredients onto them. Use large cauliflower florets so they don't fall apart. Be creative and mix the colors; shrimp are pink, cauliflower white, so mix in the bright carrots, green peppers and purple onions. Brush with barbecue sauce.

If using the oven broiler on high, use a suitable ovenproof dish that will support the skewers above the bottom so they won't stick. Turn about every ten minutes. If on a grill or coalpot, wrap in foil for the initial cooking. Then remove foil and lay directly on the grill to gain some char lines. Serve on rice or pasta.

Cauliflower Lo Mein Stirfry



1 packet Chinese long noodles
2 Tablespoons vegetable oil for frying
1 cup carrots, chopped small
1 sweet pepper, seeded and sliced
1 medium onion, chopped into wedges
2 pimento seasoning peppers, sliced into one-inch rings
1 pound cauliflower, broken into florets
1 clove garlic, crushed
1 Tablespoon sesame oil

Boil noodles according to directions, drain and set aside. Heat vegetable oil to medium high in wok or large frying pan, Add carrots and cook for two minutes. Add sweet pepper and onions and cook for two minutes before adding pimiento pieces. Stirring, cook for two minutes. Add garlic and cauliflower. Cook just until cauliflower is tender-crisp. Add Chinese noodles and combine thoroughly with sesame oil.

Serves 6 to 8.

Note: Small cubes of meat may be added at the very beginning, permitting it to cook and season for at least ten minutes.

Oven Roasted or Grilled Cauliflower

1 whole head cauliflower, washed and dried
1 Tablespoon butter, margarine or oil
Your favorite seasonings (e.g. oregano and basil, thyme and sage) or just seasoning salt

Can't be any easier! Remove stem and leaves before coating head with butter or oil. Sprinkle with seasonings of your choice and wrap in aluminum foil. Bake in oven at 350°F, or on grill/coalpot, for about 40 minutes. Check if it is tender enough with a toothpick.

Easy Cauliflower Soup



1 Tablespoon margarine or oil for frying
1 medium onion, chopped small
1 teaspoon ground nutmeg
2 large potatoes, well washed and chopped small
1 bunch chives, chopped and separated into two piles
1 head cauliflower, including the leaves
1 stalk celery with leaves, chopped small
3 Cups boiling water
2 cubes veggie bouillon
salt and pepper to taste

In a big pan, heat the oil or margarine and a little salt. Add the onions and fry until the onions are beginning to soften. Add the nutmeg and stir for a minute or two, then add the potato, half the chives, and the cauliflower and celery. Keep stirring.

Dissolve bouillon cubes in boiling water. Add to pan, bring to a boil, and then simmer for 15 minutes. Season to taste, cool slightly before serving, and garnish with remaining chives.



RIO DULCE CAVEATS

Dear *Compass*,

Daphne Becker's article on Guatemala's Rio Dulce (*Compass* October 2012) brought happy memories flooding back for me. We left our yacht in the Rio last season and thoroughly enjoyed the experience. However, given that Daphne is a marina owner (and I might add that we rate Marina Tortugal very highly) I feel she is perhaps not entirely objective. While I agree with what she has written, for the sake of cruisers considering spending a season in Guatemala I think it is important to stress a few points.

Daphne says that marinas are cheap, which they are, but this needs to be weighed against the high cost of clearing in and out of Guatemala. We paid 3610Q (US$450) for six months — the most we've ever paid in any country.

As for safety, it must be remembered that Guatemala is a Third World country with serious issues of poverty, crime and corruption. Like Daphne, we never felt unsafe or threatened during our time in Guatemala but we did hear stories of fellow cruisers/travellers less fortunate. With its large and friendly yachting fraternity, the Rio Dulce is relatively safe (especially when many marinas are fenced and guarded by armed guards!) but cruisers still need to be wary.

Daphne claims medical care is superb in Guatemala. Fortunately, we did not need to access it, however, I would point out that staying any length of time in Guatemala City, where most medical care is based, is not recommended. Guatemala City has one of the worst crime rates in the world. Be aware also that Guatemala City is a five-hour bus ride from the Rio and buses are not always comfortable, reliable, safe or punctual.

As for services in the Rio, I agree with Daphne it is essential to triple check the reputation of anyone you employ. We had work done with a recommended canvas maker whose work (when it was finally completed three months later) turned out to be dreadfully sub-standard.

If having work done in the Rio, ensure all the parts you need are available or take them with you. Importing marine parts into Guatemala is fraught with difficulty and not recommended. Several parts we ordered (through a marina) simply never arrived.

I would reiterate how much we enjoyed our stay in Guatemala and hope my criticisms are taken in a positive light. Guatemala has many things going for it — fantastically cheap provisioning, amazing sightseeing and friendly people. But cruisers must not forget it is a conservative developing country and has issues that go hand in hand with that.

Brenda Webb
S/Y Bandit
www.yachtbandit.blogspot.com

MOORINGS, NO PROBLEM

Dear *Compass*,

The continuing correspondence, etcetera, regarding Bequia moorings is interesting.

JA Trevelyan's December 2012 article, "The Real Boat Boys of Bequia", rang true to me. I worry that we are put off taking moorings in Union and Bequia. When Union is busy it is not easy to find water shallow enough to anchor.

I have been sailing regularly twice yearly for 12 years and chartered before that.

I seem to recollect that Winston Simmons, a.k.a. "African", was recommended years ago in Chris Doyle's *Sailors Guide to the Windward Islands*, as I thought that was how I got his name. I have used his moorings without problem and have never seen or heard of actual problems with any Bequia or Union moorings at all. African has helped when I needed repairs or new equipment and I recommend him absolutely. If he is not about, others take you to his moorings and all seem to work together.

It seems wrong to claim, as Doyle's Guide does, that Daffodil's moorings are "legal" as your editorial in January edition shows no regulation or licensing has yet occurred so the claim that one operator is legal seems unfortunately incorrect and a worry.

Thanks to the *Compass*: always a good read. Thanks to lovely Bequia: keep it nice. I worry that approaches are so often now occurring so it is difficult to land at jetties without feeling obliged to pay for someone to watch the boat and give unneeded assistance; don't let it get like Soufriere and some other places where yachties feel hassled.

Graham Calderwood
S/V Dock Brief

Editor's note: It is my understanding that at the time Daffodil's moorings were laid she was the only mooring operator in Bequia who had asked the Port Authority for permission to do so, and who had received such permission, thus the claim to her moorings having some sort of legal standing. I don't know whether other mooring operators have since received the blessing of the Port Authority. And whether not having permission makes moorings bad or good, who knows?

TRANSIT FEE?

Dear *Compass*,

My name is Leonard Booisth and I'm a charter captain based on the French side of St. Martin. My sailing route is from St. Martin to Union Island, the Grenadines.

Sailing is a mix of experiences. Most of them are good; some are bad. I'm sure that everyone has met unfair behavior by the maritime authorities and some others got the royal treatment. Even if we have a maritime education and are licensed, to fail, to make errors, is human and I think Frank Virgintino is very right. [*See ongoing correspondence beginning in the December 2012 issue of* Compass.] We need to look to the origin of the mistake and what's intentional and not. We are learning from our mistakes, not from criminal or premeditated acts! Where is the limit of fair and unfair? It's up to us to judge within the limit of our knowledge. If we cannot find out, that's where we ask for professional or legal help.

Dominica is a beautiful island and the inhabitants are very kind and pleasant, but I have to admit, before stepping on the island we have to face the Customs and Immigration officers and I can report abuses and arrogance as well. I too have had problems in Dominica and I've learned from my mistakes. I would like to mention a "foolish" one. Once I was boarded by the coast guard and got a fine because (accidentally) the courtesy flag was upside down. Also, I was told that since I was just passing by with no intention to stop in Dominica and since I was sailing in Dominica's waters, I needed to fly the "Q" flag as well. The fine was US$200, without a receipt.

A couple of months later I sailed the same course again and got stopped again. (Why always me? I must have something on my catamaran that attracts authorities….) Well, this time I got a fine because I was flying the "Q" flag but had no intention to touch land. "If you have the yellow flag it means you are approaching Customs," they said. Believe it or not, I was ordered to enter Roseau and clear Customs (and pay a fine — this time it was only US$150). If you just pass by Dominica (and drop no money on land) it seems like you have to pay a "transit fee" — if they catch you.

What happened to me will probably raise a smile in your faces but it happened and I learned from it. What have I learned? I learned that on the Atlantic side of Dominica there is always free wind and it takes only a couple of hours to pass it!

Good wind to every one,
Leonard Booisth

RESPECTING BOUNDARIES

Dear *Compass*,

Regarding Frank Virgintino's call in the December Reader's Forum for cruising yachts to boycott Dominica, I decided that while I find the idea of boycotting any island is futile, I also feel that this is a very juvenile type of retribution. Such a call should never be allowed into the Caribbean cruising commentary.

Many of us here these days are veterans of the old era, in my case since 1970. With the developments since those Dark Ages in the areas of acceptance of the yachting community and the local benefits resulting, it is silly to go back to petty "anti-authorities" attitudes.

These days there are proper channels to deal with problems. I do agree that there are some misguided approaches to the problem of yacht misconduct by a few authorities, mainly due to lack of direction in that island's training of the personnel. This lack of training is often due to a severe lack of funds.

Yachting visitors have to understand that cruising through the Caribbean is not a sport in their home waters; these are separate countries, despite their small size. Boundaries have been made and laws put in place to try to control those boundaries. All over the world there are hefty fines for any failure to adhere to the law. Try to unload a couple of friends into the USA without clearing in!

—Continued on next page



The Food Fair

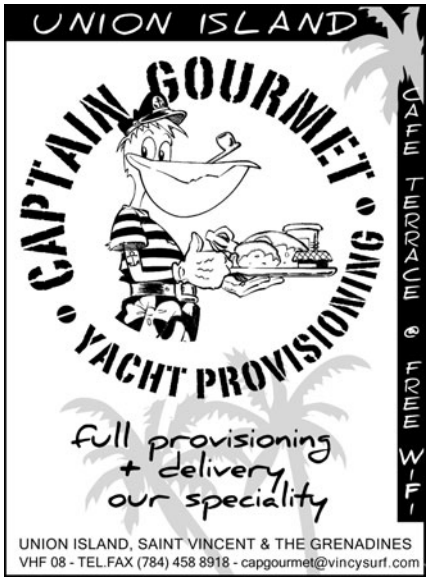
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—Continued from previous page

The entire Homeland Security would descend on you with Coast Guard and Immigration in the forefront. Your yacht would be seized and forfeit. Why was Dominica so bad to expect a yacht skipper to comply with basic Immigration laws?

One of the main purposes of the USA's support of the Marine Police Units here is to try to stop any action involving the movement of drugs en route to the USA. People will get included simply because yachts are a current focus and any illegal action will receive a heavy reaction.

Ian Cowan
St. Lucia

LANDLUBBERS' DELIGHT

Hi, *Compass* Readers,

Help! Your friends want to see the Caribbean, but you don't have any space in your boat? Do not worry. You can organize a different holiday for them without a mess aboard. Leave them sleeping and showering in a hotel and have fun together at any time. Sounds selfish, but you are still friends after their holiday!

We decided to celebrate my 50th birthday in Portsmouth, Dominica. We wanted to give our Finnish friends a unique experience on "The Nature Island" — rainforest, beautiful sea and friendly people, all in the same packet.

We booked Rejens Hotel, which has a location near the forest and the rivers, so our friends had a good chance of hiking to explore nature. The hotel also offers free transportation for guests to the nearby beaches. The hotel has big, high standard rooms, so you can spend a nice time there with your friends, too!

To move 19 people around was not an easy job, but with the help of local guides it worked out easily and safely. Our guests were more than pleased, seeing waterfalls, hiking in a rainforest and snorkeling in clear water above the corals. They also saw real farms with plantations of all sorts of exotic plants and they picked fresh tropical fruits from the trees. And the Indian River was, in their eyes, special. All this was something that they can't do in Finland.

Everybody saw the sunset while dancing on the beach and the reggae rhythm is now flowing in their blood. They will never forget Dominica, and neither will we.

Thanks to Rejens Hotel, Martin Providence, Big Papa and Alexis for making our stay here unforgettable. And thank you Dominica for your kindness!

Arja and Henrik
S/Y Serena
sy-serena.blogspot.com

STILL CONFUSING

Dear *Compass*,

Hello from Antigua. Wanted to let you know that the two-week in/out clearance in Dominica is still "broken". We stopped in Roseau on our way north and cleared in with Customs and tried again to do the two-week in/out clearance and were denied. We were cleared in for four days and given a Coastal Permit to get us to Portsmouth. On arrival in Portsmouth I went in to Customs and tried to complete the in/out process and was told to come back to check out when we wanted to leave.

I asked to speak with someone who could clarify the process and after a little while a supervisor came in. He explained to me that the only way you can do the in/out clearance was to visit only one port on the island!

At this point think we are going to pull "the French trick" and drop in but not clear in or out in the future!

Sign me,
Punta Gorda

Dear Punta,

In the March 2012 issue of Compass *we reported that there was confusion about this. Apparently, Customs officials were applying the law so that automatic in-and-out clearance was only effective if one was entering and leaving from the same port of entry within 14 days. However, the Ministry of Tourism had told Chris Doyle that the in-and-out clearance allowed you to go between Portsmouth and Roseau.*

Our Dominica agent, Hubert Winston, investigated: "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."

CC

CALENDAR CAT

Dear *Compass*,

Just sending you a photo of our cat, Morris. His favorite section of the January *Compass* was the



Annual Calendar of Events. He just couldn't get enough of it.

Anna and Hakan
S/V Unicorn

FAREWELL, CAPTAIN JOEY

Dear *Compass*,

It was a sad time in the northern Caribbean as veteran sailors, cruisers and residents bid a final "fair winds and calm seas" to a friend of many, many years. Joe Cipriano, a.k.a. "The Birdman", died in late January of what appears to be natural causes. At this point, it is believed he suffered a heart attack or stroke, and fell into the water alongside his boat. His daughter, son and their spouses visited Puerto Rico for several days to settle his affairs and fly his remains and two of his favorite birds back to the US. There were not many dry eyes in Salinas Harbor as a ship's bell sounded and many around the bay joined the family watching his classic Ericson ketch, *Far Out*, sail away from the docks for the first time in nearly 30 years without Captain Joey at the helm.

Sincerely,
Daniel Maulson
Salinas, Puerto Rico

IN MARINERS' MEMORY

Dear *Compass*,

Let me congratulate you on your "Eight Bells" references from time to time. You are the only publication in our region that pays tribute to the yacht folk who have passed on, and who not only passed through our waters, but also made some significant contribution to life on these islands.



In like spirit, may I invite you to show a picture of the resurrected cross in Admiralty Bay in front of Wallace & Co., ships chandlers, on the property of St. Mary's Anglican church. This capped cross stands in memory of the Bequia sea captains and sailors who lost their lives at sea. Thanks go to Louise Mitchell, who initiated the church restoration and raised the funds from the American Embassy; to Cliff Duncan, who built the cross; and to Uthan McIntosh, who erected it.

Publishing this picture will inform our yacht visitors how we in Bequia respect life at sea, and those for whom we toll the eight bells.

This cross will be further enclosed with flowering shrubs and a plaque installed in due course.

Sincerely,
Sir James Mitchell
Former Prime Minister
St. Vincent & the Grenadines

—Continued on next page

—*Continued from previous page*

CRUISE SHIP COMPLAINTS

Dear *Compass*,

The cruise ship industry, with its rapid expansion in numbers and size of vessels, has allegedly become the greatest source of pollution in the Caribbean. Illegal dumping of the vast amounts of waste created by up to 2,000 passengers during a week's cruise of the region is, according to environmental groups, the major cause.

In addition, beach visits to "unspoilt" beaches on various islands cause severe localized environmental damage. In my own experience the once crystal clear waters of Pigeon Point in Tobago and Cane Garden Bay in Tortola are just two of the beaches where the water was formerly pristine but, owing to their popularity with cruise ship passengers, they are now areas where the water is murky and there is a marked chance of picking up ear and eye infections due to the presence of human waste in the water. It is logical that 200 to 300 people, sometimes many more people, on a beach for a day where there are few if any rest room facilities are going to cause problems.

Sadly, a friend has just returned from the Tobago Cays and he remarked that there were a couple of hundred passengers from a huge cruise ship anchored off having a beach barbecue. How long before that once beautiful area also suffers from tourism's blight?

Cruise ship companies are aware of the problem. They are regularly fined for breaking dumping rules but, like any large industry, they have evolved many ways of circumventing the rules and are adept at "persuading" individual Caribbean island nations to be less than stringent with the regulations.

Personally, in my 30 years of visiting the Caribbean islands, either on land or by yacht, I have watched the growth of the cruise ship industry with dismay. Apart from the pollution these massive floating hotels cause, they, to my mind, benefit only a few: taxi drivers, the sellers of a Coca Cola or a beach-bed concession, and the shops that cluster around the terminals selling T-shirts, etcetera. The cruise ship passengers have accommodation on the ship, and their food and accommodation is paid to tour companies outside the islands, so there is no benefit to the islands' hotels and restaurants, many of which are empty, with the loss of many tourism-related jobs. Grenada this year is really struggling to drum up any interest in hotel-based tourism.

There is also the sheer size and scale of these ships: they dwarf their surroundings. Bays that were not designed by nature to accommodate these floating behemoths are degraded and polluted by their presence; small Caribbean towns were not designed by history or man to accommodate hordes of tourists and the fleets of taxis required to do the island tour or ferry them to the beach.

The islands cooperate because a few benefit — the vocal few, the politicians with business interests that benefit — but overall the islands lose economically and environmentally. It is a sad state of affairs and can only get worse.

Tim Sadler

HAPPY WITH OTTLEY HALL

Dear *Compass*,

Just a quick note to tell your readers what a pleasant experience it has been to store our boat on the hard at Ottley Hall in St. Vincent for the past three summer seasons when we return to Canada for eight months.

Paul Cyrus, the manager, runs a tight ship — professional and efficient. Special thanks also to "Boysie" and his wife, who have the key to our boat and have taken personal pride in making sure that all is ship shape when we return to pick her up.

In general, we are satisfied customers, and can recommend the marina.

Al and Willa McLellan
Spirit (ex-Mystique)

VIDEO CLIPS NEEDED

Dear *Compass* Readers,

Perhaps some long-time readers will remember me as the person who wrote the regular column "Float Street Notes" and some rather bizarre poetry for *Compass* a number of years ago; or perhaps you know me as the author of *The Legend of Ron Añejo*, the story of the world's best Caribbean boat bum, or *The Rum Shop*, a book about Carriacou. If not, it doesn't much matter, as I am at it again.

Later this year, Glass Page Books (www.glasspagebooks.com) is going to publish my new murder mystery, *Under Low Skies*. The main characters are the captain of an inter-island freighter (you probably all know him, or think you do) and a lady who runs a charter sailboat. The story takes place in Trinidad and Venezuela. This is the first of several stories that will feature these characters.

At the moment I am in Cambodia. Nice place and all, but because I am here I need some help. Not to leave Cambodia, but to get something I can't get here.

By way of explanation, let me introduce a second, related set of events. A dear friend in the US is working with me on producing a CD of songs (mine, his and ours) related to sailing and the Caribbean and tied into the book. It will be up on CD Baby and available digitally through iTunes. We will take a song, maybe two, and create videos that will go on youtube to promote the book(s) and CD.

Here is where you come in. I am looking for short video clips that portray the sights and even sounds of being underway in the Southern Caribbean. They can't have identifiable people in them, unless I can get a model release, and mostly I want clips from the perspective that a sailor has when looking for a safe harbor (weather coming in would be a plus).

If you have any such thing and are willing to share it, here is the deal. Send me the video (you can use yousendit or some such or tell me where I can download it from a dropbox) and a note giving me your permission. Include your name or boat name or however you want the attribution made, because it will get screen credit. And if I use your video, as a token of my appreciation I will send you a copy of the final video and a free copy of the book when it comes out. If the book sells enough copies that I can afford to get down to the Caribbean to research the next one, I will even buy you the drink of your choice in your favorite waterfront dive.

And that's the deal.

My email address is edteja@gmail.com. (I've got a blog that is more about Asia than anything else at http://teja-ed.blogspot.com.) Feel free to contact me with questions, ideas, criticisms (not too harsh, though), or just to chat. I'm always glad to hear from sailors.

Fair winds,
Ed Teja, Formerly the skipper of *Float Street*





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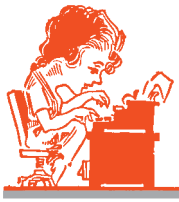
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Letter of the Month

Dear *Compass*,

On a very pleasant evening during January, Paul Johnson, a veteran sailor with many transatlantic and transpacific voyages under his belt, was taking a leisurely sail out of Carriacou, single handed on his wooden ketch *Cherub*, a 42-foot "Venus" ketch designed and built by Paul himself. She is rigged with wooden masts, heavy wooden spars and tanned sails and could be a handful for many a younger man, but Paul, being a real seaman, handles her with ease — until calamity strikes, or to put it more accurately, a flying 20-pound mainsheet block strikes.



Left: The helpful Grenada Coast Guard boats

Right: Cherub *ashore for repairs at Spice Island Marine*



As is fitting for a traditional Colin Archer type of yacht, *Cherub* has wooden blocks ("pulley blocks" to some), single, double or triple sheave depending upon their purpose, and some of these are really heavy. While he was peacefully sailing along, the boom possibly slatted as she rolled, a mainsheet block steel strap parted, and the block flew into Johnson's head.

Some of what follows is conjecture, as Paul was knocked unconscious as *Cherub* sailed on her way, heading south. Paul tells me that he did "come to" briefly, only to find that *Cherub* was on a reef, bumping and grinding. He managed to start the engine and get off the reef and into deep water, then he passed out again before he recognized where he was.

When Paul became conscious again he found himself to be just north of Grenada, having no idea what reef he had earlier hit (concussion does not make for clear thinking!). He found *Cherub* had a lot of water in her. He started the engine, deployed the engine-driven bilge pump and his manual pump, and found that he was able to just keep up with the inflow. He headed for Halifax Harbour, where he was able to run *Cherub* aground on the beach to prevent possible sinking, but by then the engine had flooded and so he lost that bilge pump, the manual pump broke down and he was exhausted. But he'd done pretty well so far for a 74-year-old alone.

Although *Cherub* was "safely" partially aground in smooth water, she was making water fast and Paul had to bucket bilge water into the sink, and keep doing it all that night. After 24 hours he was becoming exhausted. Paul told me that he had some Navicote on board and had dived over the side, hoping to be able to seal the leak with that, but the damage was at the base of the keel and not accessible.

Paul's cell phone battery was flat, his inverter and boat batteries had been under water, and although he was personally safe, in this isolated bay he had no way of calling for assistance and had to just keep bucketing water to preserve the integrity of equipment and the interior of the boat.

Fortunately, in the morning a local fisherman came past in his pirogue. Paul hailed him; the guy had a cell phone! He called the Grenada Coast Guard who left their Prickly Bay base very shortly afterwards, bringing a large gas pump with them. They then towed *Cherub* to a shallower part of the bay — a mercifully quick reaction, as otherwise Paul would have had to give up bailing out of exhaustion. Running the gas pump every two hours he was able to keep the water below bunk level. This stabilized the situation and the coast guard returned to base as Paul anticipated being able to get *Cherub* sailing again.

Further assistance was on the way. Mott Green, proprietor and manager of the Grenada Chocolate Factory, was contacted by phone and immediately set off for Halifax by road. Anyone knowing that remote bay will recall that there is no easy land access. Mott, having struggled through the undergrowth, got to the water's edge with emergency rations: a can of sardines, granola bars and a spare cell phone for Paul in a watertight bag.

When Paul left Carriacou, he had intended to just go for a daysail and had left his dinghy on a mooring in Tyrell Bay. So Mott had to swim out to *Cherub*. Paul had been on the go now for over two days, had been knocked unconscious, recovered, become unconscious again, and then piloted *Cherub* to the safety of Halifax Bay. Beat that, some of you "young bloods!"

Having seen the situation, for Paul was helpless without adequate outside assistance, Mott set off for Prickly Bay by road. He spoke with the management of Spice Island Marine, who agreed to haul *Cherub* if she could be got there in working hours. The Grenada Coast Guard were immediately prepared to depart for Halifax, taking Mott with them and carrying yet another large gasoline pump as backup.

The tow from Halifax to Prickly Bay was competently and quickly carried out at no charge and *Cherub* is now ashore, where Paul is making repairs ready to launch in a few days. He still cannot be sure which reef he hit during his short period of consciousness and a week later is still in pain from the blow on the head.

The Coast Guard crew, supervised by Sgt. Edwards, included Corporals Jerry Chance, Nerry Pierre and Dexter Roberts, who all deserve a special mention for the professional and seamanlike way in which they rendered assistance and towage. It is comforting to know that when cruising in Grenada waters they are there if needed.

The Coast Guard rescue boat that was used on this occasion is a 40-foot aluminum "Seahawk" design, with two 500 BHP inboard engines, which can give her a speed of up to 30 knots. She is fully fitted and designed for towage and rescue. Visiting the Coast Guard Base in Prickly Bay recently I was immediately impressed by the vessels, their equipment and by the general standard of orderliness.

Should I need rescuing at any time, please let it be in Grenada!

Frank Pearce, Vice President
Grenada Sailing Association

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CALENDAR

MARCH

1 – 3 St. Maarten Heineken Regatta. St. Maarten Yacht Club (SMYC), tel (599) 544-2075, fax (599) 544-2091, info@smyc.com, www.smyc.com
1 – 4 Annual Dark & Stormy Regatta, Anegada, BVI. West End Yacht Club (WEYC), Tortola, BVI, tel (284) 496-8685, martin@sailsistership.com
2 Public holiday in Anguilla (James Ronald Webster Day)
2 – 3 3rd Festival de Chalanas y Vela, Santa Isabel, Puerto Rico. josemariaalbinana@yahoo.com
7 Public holiday in BVI (H. Lavity Stoutt's Birthday)
8 International Women's Day
9 Public holiday in Belize (Baron Bliss Day)
9 – 11 Antigua Annual Laser Open. Antigua Yacht Club (AYC), tel/fax (268) 460-1799, yachtclub@candw.ag, www.antiguayachtclub.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
11 Public holiday in Belize (Benefactors Day)
11 – 15 Rolex Swan Cup Caribbean, Virgin Gorda. Yacht Club Costa Smeralda, www.yccs.com
12 Public holiday in BVI (Commonwealth Day)
14 Public holiday in St. Vincent & the Grenadines (National Heroes' Day)
15 – 18 Samana Bay Spring Regatta, Dominican Republic. Puerto Bahia Sailing Club, www.puertobahiasamana.com
16 – 23 Russian Business Sailing Week, Antigua. www.antiguanice.com
17 Public holiday in Montserrat (St. Patrick's Day); St. Patrick's Day Festival, Grenada
20 Vernal Equinox
20 - 23 Caribbean Superyacht Rendezvous, Virgin Gorda. www.loropianasuperyachtregattaandrendezvous.com
22 – 24 40th International Rolex Regatta, St. Thomas. www.rolexcupregatta.com
25 - 31 BVI Spring Regatta & Sailing Festival, Tortola. www.bvispringregatta.org
27 Public holiday in Guyana and Suriname (Phagwah)
27 FULL MOON Parties at Trellis Bay, Tortola; West End, Tortola; and Nevis
28 *Compass* Writers' Brunch, Bequia. sally@caribbeancompass.com
28 – 31 St. Barths Bucket Regatta. www.bucketregattas.com/stbarths
28 – April 1 Bequia Heineken Easter Regatta. www.begos.com/easterregatta. ***See ad on page 13***
29 Public holiday in many places (Good Friday); kite-flying contest in Nevis
29 Trinidad to Grenada Race for Girl Pat Trophy. Grenada Yacht Club (GYC), tel (473) 440-6826 or 440-3050, gyc@spiceisle.com, www.grenadayachtclub.com
29 – 31 6th Annual Invitational St.Maarten-St.Martin Classic Yacht Regatta. www.ClassicRegatta.com
29 – 31 Spanish Town Fisherman Jamboree & Wahoo Fishing Tournament, Virgin Gorda. www.bvitourism.com
30 Public holiday in Trinidad & Tobago (Spiritual Baptist "Shouter" Liberation Day)
30 – April 1 Virgin Gorda Easter Festival. www.bvitourism.com
31 11th Annual Nevis to St. Kitts Cross-Channel Swim. windsurf@sisterisles.kn
31 – April 1 Gouyave Easter Regatta, Grenada. gogouyave.gd/events10/annual-events

APRIL

1 Public holiday in many places (Easter Monday); horse racing in Nevis
8 – 13 4th Annual Les Voiles de Saint-Barth. www.lesvoilesdesaintbarth.com
8 – 13 Oyster Regatta, Grenada. www.oystermarine.com/events
11 - 14 2nd Annual BVI Yacht Brokerage Showcase, Virgin Gorda. Bitter End Yacht Club (Virgin Gorda). binfo@beyc.com, www.beyc.com
13 Ky-Mani Marley Concert, Carriacou. www.marleycarriacou.com. ***See ad on page 13***
17 – 18 2013 Earth Day EcoFair and Litter Stomp, St Croix. http://stxenvironmental.org
18 – 23 Antigua Classic Yacht Regatta. www.antiguaclassics.com. ***See ad on page 13***
20 – 21 Cruzan Open One Design Racing (Opti, Sunfish, Laser and 420), St. Croix. St. Croix Yacht Club (SCYC), tel (340) 773-9531, fax 778-8350, stcroixyc@gmail.com, www.stcroixyc.com
22 International Earth Day
22 – May 3 5O5 Worlds 2013, Barbados. www.int505.org
25 FULL MOON Parties at Trellis Bay, Tortola; West End, Tortola; and Nevis
26 - Guadeloupe to Antigua Race. www.sailingweek.com
26 – 28 4th Annual Carriacou Maroon & String Band Music Festival. www.carriacoumaroon.com. ***See ad on page 8***
27 *Yachting World* Round Antigua Race. www.sailingweek.com
27 – May 3 46th Annual Antigua Sailing Week. www.sailingweek.com
28 Public holiday in Barbados (National Heroes' Day)
29 – May 1 Around St. Barth's Windsurf and Beach Cat Race
30 – May 12 23rd St. Lucia Jazz Festival. www.stluciajazz.org
TBA St. Barth Film Festival. www.stbarthff.org
TBA Virgin Queen Pizza Pursuit Race, BVI. RBVIYC

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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Jack Greer

—Continued from page 17

Then there was this lone young white man sailing with the guys from Woburn. Late in the day I asked Carlos where the sailor was, and he told me that I would find him walking around with his girlfriend and her dog.

Easy to find — I had already taken a photo of the dog, Saint. Mattia had been a visitor from Italy some time last year. When he returned to Grenada he found his way to Woburn where they were fixing the boats for this day. He offered to help, and eventually the guys agreed that he could sail with them. When I asked him how it was, he said, "At first they were a little nervous, because they didn't know if I could sail. After the first time, everything was cool." Oh, and Saint the dog, and his person — from Minnesota in the USA. International relations in action on the beach.



SUSAN MAINS

Young sailors gathered around in rapt attention

A moko jumbie stilt-walker showed up, much to the delight of children and old people and everyone. First time I ever saw a moko jumbie at the Sailing Festival, but it just seems to be attracting all the best.

Then there were the creatives — many, many cameras, from the most simple point-and-shoot to pros with the long, long lenses that cause twinges of envy. Visitors, of course, catching a souvenir shot, but more importantly, young creative Grenadians, showing Grenada in the most favourable possible light. I commented to one of them that I had been admiring the work I had seen from him on Instagram, and his reply was: "I just want to promote the best of Grenada".

But one star of the show, in her quiet, efficient way, wasn't at the centre of the action where the cameras could easily catch her. Sarah Baker, Ms. Working Boat, kept the show on track from the organizer's tent. Whether passing out the red T-shirts to young sailors, keeping the scorers on task, negotiating with the captains, talking to the local press with Trevor Renwick of United Insurance, this powerhouse in a small package demonstrates a dedication to the authentic that is beyond compare.

Support staff Steve Brett manned the cameras to ensure that all the documentation will be available for the next Sailing Festival.

Ah, the next Sailing Festival. Sigh. We have to wait for an entire year. But that will give you time to make your plans. Grenada Sailing Festival, on the beach 2014. Wouldn't miss it for all the tea in China.

For results see this month's Regatta News and visit www.grenadasailingfestival.com.

Susan Mains has been painting the spice of life in Grenada for over 30 years. The workboat races are a favourite subject, because they are so much a part of the authentic Grenada. You can see her work at her gallery at Spiceland Mall, Art and Soul.

—Continued from page 21

... Grenada - Grenada Cruise

DO NOT USE A CHART PLOTTER WHEN ENTERING OR LEAVING HARBORS. Pass between two shoals that in heavy weather will be breaking. In moderate weather you will see the sea humping on the shoal on the starboard side of the channel. Continue on course until you see "Luffing Channel", which should be marked with posts. Even if the posts are missing the channel is easily spotted because there will be breakers on either side of the channel, and deep water (nine feet) through the channel. There should also be a range/transit 012 degrees magnetic on the north side of the harbor. This transit is not needed going in, but is useful when leaving.

Once inside the harbor, round up and anchor in a sand bottom with good holding. The reef to windward forms a perfect breakwater but the wind is not blocked so it is a cool, bug-free anchorage. There is good swimming in the harbor and snorkeling on the reef. Organize a shoreside expedition as outlined in the December 2012 issue of *Compass*.

When ready to leave Grenville, you can sleep late. Since the entrance channel to Grenville is on an east-west axis, you should not leave until the sun is high, about 1100 hours. I have sailed out of Grenville Harbour on *Iolaire* and *Li'l Iolaire* (both engineless) but unless you have a boat that has good windward-going qualities and tacks easily, and you have a hot crew on board, I advise leaving under power.

Once you have weathered Telescope Point, it is a seven-mile fast and easy close reach to Sandy Island (page 165). Anchor on a Bahamian moor as there is a reversing current. Ashore you will find an uninhabited island with someone's abandoned dream project. Enjoy the white sand beach and good diving.

When it's time to head back to base, there is no need to get up early: it is an easy run. You are unlikely to find wind on the west coast of Grenada until 1000 or 1100 hours, so there is no need to depart Sandy Island early in the morning. It is a dead downwind run four miles across the top of Grenada and then south. (On the back of your Imray Iolaire chart B32 note the section on rigging for down wind. Year in and year out, sailors are injured by inadvertent gybes.) Once Tanga Langa is reached, it is 14 miles south along the west coast of Grenada. When sailing down the west coast of Grenada, stick close to shore. If you do not find enough wind, motor sail, giving yourself a good scenic run to St. George's.

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Assurances Maritimes Antilles	Martinique	22	Doyle Offshore Sails	Tortola	4	Marina Pescaderia	Puerto Rico	MP	Sunsail Marine Center	SVG	16
Auberge Seraphine	St. Lucia	MP	Doyle's Guides	USA	33	Marina Port La Royale	St. Maarten	25	SuperYacht Shipping	C/W	39
B & C Fuel Dock	Grenada	27	Echo Marine - Jotun Special	Trinidad	28	Marina Santa Marta	Colombia	6	Susan Toy	C/W	39
Barefoot Yacht Charters	SVG	17	Edward William Insurance	International	38	Marina Zar-Par	Dominican Rep.	32	Tank and Fuel	Trinidad	19
Basil's Bar	SVG	26	Electropics	Trinidad	MP	Marine Solar Tec	Panama	32	Technick	Grenada	MP
Bequia Marina	SVG	27	Fernando's Hideaway	SVG	MP	McIntyre Bros. Ltd	Grenada	38	Tikal Arts & Crafts	Grenada	MP
Bequia Sailing Club	SVG	13	Food Fair	Grenada	37	Mid Atlantic Yacht Services	Azores	MP	Tortugal	Guatemala	MP
Bequia Venture	SVG	MP	Frangipani Hotel	SVG	MP	Multihull Company	C/W	41	Turbulence Sails	Grenada	21/MP
Budget Marine	Sint Maarten	2	Free Cruising Guides	C/W	31	Neil Pryde Sails	Grenada	MP	Velocity Water Services	SVG	MP
Business Development Co.	Trinidad	11	Freya for sale	C/W	41	Off Shore Risk Management	Tortola	22	Venezuelan Marine Supply	Venezuela	MP
Captain Gourmet	SVG	37	Golden Hind Chandlery	Tortola	MP	On Deck	Antigua	MP	Volleyball	Bequia	31
Caraibe Marine	Martinique	14/MP	Gourmet Food	SVG	36	Ottley Hall Marina & Shipyard	SVG	26	West Palm Hotel	Trinidad	MP
Caribbean Diesel	SVG	MP	Greer Book	C/W	MP	Perkins Engines	Tortola	23	Whitchurch Supercenter	Dominica	36
Caribbean Marine Electrical	Trinidad	MP	Grenada Marine	Grenada	21	Piper Marine	SVG	MP	Wild Life Expeditions	Grenada	38
Caribbean Propellers Ltd.	Trinidad	MP	Grenada Tourism	Grenada	20	Porthole Restaurant	SVG	MP	WIND	Martinique	MP
Caribbean Yachts	Guadeloupe	40	Grenadine Air Alliance	SVG	35	Power Boats	Trinidad	MP	Xanadu Marine	Venezuela	32
Carriacou Concert	Grenada	13	Grenadines Sails	SVG	27	Red Frog Marina	Panama	29	YES	Martinique	MP
Carriacou Maroon	Grenada	8	Iolaire Enterprises	UK	33/39	Renaissance Marina	Aruba	45			
Clippers Ship	Martinique	MP	Island Dreams	Grenada	MP	Rolling Thunder	Puerto Rico	MP			
Cocoa Cottage	Dominica	40	Island Water World	Sint Maarten	48	Salona Yachts	Colombia	39			

MP = Market Place pages 42 to 45
C/W = Caribbean-wide

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