CARIBBEAN On-line
COMPASS
MARCH 2015 NO. 234
The Caribbean's Monthly Look at Sea & Shore

20TH ANNIVERSARY ISSUE!

GRENADA SAILING WEEK 2015


FREE CARIBBEAN FREE
COMPASS
ISSUE ONE The Southern Caribbean's monthly look at sea & shore
GONE TO COME BACK
Many West Indians go away. These three came back. Find out why.
2ND ANNUAL GRENADA SAILING FESTIVAL
GRENADINES YACHT & EQUIPMENT BEQUIA ST VINCENT
5% Discount With This Ad

See story on page 20

TIM WRIGHT / WWW.PHOTOACTION.COM



BUDGET MARINE

www.budgetmarine.com

STAY IN THE LEAD WITH BUDGET MARINE.

THE CARIBBEAN'S LEADING CHANDLERY

ANTIGUA • ARUBA • BONAIRE • CURACAO • GRENADA • ST.MAARTEN • ST. MARTIN • ST.THOMAS • TORTOLA • TRINIDAD

Subscribe to our Newsletter

CARIBBEAN
COMPASS
The Caribbean's Monthly Look at Sea & Shore
www.caribbeancompass.com

MARCH 2015 • NUMBER 234

Happy Birthday!
20 Years of Compass 4


SALLY ERDLE

A World ARC First
First stop, Colombia 16


PETER MARSHALL

Mount Gay Regatta
Barbados's best! 18


TIM WRIGHT

Grenada Week
Sailing with spice..... 20

Nevis
Stepping back in time..... 26



KEN DYER

DEPARTMENTS

Info & Updates	8	The Caribbean Sky	40
Business Briefs	10	Cooking with Cruisers	43
Regatta News	14	Readers' Forum	4
Destinations	22	What's on my Mind	47
Meridian Passage	33	Calendar of Events	48
Cartoons	36	Caribbean Market Place	49
Look Out For…	37	Classified Ads	53
Salty's Beat	38	Advertisers' Index	54

Caribbean Compass is published monthly by Compass Publishing Ltd., P.O. Box 175 BQ, Bequia, St. Vincent & the Grenadines.
Tel: (784) 457-3409, Fax: (784) 457-3410, compass@vincysurf.com, www.caribbeancompass.com

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

Caribbean Compass welcomes submissions of articles, news items, photos and drawings. See Writers' Guidelines at www.caribbeancompass.com. Send submissions to sally@caribbeancompass.com.
We support free speech! But the content of advertisements, columns, articles and letters to the editor are the sole responsibility of the advertiser, writer or correspondent, and Compass Publishing Ltd. accepts no responsibility for any statements made therein. Letters and submissions may be edited for length and clarity.
©2015 Compass Publishing Ltd. All rights reserved. No reproduction, copy or transmission of this publication, except short excerpts for review purposes, may be made without written permission of Compass Publishing Ltd.
ISSN 1605 - 1998

Cover Photo: Coincidentally, Grenada's annual regatta was on the cover of our very first issue as well as this 20th Anniversary number!



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.**

This 20th Anniversary issue of Caribbean Compass is dedicated to all of our late contributors, including early Compass-shapers Frances Kay Brinkley, John "John St. John" Bryan, Guy Dean, Pauline Dolinski, Norman Faria, Jane Gibb, Elisa Karnofsky, Yvonne Katchor, David Rooks, Rod Tuttle and Bob Williamson.
The Caribbean was yours. Sail on.

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

IT WAS 20 YEARS AGO TODAY...

by Sally Erdle

So may I introduce to you
The act you've known for all these years...
— Lennon-McCartney, 'Sgt. Pepper's Lonely Hearts Club Band'

After completing a six-year double-handed circumnavigation of the globe aboard our 1963-vintage Rhodes 41 sloop, *So Long*, by sailing into Bequia, just before Christmas of 1994, Tom Hopman and I wondered, "What next?" We didn't have to wonder for long.

On New Year's Eve 1994, over drinks aboard our friend Elen Schwartz's Carol ketch, *Prana*, in Admiralty Bay, pioneering circumnavigator the late Bob Law of the trimaran *Pistachio* mentioned that he had seed money to invest in a newspaper, and did we know of anyone who might be interested.

Tom and I looked at each other and said, "Hey, we can do that!"

We had worked as charter and delivery captain and crew, and cruised the Eastern Caribbean, since the early 1970s. Along with his US Coast Guard licenses, Tom had a business degree in his back pocket. Before leaving Bequia on our circumnavigation, I'd written freelance articles for a couple of glossy sailing magazines, as well as for Jim Long's seminal *Caribbean Boating*. We later enjoyed reading anything we could get our hands on throughout our travels, and during a yearlong stopover in New Zealand I was privileged to work as a "Shoreline" feature writer for the *Northern Advocate* newspaper. Arriving back in the Windwards, we thought that, with all its boating activity, it was ridiculous for this area not to have a dedicated recreational-marine publication of its own.

Don Street recalls:

I and many others feel Compass *is the best of the free sailing-oriented magazines in the world, but first a look back in time.*

Caribbean Compass *was not the first free sailing newspaper in the Caribbean. The first was* Caribbean Boating, *started by Jim Long back in 1978 or '79. Jim called his paper* Caribbean Boating *but it really evolved into* Virgin Islands Boating, *as little was covered outside of the Virgin Islands other than Antigua Week. Six to a maximum of eight pages, it was very sailing oriented, but did have one amusing column, Mermaid of the Month, featuring a rather scantily clothed gal who was a sailor, or interested in sailing or the water.* Caribbean Boating *ran out of steam, Jim moved to Newport, Rhode Island and now produces* Newport and Caribbean Boating *on the internet.*

In about 1994, TP Parson decided that Caribbean Boating *was too VI oriented and launched* All at Sea. *He said* All at Sea *would give coverage to not only the whole Caribbean but would also have articles covering major yacht races outside of the Caribbean and cover sportfishing, which Jim had ignored. From inception until Chris Kennan bought the magazine, it staggered along. Now it is a slick color magazine featuring racing and always a large section of sportfishing.*

In 1995, Caribbean Compass *was launched, initially to cover the Southern Caribbean, which had largely been ignored, and to appeal to a wide spectrum of sailors. Soon the area of the Caribbean covered expanded until now news and advertisements cover the entire Caribbean. The breadth of interesting articles is extraordinary, something for everyone — the racing sailor, the marine-oriented businessman, the cruising sailor, the sailors who like to explore ashore, those that are interested in what is under the sea rather than on top of the sea, the stargazer, and last but not least, the kids! Every adult who cruises with children, and sailors based ashore who have sailing-oriented children, have to fight with their offspring to grab and read* Caribbean Compass *first!*

As a wandering sailor who reads free yachting publications in the States, the UK and Ireland ("Never miss a freebs, mon"), I say without fear of contradiction, Caribbean Compass *is the best free yachting magazine in the world.*

The first issue of *Caribbean Compass* — all 16 pages of it, in glorious black and white — was published in March of 1995, with the design and technical help of a young cruising couple, Mandy Pirimona and Graham O'Neill, who continued on their voyage from England to New Zealand the following year. Tom and I were pretty average sailors for the time — having cruised, raced a bit, worked in what's now known as "the yachting industry" and been customers of marine businesses — and we figured there would be others who would like to read the same kind of things we did. We roped in friends to help — Chris Doyle and Bob Berlinghof, who wrote in issue number one, remain regular contributors two decades later — and just as friends became contributors, over the years many contributors have become friends.

Chris writes:

I remember the very beginnings of Compass *when the pages were still pasted up in the office and shipped out to be photographed.* Caribbean Compass *has come a long way and is now the most highly regarded and popular waterfront newspaper in the Caribbean, and likely, the world. Congratulations Sally, Tom, Wilfred and the team. As roving reporter, occasional crime reporter, commentator, paint tester, hiker at large and sometime trouble stirrer, I am proud to have been part of this endeavor. We have occasionally righted wrongs, stopped stupid developments, and gotten politicians to listen. It has all been fun, and I am not about to give up my self-made, laminated* Caribbean Compass *journalist ID tag which has gotten me into boat shows and much more. Let's do another 20!*

By 1996 the *Compass* had expanded to 24 pages (and since doubled in size) and was being printed on its signature "bright white" paper instead of ordinary newsprint — a unique magazine in newspaper format.

—Continued on next page

DOYLE CARIBBEAN

OCEAN PLUS 5/50,000

Our OCEAN PLUS sails are guaranteed for five years or 50,000 miles. Built by sailmakers dedicated to building the finest, most durable and technologically advanced sails possible.

British Virgin Islands
Doyle Sailmakers BVI, Ltd
Road Reef Marina
Road Town, Tortola
Tel: (284) 494 2569
bob@doylecaribbean.com

Barbados
Doyle Offshore Sails, Ltd
Six Crossroads,
St Philip,
Tel: (246) 423 4600
joanne@doylecaribbean.com

Antigua & Barbuda
Star Marine
Jolly Harbour

Curacao
Zeilmakerij Harms
Kapiteinsweg #4

Dominica
Dominica Marine Center
Roseau

Grenada
Turbulence Sails
True Blue St George

Martinique
Voilerie Du Marin
30 Bld Allegre

Panama
Regency Marine
Panama City

Puerto Rico
Atlantic Canvas & Sail
Fajardo, Puerto Rico

St Lucia
Rodney Bay Sails
Rodney Bay

St. Vincent
Barefoot Yacht Charters
Blue Lagoon

Trinidad & Tobago
AMD Sails
Chaguramas

USVI St Croix
Wilsons' Cruzan Canvas
Christiansted

Jamaica NEW
PJG
Kingston

Bonaire NEW
IBS b/v
Kaya Atom Z

www.doylecaribbean.com



—Continued from previous page

Noel Mawer remembers the low-tech early days:

It was not till 1996 that I became involved for a spell with Compass. *I had known Tom and Sally since their return from their circumnavigation, and had watched the birth of the paper here on Bequia.*



Yachting authors and long-time Compass *contributors Art Ross and Don Street visiting the* Compass *office, February 2015*

Sally told me in early 1996 that their original partners were leaving to continue their voyaging, and asked me to find out if my girlfriend, Roxanne, might be interested in joining the Compass Crew to replace the departing designer. She was indeed, and in the summer of that year, we shipped her computer and (at the time) huge CRT monitor down to Bequia, along with a bundle of other high-tech stuff.

I joined in with help on the technical side and with setting up a bookkeeping system. I think back in amazement when I recall what was involved with the monthly creation of the paper. Dial-up... Syquest 44MB (yes, MB!) drives... Apple-talk networking... font hell... sending the finished Quark files to Trinidad by LIAT or even by boat for printing! In retrospect, it was always a wonder when the printed papers actually arrived. All in all, a great adventure every month.

And now it's 2015, and still the readers wait with trembling hands (yes, some of us are getting on a bit!) for the next month's edition, now in glorious colour and slickly sent to press over a "speedy" internet connection! Here's to the next 20 years!

When Roxanne Thoeny returned to the US after establishing the general look of the *Compass* we know today, photographer, graphic designer and former yacht skipper Wilfred Dederer joined the Compass Cockpit Crew as Design and Production Manager in 1998 and has been our right hand ever since. From 1998 until 2003, Nicola Redway gave invaluable support as our first Assistant Editor, an indispensable position held since then by the eagle-eyed Elaine Ollivierre. Bookkeeper Debra Davis joined the crew from 1998 to 2011, followed by Shellese Craig, who has continued to keep the numbers, and much more, in order.



At PSV Regatta 1983, volunteers from the Bequia Sailing Club Tom Hopman, Elaine Scott, Sally Erdle and Elen Schwartz sell drink tickets ('clams') and offer copies of Caribbean Boating, *the region's first free boating publication*

Our office, thanks to our lovely landlady, Dreana Hughes, has remained at the peerless address of "Brick House, Back Street, Bequia" for 20 years. There is still an avocado tree out front, and a pigeon pea patch in the back.

Except for two issues, the *Compass* has always been printed by Guardian Media Ltd. of Trinidad & Tobago, and from Trinidad hard copies are sent — thanks to Leonard Doolgar — by ship, island schooner and plane to key distribution points around the Caribbean.

—Continued on next page



—*Continued from previous page*

Before we began this endeavor, we asked then Prime Minister of St. Vincent & the Grenadines, Sir James F. Mitchell, for his advice on doing business in the regional economy. It was succinct: "Just make sure you can get the advertisers to pay." Fortunately, this has rarely been a problem. Being independently owned and operated, and thus free of corporate constraints, *Compass* has always steered a course based on the sincere belief that content comes first: good content makes avid readers, and having a passionate and loyal readership — rather than offering "puff pieces" or cut-rate deals — is the very best thing we can give our advertisers. Advertisers who hopped aboard during our first five years of publication and have been with us ever since include regional businesses Doyle Sails Caribbean, Chris Doyle's Guides, Iolaire Enterprises, Island Water World, Northern Lights and LIAT; DSL Yachting and Rodney Bay Marina of St. Lucia; Barefoot Yacht Charters, Fernando's Hideaway, Grenadines Sails and Gonsalves Liquors of St. Vincent & the Grenadines; Art Fabrik, B&C Fuels, Carriacou Real Estate, The Food Fair, Grenada Marine, Island Dreams Yacht Services, McIntyre Bros., Neil Pryde Sails, Spice Island Marine Services and Turbulence Sails of Grenada; Echo Marine and Power Boats of Trinidad; and Venezuelan Marine Supply and Xanadu Marine of Venezuela. New advertisers continue to come aboard nearly every month.

The *Compass*'s content has evolved over the years, being shaped more by writers' ideas, experiences and talents than by a rigid editorial policy. We've made mistakes and learned together. Our core content comes from people "out in the field" who truly care about what they're writing about. They don't write because they've been given an assignment; they write because they are motivated to tell something. *Compass* contributors have included a wide cross-section of the visiting cruising community, of course, and resident expats, as well as numerous Caribbean voices such as Telfor Bedeau, Owen and Herman Belmar, Iesha Odinga Blair, Sandra Chouthi, Kedisha Compton, Kurt Cordice, the late Norman Faria, Shirley Hall, Oscar Hernandez, Billy Jno-Hope, Gerelyn John, Orbin Ollivierre, J. Willie Pinheiro, Audrey Alleyne Quiniou, Jo-Anne Sewlal, Vanessa Simmons, Don Stollmeyer, Amal Thomas, J. Wynner and Rangel Zabala. *Compass* contributors have ranged from amateurs whose writing could be so good that, as Nicola said, "It makes the hair on the backs of your arms stand on end" to luminaries such as *New Yorker* cartoonist Mick Stevens. Having Mick walk into our office and offer *Compass* his cartoons was like having Robert Plant show up and ask if he could sing with your band (which actually happened to the local band SOS; wonderful things happen in Bequia).

Compass is pleased to be able to provide a platform for all these contributors, readers, government agencies and advertisers, providing linkages toward greater understanding in the context of the recreational marine scene. Over lunch one day a few years ago with Fatty and Carolyn Goodlander, we were talking about our writing and publishing goals, and Fatty remarked, "Aha, the *Compass* is a community-building project!" Well, we'd never quite thought of it that way before, but it turns out, judging from many of the comments from readers and writers you'll see spread throughout this issue, that Fatty was right. It's a successful publishing business, it's a publication, and yet it's become so much more.

Meanwhile, thanks to demand from both advertisers and readers, our original Southern Caribbean coverage quickly expanded to cover the entire Wider Caribbean Region. Since 2007, *Caribbean Compass* has been free online for the entire world. An estimated 30,000 to 40,000 people now read the *Compass* every month.

Looking back, we are blown away.

So here's to everyone who ever said, "Hey, I can do that!" and went cruising, started racing, joined a rally, wrote an article, opened a marine-related business, supported an organization, or otherwise got involved in the Caribbean marine scene. Past, present and future, we're all part of the band. Play on!



Since the very first issue of Caribbean Compass, *sailor, cruising guide author, photographer, 'trouble stirrer' and friend Chris Doyle has been an integral part of the Crew. (Watch that Very Strong Rum, Chris!)*



Coordinates 11° 14´ 34.45" NORTH 74° 13´04.91" WEST
VHF Channel 16, 72
Phone: + 57 5 4363601 - COLOMBIA
www.igy- marinasantamarta.com/en
operaciones@marinasantamarta.com.co

facebook
twitter

New Marina Facility. - Teak Docks. - Hot and Cold running showers. - New professional in quality washer and dryers. – 24 / 7 / 365 Security and Dock Attendants. - Free Wi-fi. – High percentage of bi lingual staff. – Adjacent to the local beach and walking distance to the Historic City Center of Santa Marta, home of the finest bistro, cafes and nightlife in the entire region. – Mini Market on site. – Nearby modern grocery, department stores and malls.

SPICE ISLAND
MARINE SERVICES



KNOW-HOW.

For over 25 years, Spice Island Marine Services has been known for reliable customer service. The most secure, insurance approved storage in the Southern Caribbean ensures peace of mind with optional steel cradles, yacht tie-downs throughout, and welded stands. This full service boatyard can accommodate yachts up to 70 tons, 85 feet long, and 25 feet wide for your hauling, storage, and repair needs. Centrally located in Prickly Bay, Grenada, near amenities and with its on-site Budget Marine chandlery, Spice Island Marine Services will exceed your expectations.

simsco@spiceislandmarine.com • www.spiceislandmarine.com • 473.444.4342

Info & Updates

Blue Flag Certification in Trinidad

Las Cuevas Beach in Trinidad was selected last year as the pilot beach for the implementation of the Blue Flag Certification program, a voluntary eco-label developed through compliance with a strict criteria dealing with environmental education management, water quality, safety and other services.



The 2015 Blue Flag season for Las Cuevas Beach, now the only certified beach in the English-speaking Caribbean, is January 16th to November 16th. During this period, beach goers can view the Blue Flag information board, which will display monthly updates on the water quality and on-site environmental education activities. The information board also provides a description of essential services available at the beach and the designated Blue Flag zone.

Visit www.blueflagtrinidadandtobago.com for more information on Blue Flag Trinidad & Tobago.

Eight Bells

GINNY FILIATRAULT

Seven Seas Cruising Association Lifetime Commodore Ginny Filiatrault passed away on January 18th. The SSCA is the oldest and largest non-profit organization of voyaging cruisers in the world.



Born into a California sailing family in 1936, Ginny built her first boat at age 12 with her father and was living aboard her third boat before her 20th birthday. She left California in 1959 and sailed Pacific Mexico, Central America and spent five months in the Galapagos Islands. She and her husband sold their 37-foot Hanna-designed Carol ketch, *Bojac*, in Panama in 1963 and moved to New Orleans where she lived on a 50-foot Alden ketch, *Windsong*, her home for more than ten years. She then moved to south Florida in 1975 and lived aboard there for many years. Ginny joined SSCA in 1955, and served as Commodores' Bulletin Editor, Board Member, Treasurer, Office Manager, Historian and more.

VIRGINIA WAGNER

Captain Virginia A. Wagner passed away on January 30th in Newport, Rhode Island. According to SailingScuttlebutt.com, Virginia was among an elite sorority of professional female yacht captains and spent much of her 28-year career in command of traditional sailing vessels including the 135-foot *Corwith Cramer* and the 125-foot *Westward*, as well as the 90-foot *Ocean Star*, the 125-foot schooner *Galaxy*, the 158-foot *Clipper City*, and the 140-foot *Schooner America* replica. She also captained private and charter yachts including *Matau, True North, Aria, Moonlight II, Shiwara,* and *Coro Coro*.



Holding both a 3,000-ton USCG license and an MCA Ocean Master license, Virginia logged over 400,000 nautical miles and was always quick to add,

—Continued on next page



—Continued from previous page

"Most of those miles were navigated by sextant".

In 2012 Virginia dropped anchor in Newport, Rhode Island and joined the Nicholson Yachts Charter Management team.

AL RAPIER

Alfred Cyril Rapier, founder of the CSA Rating Rule, passed away on February 3rd at age 85. Born in Grenada and later settling in Trinidad, he developed the Caribbean's first indigenous yacht racing handicap rule, the West Indies Yachting Association Rule, in the 1960s. This rule went through several name changes over the years and is now known as the CSA Rating Rule. Al Rapier was recognized with the Caribbean Sailing Association's highest award, Honorary Lifetime Membership, in 2002. Current chief measurer of the CSA Jeffrey Chen said, "There could not be a more fitting tribute to Al than knowing that his creation of the Rule will continue to provide racing sailors of all ages, all nationalities, sailing in all manner of boats, handicap results that are both fair and consistent."



Tobago Jazz Experience

Tobago Jazz Experience, April 18th through 26th, tours through Speyside, Signal Hill, Scarborough, Castara and Pigeon Point Heritage Park. Each community will host performances by regional and international music icons including Grammy Award winning artists Jill Scott, Jennifer Hudson and Kool and the Gang. All the events take place on the beautiful beaches of Tobago, consistently rated as some of the best in the world.

Visit www.tobagojazzexperience.com for more information.

Department of Corrections

The photo on page 5 of the February 2015 issue of Compass, showing the launching in Barbados of the schooner Ruth, should have been credited to Caribbean Aerial Photography.

See their website at caribbeanaerialphotography.com for a unique perspective of Barbados!

Tobago Goat Races

On Easter Tuesday, April 7th, the coastal village of Buccoo, Tobago comes alive with the Buccoo Goat Races, an event drawing in thousands of spectators every year. Visitors are encouraged to check out this unique cultural experience indigenous to the island of Tobago since 1925. Goat-handlers, known as jockeys, race specially trained goats for a year's worth of bragging rights. The event starts with a street parade where booths offering crafts, T-shirts, food and drink line the streets. Many residents even open up their homes and provide delicious, authentic cuisine for those who have worked up an appetite after a day at the races.

Visit www.visittobago.gov.tt for more information.

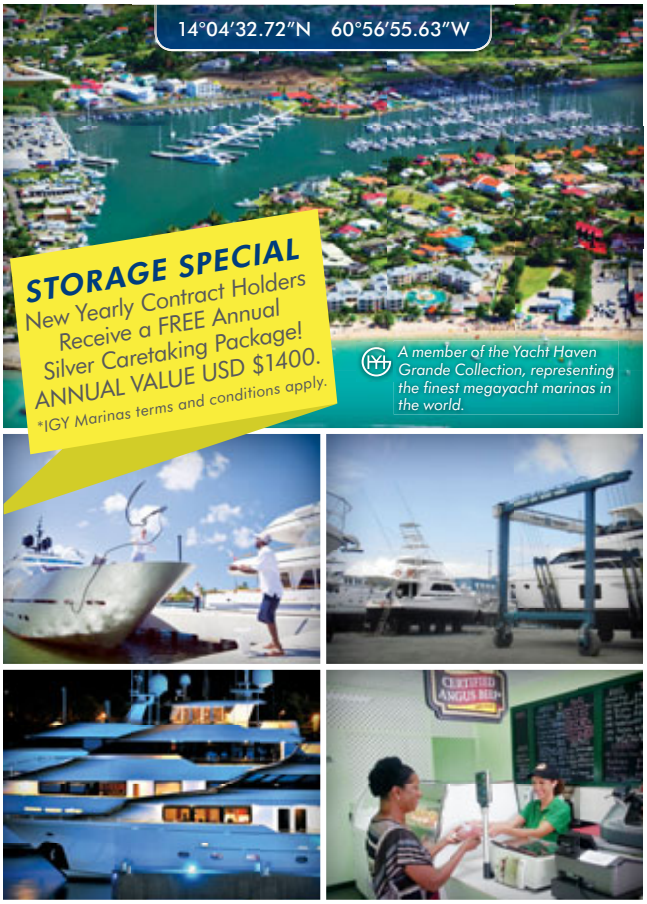


And they're off! There are scores of boat races in the Caribbean, a few islands have horse races, and crab races were once de rigueur *at every beach bar, but only Tobago has goat races — and they're fast!*

Welcome Aboard!

In this issue of *Caribbean Compass* we welcome new advertisers the Black Pearl restaurant of Bequia, Cruising With Children books, and Ocean Aerial Art all in the Market Place section, pages 49 through 52. Good to have you with us!





IGY RODNEY BAY MARINA
AND BOATYARD, ST. LUCIA

NESTLED ON THE NORTH SIDE of the stunning island of St. Lucia is the tourism and entertainment centre of Rodney Bay, IGY Rodney Bay Marina is comprised of 87,000 square feet of retail space, with exciting dining and shopping options. Considered one of the Caribbean's leading centers for yachting and sport fishing. Excellent accommodations for yachts up to 285 feet and home to a 4.5 acre full-service boatyard – all in a well-protected hurricane-safe haven.

- 253 slips with a draft of 14 feet
- Duty-free hi-speed fueling and lubricants available
- Duty free concessions for all visiting vessels
- Complimentary Wi-Fi or tech-savvy clients can sign-up to our 5MB premium service
- American (60hz) & European (50hz) Power
- Onsite customs and immigration clearance
- The property offers; a swimming pool, laundromat, showers, provisioning, in-house broker, banking, spa, taxi service, car rental, restaurants and bars and more
- CCTV surveillance, ISPS Compliant docks and 24-hr Security
- Specials offers for yearly contract holders
- Save more with our winter boatyard offers
- Vessel Care-taking Packages
- Direct flights from the United Kingdom, USA and Canada

t: +1 758 572 7200 | f: +1 758 452 0185 | VHF: Channel 16
e: rbm@igymarinas.com | w: www.igy-rodneybay.com

BUSINESS BRIEFS

Rodney Bay Marina Wins Superyacht Award

IGY Rodney Bay Marina in St. Lucia was named runner up for the Superyacht Marina of the Year Award presented at the London Boat Show by The Yacht Harbour Association (TYHA). The winning marinas are considered the best by their customers in the UK Coastal, UK Inland, International and Superyacht categories.

"We are thrilled to be considered one of the top superyacht marinas internationally, and we thank The Yacht Harbour Association once again for bestowing another honor to Rodney Bay Marina," said Kenny Jones, EVP of Operations for IGY Marinas.



A Yacht Harbour Association representative presents award to Rodney Bay Marina's General Manager, Simon Bryan

Rodney Bay Marina can accommodate superyachts up to 285 feet and provides high-speed fueling, provisioning, electrical and other vessel services that go beyond what the large vessel market demands. The property boasts restaurants, bars, and a convenience store, and holds several events throughout its seasons for its customers.

St. Lucia has made tremendous headway in the yachting sector by bringing more vessels to its shores year after year. RBM General Manager Simon Bryan was recently elected the official Representative of the St. Lucia Hotel & Tourism Association for Yachting and Maritime in St. Lucia. The primary tourism private sector agency in St. Lucia, the SLHTA is responsible for facilitating tourism sector development and management.

For more information on Rodney Bay Marina see ad on page 10.

Team Grenada Marine Are Champions

Congratulations to Grenada Marine Team for their excellent performance at Grenada Sailing Week 2015 — winning Best Performing Yacht and First Place in the



Race Cruiser Class 2. Captain Jason Fletcher and the Grenada Marine crew of *Apero*, sponsored by Island Water World and with crew from Grenada Marine, are champions! See related story on page 20.

For more information on Grenada Marine see ad on page 20.

Curaçao Marine: One Year of Hauling Large Yachts!

Nicole van Beusekom reports: It's been a little over a year since Curaçao Marine put a second slipway trailer into operation. At Curaçao Marine we saw great potential in hauling out larger yachts. Before, many large yachts couldn't be hauled out on the island. Now they can, and Curaçao Marine has the space and expertise to



accommodate and service these yachts on the hard. The past year we have had the opportunity to haul out many large sailboats and motor yachts.

—*Continued on next page*

—Continued from previous page

What are your plans for next hurricane season? Make sure you plan ahead so that you can make sure that your yacht is in a safe harbor. Book your haulout in advance through our new website: www.curacaomarine.com. Our new website was launched at the end of 2015 and is fully responsive, you can now also easily reserve your space, haulout and services at our marina and boat from your mobile phone or tablet. Send in your inquiries by reservation form soon, as hurricane season is coming up in a few months. Around this time bookings start coming in and the yard will start filling up fast. You can also give us a call at +5999 465-8936 or +5999 562-8001 or e-mail info@curacaomarine.com.

Can't bring your yacht to Curaçao yourself? Then let an expert do it for you! Curaçao Marine works with Curaçao Yacht Agency, a trusted sub-contractor with many years of experience bringing yachts from all over the Caribbean, the States and South America to Curaçao for storage or maintenance. Get in touch if you would like more information on this service.

Don't forget to follow Curaçao Marine on Facebook!

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

Print on Demand: Street's Guides, Imray Iolaire Charts

Don Street reports: Pilotage information is timeless. The pilotage information found in my 1966 guide is still valid today.

I recommend that my guides — pilots, in fact — be backed up by Simon and Nancy Scott's guide for the Virgin Islands, and Chris Doyle's guides for the Windward and Leewards, as these have lots of shoreside information updated approximately every two years. But above and beyond what is provided in the Scott and Doyle guides, my guides offer detailed inter-island and harbor pilotage information and cover *every* anchorage in the Eastern Caribbean. In the Virgins I give piloting directions to many quiet anchorages that are not in the Scotts' guide. In the Windwards I cover a number of east coast anchorages not mentioned by Doyle. I once said, "If anyone can come up with an anchorage in the Lesser Antilles safe for a boat drawing seven feet that I have not mentioned in my guides, I will buy the drinks." Thirty-five years later I still have not had to buy drinks.

My guides (and in fact all guides) should be used in conjunction with the relevant Imray Iolaire chart. Study the back of all Imray Iolaire charts for tidal information, weather info, anchoring advice and up-to-date piloting directions to anchorages so small they are not shown on the chart. The tidal information is useful, as sailing on a weather-going tide makes inter-island passages easier. The information is also useful to the diver, as expeditions should be done on a weather-going tide. Imray Iolaire charts are the only charts available to the sailor that can be regularly updated and corrected by going to www.imray.com. These are often not corrections per se, but rather information on what has happened since the last printing of the chart that should be added to the new chart.

Imray Iolaire charts are now available print-on-demand (POD) in the States from Landfall, West Marine and any other chart suppliers that have POD facilities.

Sailors using Navionics, Garmin, Jeppesen/C-Map and Map Media electronic charts are sailing on Imray Iolaire charts, as the above companies use Imray Iolaire charts as their basis. Imray sends these companies all the corrections/changes/additions that Imray inserts in the chart correction section of www.imray.com, and they then insert the corrections in their electronic charts. Electronic charts can be updated by going to www.imray.com and pulling out the corrections to the area you are cruising. These corrections/changes/additions are applicable to charts published by the British Admiralty, the US DMA, NOAA and France.

If ordered direct from iUniverse.com or Amazon, you will discover that Street's Guides are not only the best but also the cheapest pilots to the Caribbean!

For more information on Street's Guides see ad on page 31.

Clarkes Court Boatyard & Marina, Grenada

Lynn Fletcher reports: Clarkes Court Boatyard & Marina is the new name for the former Clarkes Court Bay Marina, Grenada, which was recently bought by St. Vincent-based businessman and sailor Kelly Glass. The whole property is currently under construction and the aim is to be hauling boats later in the 2015 season. Quite rightly, there is much interest in this new development and the ecology of the site.

Working closely with the Grenada Government, Clarkes Court Boatyard & Marina made sure the mangrove redevelopment was a priority and, before construction started, initiated the growing of 2,700 mangrove seedlings, mainly from pods of the existing shrubs. The mangrove nursery was filled with pots of young plants which, having been tenderly cared for by Jeremy Telesford, Mangrove Restoration Officer, are now planted in their new homes along the waterfront. In fact, there will be a larger area covered by mangrove shrubs in the near future than there was before construction.

Currently the main focus for the development is on the first phase of construction and that includes a slipway, a travel lift dock and jetty, and some service buildings and facilities. Phase 2 will be the remainder of the boatyard buildings and facilities followed by Phase 3, which will include accommodation and restaurant facilities.



Converting Clarkes Court: Earthworks Construction Manager Neils Lund, General Manager Conor Holmes and Site Manager Carlyn Haynes

With a new 240-ton, 12-metre inside width travel lift (the largest and widest in the Eastern Caribbean), working together with a new 40-ton submersible stacker, will be able to service the mega-yacht industry as well as the cruising fraternity.

For more information contact inquiries@clarkescourtmarina.com.

World Cruising Club Partners with Elvstrøm Sails

Leading sailing rally specialists World Cruising Club have announced a partnership with leading sailmakers Elvstrøm Sails, to share knowledge and experience with aspiring bluewater cruisers. In a typical year, over 1.5 million ocean miles will be sailed by boats in World Cruising Club's Atlantic crossings and world circumnavigations, and having the right sails is vital for successful ocean voyages.

—Continued on next page

shop
islandwaterworld.com
THE REAL DEAL AT LAST!
JOTUN
MEGAYACHT PROFESSIONAL
MEGAYACHT ROYAL antifouling is an advanced hydrating antifouling that assures a totally active and clean surface - worldwide!
A multiseasonal solution for the Caribbean!
White can be used on aluminum hulls.
Available in white, red, blue and black.
Island Water World
keeps you sailing!
EASTERN CARIBBEAN DISTRIBUTOR
St. Maarten, Cole Bay + 721 544 5310 • Bobby's Marina + 721 543 7119
St Martin + 590 690 71 11 60 • St. Lucia + 758 452 1222
Grenada + 473 435 2150, +473 443 1028 • Curacao + 599 9 461 2144

CC: SPECIALISTS

Back in the good old days before the downturn in the US advertising business in the mid '90s, life was good. I was a single, self-employed graphic designer with a clear distaste for Minnesota's frigid winter. Thanks to my dear friend Noel, who had a boat at the time, I was able to spend a few months each year cruising the Caribbean. How lucky could a girl be?

But that was before I learned that Tom and Sally, whom I had met the previous year in Bequia, were looking for an art director and production manager to help with their fledgling newspaper, *Caribbean Compass*. Really? An honest-to-goodness job in my field of expertise? That allowed me to live in Bequia? Talk about being in the right place at the right time. It didn't take me long to say, YES!

Soon I was busy packing up my office for the biggest move of my career. How exciting — and terrifying! Fortunately Noel was a great help with all the details of shipping the equipment and helped smooth the endeavor. All of my personal things were carried as excess baggage on American Airlines — something that simply wouldn't be possible today!

While Tom held sway in *Compass's* front room, dealing with visitors and clients and manning the phone, I settled into the back room with Sally. With Noel's technical help, the *Compass* office was soon running like a well-oiled machine.

It took me a while to get the hang of business etiquette in the West Indies. For the first few months I wondered why no one ever returned a call when I had left a message. Then I realized it just doesn't work that way: you need to call repeatedly until you reach the person.

I truly loved working at *Compass* and living in Bequia, but after two years it was time to get back to my career in Minnesota. And it proved to be the right decision for me. But I am forever grateful to Tom and Sally for providing not only a great job experience, but also a most treasured life experience. Hey, maybe I'll get lucky again and retire in Bequia one of these days!

Roxanne Thoeny, Minneapolis, Minnesota, USA

When I moved to Bequia in 1997, I little thought that I would soon find myself as *Caribbean Compass's* Assistant Editor — an impossibly grand title for doing only what I loved to do!

During my five years there, I learned about (to me) new things like boats, sailing and the cruising life, and travelled to exotic places like Martinique and St. Lucia to report on regattas (a steep learning curve if ever there was one!).

Eighteen years on, I am still delighted and intrigued by every new issue — especially, of course, the Regatta News, which I read avidly!

Nicola Redway, Bequia Sailing Club

In about 2008 I walked into the *Compass* corporate headquarters in beautiful downtown Bequia (it's actually hard to find!) with only half an idea that I could write a monthly column about naked eyeball astronomy for cruisers (with the occasional Steiners). Shockingly I found myself in room with the ENTIRE STAFF of the *Compass*. A heady experience I can tell you. In the months and years that followed I truly enjoyed the back and forth with the staff as I submitted my columns (mostly on time!). As a former cruiser I know that with the iffyness of internet in the islands it's a good feeling to pick up a hard copy with island and cruiser news once a month. And by the way, in the 20 years the *Compass* has been going, the earth has traveled about 11,680,000,000 miles... only to end up where it started.

Happy Birthday, *Compass*!

Scott Welty, Chicago, Illinois, USA

Congratulations *Caribbean Compass* on reaching your 20-year anniversary! Ah, to be 20 again.

Where would we be without the *Compass*? We all would be less informed and less entertained, that is for sure. The *Compass* includes information for people who live on land or water. I've been a reader and sometime contributor to the *Compass* for years, so when I began writing The Caribbean Sky column a year ago it was important to me that it be as informative and entertaining as the rest of the magazine. It's a pleasure to research and write about a topic that I enjoy so much. We are so fortunate to live in the Caribbean where the sky at night is so beautiful and where there is always so much to see. So look up tonight!

Jim Ulik, *S/V Merengue*

OMG… 20 years! Seems like yesterday when you published your first issue. So much has changed in the ensuing years and you have managed to keep on top of, and involved in, the evolution of sailing in the Caribbean. The *Compass* staff and contributors have been movers and shakers here in the islands, offering suggestions in clearing up problems with Immigration and Customs in various islands, keeping us abreast of upcoming events and changes that affect the sailing community, and offering information to make navigating the myriad formalities in the different islands easier. Not to mention informative articles, cartoons, poetry, book reviews, crosswords — and my horoscopes! — to keep one entertained on long passages and becalmed days. I'm proud to call the *Compass* staff my friends.

Melinda Parke, Washington, USA and Bequia, SVG

Excited by our National-Geographic-style adventure up the Macareo River in Venezuela in 1999, we turned to the popular *Caribbean Compass* magazine to share our joy with other cruisers. Thus began a long and sweet relationship with a magazine dear to all Caribbean cruisers. Fast forward to 2013 when I received a request to write a letter of recommendation for folks we met in Panama who were candidates to "boat sit" in Spain. What a lovely surprise when the boatowner responded, "Oh, I know you! I have all your *Compass* cooking articles on board!"

Over the years, even before we all connected with Facebook, and Twitter and Google could answer any question we might pose, the *Compass* gave us a connection to learn of coming events, cool places to travel, handy ways of solving problems, and to the people who shared our wacky and wonderful lifestyle. We met and became lifelong friends with Ellen Sanpere in Puerto La Cruz, Venezuela because we recognized her name from *Compass* articles. We followed the path recommended by Randy and Lourae Kenoffel in their Cruising Guide to Colombia articles — and were tickled pink when we shared a Happy Hour with them on the Chagres River in Panama. Through people, their stories, advice, and technical information, the *Compass* brought all of us closer, though we flitted about across the entire Caribbean Sea.

Twenty years of *Caribbean Compass*! Hard to imagine so much time has come and gone, that now we can get our copy of the latest edition right here in the jungle islands of Caribbean Panama, and that Sally still so expertly steers the editorial ship. But then, of course she would: she has a *Caribbean Compass* to go by.

Mary Heckrotte, *S/V Camryka* & Camrykaland, Bocas del Toro, Panama

—Continued from previous page

Over 500 yachts sail annually with World Cruising Club rallies, including the Atlantic Rally for Cruisers (ARC), which will celebrate its 30th edition in 2015 and World ARC, the seventh edition of which set sail in January 2015 (see related story on page 16). Elvstrøm Sails has joined a wide-ranging group of companies that support World Cruising Club rallies and participating sailors, in a three-year partnership commencing in 2015.

World Cruising Club Managing Director, Andrew Bishop says, "Welcoming Elvstrøm as our preferred sailmaking partner for World Cruising Club rallies will benefit cruising sailors on their journeys across the Atlantic and around the world. Our partnership means Elvstom's experienced team will be on hand to provide advice about the selection, care and maintenance of sails for long distance cruising at our forums and seminars supporting our participants, as well as delivering a long-lasting, quality product to help our participants achieve their sailing dreams with our rallies once they set sail."

Visit www.worldcruising.com for more information.

Improvements at Jolly Harbour Marina, Antigua

The channel into Jolly Harbour, Antigua has been dredged to a depth of 15 feet and a new set of channel markers guides the way.

A new concrete dock replaces the old wooden dock and completes the transformation of four matching docks, increasing capacity to 145 slips with a further nine superyacht slips at the dedicated facility. Each slip has water, power, WiFi and security and is just a few steps from a selection of bars and restaurants; a well-stocked supermarket is nearby. The new Boatyard Art Gallery showcases the work of local artists.



Jolly Harbour, Antigua's new fairway buoy heading for installation

Jolly Harbour Marina has also completed the refurbishment of the male showers after last year's renovation of the female shower facility.

Visit www.jhmarina.com for more information.

Economy Dockage in the Exumas

On a budget in the Bahamas? Check out Emerald Bay Marina's newly opened economy dock area (B Dock). This is an unimproved floating dock without utilities with rates at 50 cents US per foot. There is a 40-foot minimum charge and a three-day minimum booking. What's the catch? The dock is located on the northern perimeter of the marina and is about 500 feet farther from the marina office than the improved docks.

Visit www.marinaemeraldbay.com for more information.

New Visitors' Slips in Cartagena, Colombia

As of this month, the Club de Pesca in Cartagena, Colombia will have 18 new slips available to enlarge its existing capacity to welcome visiting international cruising yachts.



Founded in 1938, this prestigious private club is located below the hurricane belt in well-protected inner Cartagena Bay, within walking distance of the UNESCO World Heritage site of historic Old Cartagena and within easy cruising distance to the Rosario Islands. The Club provides excellent security, WiFi, pump-out, and minor repair services such as painting. A synchrolift for boats up to about 35 feet can be booked by visitors if needed.

For more information visit www.clubdepescadecartagena.com or contact gerencia@clubdepescadecartagena.com.

Miramar Sailing School Joins Global Online Booking Site

Miramar Sailing School at Jolly Harbour, Antigua is one of the selected RYA training schools listed on SailPowerCourses.com. Launched in January, sailpowercourses.com is offering a full online booking service for individuals wishing to attend an RYA-approved training course worldwide. Practical and theory courses can be searched by type, location, dates and even "last minute" for training starting within two weeks.

There are over 60 course types to choose from, ranging from absolute beginners to professionals. Professional crew and skipper courses essential for employment in the industry are also available, e.g. First Aid, Fire Training and the MCA Approved Engineer Course. The site also offers a detailed boating guide to all the destinations on offer and an online chat facility to an instructor who can answer any queries. There is also an interactive course generator to ensure that you book the correct course for your current level of skills and knowledge.

Tradewinds: A Tale of the Caribbean

In 1971, Californian CE (Chris) Bowman dropped out of college and headed for Europe. His meanderings led him through Africa to the Seychelles Islands, where his sailing adventures began. After sailing on a yacht up the Red Sea and across the Mediterranean Sea and Atlantic Ocean, Bowman washed ashore in the Eastern Caribbean. The next 14 years of his life were spent there, where he learned to build wooden boats, culminating in the construction with Bequia shipwrights of the 68-foot schooner *Water Pearl*, launched in 1980. After *Water Pearl* was wrecked in Panama, Chris settled with his Australian wife in Fremantle, where he still lives today.

—Continued on next page

—Continued from previous page

In his novel *Tradewinds: A Tale of the Caribbean*, Chris spins the tale of Captain Jack McLeod. Shipwrecked on the small Caribbean island of Petite Silhouette after the Great War, Aussie Captain Jack builds a new life as a smuggler, schooner captain, boatbuilder and family man. But dark clouds loom on the horizon. World War II sees the Caribbean become a battleground between the Allied Forces and the marauding U-boats of Nazi Germany, and the captain and crew of the schooner *Roulette* become embroiled in espionage and intrigue as they use their wits, experience and local knowledge to battle a ruthless and unseen foe.

Splicing historical fact with fiction, *Tradewinds* takes the reader on a thrilling ride through the Caribbean at a time when the outside world invaded these idyllic islands, changing them forever.

Visit www.tradewindpublishing.com for more information.

New Edition: *Dancing Nude in the Moonlight*

Dancing Nude in the Moonlight, Antiguan writer Joanne C. Hillhouse's novella about love across cultures, was published a decade ago to critical acclaim in the Caribbean. The book is taught in Antiguan and Barbudan high schools, and gives a touching picture of the problems a young couple face as they attempt to build a life together.

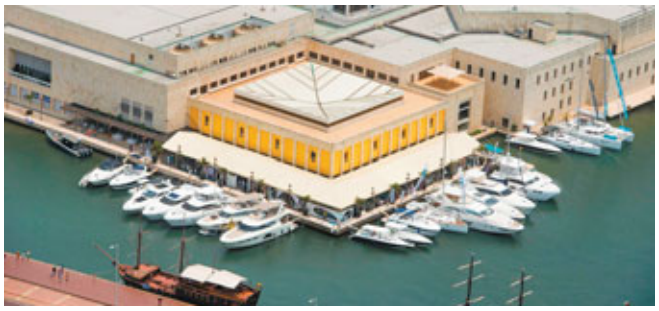
In addition to the original novella, the newly published edition includes "fan fiction" and poetry based on the story, and other short stories and poems depicting life in Antigua. Hillhouse's clear-eyed social observations and deep understanding of the issues facing women in the modern Caribbean make these stories tender and powerful.

Visit jhohadli.wordpress.com and wadadlipen.wordpress.com for more information.

Cartagena Boat Show This Month

The third Cartagena International Boat Show (CIBS) will take place March 21st through 23rd at the Cartagena Convention Center, where the organizers expect to draw close to 5,000 visitors from around the world. After two successful years of forging partnerships between buyers and sellers, this nautical show has become the most important boat show in Latin America.

In its second year, the CIBS grew considerably, with a 165-percent increase in the number of visitors and a 126-percent increase in exhibitors, which positions the city and the region as an attractive destination for marine businesses. "The numbers from previous years speak for themselves, which leads us to believe that this event is an important experience, not only for boating enthusiasts but for the city of Cartagena," says Juan Pablo Hernández, director and partner for easyFairs Latin



America, the organizing company. EasyFairs works in partnership with local and national authorities, who aim to promote tourism in the country at an international level. "CIBS has been a platform for Colombian nautical companies to come to the market and for distributors of international brands to settle or have a presence in the Colombian Caribbean. In 2014, 29 international brands had a presence at the show along with a complete range of United States companies," said J. Alfonso Diaz, chief executive officer for the Cartagena Chamber of Commerce. According to estimates by the Colombian Government, the marine lifestyle and the arrival of vessels to the Colombian coast could generate more than a thousand jobs during the boating season.

Organizers have already confirmed major brands for the 2015 event, including AB Inflatables, Azimut Yachts, Bavaria Motorboats, Bavaria Sailing, Beneteau, Bordeau 60, Cummins, Fairline, Ferreti, Fractional Yachts, Garmin, Hamilton, Hobie Cat, JL Audio Marine, Kawasaki, Khalela, Kites F-One, Lagoon, Linternas Fenix, Lemcor Group, Logimar, Marine Jet, Motomarlin Boats, Nautica, Pershing, Prestige Series, Princess Yachts, RayMarine Jet, Ronautica Marinas, Salona, SCUBAPRO, SeaRay, Suzuki Marine, Viking Yachts, Wave Runner, Yamaha, Eduardoño and Alliaz Colombia. The National Marine Manufacturer's Association (NMMA) will once again sponsor the USA Pavilion, where 20 specialty booths will be showcased.

Visit www.cbshow.co for more information.

Second Annual Island Water World Fishing Tournament

The second Annual Island Water World Fishing Tournament, organized by the St. Maarten Sportfishing Foundation, will be held April 19th and will end with a Fish Fry



and Party at IWW Cole Bay. First prize will be given for Biggest Mahi; second prize for Second Biggest Mahi; third prize for Most Weight Overall (all species); fourth prize for Largest Wahoo; and fifth prize for Largest Tuna. Entry forms will be available in all IWW St. Maarten/St. Martin Stores.

For more information on Island Water World see ads on pages 11, 13, 29 and 56.

shop
islandwaterworld.com
TOP GLOSS - SUPER HARD!
JOTUN
YACHTING TOPGLOSS
TOPCOATS
JOTUN
YACHTING TOPGLOSS
TOPCOATS
■ High gloss acrylic polyurethane topcoat.
■ It delivers a very high gloss level and an exceptional hardness which provides protection against abrasion.
■ Suitable as a long exposure topcoat for epoxy and polyurethane systems.
■ Very good levelling properties as well as gloss and colour retention.
Island Water World
keeps you sailing!
EASTERN CARIBBEAN DISTRIBUTOR
St. Maarten, Cole Bay + 721 544 5310 • Bobby's Marina + 721 543 7119
St Martin + 590 690 71 11 60 • St. Lucia + 758 452 1222
Grenada + 473 435 2150, +473 443 1028 • Curacao + 599 9 461 2144

REGATTA NEWS

CSA Launches Multihull Rule

The Caribbean Sailing Association (CSA) has announced the launch of the CSA Multihull Rule. The rule was used successfully in 2014 under the name "Multihull Ratings" and after extensively testing it against results from previous regattas, the CSA is officially adopting the rule as its official multihull rule.

The rating system for multihulls was conceived to adapt the well-established Texel Rating system to the local requirements of multihull racing in the Caribbean. The formulae and calculations used in the rating system are based on those used successfully for the Texel Rating and its derivatives. Therefore, rather than inventing a new rule the Texel Rating System has been adjusted to achieve four key objectives: bring the method of sail area calculation in line with what is already in use by the CSA Monohull Rule; accommodate yachts with different sizes and types of daggerboards; accommodate yachts that use foils to reduce their wetted surface area; and simplify the formula to directly produce time correction factors that will assist regatta organizers to process results.

Development of the rule was carried out by CSA measurer Stuart Knaggs. Of the rule development he says, "I was assisted by fellow measurer Alfred Koolen, Paul Miller of Regattaguru and Nico Boon of the Texel Rating System. It has been found to return tighter corrected times that reflect yacht potential better than comparable systems. Development of the rule will continue to adapt over time to address new innovations in yacht design."

With the inclusion of the Multihull Rule, chief measurer Jeffrey Chen sees an important objective for the year to be recruitment of new measurers. Chen says, "For the sport to continue to grow and our rule to continue to be the most accurate measurement of boat performance in our waters, we need to continually bring new talent into the team to challenge what we do as a group and ensure we are reviewing and assessing any potential impact on the rule calculation of new technology on an ongoing basis as we have done for more than 50 years." Jeffrey encourages anyone interested in training to become a measurer to contact secretariat@caribbean-sailing.com.

All racing boats are encouraged to ensure they have made arrangements to update their rating. Contact details for measurers on each island can be found at www.caribbean-sailing.com along with details of both the monohull and multihull rating rules.

ON THE HORIZON…

Dark and Stormy Regatta for the BVI

John Tulloch reports: Why do these cruisers look so happy? Because they are having fun on the Anegada Beach during the Funday at last year's Dark and Stormy Regatta. You can have fun too this year.

Gosling's 18th Annual Dark and Stormy Regatta is scheduled for March 6th through 9th. It goes from Trellis Bay Tortola to Anegada, then a fun day there, racing back to Nanny Cay on the next day.

Visit www.weyc.net for more information.



Funday at Anegada. Who know that an event called 'dark and stormy' could be so much fun?

35th St. Maarten Heineken Regatta

For over three decades, the St. Maarten Heineken Regatta has showcased some of the top boats and best races — and has become equally famous for its world-class slate of parties and musical entertainment — in the Caribbean. Now recognized by sailors around the planet as one of the sailing world's best regattas, each year the event lives up to its worthy motto: Serious Fun.

For full information on the St. Maarten Heineken Regatta 2015, March 5th through 8th, visit www.heinekenregatta.com.



BOB GRIESER



WILFRED DEDERER

Below: The 34th Annual Bequia Easter Regatta will feature a long weekend of races for racing and cruising yachts, keen competition among dozens of the famous local double-enders, and much more

Triskell Cup 2015

In its new time slot, the popular Triskell Cup 2015 will run from March 11th through 15th. There will be classes for Cruising monohulls (Coastal) with Osiris rating; Racing monohulls (Racing) with CSA monohull rating; Cruising multihulls (Multi) with CSA multihull rating; and a Rally for monohulls and multihulls without a rating. There will also be one-design classes for Class 8 and Surprise, Melges 24 and Figaro.

Visit www.triskellcup.com for more information.

Good Timing for Bequia Easter Regatta!

April 2nd through 6th, 2015 will mark 34 unbroken years of the not-for-profit Bequia Sailing Club's annual Easter Regatta, which is now recognized as the biggest and most popular regatta in the Southern Caribbean — an accolade of which both the Bequia Sailing Club and Bequia itself are rightly proud.

Although much increased in size and status over all those 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 in their own separate races, but on the same waters as 50 or so yachts of all shapes and sizes, has no equal in the Caribbean regatta calendar, whether you are a competitor or a spectator.

Following on from their record breaking 53-yacht entry in 2013 — when Easter was also at the very beginning of April — the organizers are anticipating another strong turnout for their 34th edition this year.

—Continued on next page



—Continued from previous page

"Everyone in the cruising community knows what a tremendous feel-good factor there is during Bequia Easter Regatta," says Bequia Sailing Club spokesperson Nicola Redway, "and this year Easter is perfectly timed so that it is early enough to attract cruising boats before they head back up north on their way home, or south to haul out, and to not conflict with Antigua. We hope that boats from all over the region will come and enjoy the best competition and the best fun they ever had at a small island regatta!"

Hairoun Beer, celebrating its own milestone of "30 Years of Legendary Vincy Brewing!" at the St. Vincent Brewery, once again leads the sponsors' roll call at Platinum level. As an official "Red Cap Regatta", Bequia also continues to enjoy outstanding support from Mount Gay Rum at Gold level, together with the SVG Tourism Authority who have given their emphatic endorsement to the event for 2015 with a 150-percent increase in contribution.

Newcomer Sandrock Bequia joins Silver Sponsors United Insurance who will be lending their name this year to both the J/24 and the Surprise Class Three-Race Challenges on Easter Saturday, following the decision to have the Surprise Class compete alongside the J/24 Class in Bequia in the specially designed series of six races over the Easter weekend. Loyal Bronze sponsors Mountain Top Water are joined this year by LIME St. Vincent and Action Bequia, with the Bequia Beach Hotel and Frangipani Hotel once again offering invaluable sponsorship of accommodation & facilities.

With superbly run yacht races for Racing (spinnaker), Cruising I (CSA-rated, non-spinnaker) and Cruising II (cruising boats without a CSA measurement certificate) as well as the J/24 and Surprise One Design Classes, both the Bequia Sailing Club and the region's cruising and racing community are eagerly looking forward to yet another thrilling and highly competitive event for 2015, complete with that unique Bequia hospitality for which the regatta — and the island itself — is famous.

For more information see ad on this page.

'Ambassador' for Les Voiles de St Barth

Les Voiles de St Barth 2015 will be held April 13th through 18th. The first-place winner of the 10th edition of the Route du Rhum will be the honorary ambassador of this popular annual regatta. Loïck Peyron is three-time winner of the OSTAR (Observer Single-Handed Trans-Atlantic Race), two-time winner of the Transat Jacques Vabre, second place in the 1990 Vendée Globe, current holder of the Jules Verne Trophy aboard *Banque-Populaire V* in 2012, and record holder for the Round the British Isles race. In 2013, he joined Artemis Racing as a helmsman for the 34th America's Cup.

Peyron was also one of the first renowned sailors to participate in Les Voiles de St. Barth, sailing aboard the maxi yacht *Sojana* in the first edition of the regatta in 2010. "I always came to Saint Barth at the end of a transatlantic race and was so tired I never had time to enjoy myself," he says. "By participating in Les Voiles de St. Barth, I was finally able to appreciate the island, as picture-perfect as a post card. The trade winds, the turquoise waters, and these magnificent boats… we are really lucky to be able to sail in such an extraordinary place!"

No fewer than 80 boats and 1,000 sailors are expected to compete at the 2015 event.

Visit www.lesvoilesdesaintbarth.com for more information.

28th Antigua Classic Yacht Regatta

The 28th Annual Antigua Classic Yacht Regatta will be held April 16th through 21st. To view the full program of this peerless event, including details of the regatta with race maps, class information, sponsor details and more, visit http://antiguaclassics.com and click on "2015 Programme".

For more information on Antigua Classic Yacht Regatta 2015 see ad on page 18.

Antigua Sailing Week 2015

Antigua Sailing Week 2015 promises a week of superbly competitive racing and fun from April 25th through May 1st. Sixty-four boats have already entered. The Caribbean Sailing Association no longer provides Minimum Safety Requirements for yacht racing in the Caribbean. As a result, Antigua Sailing Week has adopted its own Minimum Safety Rules that will be enforced during the Regatta.

Visit www.sailingweek.com for more information.

Antigua Rowers to Challenge Atlantic

Nick Fuller reports: For several years, I enviously watched small contingents of brave-hearted and adventurous individuals row into English Harbour here in Antigua, as they completed the bi-annual Atlantic Campaign's Rowing Challenge, the so-called "World's Toughest Ocean Rowing Race".

As these rowers approached Antigua from the east, I often powered up to meet them in my sport-fishing boat some 30 miles above Antigua, watching in awe as these sunburnt and weary seafarers slowly rowed their way to English Harbour to complete their 2,800-mile journey from the Canary Islands.

I first thought of maybe doing the Challenge myself some two years ago, and early last year I finally made up my mind to do so. I've decided to do the crossing as a "fours" entry: that is, four persons on the boat.



LUCY TULLOCH

Classics at play in Antigua.
It doesn't get any classier than this!

I have been asked repeatedly why I want to do this. It is for several reasons. Antigua has been the final destination for this event for several years, and yet no Antiguan national has ever entered. So, I felt that surely now it is time to do so and make it a national Antiguan effort. Secondly, I grew up on the waterfront here in Antigua at my parents' small family-run hotel at Dutchman's Bay, and the sea became my playground: watersports and diving in all its facets, my hobby; and seafaring as a part-time savior, my passion. I think my years of experience on the sea have made me a qualified challenger for this adventure and there's no doubt in my mind I'll be "comfortable" out there doing it.

I have entered the team as Team Wadadli (the colloquial accepted variation of the pre-Columbian Amerindian name for Antigua, Waladli, as recorded in 1635). I have named the boat the *Wa'omoni*, which is the Amerindian name for our sister island of Barbuda. It is thought to mean "Island of Large Birds", possibly referring to the Frigate Birds, which are plentiful in Barbuda.

I look forward to sharing this adventure with you.

Visit www.antiguaatlanticrowers.com and www.atlanticcampaigns.com/2015-2/race-entrance for more information.

BEQUIA EASTER REGATTA

April 2 - 6 2015

YACHT RACES

- **Racing, Cruising I & II Classes**
  - Fri 3 April: Mount Gay Friendship Bay Races
  - Sat 4 April: Around Bequia Races
  - Sun 5 April (Layday): Hairoun S/H Around Bequia Race
  - Mon 6 April: Admiralty Bay Triangle Races
- **J/24 & Surprise Classes**
  - Fri 3 April: Mount Gay Admiralty/Southside Races
  - Sat 4 April: United Insurance 3-Race Challenges
  - Mon 6 April: J/24 & Surpise 2-Race Challenges

LOCAL DOUBLE-ENDER RACES

Sat/Sun 4/5 April: 1st and 2nd Hairoun Challenges
Mon 6 April: Mount Gay Challenge

LAY DAY SUNDAY FAMILY FUN

Sandcastle Competition & All Day Family Layday
@ Bequia Beach Hotel, Friendship Beach

NOTICE OF RACE & YACHT PRE-REGISTRATION:
www.begos.com/easterregatta
Tel: (784) 457-3649
bsc@vincysurf.com

Hairoun · Mount Gay Est. 1703 Barbados Rum · St Vincent and the Grenadines · Sandrock Bequia · United Insurance · Upgrade Vincy Lime · Action Bequia · Mountain Top Springs · the frangipani · Bequia Beach Hotel

Round-the-World Rally Makes First Colombian Stop

by Sally Erdle

A major indicator that Colombia is now firmly on the international sailing destination map was the arrival at Santa Marta of the World ARC 2015-16 fleet. The fleet of 15 boats from eight different countries tucked into IGY Marina Santa Marta in mid-January, having sailed 815 nautical miles since the start of the globe-girdling yacht rally in Rodney Bay, St. Lucia on January 10th.

Organized by World Cruising Club, the now-annual circumnavigation event lasts 15 months and covers a total of 26,000 nautical miles. As boats join in at different stages, the World ARC 2015-16 fleet is expected to total 25.

English sailor Caroline Frew aboard the Oyster 575 *Juno*, the first boat to arrive in Santa Marta after the brisk downwind leg from St. Lucia says, "We had winds of 20 to 25 knots, good for *Juno*", which enabled a passage of exactly four days. Scottish skipper Peter Jennett aboard *Exody*, a Sadler Starlight 39 that arrived the following day, says, "We had lots of wind, with 45 knots in squalls. *Exody* is a good sea boat, and we were mostly under double-reefed main and poled-out jenny."



J. LADINO / PROCOLOMBIA



SALLY ERDLE

Above: Marina Santa Marta's owner, Manuel Julián Dávila, gave World ARC's inaugural stopover in Colombia a warm personal welcome

Left: Exody *arrives in Santa Marta with a Coast Guard escort*

Another boat's crew contained family members ranging in age from 82 years to two months. "All in all it was a pleasant trip with the wind and the waves behind us. We spent five nights at sea — we took it easy for the grandparents."

All boats were in by the 16th. Since everyone arrived with no major problems, the marina's still-expanding maintenance facilities weren't tested.

In previous editions of the World ARC, the first stop after the St. Lucia start was Panama. Stopping in Santa Marta not only cuts nearly 300 miles off the challenging shakedown leg, but it also provides a knockout first port of call: a still-lively Spanish colonial city founded in 1525. Colombian Coast Guard boats, WCC and marina staff and local media greeted the arrivals.

—Continued on next page



DYT YACHT TRANSPORT

SEVENSTAR YACHT TRANSPORT

Sevenstar Yacht Transport and DYT Yacht Transport are the world's premier providers of yacht transport solutions tailored to the mobility needs of the yachting community. As pioneers and dedicated partners in worldwide yacht transport, each with over 25 years of experience, our goal is to make your yacht-shipping experience as smooth and simple as possible, while offering you the unbeatable service you deserve.

Why not choose the most trusted names in yacht transport for your next passage?

Contact: Nadine Massaly
DYT and Sevenstar Yacht Transport Representative
Le Marin, Martinique
Phone +596 596 741 507
nadine@yacht-transport.com

MEMBERS OF SPLIETHOFF GROUP

—*Continued from previous page*

Participants then enjoyed a week of city and national park tours, a beach barbecue, live music and dance performances, dinners and parties.

Running throughout was the famous Colombian hospitality. Marina Manager Mauricio Culcalon says, "The World ARC is important for us, and of course we want everything to be perfect. But the warm, friendly welcome we give — for us Colombians, that's normal."



WCC director, Andrew Bishop, tells *Compass*, "We're excited about adding a new stop on the Caribbean coast of Colombia to introduce World ARC participants to a culturally rich stopover and give them the opportunity to explore a different part of South America in addition to Brazil near the end of the rally. Another advantage for participants is breaking the potentially longest leg of the rally, from St. Lucia to Panama. The participants have all arrived having had a cracking sail from St. Lucia and have been overwhelmed by the tremendous warmth of their welcome in Santa Marta. They now have the opportunity to explore a country they might not otherwise have considered visiting — and arriving by boat is very special."

"It's a great stop for any rally, and World ARC has organized excellent tours for us," acknowledges Caroline Frew.

After the announcement was made at a press briefing in the marina on January 14th that World ARC would be making a stop here for at least the next five years, Manuel Julián Dávila, owner of Marina Santa Marta, said, "This is a great win-win." It's a Caribbean bonus for the participants — a quite different experience from the Lesser Antilles — and a stellar opportunity for Santa Marta to promote itself as a sailing destination.

Many cruisers don't realize how much Colombia has changed in recent years, and the rally's arrival was a chance to demonstrate to a group who will be talking to other sailors around the world that it's a fun, friendly, interesting, and above all safe place to visit. Several World ARC participants remarked on the friendly welcome they received from men in Armada uniform when completing arrival formalities. Coast Guard Captain Diaz, in charge of the Santa Marta area, says that the change is often noticed in the way officers now interact with yachting visitors. He explains that Colombian coast guard personnel were once trained to approach yachts cautiously, if not aggressively, because in the bygone *narcotraficante* era some officers had been killed during routine inspections when vessels turned out to be smuggling drugs. "Now we can balance a welcome with maintaining security."

Changes being made to simplify yacht clearance procedures are also being noticed. And although the World ARC fleet won't be able to take advantage of it, the maximum length of stay in the country has been extended from six months to one year, and is renewable.

The 53 sailors who were fortunate to be in World ARC's inaugural Santa Marta visit did, however, pack a lot into their stay. Highlights included a visit to the historic former sugar estate of San Pedro Alejandrino where South American liberation hero Simón Bolívar



Clockwise from left: Local media interest in the event was keen. Here WCC director, Andrew Bishop, is interviewed for television; Stalls set up in the marina gave sailors a chance to purchase local handicrafts; On Tropical Party night, hot Colombian rhythms loosened up the sea legs



spent his last days, joining in with a high-energy local dance troupe at the marina's Tropical Party, and being whisked by local sportsfishing boats to Bahia Concha, set in the splendid Tayrona National Park, for a traditional Colombian barbecue. Joined by Mauricio Cucalon and Colombia's Vice Minister of Tourism, Sandra Howard Taylor, the World ARC sailors were the guests of Manuel Julián Dávila, who organized the laid-back beach barbecue as his personal welcome.

In association with the Red Cross and Marina Santa Marta, the sailors also engaged in a fundraiser for Fundehumac Foundation, a charity for underprivileged children in Santa Marta.

On the ultimate night of their stay, a gala prizegiving dinner for the first leg of World ARC 2015-16 was held at the elegant century-old Club Santa Marta, adjacent to the marina.

The fleet departed Santa Marta on January 20th, with horns blowing, cameras clicking and water spouting from tugboats. The Swedish crew of the 42-foot double-headsail sloop *Ayama* wrote in their log, "A sad but wonderful send-off from Santa Marta, her charming and friendly people and all the amazing hospitality we were given."

Trinidadian Marian Borde on *Exody* says to anyone thinking of joining World ARC, "Have a go! Give it a try!" Her husband, Peter Jennett, grins, "I heard somebody call it 'concierge sailing' — but it's *really* good!"

Thanks to ProColombia for making Compass's *first-hand coverage of this event possible. Visit www.worldcruising.com/world_arc for more information on World ARC.*





Reliability?
Clean Power?
Long Lasting?
Low Cost of Ownership?
Local Support?

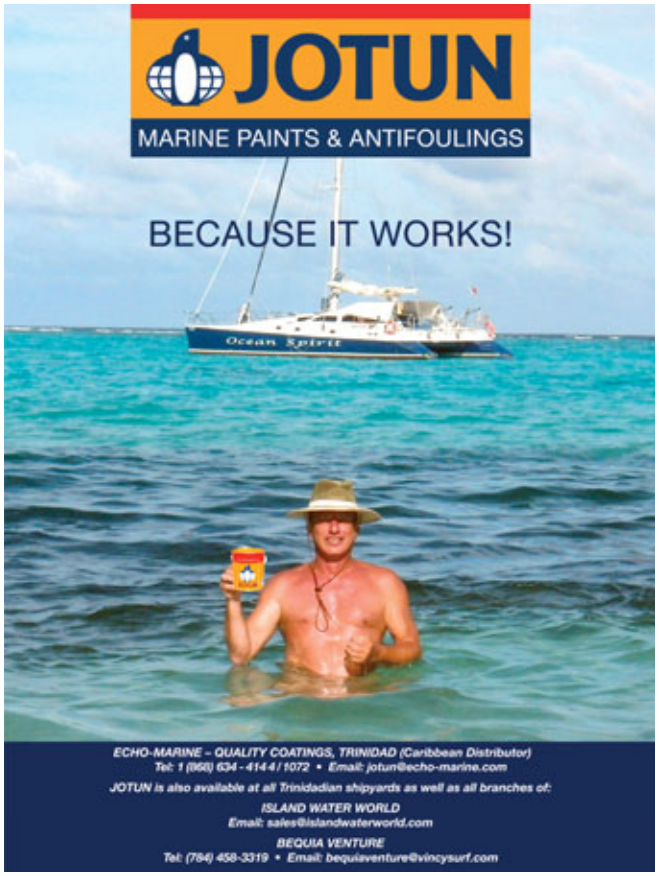
With Northern Lights generators; yes, you can have it all.

High Reliability, Amazing Durability and Maintenance Simplicity combine to ensure your onboard power requirements are always met. Coupled with super-silent capability and a region-wide Caribbean service network, it's easy to see why with Northern Lights generators, yes, you can have it all.

www.CaribbeanNorthernLights.com

Antigua	***Martinique***
Marine Power Services	Inboard Diesel Service
268-460-1850	596-596-78-71-96
Seagull Yacht Service Centre	***St Maarten***
268-720-9638	Electec NV
British Virgin Islands	721-544-2051
Cay Electronics	Global Marine
284-494-2400	721-522-2552
Marine Maintenance Services	***St Lucia***
284-494-3494	Marintek
Parts & Power	758-450-0552
284-494-2830	***Trinidad and Tobago***
Dominica	Dockyard Electrics Ltd
Dominica Marine Center	868-634-4272
767-440-BOAT(2628)	***US Virgin Islands***
Grenada	Plan B
Grenada Marine	340-714- 1239
473-443-1667	Coral Bay Marine
Palm Tree Marine	340-776-6665
473 443 7256	St Croix Marine
	340-773-0289





MOUNT GAY ROUND BARBADOS RACE SERIES 2015

Records Breaking, International Interest Building

by Sue Pelling

The Mount Gay Round Barbados Race Series, incorporating three days of coastal racing and the Mount Gay Rum Round Barbados Race, concluded on January 24th. Overseas competitors, who made up a large part of the 36-strong fleet, represented 11 countries including the UK, New Zealand, the USA, Lithuania, Slovakia, France, Poland, Germany, Argentina and many neighbouring Caribbean islands. The event was organized by the Barbados Cruising Club in association with Barbados Tourism Marketing Inc. and Mount Gay Rum.

Although the winds throughout the series were generally lighter than expected, all five fleets enjoyed four days of tactical racing.

ALL PHOTOS: PETER MARSHALL



Above: Demonstrating different downwind styles, dueling J/24s College Fund$ *and* Glory Daze *catch up with the brigantine* Tres Hombres

Below: Absolute Multihull record holder, Silver Bullet



The impressive standard of sailing in the nine-strong J/24 fleet helped to make the event extremely spectator-friendly. Most of the eight-race, closely fought J/24 Coastal Series took place in Carlisle Bay on windward/leeward courses. It was also the first time the J/24 class had been granted fleet status in the Mount Gay Rum Round the Island Race. This created a lot of interest, particularly when Jason Tindale was the first skipper to establish a new record time of 9 hours, 6 minutes, 38 seconds. For this he won his weight in Mount Gay Rum: 21 cases of it. The team also won Round the Island CSA division.

—Continued on next page

—Continued from previous page

The other two record-breakers in the Round the Island Race were Dave Staples on *Hallucine* (a Pogo), who clinched the Double-Handed Monohull record; and Paul Johnson, the skipper of *Conviction*, the local TP52 sailed by Clint Brooks and team representing the Barbados Offshore Sailing Syndicate; they took the 60-Foot and Under Monohull record.

Robert Povey, the overall winning skipper of the J/24 Coastal Series, sailing *Hawkeye*, said the racing was exceptionally tough throughout the regatta. "In the shifty winds, good crew work was crucial because one mistake and it was easy to find yourself at the back of the fleet. Carlisle Bay is a fantastic place to go sailing. I've done the Fireball and the 505 World Championships here with 80 to 90 boats racing, and it always gets such a lot of positive feedback. I think Barbados as a sailing venue is one of the, if not the, most incredible places to go sailing in the world. I am hoping that next year we'll be able to encourage more international J/24 fleets to participate, particularly teams from the USA, which is not too far away."

The teams on British charter company yachts finished the week with some impressive results including a CSA Racing division win for *Lancelot II*, the Britannia Corporate Beneteau First 40 charter yacht sailed by Chris Jackson and a team from Slovakia. The British Stormforce Coaching charter yacht *Palpatine* (a Stimson 42) skippered by Doug Innes and team, took line honours in the Round the Island Race and in doing so won the 50-Foot and Under class.

It was also refreshing to see a classic revival, with the likes of *Elena of London* (a 55-metre A Class racing schooner), *Tres Hombres* (a 33-metre brigantine), and the recently launched, locally built 30.5-metre traditional schooner *Ruth*. Although *Elena* was the only one to complete the course, to win the Classic division, the spectacle of the three classics gliding gracefully up the west coast was a remarkable sight.



The recently launched Barbados-built schooner Ruth, *gracing her home waters. The Round Barbados Race was originally a schooner event*

Interest in the Mount Gay Rum Round Barbados Race is steadily building among big boat racing teams who are keen to challenge for the outright record. Although the record remains with the British VO70 *Monster Project*, which set a record of 4 hours, 42 minutes, 28 seconds last year, it was good to see some serious challengers this year, including *Conviction*, two VO60s and a Farr 72.

The highly contested CSA Cruising division in the Coastal Series went to the British Virgin Islands-registered Beneteau Oceanis 473, *Leonora*, sailed by David Spieler, which won all three of that division's races.

One of the most competitive classes was the Non CSA division. Although Richard Inniss from the USA and his team on *Other Business* (a Beneteau Idylle 51) scooped an overall win, a local team on *Mandy* (a Hunter 30) headed by Bruce Robinson, didn't make their life easy. Robinson and team won the first race and constantly challenged for the lead throughout the series and finished just one point astern overall.

William Griffith, CEO of the Barbados Tourism Marketing Inc., said the future of the event is assured. "This is mainly because it is ticking all the right boxes as a tourism product. This year we attracted more international competitors than any in previous years, so the Barbados Tourism Marketing Inc.'s aim, which was to open the event to new markets, has already started to take effect in a most significant way."

Peter Gilkes, Consultant to the Barbados Tourism Marketing Inc for Yachting Development, who has been involved in the organization of the event for many years, added: "The event has grown with each passing year and this has not gone unnoticed by those who are charged with making the decisions within the tourism arena. As part of our effort to continually improve, our plan is to create new berthing arrangements in the Shallow Draft area so we can accommodate more visitors: up to 70 yachts. The event is starting to attract some of the best in the world.... As the event continues to grow at this top end of sailing therefore, our product can only get better with each year."

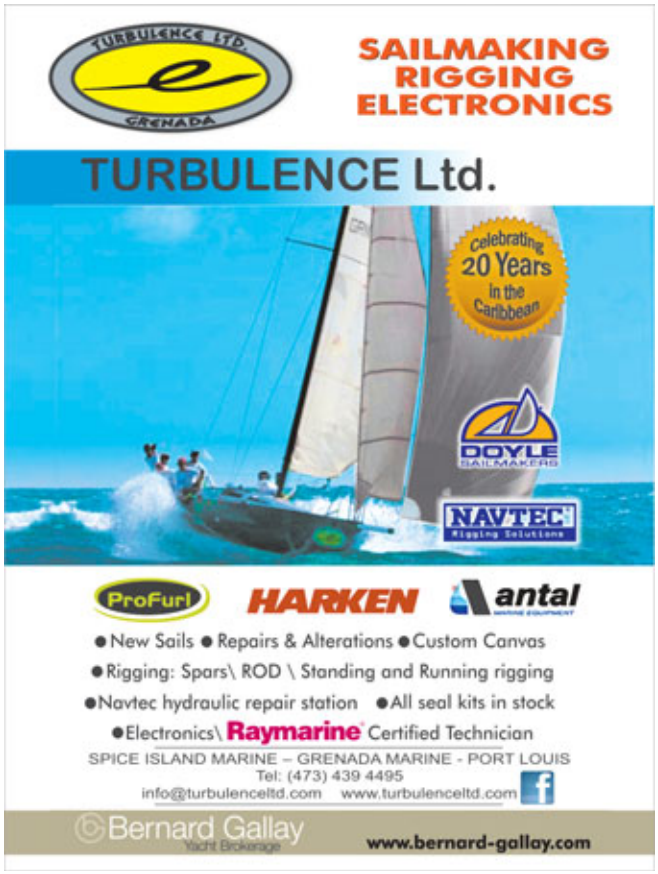
The dates of next year's 80th anniversary event have been confirmed for January 16th through 24th.

Visit https://app.regattaguru.com/bcc/100086/results for full results.

Visit http://mountgayrumroundbarbadosrace.com for more information.

Anniversary note: Here's an excerpt from Norman Faria's coverage of the Mount Gay Regatta in 2000 — "Alas, the Bajans couldn't stop the Trinis, though it was fairly close. In the Racing Class, the Trini Beneteau First Class 10, Ten-Shun, *took class honours. The helmsman is part-owner David Rostant. The consistent Andrew Burke and his crew on the 10-metre-long* Countdown, *designed and built by him in Barbados, came second. An almost identical (its keel shape is slightly different) boat to* Ten-Shun, *the Bajan Beneteau 10* Bruggadung *was third. Owner and long-time supporter of the intra-regional regattas, Ralph Johnson was at the tiller."*







ISLAND WATER WORLD
GRENADA SAILING WEEK 2015

Innovations Add Even More Spice!

by Ruth Lund

Sunny, breezy, lively and testing race days out on the water plus sleepless, music-filled nights ensured that the Island Water World Grenada Sailing Week 2015, January 29th through February 3rd, lived up to its promise to "Spice it Up in Grenada"!



Above: Close encounters at a Racing Class start

Below: Apero, *winner of Racer Cruiser Class 2, was named Best Performing Yacht*

ALL PHOTOS: TIM WRIGHT / WWW.PHOTOACTION.COM



Boat numbers have increased each year since the first 2013 edition and this year 39 boats registered from 11 different countries, with racing crews hailing from many more nations. Grenada's best sailors did well against strong contenders, particularly from Barbados, St. Lucia, Trinidad, the UK, Canada and the USA.

In Racing Class there was a close battle between winner, Richard Szyjan's modified Hobie 33, *Category 5*, from Grenada and second placed Peter Lewis's J/105, *Whistler*, from Barbados. *Category 5* has been knocking on the door for two years and their persistence paid off when they won by 1.5 points. Trinidad boats have always been strong in this class, but this time Mark Chapman's KER 37, *Dingo*, took third, closely followed by Paul Solomon's Henderson 35, *Enzyme*.

New this year was the option for Racer Cruiser Classes 1 and 2 to fly spinnakers and there was much debate in the bar beforehand as to which way to go. An offset on the windward mark helped spread the boats for better safety, given the variety of designs taking part in terms of size, speed and maneuverability.

The increase in larger-sized boats registered this year meant tight competition in the Racer Cruiser Class 1, ultimately won by long-time campaigner Ralph Johnson's Beneteau 53, *Rapajam*, from Barbados, after considerable challenge from second-placed *Piccolo*, a USA-registered Dufour 44 with a UK owner, Andrew Yates. *Piccolo*'s best dressed, spirited crew were hard to miss in brilliant pink to match their spinnaker. Scott Watson's Jeanneau 51, *Boxxer*, from Canada came third.

In Racer Cruiser Class 2, Jason Fletcher's Albin Stratus 36, *Apero*, dominated with six firsts and three seconds. His Grenada Marine team was doubly delighted when the boat was named Best Performing Yacht of the regatta. Despite being one of the smaller boats, with relatively inexperienced crew, *Apero* elected to fly a spinnaker and worked hard to triumph in this class that had the most boats. Peter "Champy" Evans's Elan 37, *Julie Rule*, also from Grenada was second, and the evergreen Swan 43 *Rasmus*, owned by Austrian Dieter Huppenkothen, took third.

—Continued on next page

—Continued from previous page

The J/24 One Design Class was newly introduced in 2015. With short up/down courses and a leeward gate to suit their preference, seven hardy crews completed 16 races over four days, with more than half being sailed in bouncy water off Grenada's south coast that had two crewmembers from *Glory Daze* overboard. The enthusiastic presence of this class added a new dynamic to the regatta and certainly pulled the average age of participants down. A huge effort was made by Robbie Yearwood and his long-time crewman Patrick Brathwaite to encourage J/24s to compete in Grenada. The generous assistance of True Blue Resort and Horizon Yachts in providing accommodation for the J/24 crews made all the difference in bringing the J's to this regatta. Robbie Yearwood's *Island Water World Die Hard* won, chased by Stephen Bushe's *Ambushe* from Trinidad, which was second, notwithstanding the knot that would not stay knotted in the first race causing the mainsail to come down, costing them two races. Third was Fredric Sweeney's young and limber team on *Attitude* from St. Lucia.



Spicy racing in Grenada is for everyone. Above is the 1902 schooner Coral of Cowes, *and below, the modified Hobie 33,* Category 5



In the Classic Class, introduced in 2014, five graceful yachts spread their large sails for specially designed longer races. Judd Tinius's 1899-built 70-foot yawl, *Galatea*, was doing well until the top part of her rig came down on Race Day 3. With great sportsmanship *Galatea* completed the entire course with a jury rig on the fourth and last day, managing to take third place overall. The winner was Richard Oswald's impressive 1902-built 80-foot schooner, *Coral of Cowes*, with Matthew Barker's 1930-vintage 65-foot cutter, *The Blue Peter*, just arrived from an Atlantic crossing rally, placing second. The well-known 58-foot *Lily Maid* and Grenada's 43-foot island sloop *Savvy*, with an exuberant Scottish charter crew, did well to compete with these giants.

Camper & Nicholsons Port Louis Marina, Victory Bar and Yolo Bar provided the ideal welcome sailors have come to appreciate and expect. On the Saturday night, the first ever all-inclusive Grenada Sailing Week Music Fest was held at Virgin Beach with four great Grenadian bands keeping everyone dancing into the early hours. On the Sunday Lay Day, sailors match-raced St. George's University Sunfish dinghies in front of Mt. Cinnamon Beach Cabana and enjoyed the picturesque Grenada Sailing Festival workboat racing off Grand Anse Beach. Then it was Prickly Bay Marina's turn to wind up the regatta in spectacular style with a steel pan band, the Tivoli drummers, fire dancers, fireworks and the amazing Grenadian band Soul Deep.

Special thanks go to title sponsor Island Water World; associate sponsor, Grenada Tourism Authority; and Race Day sponsors Mount Gay, Sea Hawk Premium Yacht Finishes and Spice Island Marine Services. Also to St. George's University, Mount Cinnamon, Netherlands Insurance, Dream Yacht Charters, The Moorings, Ace Hardware, Lime, Turbulence, Doyle Sails, Palm Tree Marine, Grenada Marine, Island Dreams Yacht Services, FlyingFish Ventures Marine Survey, Bluewater Sailing Grenada, Real Value IGA, Sails Restaurant, L'Anse Aux Epines Cottages, Lisa's Grenada, Coyaba Beach Resort, L'Anse Aux Epines House & the Sugar Mill Tower, Sol Petroleum, Underwater Solutions, Glenelg Spring Water, Colombian Emeralds, Coconet, Mod 1 and Act Art & Design.

Next year's Grenada Sailing Week dates are January 28th through February 2nd. *Visit http://grenadasailingweek.com for more information.*

Anniversary note: In the very first issue of Caribbean Compass *(see this month's cover) was a report by Jeff Fisher on the 2nd Annual Grenada Sailing Festival, which then comprised both workboats and yachts (Champy Evans raced in that edition, too!). The yacht races have since branched out into today's Grenada Sailing Week. We'll cover the Grenada Sailing Festival for workboats in next month's* Compass.



CC: THE NINETY-FIVERS

1995 was an important year for us, too. It was the year we made our decision to do some really long-distance sailing. The next two years, supported by the wealth of information in *Caribbean Compass*, we honed our cruising skills sailing from our base in Puerto Rico up and down the Antilles chain of islands until our January 1997 departure for Europe.

The ten years after our return found us again depending on *Caribbean Compass* for information about places to visit, what to do, and where to buy. Now, retired to Miami, we still read *CC* to keep abreast.

Good luck with the next 20 years!

Glenn & Gale Patron, *S/Y Encore*, Coconut Grove, Florida

Alfred and I think our recollections are correct that Tom and Sally aboard *So Long* and we on *Ironhorse* left the Canary Islands — they to cross the Atlantic, we to West Africa — within weeks of one another in 1994. (We celebrated our 20th year of full-time cruising in November last year, in a boatyard in Thailand! See photo.)

Henceforth, for us, and all our cruising friends, it was a MUST to read each edition of *Compass*, through which we kept up with cruising news, clarification of/updates on local regulations, and reports on exciting happenings. As for any popular magazine, you included subject matter for all tastes and ages (I confess to having "joined dots", completed crosswords, etcetera, intended for the very young!).



I enjoyed contributing and it kept me "on my toes" with deadlines. It was my first platform for seeing my writing in print, and I still have those copies of the *Compass* with my articles! It encouraged me to continue writing after leaving the Caribbean — I now have written 140 articles on our cruising experiences. One of these days I promise myself I'll get it all together to publish, even if only for me!

Alfred and I have spent many years enjoying the Pacific and Southeast Asia, but are still hoping to complete the circle and return to Europe. As I write, we are on count down to leave Malaysia for South Africa within a few weeks.

With all good wishes, Rosemarie Alecio, *S/V Ironhorse*

Back in 1995 we were still working in Bermuda and taking holidays when we could on *Lorensu*. This usually meant July through August to fit the educational year, so we were in the Windwards for peak mango season and avocado season. Now we do the "sailing season" and *Lorensu* is in a Martinique boatyard in the hurricane months.

Looking back at the log, '95 was the year that we sailed down from St. Maarten to haul out in St. Lucia, thus avoiding hurricanes Luis and Marilyn that devastated Simpson Bay Lagoon. Somewhere in our island hopping we may have picked up our first copy of *Compass* — did the distribution extend that far in '95?

I recall then subscribing to have a copy mailed each month. I remember the bright SVG stamps on the wrapper and the uncertainty of when it would arrive.

I remember Tom once mailing about 20 copies of an October *Compass* for me to distribute in Bermuda to boats on their way south. I took them to the Customs centre in St George's. A crew checking in immediately took a copy each; I had to ask them to take one per boat, as these were all I had.

Later it became too expensive to mail out copies and as subscribers we received a password to read *Compass* online. I remember that the last three mailed copies arrived together in my mailbox about two years later! In one of them (the July 2006 issue) was my recipe for banana bran muffins, part of an article promoting Windward Island bananas.

I still prefer the paper copy to the online version. I start with letters, go on to recipes, then feature articles and business news. If I get really desperate, I might look at the regatta stuff.

The warm welcome in the Bequia office remains unchanged. Thank you, Compass Crew.

Sue and Peter Simons, *Lorensu*

I discovered the *Caribbean Compass* while taking the American Sailing Association classes in St. Lucia in 1995. Have been a loyal reader since, always looking for the "inside story" of what is happening in the Caribbean. I especially enjoy the personal stories, recipes and tips for sailors.

Happy 20th and long life!

John Lupien, Toronto, Canada

When *Caribbean Compass* first appeared in March 1995, it was a long overdue breath of textual and pictorial fresh air for folks in the Eastern Caribbean. Objective, informative, well written, covering an incredibly wide range of topics, fun to read and appealing to folks of all ages and from all walks of life, not just sailors.

Over the past 20 years, it has not simply maintained its standards but has developed and improved to the point where it is today one of the most widely respected marine newspapers anywhere in the Caribbean.

Myself and many others I know look forward to the new issue each month, and when a new issue was once a few days late arriving at our office, five of us planned jumping into one of our ex-military landing craft and storming Port Elizabeth. Fortunately the newspaper appeared before we had donned our camouflage and so the raid was aborted.

Many congratulations to Tom and Sally, Wilfred, Elaine, Shellese and every other individual involved in the production of *Compass*, past and present — you should be very proud of yourselves.

Narendra ("Seth") Sethia, Barefoot Yacht Charters, St. Vincent

BEAUTIFUL BOUNTIFUL BONAIRE

DESTINATIONS

by Candy Colley



Nice view from the cockpit. The Kralendijk waterfront

Arriving in Bonaire (one of the "ABC islands" in the southern Caribbean) from the Venezuelan islands of Los Roques and Las Aves is always a treat. Having run downwind you can slide around the southern end of Bonaire with the current (the water is deep and there are no surprises), pass the lighthouse, tighten up and sail the ten miles north to Kralendijk on a beam reach in a flat sea. With a simultaneously setting full moon and a pink dawn, our last arrival was quite an entrance.

You'll pass the white huts that once housed slaves, the palm trees, the salt hills and the airport. Reaching the thin strip of clear turquoise water opposite the little island of Klein Bonaire, pick up a mooring buoy about 70 metres off the town's beachside road. Being fetch-free, the anchorage is usually calm. A strong southeast or northeast swell that creeps round the corner of the island can get you rolling, but this doesn't happen often. Occasionally in summer an onshore wind reversal (i.e. wind from the west) could have you heading for Harbour Village Marina just to the north for protection, but in ten years we've yet to do that.

On the whole, the anchorage is delightful and there's a bonus in the tangs, our blue fishy friends, who will attach themselves to your hull if the bottom is dirty and have it spick and span within 24 hours. Who needs antifouling?

The moorings are always busy. Bonaire is one of those places you seem to find someone you haven't seen for ages; boatwork doesn't seem to rule here. During the day, watching the joggers, dogs, swimmers, kids, cars, bikes and general activity is fun, and when the town lights come on at night it's really pretty.

Swimming off the back of the boat is great; I've never been anywhere else where you can swim in perfectly clear water with the centre of town being only 70-odd metres away. There are little fish and big fish, tarpon being an example. The drop-off is under the back row of boats (there are two). There's lots of diving to be done — and lots is! There are several dive concerns; filling tanks is easy. Night diving is a big thing and you'll get used to the underwater flashlights that pass under your boat when you go out to tie on the dinghy and wonder why your ship's cat's eyes are huge and her hair is standing on end as she peers over the side. For boat dives, Captain Don's Habitat (599 717-8290), just north of Harbour Village Marina, is an efficient operation and can take you farther than the dinghy-accessible spots.

Clearing in is a pleasant experience: the Customs and Immigration officials are cheery and accommodating. Not only that, but they sit about three feet apart in the same building. Tie up at Karel's Bar at the end of the anchorage and it's a ten-minute stroll. Or run south a few hundred metres farther and tie up at the Customs dock, which is even closer and they don't seem to mind. The rule is 90 days in and 90 days away, so you can stay six months a year in all. If you want to do six months in one go, you can pay to stay. US$350 (US is the currency used here) per person will let you extend so you can winter or summer through.

With the formalities taken care of, dinghy back down to the marina and pay for your mooring buoy at US$10 a day plus six percent tax. They close for lunch at noon Monday to Friday, Saturday afternoons and Sundays. Water, diesel, gasoline and propane (at US$3.50 a pound — ouch!) are available and they'll need the propane bottle for two or three days. If you're going to be around this area for a while, consider an exchangeable bottle from the service station. They aren't always available as they come from Curaçao, but they're better priced at US$10 for a 20-pound bottle. Call first (717-4330) to check availability. You give a deposit and cash it back in when you leave. You'll need a car. Fit it in with your round-the-island trip and you're ahead.

Now it's time to hit town. Kralendijk is small, so everything is conveniently close. There's a supermarket, post office, Digicel (cellular and internet), clothes stores, dive shops, a phone shop, an accommodating Budget, Napa, hardware stores, car hire places, bike and bicycle and dune buggy hire places, a great ice cream store, hairdressers and two banks. Opposite the MCB bank is Janidades, a beautician and massage place; Nancy's massages are to die for. A short walk will get you to a working laundry and dry cleaners and they'll take in the washing if you're not in the mood to do it yourself. A free shuttle that picks up at the marina and outside…

—Continued on next page

—Continued from previous page

...Karel's will take you twice a week to Van Der Tweels supermarket, a more upmarket store with lots of fresh stuff and a great deli. The goods are mostly Dutch, and you can get beer for US$18 a case here as opposed to the normal $32. Euro Shopper labels are well worth checking out, also the AH labels (it stands for Albert Heijn, the big Dutch supermarket chain). The Warehouse is across the street; pop in there too.



Bonaire is one of the few places where large numbers of Caribbean Flamingos breed

There's also a DHL (717-6161).

If you want a new puppy or kitten, visit the shelter, (717-4989); it's about a 45-minute walk out of town (so maybe go when you do a round-the-island trip by car). These guys do a great job educating people about how to bring up pets. Our one-year-old cat, Annie, is tribute to this. We got her last January and I don't know when I've met such a happy, balanced bundle of joy. There are several good vets. Ask at the shelter.

For us humans, medical possibilities have developed a lot in the last few years since Bonaire became part of Holland in 2010. There are private dentists and doctors in town who are efficient and have that small-town friendly attitude, hard to find these days. Our doctor has actually returned our phone call for a chat. Barry, my husband, had a cyst removed from his arm and five neat stitches, all for US$50; the biopsy (sent to Curaçao) was around a hundred. Also in town is the hospital (715-8900): X-rays, echo scans... short of a triple bypass, you're good to go.



Blindingly white salt hills contrast with the pinkish hue of the saltpans

While you're waiting for your biopsy result (about three weeks), there's plenty to do. Bonaire is a fun place. Get a car, a map and brochures from the Tourist Board in town. Head south. Pass the Salt Pier with its oh-so-white hills of salt next to the saltpans, which can almost be called shocking pink: the colour combination is bizarre. The pink is from the shrimps that live in the pans and contain beta-carotene. They get eaten by the flamingos who hang out there and become, in turn, pink themselves.

Next — kiteboarding. The beach is always busy, the conditions good, the standard high. Just watching from the beach is exercise enough. They're out there and they're moving. Private lessons are available and if you get blown offshore they'll come get you before you get to Curaçao. Inland a bit, visit the Donkey Sanctuary. These animals are so sweet and deserve all donations. They've been around forever but are slowly losing ground to motorized vehicles, development, etcetera.

On the east side of the island is Lac Bay, famous for its windsurfing; you can learn that, too, if you want to. Bonaire's windsurfers are the best in the world: they don't surf, they fly! Sitting with a margarita and your feet in the sand at Jibe City and watching them is an inspiring experience, and the more margaritas you sip the faster the windsurfers go!

At the opposite northern end of the island (it's 16 miles long, so hardly a trek) is the Washington National Park. Educational and informative, it's worth a visit and a drive round. Then there's the Cadushi Distillery, where you can buy a liqueur made from cactus. I haven't tried it but the man on the brochure looks pretty happy.

Having done all that, you'll be exhausted. Go home, flop into the hammock and then watch the sunset with a cold beer or two.

Now you're bound to be hungry. Restaurants abound. If you like ribs, look no further than Bobbejaan's right opposite the moorings or just follow the aroma — I think they do it on purpose; it lures us all. It's open weekends only (including Friday nights) and take-outs are big business. Call (717-4783), and then send the most energetic person ashore. It doesn't get any easier. If you want to be more fancy, dinghy down to the Harbour Village Marina and go to Le Bistro. Very good. They also have a bar called Zazu's with happy hour and small meals, plus a very good burger deal on Wednesday nights (you have to book). A short walk south from there is Pasa Bon Pizza. There are many more options; a brochure from the tourist office will help out. Ask around.

To talk work for a moment, there's a developing boatyard just up from Captain Don's run by a Swedish guy called Lennert Davidsson. He's expanding all the time. It's called El Navegante and he can be reached at navegante@telbonet.an. Last I heard he was looking at bigger haul-out facilities for yachts; he was only doing small before.

Bonaire isn't for serious boatwork, though: Curaçao's the place for that. More about that next month!

So, hang out and enjoy this beautiful island. Bonaire's a great place to visit and a hard place to leave.



DESTINATIONS

Panamania Part 1:

WE FOUND ULTRA SATISFACTION IN THE SAN BLAS ISLANDS

by Bill and JoAnne Harris

WE departed the Colombian island of San Andres on a multiple overnight passage to the much-anticipated Kuna Yala nation, the San Blas Islands. This is an archipelago consisting of almost 400 mostly uninhabited islands with turquoise waters and countless pristine beaches dotted with nut-laden coconut palms.



The crossing was yet another beautiful sail in the Western Caribbean, and one of our favorite things happened: being greeted by dolphins riding our bow waves. Since *Ultra* is a trimaran, our dolphin friends always give us three shows. As they dart from one bow wave to the other, it is amazing that we never see these fast and magnificent mammals run into each other.

We experimented with our GoPro camera mounted on the end of our boat hook to take videos of the playful dolphins. We held the pole steady just an inch or so above the water, and as the bow of *Ultra* dipped down, so did the GoPro, which gave us an amazing video of the dolphins at the waterline and then below the water. (Search YouTube for "The Yacht Ultra Dolphin Show" to see the results.)

Check-In

We arrived at the island of El Porvenir, which is the port of entry for the area and the capital of the San Blas Islands. There we were greeted by the Panamanian Customs, Immigration and Port Authority personnel. The process went smoothly, but it was expensive compared to the other countries we have cruised through in the past six years. The costs for cruisers at our time of check in (early 2015) were: Immigration: US$195 per person, US$100 for a one-year cruising permit for the vessel, and US$15 per month for the vessel. Be prepared with multiple photocopies of your crew list, vessel documentation and passports. In addition, there are anchoring fees collected at certain islands. For example, an area in the Eastern Holandes dubbed the Swimming Pool has a US$10 anchoring fee per month.

Later, we were welcomed to the San Blas by a cheerful man by the name of Nestor who greeted us from his *ulu* (dugout canoe). He graciously offered to give us a tour of his island, Wichiwala, along with dinner at his family's home the following night. We had an excellent island tour and a delicious fish dinner with his family at his thatched roof home along the water's edge, for only US$5 per person.

Tradition

The indigenous Kuna people are reportedly the second shortest people after the African Pygmy. They are expert fishermen and support themselves by selling their catch, along with coconuts and *molas*. Molas are beautifully sewn fabric panels with intricate designs that have both spiritual and cultural meaning. The Kuna women wear them on their blouses, as part of their traditional dress. Kuna men dress in Western clothing.

Each community has its own chief (Saila) and has its own political organization, led by the Saila (pronounced "sai-lah"). The Saila is traditionally the spiritual as well as the political leader of the community. He memorizes songs that relate the sacred history of the people, and in turn transmits them to the people. The region as a whole is governed by the Kuna General Congress, which is led by three Saila Dummagan (Great Sailas).

It is important to obtain permission from the Saila before you set foot on an inhabited island. When permission is granted, it is also important to take an offering of cash or gifts of food, clothing, drinking water, etcetera, directly to the chief.

Today there are 49 communities in Kuna Yala with a combined total of approximately 300,000 people, of which 50,000 Kuna live in the San Blas islands. They live in thatched roof huts with sand floors and hammocks strung about. Only a few have electricity, which means at the most one or two light bulbs. The rest go to sleep when the sun goes down with only the light from the moon and the stars. It is stunning for us to anchor in the pitch black surrounded by a sky full of stars — simply brilliant!

History

During the first decades of the 20th century, the Panamanian government attempted to suppress many of the traditional customs. This was bitterly resisted, culminating in a short-lived yet bloody but successful revolt in 1925 known as the Tule Revolution ("people revolution"), led by Iguaibilikinya Nele Kantule of Ustupu and supported by American adventurer and part-time diplomat Richard Marsh. A treaty was created in which the Panamanians agreed to give the Kuna some degree of cultural autonomy.

The Kuna women were once again free to wear their traditional clothing, including gold rings through their noses and long strands of beads wrapping their arms from elbows to wrists and legs from knees to ankles to keep them thin. In their culture, it is considered beautiful to have small wrists and ankles. These long strands of beads are pronounced "weenie" in Kuna. Bill is having fun saying that JoAnne was given a "weenie" as a gift from our Kuna friends and now has been "wearing a weenie" for the last eight months.

Traditionally, Kuna families are matrilinear, with the bridegroom becoming part of the bride's family and taking her last name.

—Continued on next page



San Blas rules: take a swim, take a walk, take a picture, take your time — but don't take the coconuts



Johnson Hardware Ltd.

FOR YOUR MARINE HARDWARE, AND MORE

Chain & Rope
Anchors & Fenders
Electric Wire
Marine Hoses
Bilge Pumps
Lubricants & Oils
Stainless Fasteners
Stainless Fittings
VHF Radios
Flares & Life Jackets
Snorkeling Equipment
Fishing Gear
Antifouling Paint
Paint Brushes
Epoxy Resins
Sanding Paper & Discs
Hand & Power Tools
Houseware & Cookware

Rodney Bay, St. Lucia • Tel: (758) 452 0299 • Fax: (758) 452 0311 • e-mail: hardware@candw.lc

—*Continued from previous page*

We were told that only women could own land in Kuna Yala. The men work as hunters and fishermen, and the women seem to do everything else. As in parts of Polynesia, transvestites are a normal part of society here. We were told that if a community does not have enough girls, some boys are brought up as women to keep the tradition of the matrilineal society. The two best mola makers we have seen in San Blas, Lisa and Vinancio, are both transvestites.





MILLER

Sea Life

The snorkeling in the San Blas is outstanding! The brightly colored coral is teeming with fish, lobsters, giant crabs, conch, reef sharks, nurse sharks and at least two really fat bull sharks. However, we heard from other cruisers who have been in this area for several years that overfishing has seriously depleted the abundant seafood supply. It is sad to witness the careless acts of some of the native fisherman who will take any size fish, lobster, conch or crab from the sea and attempt to sell them to the boaters. Most cruisers refuse to purchase the small catches and especially the catches holding eggs. But if the catches of the day don't sell to the cruisers, the natives use them to feed their large families that night. We tried to educate a group of Kuna natives about the importance of reef conservation and the damage that they are doing, but to no avail.

Right: The produce vendors come from the Panama mainland with fresh fruit, vegetables, eggs — and beer!

Left: Traditional women's clothing includes gold rings through their noses and long strands of beads wrapping their arms from elbows to wrists and legs from knees to ankles to keep them thin

Bottom left: Molas are beautifully sewn fabric panels with intricate designs that have both spiritual and cultural meaning. The Kuna women wear them on their blouses, as part of their traditional dress



The Kunas have a difficult life just gathering enough food every day for themselves and some extra to sell to the cruisers. Expect that you will have Kuna families visiting your boat on a daily basis to sell items to you. They are extremely polite, curious by nature, and somewhat shy, and will usually whistle a soft tune or sing a sweet song while approaching your boat.

Fresh Food Delivery

When our first Kuna fishermen approached, they sailed up to *Ultra* with extreme precision. They arrived with a boatful of gigantic crabs; the claws were as big as Bill's hand. The crabs were so big, they did not fit into any pot that we have onboard. So we removed the claws and even then we had trouble cramming them into a pot. Amazing!

The produce boats showed up almost every week, bringing a bounty of beautiful fresh fruits and vegetables from the mainland. They were much appreciated, since the San Blas Islands are remote and the stores here don't carry produce of this high quality. Along with the produce, we were able to buy eggs, boxes of wine, flats of beer and bottles of rum.

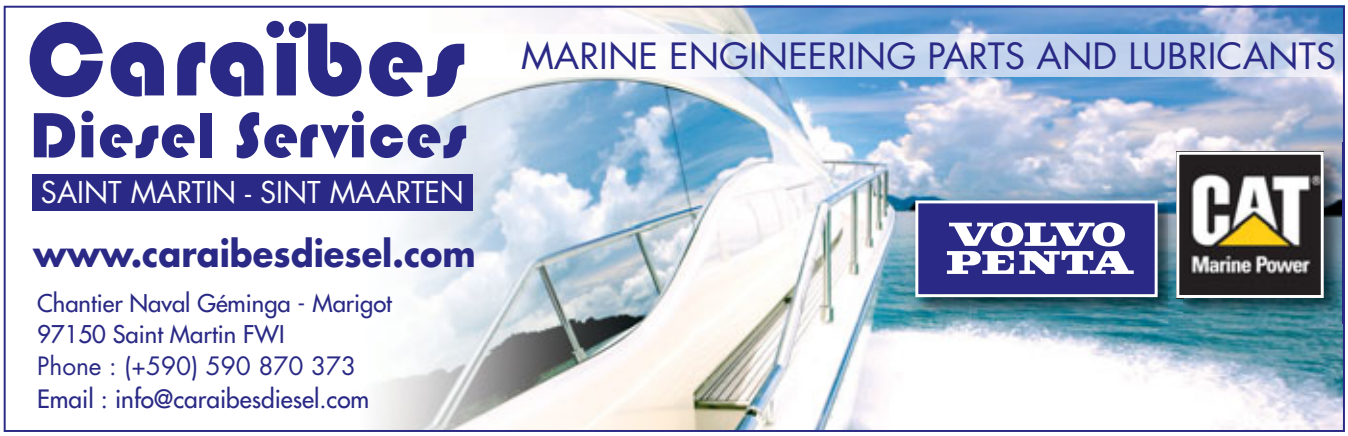
The currency of Panama is in Balboa coins. Everyday business transactions can be conducted in US paper currency, US coins or Balboa coins. The exchange rate is one Balboa to one US dollar.

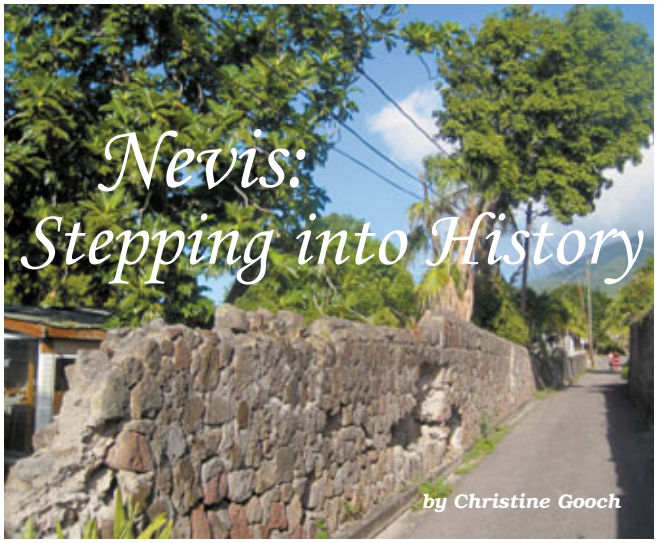
It's Like The Old West Regarding Coconuts

Do not even think about taking any coconuts, from anywhere! Even if an island is uninhabited, the Kunas still own every coconut on every island. The coconuts are sacred and are a staple in the Kuna diet, as well as a part of their livelihood. They can sell them to cruisers or to the Colombian trader supply boats that cruise through these islands. It is stealing if you take a coconut without asking. Note that the Kunas will collect your aluminum cans and sell them to the Colombian traders as well.

Next month in Part 2 of our San Blas adventures: Things That Go Bump, Our 'Sea World Experience', and Arts & Crafts with the Chief.

Anniversary note: Among Compass's *newer contributors, Captains Bill and JoAnne Harris are from Kemah, Texas and are on their sixth year of cruising aboard their trimaran,* Ultra. *Their enthusiasm for the Caribbean cruising life makes it all new to us again. They are currently exploring Panama and Colombia, soaking up the intoxicating Latin culture and working on their Spanish.*
Their blog is at www.jandbyachtultraadventure.blogspot.com





Ruins of the old slave market

"Where are these yellow buoys, then?" I grumbled, as we motored up and down Charlestown anchorage looking for the Customs buoys our cruising guide said we should tie up to in order to check in. Eventually we decided to hover around the waterfront where Customs could see the boat while Kevin went ashore in the dinghy. When he came back he reported that the yellow buoys had been washed away and we could have picked up one of the white buoys off Pinney's Beach. (Okay, I know the information has probably been updated in the latest edition of the cruising guide or on the internet and we could have saved ourselves a lot of trouble if we'd checked.)

Stepping ashore in Charlestown, the main town of the island of Nevis, is like stepping back in time. Many of the old colonial-era buildings have been preserved, so that the narrow streets are filled with stone warehouses and shuttered wooden buildings in candy colours — pale blue, mint green and sunshine yellow — with balconies and wide overhanging roofs. More than once, a glance through a stone archway revealed a hidden courtyard. Nevis is part of the twin-island nation of St. Kitts & Nevis. The local people are friendly and courteous. Many are the descendants of African slaves, but we also noticed quite a few people speaking Spanish; it's not too far from here to Puerto Rico or the Dominican Republic.

While exploring the town we stopped to quench our thirst at Vic's Bar in one of the back streets near the waterfront. Crates of empty beer bottles were stacked along one wall, the wooden floorboards were visible through holes in the grey linoleum and the table we sat at (or was it the floor?) had a pronounced slope. It was just our sort of place. Gradually we became aware of steel pan music drifting in through the open window — a beautiful rendition of "Amazing Grace". Going outside to investigate, we found it was coming from the first floor of the pharmacy next to the bar. "Go on up," said a man seated on the concrete outside staircase. Peeping through the open doorway at the top of the stairs we discovered a group of half a dozen local school children aged from about eight to 12, being conducted by a smartly dressed lady in her thirties. I wouldn't have believed that such a rich sound could come from only six pan players.

Later I discovered that "Amazing Grace" has a connection with nearby St. Kitts through John Newton, a reformed slave trader. In 1748 the ship Newton was captaining was caught in a terrible storm and battered so badly that Newton called out to God for mercy. Both the ship and Newton survived; Newton converted to Christianity, later giving up the slave trade and returning to England to be ordained into the Church of England. He became a mentor to William Wilberforce in the campaign to end the slave trade and began writing hymns with William Cowper. "Amazing Grace" was written to illustrate a sermon based on his experiences given by Newton on New Year's Day 1773.

This was our first visit to Nevis and I had been looking forward to it because I knew that Lord Nelson, the famous English admiral, had married a Nevisian widow and I also wanted to find out who Alexander Hamilton was. The Museum of Nevis History, on the waterfront, stands on land once owned by Hamilton's grandfather. The exhibits give a good overview of the history of Nevis. The island was originally settled by Amerindians. Christopher Columbus anchored overnight in November 1493, naming the island San Martin as it was first sighted on St. Martin's Day. But by 1540 maps showed the island's name as "Nieves" — from the Spanish word for snow. It seems that the cloud that often hides the top of Mount Nevis resembled snow to passing sailors. By the late 1500s Europeans were visiting the island to cut down *lignum vitae* trees. This must have been a difficult task as the wood is so dense it won't float; before you can knock a nail in you have to drill a pilot hole and even termites won't eat it. In 1628 English settlers arrived from St. Kitts. More followed from England, mostly men hoping to make their fortune, which meant that the ratio of men to women on the island became ten to one. Women arriving from England would be eagerly snapped up at the wharf and hustled off to the church to be married. Sugar cane production meant that plantation owners amassed vast fortunes; "As rich as a West India planter" was a well-known English expression and Nevis's sugar was said to be the best in the West Indies.

Near to the museum you can still see the ruins of the slave market. From 1671 Nevis became the centre of the Caribbean slave trade. Between 1674 and 1689 around 7,000 slaves were brought to Nevis to be sold. Plantation owners on other islands complained that the Nevisian plantation owners always got the pick of the best slaves, so to placate them, occasionally ships would call first at other islands.

Outside the museum is a poignant memorial to the 227 people who drowned on August 1st, 1970 when the St. Kitts–Nevis ferry *Christena* rolled over and sank in The Narrows. When we commented to the museum guide that it was sad that many families lost several people in the disaster she smiled and explained: "A lot of people tell me that. But because they have the same surname it doesn't necessarily mean they were all related. Slaves arriving in the plantations took the name of the plantation owner."



The Museum of Nevis History

But back to Alexander Hamilton… Born in Nevis, at the age of nine he went to St. Croix to earn money to help provide for his family. Later he emigrated to the USA, where he studied at what later became Columbia University and met Benjamin Franklin. Hamilton wrote many of the articles in the United States' Constitution and founded Wall Street, the New York financial centre. Want to see a portrait of him? Then look at a US$10 note. He was given that honour forever in recognition of his services to the US economy.

The Nelson Museum is a short walk out of Charlestown in the direction of Fort Charles. (You can get a map from the Museum of Nevis History.) Nelson came to Nevis while he was stationed in Antigua to enforce the British Navigation Acts, which prohibited trade with all but British Empire ships except in an emergency.

—Continued on next page



—Continued from previous page

In Charlestown Harbour he found four American ships, which he promptly impounded. The Nevis merchants, to whom the confiscated cargoes belonged, tried to sue Nelson for damages and such was the uproar that Nelson was forced to stay on board his ship for two months until the lawsuit was decided in his favour. Rather generously, one of the plantation owners, John Herbert, stood bail for Nelson and even invited him to his plantation. This was where Nelson met Herbert's niece Frances Nisbet, a widow with a young son, who impressed Nelson with the



efficient way she ran her uncle's large estate. The two fell in love and were married at Fig Tree church on Nevis, where you can still see the entry in the Parish Register. The relationship later turned sour and Nelson took a mistress, Lady Emma Hamilton. After his death at the Battle of Trafalgar, Nelson's body was returned to England in a barrel of brandy to preserve it on the voyage and he was given a State Funeral attended by 2,000 people. Two people were conspicuous by their absence — his wife and his mistress.

Near to the Nelson Museum the Bath spring emerges from the ground at a temperature of 107° Fahrenheit. It runs down a rocky channel overhung with trees to a small pool and bathhouse that are still in use today. When I went to put my hand in the water of the stream a local stopped me: "Not there — it's too hot. Go down there." Even further down, the water was still the temperature of a hot bath. We hadn't brought swimming costumes and towels, but we could have bought them from a lady who also sold cold drinks and snacks. We almost felt guilty we didn't, as she was trying very hard to sell us something, but not in a pushy way. The Bath stream water has healing mineral properties and has been used for bathing since Amerindian times, which I assume is why they called Nevis Oualie — 'land of beautiful water'.



Traditional buildings now house small businesses

Left: Bath stream from hot springs

Green vervet monkey



The imposing Bath Hotel is reputed to be the oldest hotel in the Caribbean. Built around 1778, at the height of its popularity it was surrounded by landscaped grounds known as The Gardens of Jericho. A ball to celebrate Nelson's wedding was held there and in the 19th Century the first nine-hole golf course in the Caribbean was built in the grounds. Abandoned and re-opened several times since then, it now houses the Premier's Ministry.

Opposite the Bath Hotel is an area of scrubland and sparse trees. I caught sight of a movement out of the corner of my eye: a troop of green vervet monkeys had emerged from the trees and was scampering across the grass. These small, timid monkeys were originally brought to Nevis by plantation owners as pets. Most of them are now wild, but we did see a few unfortunate specimens in cages outside bars, presumably as tourist attractions.

Nevis is a delightful mixture. Charlestown is "the Caribbean as it was 20 years ago" — a charming colonial town whose residents are down-to-earth and welcoming, while many of the former plantation houses on the slopes of Mount Nevis have been turned into elegant boutique hotels.

The slogan on the tourist brochure we picked up was "Come discover the most enchanting little island in the world". We were glad that we had.

Christine and Kevin Gooch are sailing the Caribbean in their 38-foot Prout catamaran, Sweet Sensation.

Since 1984

Barefoot Yacht Charters & Marine Centre



BAREBOAT CHARTERS - FULLY CREWED CHARTERS - ASA SAILING SCHOOL

- Doyle Sail Loft & Canvas Shop
- Mechanical & Electrical Repairs
- Vehicle Rentals
- Ice & Water
- Island Tours
- Quiksilver Surf Wear
- On-site Accommodation
- Raymarine Electronics
- Fibreglass Repairs
- Showers
- Diesel & Propane
- Surftech Surf Shop
- Restaurant & Bar
- Wi-Fi / Internet Café
- Refrigeration Work
- Laundry
- Air Travel
- Moorings
- Hotel Reservations
- Boutique
- Book Exchange

PO Box 39, Blue Lagoon, St Vincent, West Indies
Tel. 1-784-456-9526 / 9334 / 9144 Fax. 1-784-456-9238

barebum@vincysurf.com *www.barefootyachts.com*

CC: WE ALL LEARN FROM ONE ANOTHER

Where do we begin to express what a pleasure it brings us to share our cruising adventures with others — especially the joy we feel in our hearts when we inspire others to go for their dreams?

We will celebrate our sixth year of full-time cruising — over 30,000 nautical miles — this month. After cruising the US South and East Coast and the Eastern Caribbean, we have been exploring the Western Caribbean. We have had so many amazing adventures while cruising and some of the most extreme highlights have been encountered in the Caribbean.

The cruising life is an amazing life, but it is always important to inform and to be informed, whether it be information about great cruising areas, a calendar of upcoming fun events, security, how to repair this or that, etcetera. The *Compass* is the perfect tool for those currently cruising or for those who live vicariously through others. It is a great way to spread a wealth of information both on and off the water.

We have visited places of which we have heard both positive and negative comments, and we take into consideration all of those comments. It is essential for the boating community to have the capability to gather this information and all of the facts about cruising areas. These comments can save money, property, health, and even someone's life. Some other publications only want to print positive comments and others just negative comments, however, we feel *CC* prints the facts — the good, the bad and the ugly — in order to keep us all informed. We commend *CC* for staying true and publishing the fun as well as the facts, and giving us yet another resource to gather information.



Bill recalls when his parents would go to AAA (American Automobile Association) and request a trip route across country. They in turn received the most efficient and safest route available. Unfortunately, AAA does not provide that for cruisers, however, through the dissemination of information via *CC* and other resources, we all can make an educated decision on which course to select. Furthermore, the *Caribbean Compass* articles, ads, and calendars keep us all up to date on all of the great happenings in the Caribbean. It is a wealth of information and we are truly grateful.

We all learn by telling stories and reading what others have experienced or what they want to experience. We see what others can do, and we say to ourselves, "Hey, we can do that, too" or "Hey, that looks interesting; we want to do that, too." Or even, "Hey, those people are crazy; what the heck would they do that for?"

Traveling is our passion and the writing bug bit us both long ago, so *CC* is a wonderful outlet to quench our thirst for writing. Our mission is to always be challenged and also to look for the good in everything, whether choosing a course that we have taken before or one that no one has ever taken before. By sharing these stories through *CC*, others reading about our experiences just might learn something new and be encouraged to follow the same course. We cannot stress enough our feelings on how significant tourism is to the economic growth of these Caribbean countries. We hope that our articles encourage others to visit them and to bring their wonderfully helpful tourist dollars.

Some people, however, can only dream about doing certain things in life. They might not be physically able do the task, not be mentally prepared for the task, not be financially able, or they may have another hundred reasons why they cannot do it. However, in the end, they hopefully gain tremendous satisfaction by simply reading about someone else's adventures. These articles in *CC* are more than just articles: they are about dreams fulfilled. How beautiful is that!

Our landlubber family and friends are hooked on *CC*, too. The online magazine is marked as a favorite on their computers and phones. Every month they catch up on all of the wonderful things happening in the Caribbean. JoAnne's grandmother used to look forward to when hard copies were mailed to her from our friends who were located in places where issues were available on the counter. She always said to us, "How many more years are going to be on that boat? Don't you all ever get bored?" Our answer to her was, "Never. We love it and we love sharing it with you!" Unfortunately, she passed away in December, but we are so delighted that we were able to share this magazine with her and for her to really understand our life and others who live the same lifestyle.

We have only been writing for *CC* for a few years now, but have enjoyed every minute of it! We sincerely appreciate the professionalism that *CC* brings to us amateur writers. Sometimes we are traveling when we are writing and experience countless technical issues while doing so. With the Compass Crew at the helm, it makes for smooth sailing for us.

We look forward to many more fun years of working with *Caribbean Compass*.

Congratulations on 20 amazing years! We wish you many more and send big hugs to all the hardworking crew. We wish we were there to celebrate with all of you!

Bill and JoAnne Harris
S/Y Ultra

Hiking and Liking St. Eustatius

by Jo-Anne Nina Sewlal

For one week in mid-January 2015 I had the pleasure of visiting the island of St. Eustatius, or "Statia" as it is commonly called, to do a biological survey of the spiders found there. Statia is located in the northern Leeward Islands, to the southeast of the Virgin Islands and northwest of St. Kitts & Nevis. St. Eustatius together with Saba and Bonaire make up the Netherlands Antilles.

Although Dutch is taught in the schools on the island, most of the population speaks English or the dialect that you commonly hear in all of the English-speaking islands in the Caribbean. St. Eustatius is a melting pot. When you visit you will also hear some people speaking Spanish, as there is a small community from the Dominican Republic. You will also notice that the street signs are in Dutch and that many signs are bilingual.



Stopping in Statia? Bring your hiking shoes and enjoy dramatic views

We arrived on a Saturday afternoon and found to our surprise that most of the stores were closed. Our host told us that the reason was that the majority of the population are Seventh-Day Adventists who observe the Sabbath from 6:00PM on Friday to 6:00PM on Saturday. As a result, stores open after 6:00PM on Saturdays and stay open quite late. Many stores will also be open on Sunday mornings.

This tiny island, measuring only 21 square kilometers, has a lot to offer in terms of ecotourism. In order to carry out the survey, my colleagues and I had to do a lot of hiking, which is excellent here. Statia also has impressive reefs and provides hours of enjoyment to the snorkeler and scuba diver.

This article gives a brief summary of the hiking available on the island if you want to fill up a spare week in your cruising calendar.

The urban areas are basically separated into two areas. One is a small area concentrated within walking distance of the airport. The second is the capital, Oranjestad, which is separated into two sections: Upper Town and Lower Town. Lower Town, as its name suggests, is located closer to the coast.

With such a small population — about 3,500 people — and compact urban area, there is no public transport on the island and people get around with bicycles, mopeds or motor vehicles.

When it comes to hiking, St. Eustatius National Parks (STENAPA) has cut and maintains seven hiking trails: Quill, Couchar, Around the Mountain, Panorama Point, Mazinga, Botanical Garden and Crater. STENAPA is also in charge of three national parks on the island: Marine Park, Miriam Schmidt Botanical Garden and the National Park, which is in two parts: a dormant volcano called The Quill (the English translation of the Dutch word for "pit"), and White Wall.

To access the hiking trails you pay the annual National Park entrance fee (US$6), which includes a hiking tag and a mini-guide with a trail map.

The most popular trail is the Quill Trail. As you hike up the Quill it is not uncommon to see a chicken or goat in the understory vegetation. At the end of this trail you are presented with many choices of other trails to follow. The Around the Mountain Trail takes approximately four hours and goes around the Quill a bit above its base. It is one of the easiest trails in the National Park system. Along the way you pass White Wall, a sheer limestone cliff on the south side of the volcano.

The Mazinga Trail leads up to the highest point on the island at 600 metres.

Another popular set of trails, consisting of three ridges and the Butterfly Trail, is on Gilboa Hill on the north of the island. The Butterfly Trail is the easiest, and the Second Ridge the most difficult. The vegetation here is a stark contrast from that found at the Quill and consists of thorny shrubs and cacti growing in clusters among the grass. Most of the rain is caught by The Quill, as the clouds move over it and the rest of the island is left in a rain shadow.

The trails are marked with flagging tape and with arrows on wooden signs that are hung on trees. However, where trails cross it is easy to get turned around, even if you are following the arrow as you jump over to another trail. Although the terrain is manageable it is quite easy to get lost. Therefore, it is advised to hire a tour guide for the more challenging hikes such as the Mazinga or the Crater Trails. (It is advisable to hike with a partner or in a group on all of the trails in case of injury.)

Gilboa Hill is quite tricky in that the trails are quite narrow and really just trodden pathways in the grass; an inexperienced hiker could be following a goat trail instead of the official trail. On Gilboa Hill you see many low stone walls. These were constructed using slave labour to prevent erosion when the torrential rains came, usually around November, and to mark land boundaries.

The most challenging hike is the Crater Trail. It is not the hike up to the crater's rim that is difficult, but the hike that goes down into the crater itself. Just a few feet in, the dry evergreen forest turns into a lush rainforest. At one time the trail was more accessible, but after a period of heavy rain in 2010 much of the path was eroded, so be prepared to do some serious climbing as you make your way in and out of the crater. There are ropes to aid you along the way. Owing to the moist conditions the rocks are quite slippery and a badly placed step could result in injury.

Hiking guides can be arranged for at the STENAPA office and at the Tourism Office located in Fort Oranje in the capital.

—Continued on next page

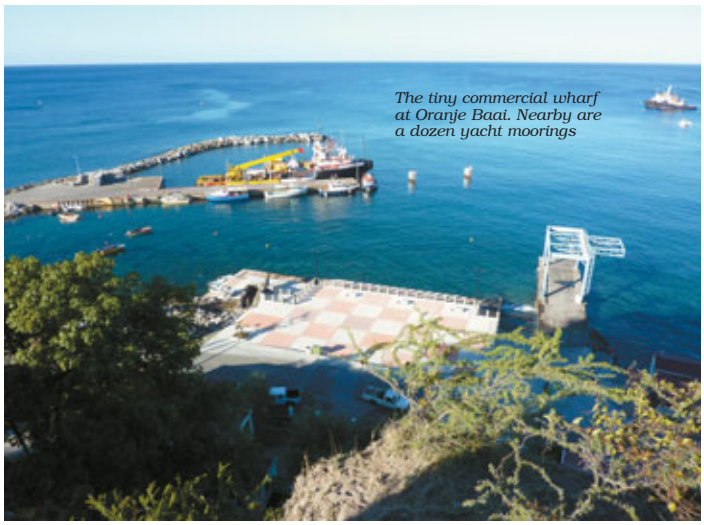
—*Continued from previous page*

If you prefer the beach to the forest, there are three main beaches: Oranje Bay, Zeelandia Beach and Lynch Beach. All of these beaches have an undertow and no lifeguards; it is recommended that no swimming be done at Zeelandia but it is ideal for sunbathing. The amount of sand on these beaches varies according to the time of year; from December to March, calm waters deposit sand onto the shore, but for the remaining months there is strong wave action.

How are you going to fuel all of your hiking and snorkeling or scuba diving? There are many supermarkets and minimarts on the island. But if you are in the mood for going out, try the Old Gin House and a few other eateries in Lower Town along the waterfront. Then there is the old standby: Chinese food. There are two Chinese restaurants on the island: Yummy Tummy located on Paramiraweg and the Hong Kong restaurant located on the way to White Wall. The Chinese store located at the end of Saddlerwey sells not what I would call snacks. It offers half portions of fried chicken for US$3 or a portion of ribs for US$6. They also sell Johnnycakes, which are the small round fried breads typically found in the Eastern Caribbean. You can get a plain one for US$1 or one with cheese for US$2.50.

On our last full day on the island we got to go on an archaeological dig at the Fair Play Plantation, where Reese Cook, the Director of Archaeology at the St. Eustatius Center for Archaeological Research, gave us a brief history of the island and the estate. It was a sugar estate, although the harsh conditions on the island, which include a lack of water, did not make for a thriving agricultural sector. However, the island was wealthy in colonial times because there was no tax, which kept down the cost of imports. One could get almost anything on Statia, which was the trading centre of the Caribbean for approximately a century. This reputation earned the island the nickname "The Golden Rock".

Some of the structures on the Fair Play estate include the Great House, where the plantation owner lived and where they are currently excavating, the boiling house, and a windmill (only the stone base has survived). There is evidence of gears, indicating that animals (or slaves?) were also used to provide power. Other structures include quarters for the



CHRIS DOYLE

The tiny commercial wharf at Oranje Baai. Nearby are a dozen yacht moorings

overseer and the slaves. Compared to other islands in colonial times, we were told that everyone on Statia enjoyed a better standard of living, and this included slaves. They had larger living quarters, housing on average two to five persons, complete with a hearth for cooking. In hiding places in these living quarters archeologists found plates of Chinese porcelain — castoffs from the great house, no doubt — rather than the earthenware plates found on other islands. The layout of the estate is strategic in that the production started at the highest point on the estate and the finished product ended up down the hill, making the work easier.

The archeologists are also studying Statia's famous blue beads. Beads were used as currency in the slave trade: slave traders would trade with tribal chiefs their prisoners of war from other tribes. It is also believed that these beads were given to slaves as a form of currency. The different shapes of the beads represent the countries they are from. The round beads are African trading beads, but the five-sided ones are unique to Statia. However, the legend of blue beads has evolved over the years. It is now said that you have to give the first blue bead you find to a friend, and that if you do that, you will eventually find another one. It is also said that if you find a blue bead, the island has chosen you to return. However, keeping blue beads or removing them from the island is illegal, as they are historical artifacts. If you do find any you have to turn them in at the Caribbean Netherlands Science Institute located on Saddlerwey.

Nevertheless, if you are looking for a souvenir that is uniquely Statian, you have to get blue beads. Replicas of these beads are sold at the dive shop opposite STENAPA's office in Gallows Bay for US$20. The other dive shops along that stretch sell loose African trading beads: the large ones are sold for US$10 and the small ones for US$8. The blue bead legend is quite popular on the island and one of the first restaurants you will see is the "Blue Bead Bar and Restaurant" on Gallows Bay.

If you are looking for additional trinkets, the Mazinga on the Bay gift shop on Gallows Bay offers a wide selection as well as postcards. They open afternoons from 1:00 to 6:00PM. The Scubaqua Dive Shop a few metres away also sells souvenirs and postcards. The STENAPA office, also located on the waterfront, has a range of postcards and in addition to their hiking guides they have books on Statia's wildlife, both terrestrial and marine.

Yachting infrastructure is quite young on Statia, and Oranje Baai is the only anchorage. All coastal waters are part of the National Park, and a charge of US$10 per night or US$30 per week includes the use of one of 12 yacht moorings. The fees are collected by the Park Rangers; the Park Office is open from 8:00AM to 5:00PM Mondays through Thursdays and from 8:00AM to 4:00PM on Fridays. See Chris Doyle's *Cruising Guide to the Leeward Islands* for more boating details.

Jo-Anne N. Sewlal of the Department of Life Sciences of the University of the West Indies St. Augustine Campus is the Editor of the Environment Tobago *newsletter and the Secretary of the Trinidad & Tobago Chapter of the Caribbean Academy of Sciences.*

Anniversary note: Betty Karl, writing in the September 2002 issue of Compass, *said, "We enjoyed our visit to Statia and were glad we stopped. We've found that the smaller islands seem to be the friendlier ones, especially when most cruisers bypass them. So, visit the islands people don't talk about much; you'll be pleasantly surprised."*



CC: THOSE CRAZY COLUMNISTS

This is the ancient tale of an early columnist.

Float Street, lying in Grenada, was our first boat, but not our first boating experience — Dagny and I had lived on a junk in Hong Kong, a rental. Not the conventional way to get into boating, I'll admit. Taking command (probably the wrong word) of our boat, we discovered Caribbean boating and the community.

As a former magazine editor I'd read the slick publications aimed at boaters and scratched my head. The editors seemed to think that only people related to Josh Slocum lived aboard anything less than a mega-yacht. The people and stories had little in common with the life or people surrounding us in what we happily called Grenada's Gooey Lagoon.

While keeping our 1941 ex-British Navy fixer-upper afloat, I wrote stories about the strange new world around me, with the emphasis on *strange*. How could I resist — it was ripe for the telling.

A few years later, on the Spanish Main, some friends suggested I send my stories to *Caribbean Compass*. Plaut's boatyard in Cumaná, where we spent far too much time, had copies. I loved it — a wondrous mix of the information boaters needed, opinion and touches of whimsy. *Compass* published the first story I sent in. So I sent more, and with lightning speed (bearing in mind this was the Caribbean in 1995), I found myself doing the column "Float Street Notes". I took the world I saw and gave it a twist (that's what writers call stirring half-truths, opinions, lies and damned lies into the mix). It must've worked because the column ran regularly until 2001.

Sally and Tom were great fun to work with and it was a pleasure when I finally met them, after crewing on a gaff-rigged schooner from Venezuela to Bequia. This being the Caribbean and boating, when we set sail for Carriacou I was carrying a check from *Compass* for John Smith of *Mermaid of Carriacou* for his recent stories (PayPal? What's that?). It was good to see John again, but when we went to the rum shop, the old sea dog managed to get me to pay for the drinks.

I'm delighted that despite the social and technological changes *Caribbean Compass* still meets the needs of the boating community. That's success.

Ed Teja, http://teja-ed.blogspot.com

I remember that day when I saw my first *Caribbean Compass*. I was sitting in the far left seat in a St. Thomas boatyard bar that everybody (but the owner) calls "Bottoms Up". CNN was on TV. Perky the Grump was the bartender. Mid-morning cups of coffee were mixed among the Budweisers.



We cruised the Caribbean on Windolee

Pushing through the *Daily Newses*, I saw my own *Caribbean Compass* to have and to hold. It had a high quality, bright blue-and-white photo on the front cover. It portrayed a classic English sailing yacht rounding the mark, someplace down island in the Caribbean. It was love at first sight.

The *Compass* had stories, pictures and insider information about exotic places that we dreamed of visiting someday. It was going to be done in a brightwork-laden little schooner by the name of *Windolee*. The mate and I did it a few years later.

We cruised the Caribbean for a year, and then came home to St. Thomas to rejoin the moneymaking regatta. But I kept my sanity for five years by doing a regular monthly column for the *Compass*, starting in 2001. It delved lightly into whatever caught my eye, aptly titled "Eye On the VI". It was a true honor to open each new issue and see my column somewhere, hopefully toward the front.

The article that I remember most is that very first one that I wrote, pounded together in *Windolee's* fo'c'sl in Grenada. The title: "The Caribbean Barko". I wrote about what I felt while still a cruiser. The article had a crude humorous drawing that I sketched in about three minutes that still gives me a smile.

I think it was my best. Funny thing about that.

Rob Kunkel , St. Thomas, USVI

Twenty years ago I had just published my first book, *Rums of the Eastern Caribbean*, and was one of the least experienced writers I knew who had actually published a book.

Writing for *Compass* gave me an opportunity to grow as a writer but more importantly led to meeting a man who became a very important friend and mentor to me and several other Caribbean writers. A fellow cruiser, Cleo Boudreau, had retired as the head of the language department of Suffolk University in Boston about the time I headed to the islands, but it was during the time I was writing for *Compass* that he offered to help me craft words into something more than sentences. On board *Melibea*, with a coffee cup in one hand and my latest draft in the other, Cleo would read my words and tell me what a horrible writer I was, seemingly without any effort at all. Early on in our friendship Cleo had told me, "Everyone needs an editor." And then, "Don't hate your editor."

I miss that time in my life when I could spend two or three days putting together one monthly column about my favorite drink, then go to Cleo's boat and actually enjoy hearing him tear it apart so I could rewrite it over the next few days.

About ten years ago I helped Cleo sail *Melibea* to Florida. When we arrived at Jupiter Inlet, *Time* magazine was waiting on the dock to interview me for an upcoming story about rum. Several more books and numerous articles for all manner of publications later, I'm importing rum from Guyana, St. Lucia, Martinique and Jamaica for the Hamilton Ministry of Rum Collection.

Thanks *Compass*; I hope the next 20 years will be as good as the last 20 have been.

Ed Hamilton, www.ministryofrum.com

Windward Passage or Mona Passage?

by Tito Borrell

In the past, when there was a remarkable lack of options and cybernautics did not exist, every sailor who wanted to go from the east coast of North America to the Caribbean had an established route: Florida, the Bahamas, the Turks & Caicos, the north coast of La Hispaniola, Samaná Bay, the Mona Passage, and the coasts of Puerto Rico toward the Virgin, Leeward and Windward Islands.

Now, with new marinas and navigation routes, the partial opening of Cuba and the improved marinas in Jamaica, the Windward Passage is suggested as an option for the passage to the Caribbean.

But, despite all this, the preferred route is still the Mona Passage.

Normally, the trip from North America to the Caribbean is made by sailors whose age is north of 50. They look for a passage to the Caribbean that is safe, has places where they can stop and enjoy the islands and towns, and has calm seas and marinas where they can replenish their supplies.

If they want to make crew changes, airports with good connections are important. In the navigation zone from Montecristi to Cabo Engaño (250 nautical miles) on the northeast coast of the Dominican Republic, there are three international airports: Santiago, Puerto Plata, and Punta Cana. From the Windward Passage to Isla Saona on the southeast coast (640 nautical miles) there are only two airports: Las Américas (south) and La Romana (south-east).



Las Galeras beach, northeast of Samaná on the Dominican Republic's northeast coast

In this decision of one passage over the other, we are applying a simple question: what do the sailors that have to go through both passages think? That is, those sailors who have to go through both passages during the same race.

The most challenging rally in all of the Caribbean is the Hispaniola 360 Challenge, with its fourth edition happening in February 2016. This event, founded as the Vuelta a la Hispaniola in 2007, consisted of sailing around the island of Hispaniola (i.e. Haiti and the Dominican Republic) in 14 days, with stops at 11 different anchorages and marinas. The event was repeated in 2010, renamed the Hispaniola 360 Challenge, in which some 20 sailboats participated. It was held as a non-stop race in 2013 under the name 360 Challenge Non-Stop, with a non-stop navigation record of 7 days and 2 hours that belongs to Orestes Trifilio and his crew aboard the 46-foot catamaran *Mi Locura*.

The event provides first-hand proof of the navigating conditions of both passages.

The only logical option, when coming from North America to the Western Caribbean, is the Windward Passage. This passage is generally easy and, despite its name, is usually not very windy so you often motorsail. Only with north and northeast winds does it get nasty. From the west coast of Haiti the next step is Cuba, then Jamaica and Central America. One subject that stresses sailors in this passage is a Haitian coast where stopping is still unthinkable to most cruisers, except for the idyllic Vache Island, with Port Morgan Marina, and possibly Jacmel, stops favored by my great friend Andrea from the brigantine *Tres Hombres*.

But if, instead of continuing to the Western Caribbean and Central America from the Windward Passage, you decide to turn east, you encounter the route considered most tedious and hated by the sailors who have sailed counter-clockwise in this round-the-island event. Some of them have suffered serious breakages aboard their boats and have found difficulties because of the lack of facilities and services offered in the area. It is true that the Dominican Republic has a lot of natural anchorages in the south, but (aside from the Salinas, Santo Domingo and Boca Chica areas) these do not provide even the basic services.

It is also true that, so far, all the sailboats involved in the Hispaniola 360 Challenge sail downwind along the north coast. When they turn and start to sail along the south coast with waves and wind from ahead, especially at Isla Beata and Cabo Mongo, it is very different and without comparison to sailing downwind in the north.

When we say "north coast" we are really talking of the northeast coast, from Montecristi to Isla Saona, with both natural anchorages and excellent marinas. North coast anchorages include Manzanillo, Montecristi, La Isabela, Luperón, Maimon, Sosua, Rio San Juan, Samaná Bay, Cabeza de Toro, Boca de Yuma, and others. Marinas include Club Náutico Montecristi, Marina Tropical in Bahia de Luperón, Marina Ocean World in Puerto Plata, Puerto Bahia Marina in Samaná, Cabeza de Toro in Bavaro and Marina Cap Cana in Higuey, making the Dominican Republic's north coast perfect if the objective is safe navigation with different alternatives for anchorages, ports and marinas.

—Continued on next page

—Continued from previous page

On the other hand, in Boca Chica on the south coast, for example, it is almost impossible to anchor. Aside from Marina ZarPar, which provides moorings and dockage, the Club Náutico CNSD is private and the Marina Makey at the Hotel Don Juan does not have enough depth. In Santo Domingo, the Dominican Republic's capital, with only Club Náutico de Haina and Marina Bartolome Colón, there is no good place for anchoring.

Lately, another factor that adds insecurity is drug trafficking, which is more common along the south coast. This is a huge contrast to the Mona Passage, which has a permanent monitoring from the United States, making it safer not only during the day but also during the night.



JORGE MENDEZ

Samaná Bay has long been a stop for cruisers en route from the east coast of North America to the Eastern Caribbean

In terms of logistics and total nautical miles, taking into consideration that sailing from Montecristi to Cabo Engaño by the northeast zone is 250 nautical miles and from Montecristi to Isla Saona by the Windward Passage is 640 nautical miles, the south zone is a reasonable sailing option if the objective is to explore the natural beauty offered — and that is a lot! However, if the objective is to have a planned route from the East Coast of the US to Trinidad, including all the chain of islands, the Windward Passage is off route.

I had the opportunity to sail and live for some years on the north coast, especially at Luperón Bay, as well as in Boca Chica in the south coast, and my personal opinion is the same as that of the sailors who have participated in the Hispaniola 360 Challenge: To the Eastern Caribbean? By the Mona Passage!

Tito Borrell is the Chairman of the Hispaniola 360 Challenge, www.vueltalahispaniola.com

CC: CLODS

The *Caribbean Compass* was a big part of the best years of my life.

March 1995: Tony and I lived in a condo in Alexandria, Virginia. On one wall was a poster of a 51-foot sloop anchored in Devil's Bay, Virgin Gorda, which was our way of visualizing our dream of sailing/racing in the Caribbean together after Tony's retirement.

November 1995: We started sailing our 35-foot sloop from Annapolis to St. Croix, arriving in Fajardo, Puerto Rico, in time for the 1996 Heineken Regatta. That was when I first laid eyes on a classy-looking free waterfront magazine, the *Caribbean Compass*.

July 1998: we flew to Tortola and purchased a 51-foot sloop, sistership to the one in the poster. We loaded our gear in St. Croix and sailed to Puerto La Cruz, Venezuela, where I was pleased to find the English-language *Caribbean Compass* at the marina. Reading the *Compass* was the best way to get news of the sailing community, regatta and destination information, and repair advice.

Our mid-Caribbean rescue story was big news in the marinas, and one cruiser suggested I send a write-up to the *Compass*. I'd never written a real magazine article before. I gave it a shot and took some photos of the two men we had rescued halfway between St. Croix and Venezuela. The cruiser said she'd send it to the *Compass*. The story appeared in the September 1998 edition. Since then, the *Compass* has seen fit to publish much of what I've been inspired to write and photograph. I found that writing about the wonders (and nightmares) of my cruising life was cathartic, defined and preserved unique experiences, and filled a creative need I didn't know I had.

Meeting Sally and Tom and several other *Compass* writers brought me fulfilling long-term friendships, a fringe benefit I would not trade for the world. And now, as a Cruiser Living on Dirt (CLOD) on St. Croix, my few pages of fame have followed me, creating instant "old friends" in the most surprising places.

Thanks for everything, *Compass* — you added a valuable dimension to my cruising days and really made a difference in my life.

Ellen Duff / Ellen Sanpere, St. Croix

"I didn't know there were any single-handed sailing ladies!"

Sally told me that a male sailor said this to her, on reading one of the articles I contributed to *Caribbean Compass*. Well, I wasn't the only one, there were, to my knowledge, two others, but I was certainly the oldest, having set sail from the UK in 1996 at the age of 63 and arriving in Trinidad five years later, after crossing (with a little trepidation) from the Gambia and then the Cape Verdes.

But how happy I found I was in Trinidad! Many factors contributed to that, but chiefly, basically, was the wonderful publication *Caribbean Compass*, in which was every sort of information I could ever need. That paper was for me a sort of haven; I could relax in my little boat (*MoonRiver*, a 30-year-old Arpege), and comfortably learn about the islands, the seas, and best of all, people. What a fantastic introduction! It was the key that unlocked all sorts of doors for me and was fun and stimulating to read.

Although I have long since stopped sailing, guess where my heart still is? The two years, on and off, I spent in and around Trinidad were the happiest of my life, and I'm still in touch with some of the friends I made. I even brought back to the UK with me a large pile of — yes, you guessed — the inimitable *CC*.

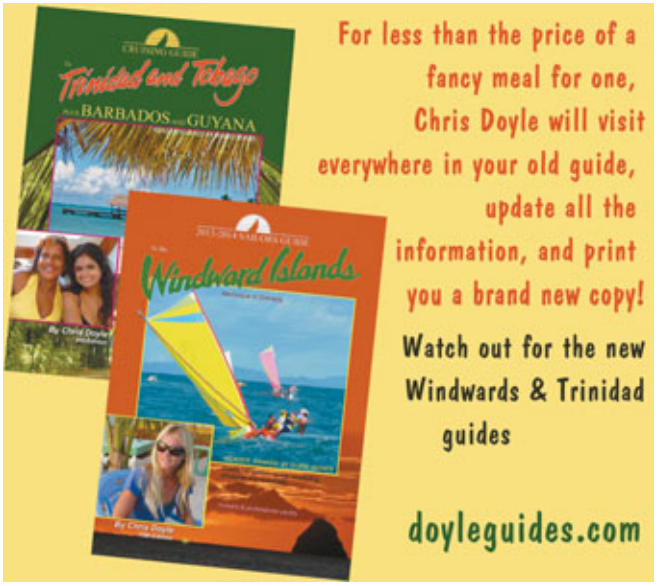
Eleanor Tims, UK

—Continued on page 48



- High Quality Sheltered Moorings
- Slips to 120' with depth 10'
- 70 Ton Travelift (30' beam)
- ABYC certified machanics
- Shore power 30, 50 and 100 amps
- All slips with fingers
- Showers, Laundry, Restaurant, 24 hr security
- Immigration office in the marina for clearance
- Free WIFI and Free Internet
- Dinghy Dock
- 12 miles East of Santo Domingo & 7 miles East of International Airport

Visit: marinazarpar.com email: info@marinazarpar.com
Tel: 809 523 5858 VHF Channel 5



Street's Caribbean Cruising Guides



When cruising throughout the Windward and Leeward islands, be sure to have Street's guides on board! and take advantage of their legendary inter-island sailing directions, experienced harbour pilotage and unsurpassed sailing tips and "Insider knowledge" - assuring comfortable and "Savvy" cruising itineraries, tranquil "Off the beaten track" anchorages and a fast track for every skipper who wants to expand his options and explore new sailing haunts and itineraries.

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

The perfect navigation companion for all the other Caribbean cruising guides! Order your Street's Guides now by email at order@landfallnavigation.com or Tel: +1 (203) 487 0775 - or purchase directly from a local stockist.

www.imray-iolaire.com

Books are available from iUniverse and Amazon

CARIBBEAN Street CRUISING GUIDES

CC: STILL ABOARD

My first experience in reading the *Caribbean Compass* remains forever etched in my mind. It changed my life dramatically.

My husband, Peter, and I were spending hurricane season in Grenada with our sons Adam and Warren (15 and 14 years old), summer of 2002. I had just returned from St. George's with wet laundry and the August issue of the *Compass*.

I wanted an uninterrupted reading encounter. So I hung the laundry from every shroud and line — sans the flagpole. Then I set the bread to rise, cast off the dinghy of husband and sons, and grabbed a coffee to settle into the cockpit.

Two hours later, the guys returned from their expedition and life erupted into chaos.

"Mom, my fav T-shirt just fell in the water!" Adam hollered.

"Hey, my fav shorts are gone, too!" Warren bellowed.

Husband Peter snickered. "Uh, babe, the bedsheets went on walkabout, you know."

"Huh?" I looked up from my treasured copy of the *Compass* and took stock of my surroundings. Half the laundry had blown away and the rest was dangling on life support, nearly gone. "Ah, yes. Well… come in for hot bread then." But I stood mute when I went below to discover a moving lava flow that spewed from the yeasty bread pan, running down the countertop and on to the floor. Oops.

I blamed it on the *Caribbean Compass*.

I wasn't the only one to wander into a walkabout status when reading the *Caribbean Compass*. My husband quit his land job; formal schooling never mate-



Dreffin boys and friends, Carriacou Regatta 2002

rialized for the kids. We wanted to cruise these exotic islands. Thirty-five years later, we've circumnavigated the globe with our sons and have never looked back.

I celebrate the *Caribbean Compass* for leading us into a rich and rewarding life full of adventure and knowledge.

Tina Dreffin, St. Thomas, US Virgin Islands, BahamasCatCharters.com

The *Caribbean Compass* is a brilliant idea. It is a repository for critical information for cruisers, such as details on sources for weather information, changes in regulations, cruiser radio nets in the various islands and regular columns on technical topics such as navigation and astronomy. Even the advertisements give value, detailing places where needed parts and supplies are available, not to mention location of the cruiser hangouts. But the real brilliance of the concept lies in the stories of the adventures, misadventures and concerns of cruisers, written by the cruisers themselves.

The sharing of stories and concerns reinforces the sense of community among cruisers. In this world where we may share an anchorage for a time or sail together for a bit then part ways only to meet again months or years later, any vehicle which will help keep us in touch is of great value. The opportunity to hear about someone else's discovery of a jewel, previously unknown to us, enriches the cruising experience. First-hand information on situations to be avoided is very valuable. Factual accounts of situations keep rumour and gossip from creating false impressions and concerns. Letters detailing concerns stimulate dialogs that can lead to resolution of those concerns, frequently with the help of the *Compass* staff. All done from an inconspicuous little building on a back street in Bequia.

During the ten years we've sailed *Silver Seas* in the Eastern Caribbean, The *Compass* has been a guide and companion. My participation through contribution of articles and poetry over the years has been a cherished privilege. The existence of an outlet for my desire to write has added an additional layer of enrichment to my cruising experience.

The entire *Caribbean Compass* team is to be congratulated for 20 years of valuable service and the creation of an institution in the cruising community.

John Rowland, *S/V Silver Seas*

More than a publication, the *Compass* is a living, breathing mechanism that informs, delights. It is relevant and in-depth. The *Compass* creates a meeting of the minds for locals and foreigners, readers, vendors, writers, and editors. Read by the mighty and the minions, the *Compass* is in the fabric of Caribbean yachting.

Raised on southern California sunshine, bodysurfing and one-design dinghy racing, I came to the Eastern Caribbean by way of Utah; the mountains also call to me. With partner Jim, a native Utahn, we are hardly your usual EC suspects.

Though inspired by letters, words, and then composition as a child, and after a career in destination marketing, it has been our six years of cruising that has allowed me, in the purest way, to do what I love — creative writing. Non-fiction reporting may not sound creative but I get to choose subject and descriptive angles as well as photo subjects and composition — very satisfying at this point in my writing development. My first article for the marine market, "A Cruiser's Day in Class" (*Compass*, June 2010), was inspired by youth in a learning situation. The theme of life-long learning and growth is the lens through which I see the world.

Compass became endeared to me, working under Sally's tutelage, while researching an article on cruiser safety: "Re-thinking Leeward St. Vincent" (*Compass*, November 2010). In an odd coincidence, Jim and I were being pirated on the open sea north of Venezuela while the issue featuring my "safety-first article" was going to press. Though Sally couldn't rescue us physically, she was there for us electronically and emotionally. She connected us with her amazing network of friends and *Compass* contributors who also provided support as we transitioned out of the funk left by the devastation of a pirate attack.

In 2011, as a contributing writer, I found myself also becoming *Compass*'s Puerto Rico and Virgin Islands ad sales agent.

Though I'm no longer an agent and my contributed articles are scarce, it has nothing to do with lack of interest in the *Caribbean Compass*. Currently, I'm caregiving for my mother and my grandson in the States. Volunteer work as sailing development chair for the Caribbean Sailing Association and maintaining an address of "*S/V Boldly Go*, Somewhere in the EC" eats up what is left of my time and energy.

My heart is still on the *Compass* team.

Here's to 20 years of *Caribbean Compass* and another 20 to come. Congratulations Tom, Sally, Wilfred, Elaine and Shellese. Full steam ahead!

Ellen Birrell, *S/V Boldly Go*

An Ounce Of Prevention: What Is a Condition Survey?

by Frank Virgintino

An ounce of prevention is worth a pound of cure.

— Benjamin Franklin

When we think of surveys and surveyors, we generally think of either buying or selling a boat. Marine surveyors have a broad range of services that they can provide and can function in a number of roles. While there is no single certification agency for marine surveyors, they are most often sought based on their experience and knowledge. There are associations that surveyors can belong to, such as NAMS (National Association of Marine Surveyors) and SAMS (Society of Accredited Marine Surveyors), but there is no "one" way to become a surveyor. Yacht surveyors who specialize in pleasure craft can come from many different backgrounds. Those who are excellent develop reputations based on their experience and it is not too difficult to separate the wheat from the chaff.

JANE GIBB



Even if you are not planning on selling it, it is still very much in your interest to seek out an excellent surveyor and have him or her survey your entire boat, stem to stern. It does not make much difference how well you think you know your boat. Your relationship with your boat is subjective and it is difficult, if not impossible, for you to review your boat in a completely objective way. Boats are complicated and sometimes something innocent-looking can be overlooked, only to cause a major problem later.

There are a number of different types of surveys, some of which are more detailed than others. The survey that you should consider having done to your boat will be a condition survey.

Before you do any work on your boat, including upgrades that you have planned, it is always best to have a complete survey so that you know your starting point. You may plan to do an upgrade on your boat without realizing that there are related areas that can impact the work. There may be unsuspected deficiencies that need to be attended to first.

Boats can be a great joy. However, a boat whose condition is not well managed can be a hazard and a source of constant upset. Tremendous stresses are placed on boats, even in normal sea and wind conditions, and failure and damage can occur that can put those on the boat in a dangerous position. No matter how knowledgeable a sailor you are, breakdowns often happen unexpectedly.

I have owned and managed many marinas all of my adult life and have had a great deal of sailing experience. Some years ago, I decided to change all the standing rigging on my 65-foot ketch, *Raffles Light*, while the boat was in Trinidad for hurricane season. Part of the rigging change I had planned was to remove the wire rigging that holds the teak bow platform in place against the upward pressure of the forestay. As a result, I had two tooled stainless steel bars made up to replace the wire that made up the dolphin striker. The wire rigging that had been in place led from a very large turnbuckle just under the teak bow platform. I had all the rigging completely replaced — except for the turnbuckle. The turnbuckle was old but looked to be in excellent condition. Both the stainless steel fabricator and the rigger agreed with me, and our little committee voted to keep the existing turnbuckle. About a year later, sailing south of Guadeloupe on a reach in 15 knots of wind, the turnbuckle failed and the bowsprit broke in half, which in turn took the toerail and the teak bowsprit with it. A tremendous amount of damage happened in slow motion in mild conditions in a matter of just a few minutes. I had not overlooked the turnbuckle, or left it in place to save money, but simply thought (as did others) "it looked good".

In discussing the damage with Billy Wray, a Lloyds of London approved surveyor of many years' experience, he said that he would have recommended that the turnbuckle be changed owing to its age and the change in loading caused by the solid rigging. There is no question that we all make mistakes, but the mistake I made was an avoidable one. No one was hurt, but the inconvenience and subsequent cost of repairs left me chagrined.

Billy Wray has his office at the Peakes' Boat Yard in Chaguaramas, Trinidad. He has delivered boats all over the world over a period of five decades and has surveyed more than 500 boats. I had an opportunity to interview him with regard to his views on condition surveys.

Frank: "Bill, thank you for taking the time to meet with me. I would like to discuss the value of having a boat survey undertaken when it is not required."

Bill: "Actually Frank, while it may sound self-serving, surveys are always an important part of the regular maintenance work on a boat. While no one may require a survey on your boat, you must remember that your boat goes to sea and a survey is an excellent way to determine if the boat is fully found and fit for service."

—Continued on next page

—Continued from previous page

Frank: "I have not heard that term for some time, Bill. Can you explain 'fully found' and how it relates to a survey?"

Bill: "'Fully found' relates to a boat being properly equipped and ready for sea. On many surveys I find that the flares are out of date and need to be updated. This can be seen as a small item until such time as a flare may be needed and then, if it does not function properly, the vessel and crew may be in a position of greater danger. The same can be said for the standing rigging on a sailboat, something that insurers seem to have an ever-greater interest in, especially if the boat is cruising in the tropics and the rigging is more than six years old. Standing rigging is a part of the boat's equipment but its condition is often overlooked. If the rigging fails during a storm, the crew can be injured or worse.

"One of the most notable areas is pre-sailing items, such as seacocks with bodies and handles in good condition, working freely and not leaking. All hoses with terminations at seacocks or pertaining to exhaust systems should be double clamped, both intake and discharge.

"There are many things that must be examined to determine if a boat is fit for sea. Each of these items must be checked and rated to determine if the sum of all items results in a vessel that is 'fully found and fit'."

Frank: "How about the expense, Bill; do you think it is worth it?"

Bill: "A full survey, both in and out of the water, can cost between US$10 and $20 per foot or more. A 40-foot boat can average US$500 to $600 for a complete written survey of the boat and her systems. If the survey is done properly, it is a true bargain. The price of surveys is also affected by the type of survey requested. A prepurchase survey is normally the most detailed and thus the most expensive. Insurance and condition surveys may be priced lower.

"Once the survey is completed, the owner will have a frame of reference that will provide an insight, not only to the boat's current condition, but also to what should be considered in the way of maintenance over the years to come. A boat whose condition is not properly managed can present a very real danger to its owner and his family, guests and crew. The adage that 'an ounce of prevention is worth a pound of cure' is very applicable to boat ownership and maintenance."

I also had the opportunity to communicate via e-mail with Frank Pearce, who is a Master Marine Surveyor certified by the US Surveyors Association. He is based in Carriacou and not only surveys cruising yachts but also manages refit projects.

He had the opportunity to review my discussion with Billy Wray and agrees that the benefits of periodic surveys are extensive. Many boatowners think that "if it works, don't touch it." This type of thinking is what I call "convenient ignorance". None of us wants to confront something that is not currently problematic, as no one likes bad news — understood! However, when your vital interests are at stake, it is incumbent upon a boatowner to be well advised and extremely clear on every aspect of his vessel and its condition in all areas.

Frank Pearce points out that he agrees with Billy Wray with regard to hose clamps: an area of possible failure, especially the "dreaded cheap ones" that have a perforated thread instead of a solid band. Frank also points out that he is concerned with electrolysis of skin fittings. He says, "One does not need much imagination to visualize a circumstance where, while at sea, a stiff seacock is forced to turn using a long spanner — and that if it sheers off, what then? Does the owner have tapered bungs on board?" This is an excellent point for all of us to consider: do you know where yours are?

He also reflects on the need on GRP boats for a periodic check with a moisture meter, say every four years. That way the owner has advance warning of potentially serious problems that can be dealt with at less expense if caught in time. Frank adds, "This can save nasty shocks if the yacht is later surveyed for a potential buyer."

Regarding failure of stainless steel fittings and rig failure, particularly for boats cruising in potentially squally conditions in the Caribbean, Frank points out that "there are too many incidents of rig failure." Rig failure is a very dangerous matter as it can cause damage, injury and even loss of life. He believes that rigging should be inspected by a reputable rigging specialist on a periodic basis. I have found that when I have the boat surveyed, I can also have the rigging specialist review the rigging and confer with the surveyor, so that I am sure that I am sure!

A good survey of a boat has a number of applications. The survey will provide the owner with a list of deficiencies that need to be addressed. Areas where the boat is deficient can range from small items such as outdated flares to major items such as damaged keel bolts that can contribute to real danger if not attended to. The surveyor will also provide suggestions that can be used as a frame of reference for future work. If you explain to the surveyor how you plan to use the boat, his suggestions can address changes you might make that should make the boat safer and also more reliable.

There are other benefits of doing surveys every three to five years. Even if your insurance company has not requested a survey in recent years, it is always good to provide them one to let them know you are on top of maintaining your boat.

Surveys can also include valuations that address the question of what the boat is really worth. This can come into play with your insurance company to assist you in avoiding problems of under-insurance and co-insurance where if you do have a claim, you are not paid in full because you failed to insure the boat for its market value.

Additionally, when the time does come to sell the boat, the surveys you have on file can assist you with both the pricing as well as the history of the boat; a survey is an independent opinion about your boat and allows for documentation that can be seen by third parties as objective.

If you have not done a survey in recent years, find a good surveyor and discuss your boat with him or her. Explain how you use it and ask for a condition survey as well as valuation estimates.

When you receive your survey, read it carefully and comply with remedying any deficiencies that may be noted. Keep the survey on your boat as part of the boat's equipment, as you will refer to it many times.

Most surveyors I have dealt with over the years are insightful experienced people. I love having my boat "checked and gone over" and when the survey is concluded and complied with, my sense is that the horizon is now obtainable. I set sail with a sense of confidence that allows me to focus on cruising without much worry regarding unexpected problems and failures.

If you have not had your boat surveyed in the last four years or so, this is a good time to give it some thought, so that the next time you haul out, you can "get her gone over". When you receive your report, you may not like all of the findings, but knowledge is power: having a good survey under your belt makes a great deal of sense.

Anniversary note: Frank Virgintino, author of Free Cruising Guides (www.freecruisingguide.com) has been in the marina business since 1978 and has built, owned and operated marinas in the United States and the Dominican Republic. He has graduate degrees in finance and in education, and taught as a college professor for 13 years. He has sailed in the Caribbean for more than 40 years, and has contributed regularly to Caribbean Compass *since 2010.*





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 2015		21	1308	10	0428
DATE	TIME	22	1403	11	0522
1	2112	23	1459	12	0617
2	2208	24	1554	13	0712
3	2253	25	1647	14	0808
4	2326	26	1740	15	0901
5	0000 (full moon)	27	1831	16	0955
6	0019	28	1919	17	1050
7	0101	29	2009	18	1156
8	0144	30	2051	19	1242
9	0227	31	2134	20	1338
10	0312			21	1434
11	0359	**April 2015**		22	1529
12	0448	1	2217	23	1622
13	0540	2	2259	24	1712
14	0633	3	2342	25	1801
15	0729	4	0000 (full moon)	26	1847
16	0826	5	0026	27	1931
17	0921	6	0110	28	2014
18	1019	7	0157	29	2056
19	1116	8	0246	30	2139
20	1212	9	0336		

Blogging the C@ribbean

by Laura Albritton





ZICKIE ALLGROVE (2)

Above: Island Runaways' shot of Frankie at Sundowners, Tyrrel Bay, Carriacou

Inset: The author on assignment at Paradise Beach, Carriacou

For years I've collected guidebooks the way an avid beachcomber gathers prized seashells. Rough Guides, Fodor's, Frommer's, Lonely Planet, and especially Insight Guides with all their luscious, glossy pictures, line my bookshelves, each volume an inspiration to explore distant shores. Some have accompanied me to Jamaica, the Dominican Republic and Grenada, while others entertain the armchair traveler in me. More recently, I've amassed subscriptions to travel magazines, with their tempting descriptions of beaches, ancient sugar mills, and romantic boutique hotels. But my newest fixation? That would be travel blogs. Somehow, the focus and insight that a blog allows, along with its personal tone and one's ability to trace the author's adventures has utterly captured my imagination.

Perhaps you also have travel and cruising blogs you regularly follow. It astonishes me how much creativity there is, particularly among folks who love the Caribbean. In case the world of travel blogs is new to you, however, I'd be honored to introduce four excellent websites with brilliant images and engaging writing.

One of the very best, and possibly the gold standard for West Indian blogging, surely must be Uncommon Caribbean (www.uncommoncaribbean.com). Founded by two brothers from St. Croix, Steve and Patrick Bennett, this blog posts new stories every day. Their specialty? Eschewing overexposed subjects in order to present readers with an authentic slice of the Caribbean. One day they might film a video of delectable "doubles" being prepared on the streets of Port of Spain, the next might chronicle an enchanting afternoon at one of Martinique's best oceanfront bistros. What won't you find on the Bennetts' blog? Clichés or generic descriptions of a region they care about deeply, and travel through constantly. Not only do I subscribe to their weekly newsletter, I also follow them on Facebook, so I never miss a post.

Certainly one of the most enthusiastic and fun-loving Caribbean blogs is Rum Shop Ryan (www.rumshopryan.com). The creation of Ryan VanDenabeele, this website has become wildly popular with people who can't get enough of the tropics. The writer named his creation "Rum Shop Ryan" because, as he puts it,...

—Continued on next page



Johnson Hardware Ltd.

FOR YOUR MARINE HARDWARE, AND MORE

Chain & Rope
Anchors & Fenders
Electric Wire
Marine Hoses
Bilge Pumps
Lubricants & Oils
Stainless Fasteners
Stainless Fittings
VHF Radios
Flares & Life Jackets
Snorkeling Equipment
Fishing Gear
Antifouling Paint
Paint Brushes
Epoxy Resins
Sanding Paper & Discs
Hand & Power Tools
Houseware & Cookware

Rodney Bay, St. Lucia • Tel: (758) 452 0299 • Fax: (758) 452 0311 • e-mail: hardware@candw.lc

—Continued from previous page

...West Indian rum shops are where "friends come to socialize or 'lime' as they call it. People from all walks of life just conversing over a flask of rum as equals." Needless to say, on Ryan's blog you'll find stories about various Caribbean rums, off-the-beaten track beach bars, and instructions for concocting tasty boat drinks. His "Caribbean Weekly Wrap Up", posted each Friday, collects the best regional travel stories from a variety of sources. Follow his blog and you're automatically a member of the merry crew Ryan calls the "Castaways".

The latest blog I've fallen for bears the intriguing title "Women Who Live on Rocks" (www.Womenwholiveonrocks.com). The brainchild of writer, toucan trainer, and BVI resident Chrissan Nickel, this is one website whose posts always leave me smiling. (And in many cases laughing out loud!) Some tourists imagine that daily life on a tropical island involves simply lounging on the beach and sipping umbrella drinks. As Chrissan and her many contributing writers know, existing on a "rock" requires patience, guts, and an unflagging sense of humor. Whether describing the dangers of outdoor showers or getting lost in the bush, these fish-out-of-water stories make for hilarious reading.



CHRISSAN NICKEL

Rum Therapy's slogan, "When all you need is a little tropication", truly says it all. This fourth blog's mission involves celebrating island life and particularly island rum drinks. On their website (www.rumtherapy.com), you will find an impressive library of home-made rum cocktails, illustrated with colorful photographs. The husband-and-wife team enjoys discovering the Caribbean, from Anguilla to Jamaica and St. Maarten. Want to vicariously spend an afternoon on Mayreau's Saltwhistle Bay Beach? Or learn where to quench your thirst on Bequia? Their blog directory conveniently organizes their posts by island, so you can quickly access the tips you're seeking. Like the other three blogs I've mentioned, Rum Therapy maintains a lively social media presence, including a Facebook page brimming with gorgeous island snapshots.

Above: Chrissan Nickel, yoga instructor and editor of Women Who Live On Rocks, on Virgin Gorda

Below: Ryan VanDenabeele, the blogger behind RumShopRyan.com



RYAN VANDENABEELE

My own life-long love of travel and work as a freelance writer led me to try my own hand at guidebook writing. After my book *Miami for Families* was published, I recently got my toes wet — in the blogging ocean, that is — by writing guest posts for both Uncommon Caribbean and Rum Therapy. The excitement of sharing discoveries with fellow travelers eventually inspired me to start my own website. Now, my Jamaican-born husband, Zickie, and I post five or six days a week on our island travel blog, www.IslandRunaways.com, along with managing a Facebook page. We even have a "tip line" on the website so that readers can recommend beaches, beach bars, historic sites, island artists, and other terrific island destinations and people.



RUM THERAPY

Rum Therapy = rum, sun and a beach on St. Maarten

The world of travel blogging puts writers in direct contact with their readers, and that, for us, has been one of the most gratifying aspects of the experience. We have the opportunity to connect with people whose passion for the Caribbean and for travel equals our own. If you, like me, enjoy nothing more than reading about the West Indies, I hope you'll explore a Caribbean travel blog or two. Each one of the four I highlighted above has its own endearing style, personality, and approach. And if you're as much of a travel writing junkie as I am, you might wind up following the whole bunch!

Laura Albritton is a book reviewer, freelance writer, and travel blogger based out of Miami.

Anniversary note: People sometimes ask us whether the proliferation over recent years of blogs has cut into Compass's *readership. The answer is no; our readership is growing. We have no explanation for this, except to say that magazines and blogs are two different things, and* vive la difference! *The more first-hand information people can get about the Caribbean the better, we say.*

SALTY'S ANSWER

These are the names of the whales in the fluke photos on page 39. "Footprints'" match is the fourth from the top!

Condensation
Ivory
Level
Footprints
Mayo
Tear
Vibes
Wizard

CC: WRITING ON ISLAND TIME(S)

With a cold glass of Pinot Grigio, Des and I toasted our catamaran, *Famous Potatoes,* as we sailed into Naples Bay, Florida. It was June of 2008 and we had just completed a two-and-a-half-year circumnavigation of the Caribbean. "You know, Des, we are finally qualified to do what we just did," I said and we laughed.

Our adventure began with a harried night sail across the Gulf Stream, followed by a leisurely sail south through the Bahamas, stopping in the Dominican Republic for our first hurricane season.

I discovered my first copy of the *Caribbean Compass* in Luperón and it was love at first read. As became my habit, I devoured every article and advertisement. I



wrote Sally and thanked her for her great magazine and received a friendly response with an invitation to become a contributor.

Thus began a long and most enjoyable relationship that continues to this day.

Fueled by informative and alluring articles in the *Compass,* when we left Grenada we took a hard turn west and those 90 degrees made all the difference.

Had we missed the out-islands of Venezuela, the beautiful coast of Colombia and the fabulous old city of Cartagena, the San Blas Islands, San Andrés and the Bay Islands of Honduras we would have missed the adventure of a lifetime.

Thank you for the *Compass,* and congratulations on 20 fine years. Well done!

Jack Foard, with Des and Lady Pitkeathly, formerly aboard *S/V Famous Potatoes*

For me as a cruising sailor, over the past decades, in moving from one location to another in the Caribbean, there is always a great deal of excitement. There are new people and cultures, a new anchorage and different things to see. Even getting the boat cleaned up and the laundry done after a week or more at sea, is a great lift. Then there is the lagniappe: *Caribbean Compass.* I always looked for it and when I found it, it was like a little gift. When we returned to the boat, during the quiet hours, perhaps after a sundowner, there was always the joy of reading about the Caribbean, about other cruisers and about all the happenings. Reading it once slowly is like savoring a wonderful meal. A few days later, I would pick it up again and see what I had missed in my first reading and perhaps revisit an article that I particularly liked in the first read. This joyous little newspaper acquired gratis has always brought me joy and delight.

As the years passed (much too quickly) I was invited to write a monthly article for *CC* and the pleasure became even more intense as I am able to share all that I love about cruising and the Caribbean with *CC* readers. Oftentimes it takes a great deal of work to be able to explain something that eludes easy expression. However, the effort is well worth it, for in writing for *CC* and reading *CC,* somehow we make cruising in the Caribbean better — all of us together sharing within our community those things that we love.

It is hard to believe that 20 years have gone by since *CC* was brought forth, but I can say in all candor, the cruising life in the Caribbean would be less without it. Please join me in congratulating the entire staff for their ongoing effort to provide such a wonderful medium through which to read, share and dream! "Sueños son sueños" and *CC* is our dreamland.

Frank Virgintino, *S/Y Raffles Light,* www.freecruisingguides.com

Confession: We couldn't get this piece to the *Compass* by the deadline and had to beg Sally for a couple of extra days. Again. Blame it on island time. "Deadlines are an alien concept down here," she admitted when Ann interviewed her and Tom for the American magazine *Islands* a few years ago.

Which brought home how truly remarkable it is that *Caribbean Compass hasn't missed a single issue in 20 years.* And, equally remarkable, in a world where other print publications are being smothered by e-sources and social media, we can still stretch out in our cockpit with the *Compass,* no matter the strength of the WiFi signal in our anchorage or the waning battery level in our devices. *Caribbean Compass* just keeps flourishing, outliving magazines and newspapers that don't have to deal with the vagaries of life on a small island — not to mention contributors (like us, sorry) and suppliers who work (or sometimes not) on island time.

We discovered the *Compass* just a couple of years after Sally and Tom launched it, when we were cruising newbies and Caribbean greenhorns. In its pages, we met characters such as the King of Redonda (and learned how Bob the Bald claimed his crown; serious stuff), and the Minister of Rum (who later became a good friend). Of course, we also picked up all the latest island intel, and even great hikes (thanks, Chris Doyle!). It's this blend of the practical and the fun that still has us keeping a sharp eye for each new issue.

Our favourite e-mail from the *Compass* over the years had nothing to do with story assignments or blown deadlines. It was a fashion tip. Sally sent us a photo she'd found on the internet, of footwear. "Hurricane heels," they were called, and they came in assorted colors, to match one's outfit. The "shoes" were high-heeled snorkel fins. How practical.

Congratulations, Compass Crew, and thanks for keeping us laughing and learning.

Ann Vanderhoof & Steve Manley, *S/Y Receta,* www.spicenecklace.com

CC: FROM FREELANCERS

Cruising the Caribbean with *the* Compass is all-encompassing!

The *Compass*… so much more than *a* compass, used — or not — on cruising boats. It is the one and only compass all Caribbean cruisers have in common and should not live or travel without. It is the *Caribbean Compass*, a magazine written by cruisers for cruisers, a magazine teeming with useful information, exciting events, interesting stories, intriguing (mis)adventures, insightful poems, tasty recipes, illuminating pictures, thought-provoking letters and much more. It is a magazine that provides an all-encompassing insight into the Caribbean's heart and soul; its culture, sights, people, food, activities, festivities, destinations in, on and along the water, its attraction and attractions, its being the way it is. And, the *Compass* has been guiding the reader with this unique mix of topics for 20 amazing years!

The *Caribbean Compass* "spoke" to me when my husband, Mark, and our dog Darwin arrived in the Caribbean in 2008. For three years, we looked forward to reading it and each time we visited a marine store or other boat-related venue, I would pick up the newest issue and read it front to back. Once we left the Eastern Caribbean — and even now, years later and thousands of miles further west — I grab the PDF on line monthly and read the pages at my leisure. My favorite parts are the stories submitted by other cruisers, the poems and the letters section.

While in the Caribbean, I loved the magazine and its composition so much that I wanted to be part of it, and managed to share some stories as well. For a writer, *Caribbean Compass* provides a lot of freedom in regards to content, voice, word count, structure and creativity. The *Compass* crew does an incredible job putting every issue together and the result never fails to please.

Congratulations Compass Crew on all your achievements and thank you for providing Caribbean cruisers with this monthly dose of information and entertainment. For 20 years!

Liesbet Collaert, *S/V Irie*

One of the many reasons why cruisers love this fantastic monthly review is that it delivers news and fun, and has kept locals and visitors to the Caribbean up to date with sailing, cruising, recreational boating, tourism, fishing, environmentalism and more for 20 years. Caribbean cruisers anticipate every issue, and every month avidly read it from cover to cover. It means that you guys at *Compass* are doing a nice job.

But *Compass* has also given space to us, the Caribbean cruisers, to share our stories, knowledge and experience, no matter how limited they might be (like in my case).

It has been just a few short months since I first set foot on a sailboat, and for the first time this season I had the pleasure of cruising in the Caribbean with my family aboard our very first sailboat, *Fata Morgana*. It's been the most exciting time of my life.

It has been just a few short months since I read my first issue of *Caribbean Compass* as well, and decided to submit a story from our Caribbean adventures for publishing. It got accepted and I even saw one of my pictures on the front page! How extraordinary!

I suddenly became "a journalist" and my entire life as a cruiser changed. I was now sailing and visiting islands thinking about the next story to write. I even started interviewing people and getting access to places presenting myself as "a writer



for *Compass*" which in turn gave me an opportunity to visit many sites and learn many new things that I otherwise wouldn't have done.

But you see, you don't have to be a journalist to have your story published in *Compass*. It's enough to have a story, because *Compass* is a cruising publication for cruisers by cruisers, and that's the beauty of it — a community based on sharing. Thank you, *CC* for this opportunity, I am so glad you are there for us and I do hope you will always be there for the Caribbean cruisers in the next many years to come, one month at a time.

Mira Nencheva, *S/Y Fata Morgana*

I also wanted to write a thank you letter to *CC* for letting me write in their awesome Caribbean newspaper. Thank you, thank you very much and happy birthday! Hope you have a nice cake to celebrate!

Maya, 11 years old, *S/Y Fata Morgana*

Congratulations on your 20th Anniversary. Wow! What a landmark. I remember reading the legendary *Compass* for the first time over a decade ago when we were new to cruising in the Eastern Caribbean, soaking up all the great stories and information this publication had to offer. I still have clippings tucked away from our early days to this day. In fact I kept enough of the newspapers to sink a boat — thank goodness for the online edition!

As Sim and I became more familiar with the islands, *Compass* allowed me the privilege of contributing to this wonderful magazine, which I am very proud to be part of; as everybody knows, the *Caribbean Compass* is essential reading for anyone who is sailing, cruising or related to the water in any way in the Eastern Caribbean. It is always thoroughly enjoyable and entertaining to read — which (when I have a hard copy) I always do from back to front, for some reason!

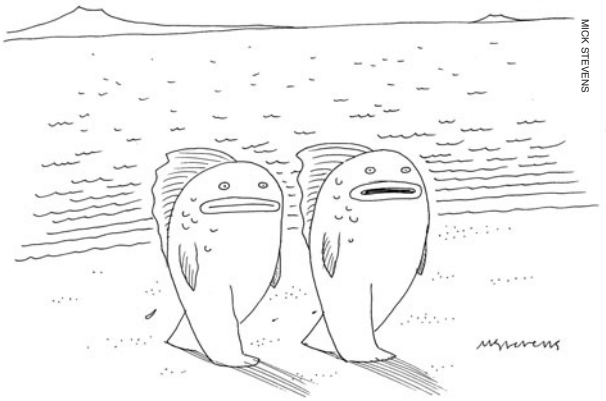
Although the Caribbean is our home away from home, we are currently cruising the Bahamas and North America but keep up to date with current "goings on" vicariously through your magazine. Congratulations again and keep up the good work.

Rosie Burr, *Wandering Star*

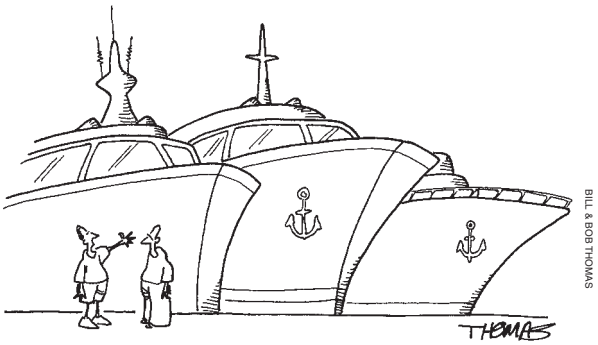
COMPASS COMICS



"Wow ... Mother Nature is almost as good as Instagram."



"I pictured evolution much differently."



"Ever since I got my promotion, I've succumbed to 'Pier' pressure."

LOOK OUT FOR... The Benevolent 'Bashie' (Calabash)

by Lynn Kaak



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

Crescentia cujete, commonly known as the calabash tree, can be found throughout the tropics. While no one is positive where it originated, although Central America looks possible, these trees have certainly been welcome wherever they grow. The tree and its components have proven beneficial to humans, and the fruit is rather attractive as an ornament.

The most obvious part of the calabash tree is the gourd-like fruits that develop on almost any part of the tree, including the trunk. This green or brown fruit can vary in size from ten to 30 centimetres in diameter, and may be round or oval in shape. There are seeds and a whitish pulp inside the fruit, with the untreated pulp being poisonous although possessing some medicinal qualities. There is no specific season for the fruit.

The young fruit is soft, but upon maturing it develops a hard shell. These shells have been used for millennia by various cultures as bowls, cups, scoops, storage vessels and ornaments. To this day, there are still people in the Caribbean who readily use "bashie bowls" or "boleys" to enjoy their meals. Decorations or designs can be etched into the shell, which will create a two-toned relief pattern. They are also often painted or varnished. One can find finely made examples of these bowls for sale in island straw markets and craft shops.

The tree can grow to about ten metres (35 feet) in height. It tends to grow in the drier areas of the Caribbean, especially in places with full sunshine. They can be cultivated by planting seeds or cuttings that take readily, but grow slowly. The bark is rough, affording an excellent place for orchids to grow. There are large nodes in the twigs and trunk. The leaves are spoon-shaped and grow in clusters along the twigs and trunk.

Calabash flowers bloom at night, when they are pollinated by nectar-seeking fruit bats, and by noon the next day the flowers will wither. The bell-shaped blooms are light green in colour, and they give off a slight scent.

In addition to the utility of the gourd-like fruit, the tree has other uses. The wood is strong and springy, making it desirable for a number of purposes. Blocks of the wood may be used in orchid cultivation. The leaves and bark are used for their disinfectant properties, while the pulp is utilised for respiratory problems and other medicinal purposes.

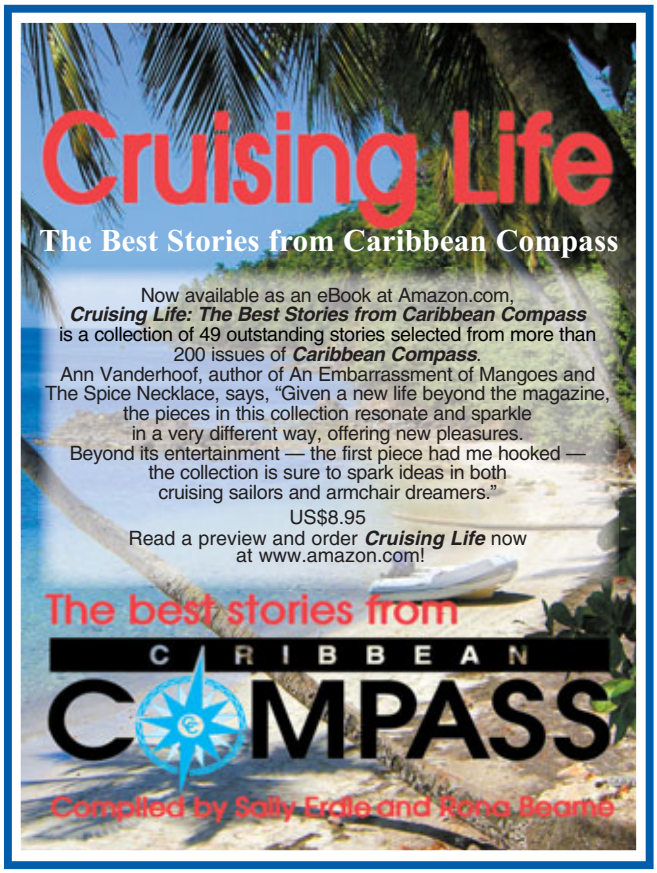
The "bashie" is truly a benevolent and giving tree. Recognized as such, the calabash has been elevated to the status of St. Lucia's national tree.

While some boating magazines proudly announce, "We don't publish poems", Caribbean Compass *has never been afraid to venture into these waters; sometimes even doggerel is a hoot, and we've had lots of high class acts, too. There must be something about the motion of the ocean that inspires people to express themselves in rhyme.*

Happy 20th, *Compass*!

Twenty years of publishing; by any yardstick measure
The *Compass* is a magazine that island sailors treasure.
News and information for the yachtsman, that is clear,
Regatta dates, tales and reports that racers hold so dear,
Letters to the editor where sailors vent their spleen,
Controversy and challenge: nothing dull or "in between".
At distribution points you may hear yachties make a rumpus,
"What do you mean? You must be mad! You gave away my *Compass*?"
So dear *Compass* Crew, thanks, and keep the good work up,
For we appreciate it and to you we raise a cup!

— *Nan Hatch*



FREE
CRUISING GUIDES

DOMINICAN REPUBLIC
CAYMAN ISLANDS
HAITI
CUBA
JAMAICA
TRINIDAD
ABC ISLANDS
PUERTO RICO
LESSER ANTILLES IN 3 VOLUMES



www.freecruisingguide.com

COMPLIMENTS OF: MARINA ZAR-PAR
Boca Chica, Dominican Republic
www.marinazarpar.com

CC: FROM AGENTS TO ARACHNOLOGISTS

Remembering the times when it was Tom and Sally's dream to have their own publication (and Sally doing cartoons such as "Fish Lips Jell-O", "Obeah Copyright" and "Tropical Depression" in the first editions of Chris Doyle's cruising guides), 20 years later, it seems like *Caribbean Compass* has always been around, spreading its high-quality message to the yachting community. Here's to being around for another 20!

Being an Island Agent proved to be such a great job I could only pass it on to my daughter, Karen. Congratulations!

Alan Hooper (with Shirley and Karen) Grenada

I have been with *Caribbean Compass* for more than 12 years now, first as an Island Agent in Guadeloupe and now in St. Martin/St. Maarten. It has been a great pleasure working with friendly and passionate people who, above all, love the sea, sailing and meeting new friends thanks to Caribbean cruising.

The sailors' community of the Caribbean has a goal every month: get the latest issue of the *Compass* to hear the latest cruising news, and happy and also unhappy events occurring around this part of the world.

Thanks for the fantastic job you are doing!

Stéphane Legendre, St. Martin

I have been grateful to read and write for the *Caribbean Compass* over the past two decades, and I hope to have the pleasure continue. The *Compass* with its fine admixture of features and ads, and information and opinion, is an invaluable resource for sailors and expatriates. You have created a useful and entertaining magazine that captures the community it serves and helps sustain it. Cheers!

Richard Dey Needham Heights, Massachusetts, USA

Twenty years, it's a long time, enough to master the fine details, sharpen the skills and hone the expertise it takes to build and produce a successful publication. The crew of the *Caribbean Compass* should be proud of their accomplishments and we should congratulate them on their acumen and perseverance.

My relationship with the *Compass* began before the publication of the monthly. Sally, the editor, is one of my oldest and dearest friends. It was she who first introduced me to sailing, the West Indies and Bequia. On every visit, she grounded me in the life and lore of the Windward Islands. Over the years, she teased and, sometimes, cajoled words from a diffident and bookish writer. She and her husband, Tom, gave me the freedom and solitude of their house where I could sit of an afternoon out of the hot blue sky and make notes in a little green journal.

Every day I spent in Bequia I made my way to the *Compass* office. It was relaxed, casual and diligent at once. The monthly was put together in two small rooms on Back Street. The door opened on a long narrow room with an extended desk crowded with computer monitors that served as both a reception area and the workspace for Tom who hustled up advertising. In back, two desks were pushed together, one for Wilfred, the photographer and compositor, who handled the increasing size and complexity of the publication with aplomb. Sally's desk was across from him. Both rooms were covered with past issues, memoranda, paste-ups and books and magazines.

In the end what can you say about such benign people who opened their lives to you and showed you a new world, piqued your deep ongoing interest, and, of course, favored you with an occasional by-line? How can your response be anything but profound gratitude and love?

Paul Tyler Rochester, NY, USA

In 1998, I moved to Tortola and shortly thereafter decided that my 14-foot-long, two-foot-wide, fiberglass, hand-driven (no paddle) paddleboard could become a tiny cruising yacht.

To prove this point, guided by just a compass and hand-held GPS, carrying water, boiled potatoes and minimal gear, I connected all 60 British Virgin Islands, hand paddling between them, prone or kneeling, tagging each island as I passed by.

The next year I paddled the Grenadines from St. Vincent to Grenada, stopping in Bequia. Wanting to bring publicity to my sponsors, I approached the *Caribbean Compass*.

I soon learned from its exacting editor that *Compass* is not just an advertising venue, but also a literary little paper that showcases writerly talent from every tilt of deck and luff of sail. Even not having sails was acceptable, if you floated in the ocean and could write a good story.

So I wrote a couple of stories for the *Compass* and readers eagerly followed my exploits as I eventually became the first to connect the Windward and Leeward Caribbean islands, from Grenada to Saba, on a prone paddleboard.

Thanks for your support, and for giving me a voice in the Caribbean.

Susan Chaplin Tortola, British Virgin islands

I came to the Caribbean in 1980, definitely ten years too late. But I still witnessed a healthy thriving group of islands that welcomed visitors for friendship, not only income. During the intervening years I have met many Caribbean characters, boozers, losers and cruisers and they have contributed to my writing. Nothing remains the same and change is sometimes good; yet the mega-hotels, mega-yachts, GPS, and the demand for tourism has polluted the friendship as melting ice dilutes rum. Thirty-four years later, my best day is easily remembered: winning the 1998 Round Carriacou Race with Hope McLawrence at the helm of his traditional sloop *Imagine*.

Compass permits each to throw in their two cents, and that is worth a million.

Ralph Trout, Trinidad

I do not remember exactly how I stumbled across the *Caribbean Compass* but ever since I wrote my first article for their pages eight years ago, I have never looked back. I am an arachnologist and since spiders are not found in the ocean I can be regarded as a terrestrial biologist. So what is a "landlubber" doing writing in a magazine aimed at the yachting community? The common thread we share, both as writers and readers, is that we love to explore. Fortunately my profession has taken me to many islands to collect data. But of course money is always a factor and in order to be thrifty I have had to live like a local during my stay. Time and money will always be important factors influencing how much we explore a country. So through my articles I aim to guide readers on how to experience as much of an island as they can as quickly and economically as possible. But the *Caribbean Compass* acts not only as a guide for explorers but it also documents the culture of many islands in the Caribbean. I am very grateful to the *Compass*. The editor has never been less than encouraging and I have met wonderful people who have even helped me organize my research.

Jo-Anne N. Sewlal, Ph.D., Trinidad & Tobago www.caribbeanspiders.com

PROUDLY SPONSORED BY Mustique CONSERVATION:
SALTY'S BEAT BY NATHALIE WARD

Who's 'Footprints'?

"Footprints" is a humpback whale whose tail flukes were photographed in the winter of 2011 in the breeding grounds of Agoa's Marine Mammal Sanctuary off Guadeloupe. "Footprints" was also photographed in 2008 on the feeding grounds in the Stellwagen Bank National Marine Sanctuary in the US Gulf of Maine.

What's the Fuss?

This "match" between feeding and breeding grounds was recently discovered by Allied Whale's North Atlantic Humpback Whale Catalogue, whose humpback database just tallied its 8,005th individual!

What's the Buzz—They've ARRIVED!

Albeit not by jet plane or sailing vessel, humpback whales are arriving — cavorting, singing, romancing — in the Caribbean. They are international citizens — acknowledging no sovereignty but their own — traveling through international waters of the North Atlantic Ocean and the Caribbean Sea without a passport.

Who's WHO?

Humpback whales (*Megaptera novaeangliae*) are characterized by variable natural pigmentation patterns and scarring marks on the underside of their tail flukes and other regions of the body. The ability to recognize individual humpback whales from photographs of their tail fluke pigmentation and scarring patterns was first realized by researchers in the 1970s. Since that time, the technique of *photo-identification* has been widely used on humpback whale populations around the world to determine many aspects of their biology, ecology, and behavior.

Your Photos Can Provide SAFE PASSAGE for Humpbacks

CARIB Tails is enlisting cruisers and other boaters to help track the movements of humpback whales between their North Atlantic feeding grounds and their breeding grounds in the Wider Caribbean Region.

Until recently, over the past 30 or 35 years in the Eastern Caribbean only 60 tail fluke photos had been taken. Thanks to sailors now contributing their photos to CARIB Tails, in less than a year five new tail fluke photos of individual whales have been added to the Catalogue. The very first CARIB Tail fluke photo of 2015 was taken in the British Virgin Islands — and it's a match! It's of a whale called "Face-Off" who was seen in 2007, 2009 and 2013 in the Stellwagen Bank National Marine Sanctuary.

Send your whale tail photos to www.caribtails.org to be part of this project.

Activities



Connect the Migration Dots

Q. How many miles did "Footprints" travel on the migration from US Stellwagen Bank Sanctuary to Agoa's Marine Mammal Sanctuary in the French Antilles? How many miles round-trip?

A. "Footprints" traveled approximately 3,728 miles round trip, or approximately 1,864 miles one way (2,999 kilometers or 1,620 nautical miles).

Fluke Line-Up: Find the Match!



Which 2008 fluke photograph on next page matches "Footprints'" 2011 photo above?

—Continued on next page

—Continued from previous page

















Answer on page 35

Anniversary note: Dr. Nathalie Ward has been contributing to Caribbean Compass *since 1996, when she created our very first marine environmental column, "Sea Soup". She is a marine biologist, conservation educator and marine mammal policy consultant. She is the Founder and former Director of the Eastern Caribbean Cetacean Network (ECCN) and has conducted research on humpback whales in the Caribbean since 1978. She is the Sister Sanctuary Program Director for the United States' Stellwagen Bank National Marine Sanctuary Program and the marine policy consultant for United Nations Caribbean Environment Programme. Dr. Ward has developed marine protected areas educational materials and programs in the Eastern Caribbean since 1984. She has authored numerous scientific publications and marine mammal field guides as well as children's books on whales, dolphins, sharks and coral reefs. She resides in Bequia, St. Vincent & the Grenadines and Woods Hole, Massachusetts.*



The Sky from Mid-March to Mid-April

by Jim Ulik

Play ball! And I don't mean American baseball, although opening day is April 5th and the Chicago Cubs play the St. Louis Cardinals. Will this game be the fifth opening-day loss in a row for the Cubs?

Where am I going with this? Long before Columbus "discovered" and claimed the land for Spain, the Caribbean islands were populated by the Ciboney, Arawak, Taino and Carib people. These groups migrated and had settlements throughout the Caribbean and South America. The Taino settled many islands including Puerto Rico. There they constructed the Caguana Ceremonial Ball Courts or the Parque Ceremonial Indigena de Caguana. Was there a big game between the Arawak Diamondbacks and the Taino Bonitos? Who knows? Taino ball courts were found in Cuba and Puerto Rico. The other ball courts throughout the islands were likely destroyed by the future civilizations claiming ownership of the land. It was determined that these ball courts were aligned according to specific astronomical events. The rocks outlining the ball courts have engravings that resemble both astronomical objects and human figures. The courts were used for ball games, rituals, dances and astronomical observations. The ancient civilizations placed great importance on astronomy in their everyday lives.

This month, as you view the night sky, leave the navigational stars of Canis Major and Minor, mentioned in the last issue, and move toward the ecliptic (the path of the Sun in the sky). The previously mentioned navigational stars are beginning to set in the west. Figure 1 shows three more navigational stars that are now rising higher in the night sky. They are Pollux, Regulus and Denebola. Pollux is the brighter of two bright stars in the constellation Gemini and marks the immortal twin. It means "much wine" and is the 17th brightest star in our sky. Pollux also has an orbiting planet. Regulus is the "heart of the Lion" in Leo. Denebola, "tail of the lion", is the 62nd brightest star in the sky.

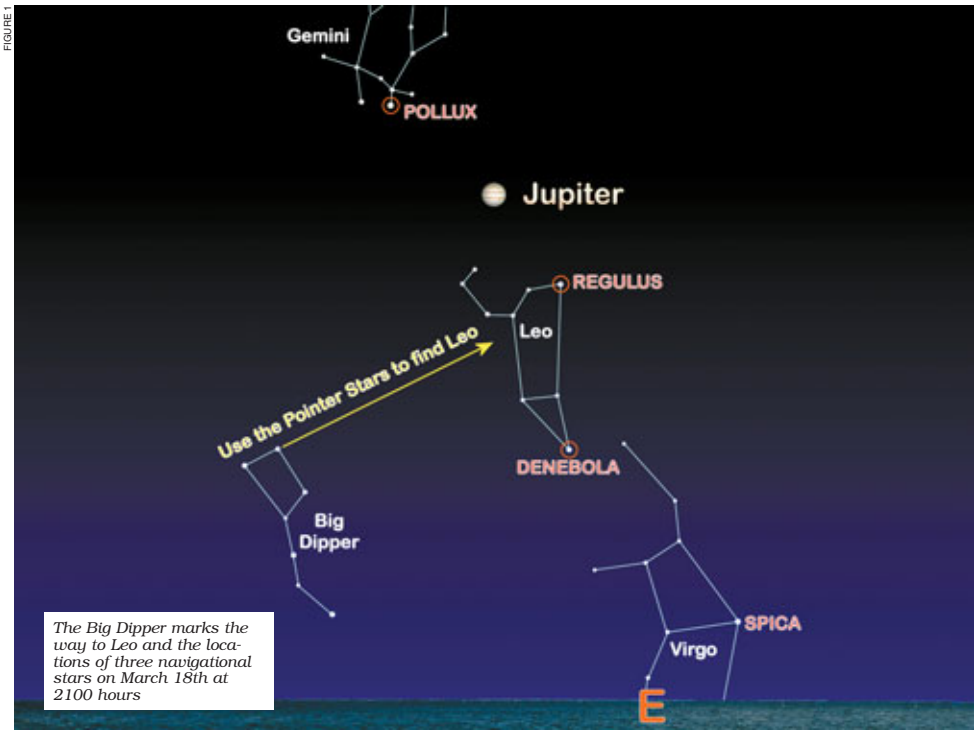
The Sun's noon position over this period will move from two degrees south latitude to ten degrees north latitude. The Sun has left Aquarius and resides in Pisces throughout this period. Mercury will be in near alignment with the Sun on April 9th and 10th.

During this period it will be a little easier to identify a few planets or stars because the Moon will provide a reference object. The conjunction dates between the celestial objects and the Moon are as follows.

- March 18th – Mercury will be five degrees south of the Moon
- March 21st – Mars is positioned less than one degree from the Moon. If you are south of Grenada you may see Mars disappear. You can only see about two percent of the Moon but it will pass in front of (occult) Mars. Look for that to happen after 1814 and just before both objects set at 1944.
- March 22nd – In the western sky tonight you will be able to see eight percent of the Moon and a bright Venus that is situated northward. Mars is located just below and nearly 100-percent illuminated.
- March 25th - Aldebaran is less than one degree south of the Moon. It will reach that close point at 0255 hours.
- March 30th – It is Jupiter's turn to appear north of the Moon with five degrees of separation.
- March 31st – Now Regulus will be four degrees north of the Moon
- April 4th – Spica takes its place three degrees south of the Moon
- April 8th – The last lunar conjunction this period is when Saturn appears two degrees south of the Moon

—Continued on next page

FIGURE 1



The Big Dipper marks the way to Leo and the locations of three navigational stars on March 18th at 2100 hours





—Continued from previous page

The rest of the celestial events during this period are below.

Tuesday, March 17th

Mercury rises at 0514. You will have to use your imagination, but know that Neptune is positioned right next to Mercury.

Thursday, March 19th

You can see a sliver of the Moon as it rises this morning at 0523. The Moon is up all day and is at its closest point to Earth (1538 AST) so watch those tides.

Friday, March 20th

The New Moon moment occurs at 0536. There is also a solar eclipse at 0546. Unfortunately the eclipse will only be viewable just before the Moon rises in the Caribbean. Moonrise is at 0614.

The March or Vernal equinox occurs at 1844 hours. This is also the first day of spring. The Sun is shining directly on the equator. "Equinox" originates from Latin and means "equal night": there will be nearly equal amounts of day and night. It was determined that the aforementioned Caguana Ceremonial Ball Courts were aligned with the solstice and equinox events.

Thursday, March 26th

Because I have written about a few of the navigational stars, I thought I would mention that Nathaniel Bowditch was born on March 26th, 1773 (he died on March 16th, 1838). Bowditch wrote *The American Practical Navigator*, the "Epitome of Navigation" that was first published in 1802. This volume has extensive tables, formulae and other information that apply to navigation, including celestial.

Wednesday, April 1st

The Moon is at its furthest orbital point from Earth today.

Saturday, April 4th

We are going to miss part of the lunar eclipse this morning. The Moon is just minutes from being full when you look west at 0503. The Earth's shadow will just begin to touch the Moon's face. The maximum part of the eclipse occurs at 0556 as the Moon touches the horizon. Either look at Figure 2 or find a high vantage point overlooking the water. If you can climb the mast that early in the morning, more power to you.

Wednesday, April 8th

At 2000 hours, Venus will be setting in the west. Directly overhead find Jupiter positioned in Cancer two degrees away from the Beehive Cluster. The cluster will be slightly west of Jupiter. Grab a pair of binoculars and you may see some of Jupiter's moons: Europa will be right next to Jupiter. Europa harbors an ocean twice the size of all Earth's oceans combined. NASA is planning for the *Europa Clipper*. That spacecraft and probe will be the first phase to see if there is life under its oceans of water.

April 8th is also the 55th Anniversary (1960) of Project Ozma. That was the first Radio SETI by Frank Drake. SETI is still in business and searching space. What if there is life on other planets? Are aliens using fiber optics for communication, making the signals harder for us to detect? What does it mean to us if there isn't life out there?

Sunday, April 12th

Look in the west around 1900. Venus will be visiting the Seven Sisters (Pleiades).

Yuri's Night - World Space Party. Yuri's Night is a global celebration of humanity's past, present, and future in space. Yuri's Night parties and events are held around the world every April in commemoration of April 12th, 1961, the day of cosmonaut Yuri Gagarin's first manned spaceflight and the inaugural launch of NASA's Space Shuttle on April 12th, 1981.

In The News:

There will be two more satellites launched to become part of Europe's Galileo navigation constellation. The planned launch date is March 28th. When all satellites (30 are planned) are in orbit, anyone anywhere in the world will be in sight of a minimum of four satellites. From most locations, six to eight satellites will always be visible. Now you can plan your trip to the Polar Regions.

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

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

Anniversary note: Sailors have always looked to the stars. Caribbean Compass's *first column about the night sky, written by the late Jane Gibb, appeared in 1999. Jane was succeeded as our "star writer" by Jeannie Kuich in 2002. Scott Welty took over as our chief stargazer in 2009, and he turned the big telescope over to Jim Ulik in December 2013. Thanks to you all for keeping us in touch with the heavens.*



FIGURE2

The majority of the eclipse that you would see at 0553 if the clouds weren't on the horizon

Jupiter and the Beehive Cluster at 2000 hours

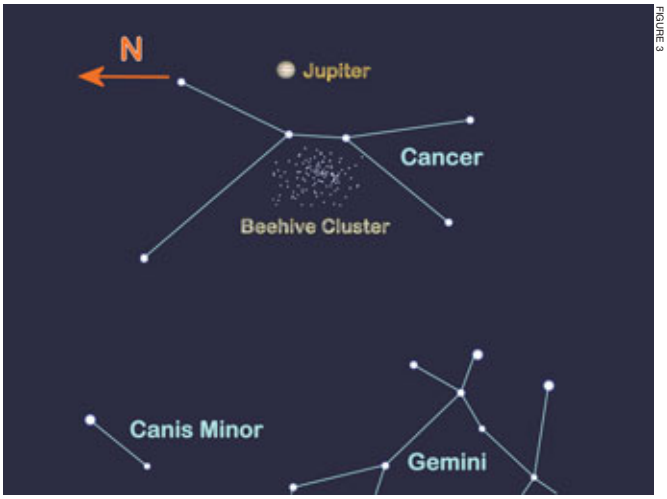


FIGURE 3

GRENADINES SAILS
& CANVAS • BEQUIA

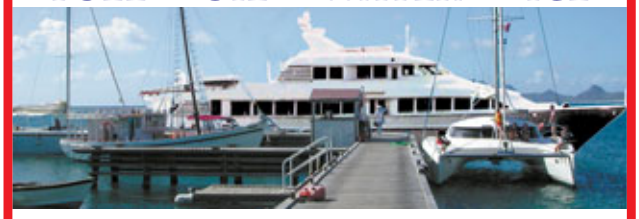


Services provided:
NEW SAILS
SAIL REPAIRS
U/V COVERS
& FOAM LUFFS
BIMINI, DODGERS
& AWNINGS
DINGHY COVERS
UPHOLSTERY
TRAMPOLINES
STACKPACKS &
LAZY JACK SYSTEMS

NORTH SAILS
REPRESENTATIVE

Located opposite G.Y.E. (northern side of Admiralty Bay)
Tel (784) 457-3507 / 457-3527 (evenings)
e-mail: gsails@vincysurf.com VHF Ch16/68

B & C FUELS ENTERPRISE
Petite Martinique
The best fuel dock in the Grenadines for:
FUEL • OIL • WATER • ICE



Cheapest prices in the Grenadines
Unobstructed dock in calm water
16-18 feet of water alongside
Suitable for Large Power Yachts
Easily approached from Carriacou, Union I., Palm I. & PSV

Contact: Glenn Clement or Reynold Belmar
Tel/Fax: (473) 443-9110 email: bandcfuels@gmail.com

CC: BOOKWORMS

"You once said that, in an ideal world, you would just read books and tell people about them. Are you ready to start?" That's basically what editor Sally Erdle said to me as the *Caribbean Compass* moved from concept to reality, lo these two decades ago.

Thus I became a published writer of material I had chosen for myself. I was nervous about 'going public' so I hid behind the title of "The Caribbean Bookworm". Turns out I shouldn't have worried.

Instead I became a member of a community, the great conglomeration of *Compass* readers, united by our fondness for the single best information network in the islands. I'd read each issue cover to cover, and feel as if I had my finger on the pulse of the region.

There's always that little frisson of delight when a new issue is spotted, whether hot off the press or a little battered after its tenth passing-around. There's always curiosity about what's happening just over the horizon. And there's always stimulation in the eloquence of voices from the fleet.

A newspaper has a more universal reach and a longer life than the morning radio nets, and a wider-ranging audience. The internet? Well, it has its uses, when available. But a newspaper is such a calming medium. (Printed on nice paper, too!)

For me, the *Compass* has not just been an outlet for occasional book reviews, but also an inlet. For 20 years it has let in the view from another cockpit, another island, another office, another generation.

So on this, the Big Two-Oh, I'd like to say thanks to everyone who has made the *Caribbean Compass* possible, readers, writers, photographers, advertisers, distributors, every single body there is.

Ann Westergard, *S/Y Gallivant*

I have enjoyed reading the *Caribbean Compass* for 20 years, enjoyed the fame and fortune associated with being a *Compass* writer (book reviews, mainly), but most of all I have enjoyed the Compass Writers' brunches. It is my aim and fervent hope to see it held at Maranne's Ice Cream this year.

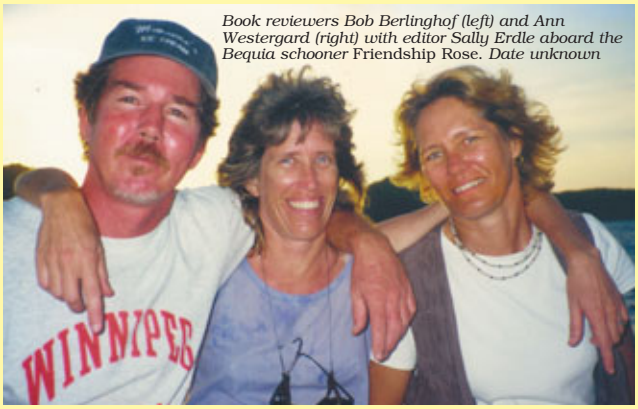
All kidding aside, the articles and cartoons have improved over the years, and the editing is excellent, although Sally recently cut out the final paragraph of a book review of mine. (If she's done it again, get a copy of *Sixty Years of Sport, The Memoirs of J. Linton Rigg*, by Art Ross.)

We have seen the *Compass* go from black and white to color, from a small local rag to an international powerhouse, serving the loose but very real community of sailors from Puerto Rico to Panama, Culebra to Colombia. The more than 70 book reviews I've contributed over the years put me about 200 articles behind Don Street and Chris Doyle.

I must also mention Wilfred. Though he came on board *Compass* to solve the monthly layout puzzle many years ago, he has seen his work double by having to put out an online edition every month, and it's caused him so much grief that he had to give up his life as my rock 'n roll co-star in the band Phoenix. As a result, he still owns a portion of the equipment of my Bequia Blues Band, but he can come back if he ever retires.

Thank you, *Compass* crew, and keep on keepin' on, the idea of One Love/One Caribbean lives on in your monthly efforts.

Bob Berlinghof, Bequia



Book reviewers Bob Berlinghof (left) and Ann Westergard (right) with editor Sally Erdle aboard the Bequia schooner Friendship Rose. *Date unknown*

Congratulations on *Compass's* 20th Anniversary.

As I see it, though we have never met and that much water separates us all, *Compass* is one large, happy family of writers and readers.

It's wonderful to know that despite the divided world we live in these days, people of like ilk can be on the same page. Thanks, *Compass* Crew, for making this possible. Thank you for allowing me to put in my two cents, and for publishing it. I am very grateful to *Compass* for giving me a chance to appear in print.

Since I cannot speak about sailing — absolutely no experience — I can only speak about writing. I started contributing to *Compass* about 15 years ago, and I have indeed enjoyed putting into words my coverage of the ARC when I lived in St Lucia for about four or five years; my short fiction, "Benny"; destination pieces; personality profiles; my three or four recipes, and most recently book reviews.

I have always found Sally a firm editor and loyal to the Caribbean, e.g., when I submitted my review of *Life of Pi*, which is a story set in the Pacific Ocean, it was a no go. Similarly, my review of *The Wave*, Susan Casey's non-fiction book about some of the world's extreme surfers, had quite some rewrites until waters near enough to the Caribbean were fittingly mentioned to warrant publication. And, there were profuse apologies for tagging on the last sentence to my short story "Benny" without letting me know beforehand. That last sentence made all the difference: it completed the story. Remember my response? It was, "I believe in editors!" Again, thanks for all the deft touches that have improved my work.

I am sure there were many storms during the last two decades that you have had to weather, but thankfully *Compass* has sailed right on through them all.

May the blessings be, and may *Compass* remain always afloat, and navigate happily along from publication to publication.

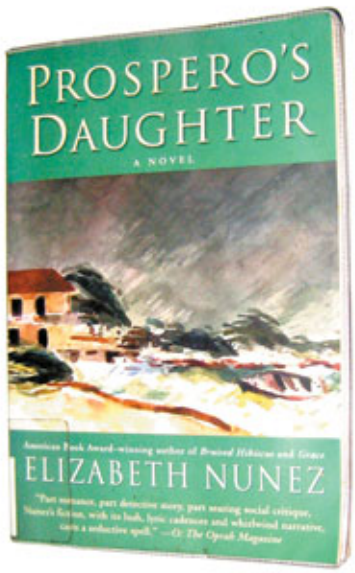
J. Wynner, Trinidad

BOOK REVIEW BY J. WYNNER

Protagonist as Villain

Prospero's Daughter *by Elizabeth Nunez. Ballantine Books, ©2006. Paperback, 336 pages. ISBN: 0-345-45536-3.*

What a book! *Prospero's Daughter*. The story, however, has more to do with Prospero than his daughter. The main character, Prospero, springs from the platform of Shakespeare's *The Tempest*. Somber in its telling, the story gets quite a work-over by its Trinidadian author, Elizabeth Nunez, using lots of Caribbean spice in which race and class play a leading part.



Placing the tale in her native land during the Sixties, at the time when Trinidad was moving away from colonialism towards independence, Nunez's writing shines. Her setting glistens. Her characters, including the protagonist who is also the villain, come alive on the pages. Nunez's Prospero inhabits a place and time worlds apart from Shakespeare's. She casts him as a doctor by profession — a doctor on the run.

Nunez uses Prospero's daughter, Virginia, and his helper, Ariana, as the unwilling temptresses to gratify his carnal desires. This Prospero is one of the most unlikable protagonists you'd ever encounter, holding himself up as a model of good upbringing and learning, and all that is noble and wonderful to be emulated. He sees himself as the superior being to those around him. He is however, very far removed from how he envisions himself. He is every bit the evil genius. He sees himself as a scientist working in his garden laboratory on the former island leper colony, Chacachacare (the setting of yet another novel by a Trinidadian author).

Prospero is vile: he's a thief, a liar, a racist, a martinet, he's incestuous, and in short what you'd call a sicko! He is English, born Peter Bidwedder, who later changed his name to Peter Gardner, and still later was renamed Prospero by Carlos, the young native boy whose home Peter steals. He thinks Carlos no better than a savage. Nonetheless, he schools Carlos alongside his daughter. When Peter discovers a forbidden friendship developing between Carlos and Virginia, he accuses Carlos of a despicable crime.

Nunez, who is a distinguished Professor of English at Medgar Evers College in the United States, says in her author's note that it wasn't until she completed her novel that she read Stephen Greenblatt's *Will in the World*, which links Shakespeare's life to his work. At the end of the book, he makes an alarming observation:

"The woman who most intensely appealed to Shakespeare in his life was twenty years younger than he: his daughter Susanna. It cannot be an accident that three of his last plays — *Pericles*, *The Winter's Tale*, and *The Tempest* — centered on the father-daughter relationship and are so deeply anxious about incestuous desires." She goes on to say, "What difference it would have made had I read Greenblatt's book while I was writing this novel, I cannot tell." Just the same, Nunez's Prospero dealt with similar desires.

In her tale, Prospero has a brother, Paul, who is also a doctor. "His trust *sans* bounds and confidence in a brother who, next to his daughter, of all the world he loved. A brother who had clung to him like ivy but only to suck him dry" — a brother who "even when he was ridiculing Peter, envy was eating him up."

"In medical school, it was obvious that the professors admired Peter. He was the brain, the smarter of the Bidwedder men. But the students loved Paul. He was the popular one. They consulted Peter when they were faced with a difficult problem. At examination time, they stuck to him… but it was with Paul they went to the pub."

"Peter's ardor, his focus, his single-mindedness on curing every illness he came upon, made them uneasy. His patients were not human to him. To him, they were a mass of cells, tissue, blood and bones, not people. Not living, breathing men and women with feelings and desires."

His family found marriage made Peter more human for a while, but when, three years after the birth of their daughter, his wife died, Peter became "his old self again… cold and distant". He refused to lend Paul money after he lost his savings and three months' salary gambling: "Keep it up and you will kill someone one day," Paul told him.

And it came to pass. Peter was around when an important, rich woman was admitted to the ward. She was a government minister's wife. She died within hours of Peter administering his medicine, which had worked on his rats. Terrified, he went to Paul who told him that an inquest would lead to others who had not been cured by his medicine, and Paul advised him to go away. "It would cost money, lots of money. He would have to sign over his bank account to him. His house and his inheritance from their parents, too."

"Paul said he knew someone with connections who could arrange for him to go to Chacachacare, a little island off the northwest coast of Trinidad. It was a leper colony, he said, but it was virtually abandoned. Most of the lepers were cured and had returned to Trinidad. There was a doctor there, taking care of the few patients who still remained, but he was old, hardly likely to ask disturbing questions. It would be a perfect hideout."

And so, with this background, Nunez creates the genesis for the Prospero that was later to emerge on Chacachacare. In *Prospero's Daughter*, Nunez concentrates more on man's inner, stormy furies, in which the main character becomes the tempest.

BY ROSS MAVIS

Eggsacting Science

Recently I have been poring over the excellent book on food chemistry by Harold McGee. He is no slouch when it comes to food, its chemistry, preservation and cooking.

Eggs are readily available, easily prepared in many ways, and should be in every boater's food supply. Keeping them fresh is important but not difficult, even without refrigeration. Storing eggs well below the waterline in your galley will provide a cooler environment conducive to proper egg preservation. According to McGee, "egg quality deteriorates as much in a day at room temperature as in four days under refrigeration".

A few simple precautions when buying eggs can also help in their longevity. Buy the freshest eggs available, previously unrefrigerated if possible. Failing that, purchase eggs that are kept in a refrigerated case at the supermarket and keep them cold; once eggs have been refrigerated, do not store them at room temperature.

If you are not sure about the freshness of an egg and whether it is fit for consumption, try this simple test. Place unbroken eggs into a pot of cold water. The eggs that are fresh will sink to the bottom and any that float should be discarded.

There are a variety of egg containers available that are suitable for boats, and it's worth taking one ashore with you when shopping on small islands where eggs might be sold in plastic bags. Eggs bought fresh and kept properly should be good for several weeks.

Eggs truly are an easy item for breakfast, lunch, supper or a snack.

Boiled and served with toast fingers, butter and salt is the classic way many of us were introduced to eggs. My mum called the toast fingers "soldiers" and we were encouraged to dive the soldiers into the runny yolks.

Although the threat of salmonella poisoning from uncooked or improperly cooked eggs is quite low, it still exists. For that reason, poached eggs with runny yolks should be finished in a pan of 65°C water. Let soft-yolk eggs sit in this hot water for an additional 15 minutes, being sure not to let the water drop below 63°C.

Traditional scrambled eggs and various levels of fried eggs grace many breakfast and lunch plates, accompanied by various meats and vegetables.

Another way to enjoy eggs is to pickle them. Nothing is quite as tasty as a pickled egg when having a cold beer. Pickled eggs will keep in a cool or refrigerated spot for a couple of weeks or more. Perfect snacks for underway!

When wanting hardboiled eggs, place them in a pot of cold water over high heat. When the water comes to a rolling boil, turn off the heat and let eggs and water sit for 15 or 20 minutes. Plunge eggs into cold water and crack shells to ease peeling.

Here are some of my favorite egg recipes that are great for an evening appetizer or for adding to a salad course.

Eggs in Kilts

That's what I called this recipe in my cookbook *Tide's Table*. You may know them more commonly as Scotch Eggs — they're delicious by any name.

6 eggs, boiled and peeled
2 eggs, beaten
1 1/2 pounds spicy sausage meat
1/4 Cup finely chopped fresh parsley leaves
1/2 teaspoon garlic powder
1 teaspoon sea salt
1/2 teaspoon freshly ground black pepper
1/3 Cup flour (for dusting)
1 Cup breadcrumbs
vegetable oil (for frying)



Boil six eggs to hard stage, chill and then peel. Meanwhile beat remaining two raw eggs in a small bowl and set aside. In another small bowl, mix sausage, parsley, garlic powder, salt and pepper. Divide meat into six equal portions and flatten each into a patty shape. Take boiled eggs and roll them in flour to lightly coat them. Place a sausage patty around each egg, forming it into a ball with your hands. Pat firmly to completely encase egg inside meatball. Lightly dust meat-covered eggs with flour and then roll in beaten egg. Remove and roll in breadcrumbs. Pat again with your hands before carefully placing each ball into a pan with about one inch of hot oil. Roll eggs in pan until nicely browned. Remove and place on a baking tray to finish if you wish at 350°F. (I only do this step if I am not happy with the egg browning nicely all over).

Let eggs cool and then slice either cross ways or lengthwise before serving. A dollop of spicy mustard or sweet chili sauce is an excellent condiment to add.

Pickled Eggs

1 dozen medium or small eggs (you can use large if you wish)
Enough water to boil them in
1 1/2 Cups white or cider vinegar
1 1/2 Cups water
1 Tablespoon pickling spice
1 teaspoon salt

You can add pickled beet juice or juice from a bottle of dill pickles if you wish. The beet juice will color the eggs pink. Using your own pickle mixture allows you to add herbs or spices of your choice.

Boil and peel eggs to hard stage and cool. When cool, load them into a Mason jar. Boil water, vinegar, pickling spice and salt until mixture is clear. At this point you can add herbs or other spices of your choosing. Pour mixture over eggs in jar and let cool. Close jar and let them sit or pickle for a couple of days before serving.

Delicious!

Anniversary note: A well-fed crew is a happy crew, and recipes have been a popular part of Caribbean Compass *since the beginning. In addition to innumerable excellent individual submissions, we've enjoyed boat-friendly Caribbean recipe columns by Owen Belmar, Mary Heckrotte, Captain Katie, Fenella Hall, Captain Phil and Shirley Hall. Ross Mavis has been writing for* Compass *regularly since 2008.*



PROVISIONING YOUR YACHT?

Don't worry we're here for you! At Gonsalves Liquors you'll find all that you need. We have the widest selection of wines, spirits and liqueurs in St. Vincent and the Grenadines. We're just a phone call away!

GONSALVES LIQUORS LTD. Established 1970

The store that offers you more!

Cnr. Middle & Melville Streets, Kingstown
St. Vincent & the Grenadines, P.O.Box 383
Tel: (784) 457 1881 . Fax: (784) 456 2654
Email: info@gonsalvesliquors.com

CARIB TAILS

HELP TRACK HUMPBACK WHALE MIGRATION
Your contributions of tail fluke photographs of humpback whales from the Caribbean region are critical for conservation efforts.

INTERESTED in Helping? Go to www.CARIBTAILS.org

Basil's Bar Mustique
EST since 1976

Visitors to Mustique are invited to:

BASIL'S BAR AND RESTAURANT: Basil's Bar in Mustique was named one of the World's Ten Best Bars in 1987 by Newsweek and today lives up to that tradition. Recently renovated, the new face of Basil's Bar in Mustique is all that and more: offering fresh seafood, lobster in season, steaks and the best beefburger in the Caribbean. Equipped with WIFI, you can enjoy sunset cocktails and catch up on the web. Breakfast service begins at 8:00am. Lunch 11:00am - 6pm, and Dinner 7:30 until late. Come to Basil's for cocktails anytime and plan to attend the Wednesday Night Jump Up and BBQ. Basil's Bar is home of the only Blues Festival in the Caribbean. Next year's Mustique Blues Festival takes place from January 20 - February 3, 2016. Call (784) 488-8350 or VHF 68.

BASIL'S BOUTIQUE: Fabrics as bright as the sea and as light as air... perfect for island joy. Elegant island evening and playful day wear. For women, men and children, plus lots of T-shirts to take home. Basil's Boutique also offers silver and gemstone jewelry.

BASIL'S GREAT GENERAL STORE: There is nothing general about Basil's Great General Store. Bountifully stocked with fine French wines, cheese from Europe, gourmet jams and sauces. Imported cigars and an unusual collection of books not to be missed. Fine foods in Paradise. Call (784) 488-8407.

ACROSS FOREVER: Imagine decorating your home with antiques from Bali and India. Across Forever has a magnificent collection of furniture from Asia and beyond, contemporary pieces, home furnishings, fabulous lighting accessories and more. Shipping is easily and efficiently arranged. Call (784) 488-8407.

Visitors to St Vincent are invited to:

BASIL'S BAR: Located in Kingstown in an 18th century building named Cobblestone. Air conditioned, you will enjoy cocktails most delightful, the staff most welcoming and the meals are some of the best on the island. Now offering full catering services. Call (784) 457-2713.

AT BASIL'S: Collection of beautiful bamboo furniture, contemporary pieces from Asia and beyond, and more.
Call (784) 456-2602.

Visit Basil's in Mustique or St. Vincent
www.basilsbar.com *basils@vincysurf.com*

WE SHIP AROUND THE WORLD!



The Food Fair

Stock Up

on the widest selection and the best prices in Grenada at our two conveniently located supermarkets. Whether it's canned goods, dairy products, meat, fresh vegetables or fruits, toiletries, household goods, or a fine selection of liquor and wine, The Food Fair has it all and a lot more.

Hubbard's

JONAS BROWNE & HUBBARD (G'da.) Ltd.

The Carenage:
Monday - Thursday
8 am to 5:30 pm
Friday until 8:45 pm
Saturday until
1:00 pm
Tel: (473) 440-2588
Grand Anse:
Monday - Thursday
9 am to 5:30 pm
Friday & Saturday
until 7:00 pm
Tel: (473) 444-4573

Read in Next Month's *Compass*:

Convenient Curaçao

Taking Refuge in Vieques

A Most Extraordinary Boat

... and much more!



BEST MEMORIES OF MY LIFE

Hi, *Compass* Readers,

Thought you'd like to see this — from the front cover of *Compass*, I think it was February or March 1998.



It was taken during the Carnival Fun Race at the Trinidad & Tobago Yachting Association (TTYA, now TTSA) in 1997. I played Barbarossa in '97 and '98, creating some of the best memories of my life.

Mitch Witt, former Barbarossa Warrior
***S/V Private Dancer* (now in Grenada)**

KEEP DOMINICA CLEAN!

Dear *Compass*,

I'm writing about the article by Mira Nencheva in the January 2015 issue, page 21, dealing with Dominica.

We have been cruising Dominica for the past four years and have always enjoyed it. However we feel the question of waste should be seriously addressed: the bottom of the Indian River is a disgrace, and the streets are littered with plastic bags, Styrofoam, bottles, etcetera.

It would be a pity if this beautiful "nature island" became a dumping ground!

Best regards,
Françoise Cremet

THE REEFS SHOWED ON PAPER

Dear *Compass*,

Regarding my article on Raster vs Vector charts in the February issue of *Compass*, and the boats hitting the reef in the Pacific that did not show up on their electronic chart because they had zoomed out too far, if the navigators had merely LOOKED at the paper chart covering the same area they would have seen that the reef is noted. Similarly if *Vesta's Wind's* navigator had LOOKED at a general chart of the Indian Ocean, which he reportedly had on board, he would have seen the reef that he hit.

By the way, I wrote that article while stranded by LIAT in the Barbados airport transit lounge 48 hours before *Vesta's Wind* hit the reef!

Don Street
Currently sailing in the Grenadines

MY FIRST SURVEY

Dear *Compass*,

She was a lovely little English yawl, in a slip in Vigie Creek Marina in St. Lucia in 1972, with the pumps going 24 hours a day to keep her afloat. She had been built in 1898 in a well-known yard in England, all out of Burmese teak, and had been sailed to the Caribbean in the early 1960s by her English owners when they were in their late seventies; now they were in their nineties, back in England, and had no idea what to do with their little yawl, nor her current condition.

I had sailed into Vigie Creek a few months earlier with my 60-foot English cutter, *Clover*, and, as it happened, the manager of Vigie Creek Marina was Beverly Pringle — no relation to me, she hastened to assure me; it was her divorced husband's name!

But we chartered out of there, in particular for Borden Stevenson, Adlai Stevenson's younger brother, who had a house on the saddle between the famous Pitons. He was an eccentric host, and *Clover* frequently sailed over to Martinique to buy cases of wine, cognac and rum for him, and smuggle it back into St. Lucia. We also hosted a few dinner parties on board *Clover* anchored at Vigie Creek for Borden and his friends, whom we ferried back and forth in our Zodiac, since *Clover's* 9'6" draft prevented us from entering the marina.

So 'Bev' Pringle saw me as a knowledgeable sailor and captain, and she had an old leaking yawl in a slip, and an aged couple who wanted to know what to do with it: sell it? hire someone to sail it back to England? fix it up, and for how much? Bev didn't know, so she asked me to look at it. (As usual, I owed her money.)

—Continued on next page

McIntyre Bros. Ltd.
TRUE BLUE, ST. GEORGE'S, GRENADA W.I.

YAMAHA
Parts - Repairs - Service
Outboard Engines 2HP-250HP
Duty-Free Engines for Yachts

TOURS & CRUISES - CAR & JEEP RENTAL

Caribbean HORIZONS
PHONE: (473) 444 3944/1555
FAX: (473) 444 2899
email: macford@spiceisle.com

Boat Insurance
Any Craft, Any Use, Any Age, Anywhere!
- Survey Not Normally Required
- Any Boat - Any Use
- Personal Belongings
- Equipment Cover
- No Claims Discounts



Edward William
WEB: www.edwardwilliam.com
E-MAIL: info@edwardwilliam.com

DIESEL OUTFITTERS N.V.
Marine Engineers
Airport Road 32,St. Maarten N. A.
Accessible by Dinghy
Perkins JOHN DEERE
AUTHORISED DEALERSHIP AND WARRANTY WORK
Parts, Sales and Service
Overhauls, Repairs and Service to Diesel Engines
Marine and Industrial Generators
Servicing Gearboxes
Fuel Injector Service
Fuel Pump Service Agents
Suppliers of Donaldson Filters
Cel: + 1721 556 4967
raymondlongbottom@yahoo.com

—Continued from previous page

It was heartbreaking; this lovely example of fine English craftsmanship had once been a little jewel, with bronze-inlayed porcelain faucets, sink and toilet; beautiful teak joinery; bronze hanging knees; and silk lampshades on the gas cabin-light fixtures. But you could see daylight through the shrunken planks of the topsides, and hear the non-stop pumping. As a novice surveyor, I checked everything I could think of, plumbing (rotten), electrics (totally corroded), engine (seized), sails in rags, tottering masts on ancient rigging; even diving her bottom in the slip with a scraper and brad-awl, it did not look good: planks bulging out from their frames due to corroded fasteners, caulking gone, and the pumps barely able to keep up with the leaks. Short of a complete haul-out and re-build, something beyond the resources of her owners, she was a goner.

My first survey, and I was going to have to recommend that the boat be scrapped, or towed out of the harbor and sunk! Which is what they ultimately did, after removing all of the old fixtures and classic gear. She sank as they towed her outside of the harbor, in the deep channel, when they disconnected the bilge pumps.

Luckily, *Clover* and I were gone from St. Lucia by that time, so I didn't have to witness it.

William Pringle
Marine Surveyor

TRY A NATURAL REMEDY

Dear *Compass* Readers,

While visiting the Windward Islands, I learned that many locally found plants are used to supplement pharmaceuticals. Ask local experts for their suggestions and methods of use. Generally, wash leaves, don't mix herbs, and strain before use. If you have allergies, see a doctor before trying "bush remedies".

Good things to ask about are the leaves of the neem tree, coconut oil, okra seeds, papaya (fruit, seeds and/or leaves), aloe, ganja, "Christmas bush", "vomit bush", guava leaves, lemon juice and lime juice.

Plant identity could be by a field guide to flora, but many older people know these useful plants by sight.

John Nicholson
Bequia

SEE 'A SAILING VOYAGE BY ROGER SWANSON'

Dear Compass Readers,

The Ham Radio Club meets every Tuesday in St. Thomas, USVI at Hook, Line and Sinker. All sorts of interesting characters drift in. This is because of our WINLINK repeater, which enables yachts at sea to send e-mails to the internet. The WINLINK plays a "commercial" every time it is accessed by a yacht. The commercial invites users to come to the Tuesday Ham Club Lunch in St. Thomas.

During the cruising season we often welcome a dozen or so visiting yachts, mostly from Europe and the UK, but plenty of Americans, too.

In late July 2007, a dignified older gentleman joined us for a Tuesday lunch, and I began a conversation by asking if he was on his way to Trinidad for hurricane season. He said, "Oh no, I just came from Trinidad; I'm on my way to the Arctic. We are going to try to sail through the Northwest Passage — again!"

This is a voyage that I would never make, so I asked him "Why?"

"Well, we tried to do it in 2005, but we failed; we were frozen in, and the Canadian Coast Guard broke the sea ice for us so we could sail back to Newfoundland.

"Would you like a DVD of that voyage?" he asked.

"Well, of course," I said, and hastily scribbled my mailing address.

Two weeks later, to my great surprise, a package arrived from Roger Swanson, containing a DVD entitled "Into the Ice".

Recently, I decided that this marvelous video should be available to the entire world of Sea Gypsies, so I did a Google search to try to find an e-mail address for Roger Swanson. Sadly, my Google search returned an obituary for Roger; he was 82.

So, in remembrance of an adventurous yachtsman, and a wonderful gentleman, I have uploaded his DVD "Into the Ice" to my YouTube Channel.

Here are the links to both of Roger's DVDs:

- https://www.youtube.com/watch?v=sVAistOPij8 ("Into The Ice: The NorthWestPassage 2005")
- https://www.youtube.com/watch?v=EtvqjMI5Qak &feature=youtu.be
{"Into The Ice 2007: successful voyage"}

Stan Louden
St. Thomas

Dear *Compass* Readers,

Cruisers might like to know another way of "getting involved".

A six-month-a-year cruiser, Sue Sandle on the yacht *Clara* in St. Lucia, applied for, and received, funding from the Amy Winehouse Foundation to fund a music project. For those of you unaware, Amy Winehouse was a talented singer and musician from the UK, who spent some time on St. Lucia and got involved locally during those visits. After her death her father set up a charity "working to prevent the effects of drug and alcohol abuse on young people. Aiming to support, inform and inspire vulnerable and disadvantaged young people to reach their full potential". The approved funding brings music and singing to the children at Dunnottar School for children and young adults with developmental disabilities and The Boys Training Centre, which is the only juvenile detention centre in St. Lucia. All the boys are there as a result of court orders, half are there for care and protection, the rest are minor offenders.

Last weekend we were privileged to see and hear An Evening of Caribbean Music and Stories with Gene Lawrence, Lenny Stone and Kosmik Riddim and a performance by the children and young adults. The quality of performance was amazing and the standing ovation justly deserved. The performers involved were obviously surprised and thrilled by their reception. The concert was part of their fundraising efforts because the grant was only for one year. The St. Lucia School of Music Folk Group, also performed and, once again, WOW. If you ever have the opportunity to see them play, don't miss it.

Not only are monetary donations required but, if there are cruisers with any musical talents, or otherwise, who could spare a few hours while on the island please get in touch with either Sue Sandle, Berth G16, Rodney Bay Marina, Tel. 721-2010 or e-mail norman-sue2000@hotmail.com or, after April 1st, Bridget McNamara Tel. 720-1116, e-mail bidsmac@hotmail.com and your talents will be put to good use!

Thank you.
Joy and Ian Winterborn
S/V Reberth

WE WANT TO HEAR FROM YOU!

Dear* Compass *Readers,

We want to hear from YOU!

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

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

Send your letters to sally@caribbeancompass.com.

FOR SALE



2006 Island Packet 445 "Tirnanog"
Excellent condition. Life raft, bow thrusters, stereo, VHF, 2 anchors, all Coast Guard equipment
12' Caribe RIB, bimini/dodger, autopilot, chartplotter, electric winches. **Well priced at $399,950**.



1987 Island Packet 38' "Salty Shores"
Rare centerboard two owner boat. Extremely well maintained by second owner. The centerboard and all centerboard brackets and hardware have been re-engineered. Also added, a rudder keel strap not on early IP's of this year. New rudder bearings and epoxy glassed rudder. This boat is set up perfectly for cruising the Caribbean. Upgrades include: Maxwell windlass, 55 lb bronze Barnacle anchor, new stanchions and lifelines, new genoa tracks, primary winches, chainplates, standing rigging. Stalokís Harken furling, new S/S arch, 6 x 65 watt solar panels with charge controller. New custom centerboard, new Yanmar 4JhJE 54hp. Contact:
Andrea King, Island Yachts Charters
Red Hook, St. Thomas, USVI · E-mail: sailing@iyc.vi
Ph: 800-524-2019 · 340-344-2143

BOAT PAINT & STUFF
Time Out Boat Yard Saint Martin
Next to the French Bridge



ANTIFOULING SPECIALIST: PPG Amron
COPPERCOAT Permanent Antifouling
(10 years and more…)
Fiberglass + Epoxy & Polyester Resins
Epoxy primer + Polyurethane Top Coat
Phone: + (590) 690 221 676
info@boatpaintstuff.com

Marine Insurance

The insurance business has changed. No longer can brokers talk of low rates. Rather, the honest broker can only say, "I'll do my best to minimize your increase!" There is good insurance, there is cheap insurance, but there is no good cheap insurance. You never know how good your insurance is until you have a claim. My claims settlement record cannot be matched.

I have been connected with the marine insurance business for 47 years. I have developed a rapport with brokers and underwriters at Lloyds and am able to introduce boat owners to specialist brokers in the Lloyds market.

e-mail: streetiolaire@hotmail.com
www.street-iolaire.com



CC: READERS & WRITERS

I remember him as if it were yesterday, as he came plodding to the inn door, his sea-chest following behind him in a hand-barrow--a tall, strong, heavy, nut-brown man, his tarry pigtail falling over the shoulder of his soiled blue coat, his hands ragged and scarred.... and then breaking out in that old sea-song that he sang so often afterwards: 'Fifteen men on the dead man's chest!-- Yo-ho-ho, and a bottle of rum!'

Every sailor will recognize these words from the opening page of Robert Louis Stevenson's great novel *Treasure Island*. And it evokes such powerful memories for me too, because this was the first experience that I had, as a child, with the intense pleasure of slipping into my own imagination, and experiencing a visual adventure in my mind.

That was in 1948! Just slightly post WWII, in a gloomy, Scottish city, near Stevenson's birthplace. So who would be surprised to find out that I fantasized about sea adventures and 'warm tropical waters' for much of my formative years, 'til finally, just like everyone else who reads *Caribbean Compass*, I decided, "Why should it just be an imaginary pleasure? I'm going to live in the Caribbean, and just like Jim Hawkins; I'm gonna sail around beautiful tropical islands, for the rest of my life!"

Well, I have actually managed to do this successfully, and happily; I am a committed Sea Gypsy… I have very little to do with the land. Except for my addiction to reading *Caribbean Compass* over the last two decades. My monthly search for a copy of *Caribbean Compass* drags me ashore, to curl up in the corner of the nearest restaurant with my copy, to enjoy the great childlike pleasures of the imagination that are provided. Every issue is full of *Treasure Island*-like adventure — salty characters who are almost pirate-like; sailing adventures and new islands; great practical advice about boats, sails, engines, places, history… but most of all "larger-than-life" Sea Gypsy characters, whom I first discovered as a little boy.

Caribbean Compass has managed to substitute, every month, for that first book.

Stan Louden, St. Thomas, USVI

After moving to Trinidad many years ago and refurbishing a Sparkman & Stephens 34 called *Morning Tide* so that I could participate in Caribbean sailing events, I soon became familiar with *Caribbean Compass* magazine because it contained excellent and detailed regatta reports. Some years later I sold *Morning Tide* and purchased a Frers 43 now called *Jaguar*, a yacht which had successfully competed in the Sydney Hobart Race, and now we race *Jaguar* at regattas in Grenada, Bequia, Guadeloupe and Antigua almost every year. I enclose a photo I took of *Jaguar* being launched at Peake Yacht Services in Chaguaramas. My crew and I review *Caribbean Compass* every month to get local sailing news and we wish the publication and its editors a very happy anniversary and many successful years to come.



Peter Morris, Port of Spain, Trinidad

It was a quiet time of year on the island of Bequia, October, 1996, long after Easter Regatta. You could hear a pin drop in town on most nights.

Oso Bolo was anchored off the Frangipani Hotel in her usual spot. We had everything stowed, preparations made for the sail to St. Martin. The captain said, "Get the anchor and let's go. Our charter guests are expecting us to be in St. Martin on time, you know." I was stowing the last bit of provisions in the galley when through the port window I saw water-taxi driver Jolly Joseph motor over and yell, "Have a good one." We glided out of the bay, prepared and ready for our sail, headed north up the island chain.

Oso Bolo was a beautiful CT ketch. She was comfortable, had a nice galley to cook in and she sailed well. A few days later we motored into Phillipsburg. There was much to do — additional shopping before we picked up our charter guests. There were personal items needed as well. It wasn't long after we'd arrived in St. Martin when we heard the news about Jolly. The captain was shocked, as were the rest of us. Jolly Joseph had died. We didn't know the details.

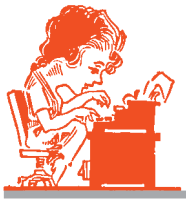
Jolly Joseph was a great water taxi driver. He was also a successful entrepreneur. I'd first met him when I worked for Captain Jeff Hardgrave on *Island Star*, a Gulfstar ketch. It was my first charter-boat job. Jolly Joseph had done some varnish work for Jeff back then. But more recently he planned to build a house in Bequia. He was a kind soul. Once, the bank had closed and I was short of cash on the weekend. He loaned me EC$10 until I could pay him back the following weekday.

Anyone who knew Jolly Joseph had fond memories. He has remained in my thoughts and prayers over the years. The lilies in the Bequia graveyard mask the stench of the young and old, and the unexplained death of my old friend, Jolly, on the island of Bequia.

The *Caribbean Compass* did an excellent job of covering the investigation.

Judy Capper

Editor's note: For those unfamiliar with the circumstances surrounding the death of Jerome "Jolly" Joseph, in 1997 a wealthy West Virginian couple, Jim and Penny Fletcher, cruising on the yacht Carefree, *were tried and acquitted in a St. Vincent courtroom of shooting and killing the popular water-taxi driver. Their trial gained widespread attention in the US media due to Jim's friendship with an ABC TV network journalist. Despite the acquittal, many were not convinced of the couple's innocence.* Compass *covered the story in September 1997.*



Letter of the Month

LOST IN LABORIE

Dear *Compass* Readers,

This is my first real opportunity to communicate since running on a reef at Laborie in the south of St Lucia on the 17th of January. The GPS directions I used for entering the harbor were totally wrong. Some of the guides (Chris Doyle's *Sailor's Guide to the Windward Islands*, Patuelli) have been corrected recently and in fact the entry is perfectly feasible.

Using the motor I managed to get my sailboat, *Tchin*, back into deeper water, but the hull had been holed due to the swell that lifted the boat against the rocks/reef. At this point I looked down the companionway and saw water over the floorboards. A minute or so later I could see water welling up very fast near the toilet bulkhead. At some point the boat lost her keel.



JAN & TONY COLLINSON

The initial cause of sinking was a small hole near the port bow. After Tchin *was refloated, widespread damage on the starboard side resulted from pounding on a small reef off the beach*

I had two crew on board, and only just had time to get them into the dinghy, grab my bag and my computer before *Tchin* turned on her side with only the rails above water, buoyed up by the air trapped in the port side of the hull. She is a very wide boat (3.84-metre beam; LOA 10.77 metres) and the bulge of the beam provided a good reserve of air. Later, when a few more people clambered on the hull, she sank in about seven metres of water about 300 metres from the beach. The water was so murky it was impossible to see the hull from the surface.

In the next few days we refloated her with airbags and dragged her up the beach, but between an English expat who claimed salvage, and another who was most hospitable and generally a great help and who ended up with a lot of useful items, there was not much left to sell except the dinghy and the winches.

If she hadn't lost the keel (2.5 tons) I would have considered rebuilding her, but repositioning her hull on the keel on the beach was just not feasible. Also, despite my instructions, she was pulled up too close to the beach where there was another small reef, and she stayed there for two days while we dived on her to retrieve odds and ends (waiting for the bulldozer to be repaired so we could haul her out) and during this time about three metres of the starboard side were stove in from the constant pounding contact with the reef in the small swell. Diving inside the hull was pretty perilous and visibility was down to about two feet, even with torches. A great quantity of sand came in through the breach and made salvage even more difficult, while many personal items were washed out through the hole. My credit cards and loose cash disappeared, too. I was not insured.

In the nine days I was there two other boats touched the reef but got off with only superficial damage. In recent times at least two other cruising boats have been lost there. Beware of instructions on the GPS, as mine were radically wrong (my charts hadn't been updated in the last six years).

There is a project in hand for buoying the entry, and this is expected to be finished by December 2015; finance has already been obtained. Now it's just a question of how and when — but too late for me!

The people of Laborie were sympathetic and helpful; many people expressed their sympathy for my plight. Many locals helped without any thought of reward. I also received offers for a room at a heavy discount after the first three free days for the three of us.

Now I still have to finalize the disposal of the hull, which will probably be cut up and taken to the dump (at my expense). In the meantime it is used as an adventure playground by the local children.

Laborie is well worth a visit, but go carefully and be sure to take a recently updated guide!

Jeremy Hobday
Martinique

Editor's note: Jeremy Hobday has been cruising the Lesser Antilles for many, many years. He has written to Compass *on subjects ranging from avoiding fishpots to the proliferation of anchoring restrictions.*

Laborie is often recommended as an alternative to Vieux Fort for those wishing to anchor on the south coast of St. Lucia. We regret that Jeremy didn't see what Don Street wrote in the November 2005 issue of Compass*:*

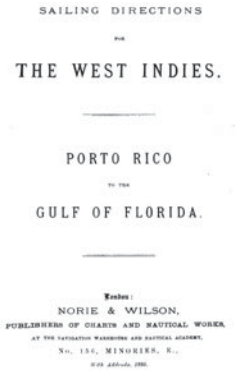
"From Beaumont Point come hard on the wind and head for Laborie — the most attractive village in all of St. Lucia. You are hard on the wind for only six miles. It is long port tacks and short starboard tacks; stay close to shore to avoid the current and stay in relatively calm waters.

"Forget the fathometer and the GPS; this is navigation with 'Eyeball Mark I'! Keep your eyes well peeled, as Balembouche Rocks extend 600 yards off shore, as do Laborie Reefs, but the entrance to the Laborie harbor is easy to see in good conditions. See Street's Guide, *page 62, Chart 15, and read the cautions and directions for entering this harbor very carefully.*

"There are about nine feet of water inside the harbor. Years ago this was a favorite anchorage of the very successful charter yacht Phryna, *but the skipper warned others not to try to enter in rainfall when mud in the water will obscure the reefs."*

Guides, Pilots and 1869 Sailing Directions

by Don Street


SAILING DIRECTIONS

THE WEST INDIES.

PORTO RICO

GULF OF FLORIDA.

NORIE & WILSON,
PUBLISHERS OF CHARTS AND NAUTICAL WORKS,

Pilot book:
The first written aid to coastal navigation was the pilot book, or periplus, *in which the courses to be steered between ports were set forth in terms of wind directions. These books, of which examples survive from the 4th century BC, describe routes, headlands, landmarks, anchorages, currents, and port entrances.*
— Encyclopedia Britannica

Guide book:
A book of information about a place, designed for the use of visitors or tourists.
— Oxford Dictionary

In the late 1970s and early 80s, cruising guides to the Eastern Caribbean, or various parts thereof, in Spanish, French, German and English, sprang up like mushrooms.

Of the guides that were written in that era, the only ones that are still regularly published and updated are Simon and Nancy Scott's *Cruising Guide to the Virgin Islands*, now in its 17th edition, and Chris Doyle's *Sailors Guide to the Windward Islands* (17th edition) and *Cruising Guide to the Leeward Islands* (13th edition). All are excellent guides.

Martinique, and in particular its east coast, was superbly covered by the now very hard to find *Cruising Guide to Martinique* by Jerome Noel, a very experienced sailor who cruised Martinique for 14 years. Jerome, working with Phillipe Lascheneze-Heude and Françoise Virlogeux, produced the first Martinique guide in 1986. This guide was financed by Trois Rivières rum. Phillipe, a true *bêkê* who can trace his family back to the French settlers who arrived in 1640, was a lifetime sailor and head of Trois Rivières rum distillery. The book was rewritten and reprinted in 1989, but then Phillipe left Trois Rivières and Jerome took over the guide completely. It has been reprinted three times since 1989 and a new edition should be out in 2015. From its first printing the guide has been available in both French and English. Jerome's guide should be regarded as a pilot, rather than a cruising guide. Jerome is an architect and his profile drawings showing ranges (transits to the British) for entering harbors are superb. If you are intending to cruise the so-called "dangerous" east coast of Martinique, my *Street's Guide: Martinique to Trinidad*, if used as a pilot, is adequate. In 1963, with a crew of myself, my late wife Marilyn and our daughter Dory, age two, *Iolaire* was the first foreign yacht to explore here. But do your best to find Jerome's guide as his is far superior.

In 1996 the late John Lethbridge, an enthusiastic ocean racer, a member of the RORC, Commodore of the Royal Jamaican Yacht Club, and a marine civil engineer, produced a *Yachtsman's Guide to Jamaica* and surrounding waters (e.g. the Morant Cays and San Pedro Bank); it was republished in 2002 by Zone Publishing. Again, this should not be regarded as a guide but rather as a timeless pilot. Frank Virgintino, who started the Free Cruising Guides series several years ago, obtained permission from John's son Maurice to use some of John's chartlets in his *Free Cruising Guide to Jamaica*. (I would urge Maurice to have John's guide reprinted in its entirety as a pilot — with the pilotage information updated by an experienced Jamaica sailor as necessary — to be used alongside Frank's guide.)

In the western Caribbean, Nancy Schwalbe Zydler and Tom Zydler explored the Panamanian coast and San Blas islands for three years in the 38-foot engineless yawl *Mollymawk*. They produced in 1995, and updated and reprinted in 2001 (by Seaworthy Publications), *The Panama Guide: A Cruising Guide to the Isthmus of Panama*. Like Noel and Lethbridge's books, it is really not a guide; it is more of a pilot, a source of information that will be still be valid 50 years hence. As more and more yachts headed to Panama, Eric Bauhaus produced *The Panama Cruising Guide* in 2002 with updated shoreside information, good charts and plenty of pictures, including a lot of aerial photos. Bauhaus regularly updates his guide: it is now in its fifth printing.

The latest guides on the scene are those of Frank Virgintino and Steve Pavlidis. Frank has produced an extensive series of self-published free guides covering the Greater and Lesser Antilles. Steve has extended his series of guides to the Bahamas eastward and south through the Lesser Antilles. Whether these guides will stand the test of time, only time will tell. They will suffer if they are not regularly updated, as are the Scotts' and Doyle's guides.

My 1966 *A Cruising Guide to the Lesser Antilles* is considered by the old timers to be the guide that opened the Caribbean to the cruising yachtsman and made bareboat chartering possible. This was revised, expanded and published by *Sail* magazine in 1974 and in 1978. In the early 1980s, WW Norton took over. Now available at iUniverse and Amazon, *A Cruising Guide to the Lesser Antilles* was completely revised and expanded into four volumes to cover all the Eastern Caribbean from the west coast of Puerto Rico, east to Barbados, south to Trinidad, and west along the Venezuelan coast and offshore islands to Aruba.

But my editor, my publisher and I made a big mistake. The revised and expanded works should have been called pilots, not guides.

From when I first arrived in the Eastern Caribbean in 1959 to 1966 when *A Cruising Guide to the Lesser Antilles* was first printed, my own reference was Norie and Wilson's *Sailing Directions for the West Indies* printed in 1869. Much of the piloting and sailing directions found in my first guide, and later in my expanded guides, was pulled from the 1869 Sailing Directions.

And when I look at the sailing directions in the 1966 guide, or rather *pilot*, they are still just as valid today as when they were written 48 — or sometimes 146 — years ago.

Anniversary note: Don Street has been a regular contributor to Caribbean Compass *since our Year One. He wrote his first magazine article, "Going South", for* Yachting *magazine in September 1964. The excellent "Don Street is Not Dead" by Andy Schell, giving an in-depth history of Don's life and work, appeared last May at www.sailmagazine.com. As this issue of* Compass *goes to press, Don, at age 84, is sailing with his friend Jeff Curtin in the Grenadines during a Virgin Islands-to-Grenada cruise.*

Explore. Dream. Discover.

TradeWinds is now looking for Charter Crews for our fleet of term charter catamarans!

Come and join the fun lifestyle of a company with yachts in the Caribbean, South Pacific and Mediterranean.

Qualifications Required:
- Captain with RYA Yacht Master Offshore (or equivalent)
- Hostess/Chef with a passion for cooking
- DiveMaster (qualified or willing to get qualified)

We offer full training on-site in the Caribbean.
This is a FUN job with great earning potential. If you are self-motivated and have a positive outlook on life, this could be your DREAM job!

CALL TODAY for an interview:
+1 (721) 553-0215 or **+1 (721) 588-3396**

Alternatively send an email with your CV + photo to:
crew@tradewindscruiseclub.com
www.trade-winds.com

TRADEWINDS 15 Years

XANADU MARINE



THE CRUISING SAILOR`S CHANDLERY SINCE 1990
AMERON ABC 3 TIN FREE SELF POLISHING ANTIFOULING PAINT
CORNER: MIRANDA & GUARAGUAO, PUERTO LA CRUZ, VENEZUELA
TEL: 58 (281) 265-3844 - E-MAIL: xanadumarine@hotmail.com

PICK UP!

Ahoy, *Compass* Readers! When in Antigua, pick up your free monthly copy of the *Caribbean Compass* at any of these locations (advertisers in this issue appear in **bold**):

ST JOHN'S
Epicurean (Friars Hill Road, Customer Service Desk)
Townhouse Megastore
JOLLY HARBOUR
Anjo Insurance
Budget Marine
Epicurean
Jolly Harbour Marina Office
FALMOUTH
Anjo Insurance
Antigua Yacht Club
Antigua Yacht Services
AYC Marina Office
Bailey's Supermarket
Cat Club Marina Office
Falmouth Harbour Marina
Jane's Yacht Services
Lord Jim's Locker
Mad Mongoose
OnDeck (AYC upstairs)
Sea Breeze
Skullduggery

DOCKYARD/ENGLISH HARBOUR
Antigua Slipway Chandlery
HotHotHotSpot Coffee Shop
Copper & Lumber Hotel
Galley Bar
Sunsail Reception Office
The Anchorage



—Continued from page 31

...CLODS

Congratulations on your 20th anniversary. We cruised the Caribbean from 1999 to 2007. During that time we always looked forward to the latest issue. We even wrote a few articles. Now that it is online, we are reading the *Compass* again since we live inland in Panama and don't often see a hard copy.

We have always felt that the *Compass* had a great balance between being informative and being entertaining. Cruising between Florida and Panama by way of the eastern island chain and back and forth between Venezuela and Puerto Rico, it was always so nice to have the perspective of other cruisers who went before us. Knowing ahead of time that certain anchorages might be full of great snorkeling, or perhaps full of pirates, often helped us plot a safe course. A series of articles about sailing along the Colombian coast was especially helpful to us.

Although we have been living without a boat for eight years, our great memories of cruising the Caribbean are right with us all the time and the *Compass* is a big part of those good memories. Keep up the good work!

Stephanie Martin and Tom Lane, Formerly aboard *Mima*

Congratulations to the crew of the *Caribbean Compass* for 20 years of service to the cruising community in the Caribbean. It is not always true that you get what you pay for: the *Compass* is free for the taking and full of useful information.

In our early cruising days I saved articles about Venezuela, Colombia and Panama, land excursions on islands and recipes using local fresh produce. I had several folders of useful information that received a lot of use. The beginning of a new month heralded a new *Compass* filled with hours of reading and entertainment. Before reliable WiFi and electronic books, a cruiser could actually run out of reading material and a new *Compass* was a gold mine. Before digging into the feature articles I read the letters to the editor to find out relevant news (and gossip) brewing in the cruising community. I am also a big fan of the Caribbean Eco-News section. Many of the islands are trying to address issues of pollution and habitat destruction and positive press helps their efforts and informs us of new or impending regulations. I strongly feel that the content of the *Caribbean Compass* represents the interests of the cruising community and yacht-support businesses in the Caribbean islands.

As our horizons broadened and my husband, Hunter, and I began have our own adventures, I started to write articles for the *Compass* about our hikes, local food and current events on the islands. I considered it an honor to be published in the *Compass*.

Devi Sharp, now a CLOD in North Carolina
Formerly on *S/V Arctic Tern*

Office Space Available for Rent

Available from 1 April 2015

For lease 595 sq. feet
Prime location for a Marina Related Business

On-site Marina offers 60-berths

Conveniently located in South St. George's

Contact:
Le Phare Bleu Boutique Hotel & Marina for Rental Details

Phone: 473-444-2400

CALENDAR

MARCH

2	Public holiday in BVI (Anniversary of HL Stoutt's birthday)
3	Public holiday in Anguilla (James Ronald Webster Day)
3 – 7	Rolex Swan Cup, Virgin Gorda. www.nautorswan.com
5	Gill Commodore's Cup. www.heinekenregatta.com
5	FULL MOON
5	Public holiday in Guyana and Suriname (Phagwah)
5 – 8	35th St. Maarten Heineken Regatta. www.heinekenregatta.com
6 – 8	Abordo magazine regatta, Samaná, Dominican Republic. http://www.puertobahiasamana.com
8	International Women's Day
8 – 17	St. Patrick's Festival, Montserrat. www.visitmontserrat.com/st_patricks_festival
9	Public holiday in BVI (Commonwealth Day) and Belize (Baron Bliss Day)
11 – 14	Caribbean Superyacht Rendezvous, Virgin Gorda, BVI. www.loropianasuperyachtregattaandrendezvous.com
11 – 15	Triskell Cup Regatta, Guadeloupe. http://triskellcup.com
11 – 15	Caribbean Fine Art Fair, Barbados. www.cafafair.com
13 – 15	Puerto Bahia Dinghy Regatta. http://www.puertobahiasamana.com
13 – 16	Annual Dark & Stormy Regatta, Anegada, BVI. martin@sailsistership.com
14	Public holiday in St. Vincent & the Grenadines (National Heroes' Day)
15	Public holiday in St. Barts (Mi-Careme)
17	Public holiday in Montserrat (St. Patrick's Day); St. Patrick's Day Festival, Grenada
18 – 22	5th Annual SMILE Boat Show, Marin, Martinique. http://www.otmarin.com
19	Public holiday in Colombia (St. Joseph's Day)
19 – 22	St. Barths Bucket Regatta. www.bucketregattas.com
20	Vernal Equinox
20 – 22	Samaná Spring Dinghy Regatta, Dominican Republic. http://www.puertobahiasamana.com
25 – 29	Curaçao International Film Festival. www.curacaoiffr.com
26 – 29	Puerto Rico Heineken Jazz Fest. http://prheinekenjazz.com
27 – 29	St. Thomas International Regatta, USVI. www.stthomasinternationalregatta.com
28 – 29	Antigua Laser Open, AYC
28 – 29	PowerAde Regatta, St. Maarten. SMYC
30	Public holiday in Trinidad & Tobago (Spiritual Baptist "Shouter" Liberation Day)
30 – 5 April	BVI Spring Regatta & Sailing Festival, Tortola. www.bvispringregatta.org
TBA	Caribbean Arts & Crafts Festival, Tortola, BVI. dreadeye@surfbvi.com

APRIL

2 – 6	Bequia Easter Regatta. ***See ad on page 15***
3	Public holiday in many places (Good Friday)
4	FULL MOON
6	Public holiday in many places (Easter Monday)
7	Goat Races, Buccoo, Tobago
13 –18	Les Voiles de Saint-Barth. www.lesvoilesdesaintbarth.com
13 –18	Oyster Regatta BVI. www.oysteryachts.com/events/
13 – 19	Rincón International Film Festival, Puerto Rico. www.rinconfilm.com
15 – 20	Antigua Classic Yacht Regatta. ***See ad on page 18***
18 - 26	Tobago Jazz Experience. www.tobagojazzexperience.com
19	Massy Stores Dinghy Regatta, Barbados. www.barbadosyachtclub.com
19	Public holiday in Venezuela (Signing of the Act of Venezuelan Independence)
19 – 21	Marina ZarPar Regatta, Boca Chica, Dominican Republic. http://marinazarpar.com
22	International Earth Day
24	Guadeloupe to Antigua Race. www.sailingweek.com
25	Yachting World magazine Round Antigua Race. www.sailingweek.com
25 – 30	St. Barth Film Festival. www.stbarthff.org
26 – 1 May	Antigua Sailing Week. www.sailingweek.com
27	Public holiday in Curaçao (King's Birthday)
28	Public holiday in Barbados (National Heroes' Day)
30 – 3 May	West Indies Regatta, St. Barth. westindiesregatta.com
30 – 10 May	24th St. Lucia Jazz Festival. www.stluciajazz.org
TBA	Carriacou Maroon & String Band Music Festival. www.carriacoumaroon.com

All information was correct to the best of our knowledge at the time this issue of Compass *went to press — but plans change, so please contact event organizers directly for confirmation.*

If you would like a nautical or tourism event listed FREE in our monthly calendar, please send the name and date(s) of the event and the name and contact information of the organizing body to sally@caribbeancompass.com

We are on-line:
www.caribbeancompass.com

Caribbean Compass Market Place

Antigua



Azores

MID ATLANTIC YACHT SERVICES
PT-9900-144 HORTA / FAIAL, AZORES
Providing all vital services to Trans-Atlantic Yachts!
Incl. Chandlery, Charts, Pilots, Rigging
EU-VAT (16%) importation
Duty free fuel (+10.000lt)
TEL +351 292 391616 FAX +351 292 391656
mays@mail.telepac.pt
www.midatlanticyachtservices.com

Dominica

DOMINICA YACHT SERVICES
- Relax! Leave the work to us -



Hubert J. Winston
18 Victoria St.
Roseau & Bay St. Portsmouth
Dominica
+767-275-2851 Mobile / 445-4322
+767-448-7701 Fax
info@dominicayachtservices.com
www.dominicayachtservices.com

Grenada

CARRIACOU REAL ESTATE
Land and houses for sale
For full details see our website:
www.carriacou.net
or contact Carolyn Alexander at
Carriacou Real Estate Ltd
e-mail: islander@spiceisle.com
Tel: (473) 443 8187 Fax: (473) 443 8290
We also handle Villa Rentals & Property Management on Carriacou

THIS COULD BE
YOUR
MARKET PLACE AD
tom@caribbeancompass.com

Grenada

TechNick Ltd.
Engineering, fabrication and welding. Fabrication and repair of stainless steel and aluminium items.
Nick Williams, Manager
Tel: (473) 536-1560/435-7887
S.I.M.S. Boatyard, True Blue, Grenada
technick@spiceisle.com



NEILPRYDE Sails Grenada
Check out our website or contact us directly for a competitive quote on rugged and well-built sails that are well suited to the harsh environment of the charter trade and blue water cruising.
Jeff Fisher – Grenada (473) 537-6355
www.neilprydesails.com





Martinique











continued on next page →

Caribbean Compass Market Place

Martinique

MARINE CONSUMABLES
Composites . Paints & Varnishes . Marine batteries
Teak . Glue & Caulking . Maintenance products
W.I.N.D.
Martinique +(596) 596 682 128
Guadeloupe +(590) 590 992 769
www.wind-flag.com
WHOLESALE & RETAIL

Puerto Rico

CHANGE YOUR WAYPOINT
Modern 93 Slips Marina in Cabo Rojo, Puerto Rico
- Fuel Service
- Transient Slips
- Laundromat
- Lavatories with Showers
- Free WiFi
- Restaurant & Bar
LOCATION
Cabo Rojo, PR
18°04'29.30"N 67°11'19.18"W
marinapescaderia.com
FOR INFO OR SLIP RESERVATION
Tel. 787.717.3638
MARINAPESCADERIA

FAJARDO CANVAS & SAIL
Sail Repairs
Cushions
Enclosures
(787) 863-3761
Villa Marina Fajardo, PR

St. Lucia

GOLDEN TASTE RESTAURANT & BAR



Genuine local and international cuisine
right in the heart of Gros Islet
For reservations & information Tel: (758) 450-9792

International Inflatables
BUDGET MARINE AGENT
- Duty Free Sales
- Part Exchange Deals on Dinghies and Outboards
- Free Online Valuations
- Free Storage & Insurance
- Free Boat Name in Hypalon
- No Quibble Guarantee
- Warrantee claims dealt within 24 hours
- Full after sales service
- Slip available to take up to 30ft dinghies
TOHATSU
International Inflatables Ltd.
Rodney Bay
St. Lucia W.I. 00124
Tel: (758) 715 9671 / (758) 285 8408
info@internationalinflatable.com

THIS COULD BE
YOUR
MARKET PLACE AD
tom@caribbeancompass.com
or contact your local island agent

SVG

FERNANDO'S HIDEAWAY
in Lower Bay, Bequia
★ Come and find us amongst the trees!
Candlelight Dinners
Monday to Saturday
PLEASE RESERVE!
Tel: (784) 458-3758

PIPER MARINE STORE
Bequia - Port Elizabeth
Lifeline and rig swage
Racor filters
Rule & Jabsco pumps & parts
West epoxy
Marine paints, varnish, and much more!
(784) 457 3856 · Cell: (784) 495 2272 · VHF 68

CARIBBEAN DIESEL
Marine Engine Services
Tyrone Caesar
Port Elizabeth, Bequia
St. Vincent & the Grenadines VC0400
T/F: 784-457-3114 Cell: 784-593-6333
E-mail: teronescaesar@hotmail.com

continued on next page →

B.V.I. YACHT SALES
www.bviyachtsales.com
VOTED BEST BVI YACHT BROKERAGE BY PROPERTY AND YACHT READERS CHOICE AWARDS IN 2013 & 2014



39' Priviledge 39 1991
Asking $129K



68' Formosa Ketch '85
Asking $200K



44' Lagoon 440 2008
Asking $399K



44' Trintella 44 1980
Asking $125K



45' Downeast 1979
Asking $49K



44' C & C 1988
Asking $89K



44' Mason 1987
Asking $125K



43' Jeanneau SO 43DS '02
Asking $139K



40' Passport 40 1981
Asking $89K



38' Maxim 380 2000
Asking $175K



38' R&C Leopard 38 '99
Asking $179K



38' Catalina Morgan 38 CC '93. Asking $59K

Your Caribbean Cruising Connection Since 1981! TEL: 1-284-494-3260

Caribbean Compass Market Place

SVG



Sugar Reef
restaurant & boutique hotel

Farm and fisherman to table at a beachfront coconut plantation. Open daily for lunch and dinner.

Call **784.458.3400** for directions or reservations.

Crescent Beach, Bequia
(Industry Bay)

Black Pearl RESTAURANT
Now open at the Bequia Marina
Top choice for fine dining
Stunning views

Great cocktails
International and Caribbean style menu
Open for lunch and dinner
WIFI available

For reservations contact 456 9868 or 432 4559

CAPTAIN GOURMET
YACHT PROVISIONING
full provisioning + delivery our speciality
CAFE TERRACE FREE WIFI

UNION ISLAND
St. Vincent & the Grenadines

Tel/Fax:
(784) 458 8918

capgourmet
@vincysurf.com

VHF Ch 08

Trinidad



Trinidad

THE ELECTRONICS EXPERTS!
ELECTROPICS
AUTHORISED DEALER & SERVICE CENTER FOR
SCS · FURUNO · B&G · SIMRAD · MASTERVOLT · SkyMate · ACR
and too many more to be named here
Tropical Marine, Chaguaramas
868.634.2232 info@electropics.com

CARIBBEAN MARINE
ELECTRICAL LIMITED
AC & DC SYSTEMS
Design | Installation | Upgrades
High Output Alternators & Regulators
Chargers & Inverter Chargers
Solar & Wind Systems
Batteries - Deepcycle & Cranking
Power Boats, Chaguaramas, Trinidad
PHONE 868.634.2359 | FAX 634.4561 | EMAIL electromarine@tstt.net.tt

continued on next page ⟶

THE MULTIHULL COMPANY

THE WORLD'S LEADER IN MULTIHULL SALES, SERVICE AND CHARTER

BROKER SPOTLIGHT


ALEXIS DE BOUCAUD
ST MARTIN
+590 690 58 66 06
ALEXIS@MULTIHULLCOMPANY.COM


CHRIS RUNDLETT
GRENADA
473-440-1668
CHRIS@MULTIHULLCOMPANY.COM


CARL OLIVIER
VIRGIN ISLANDS
268-717-4536
CARL@MULTIHULLCOMPANY.COM


JARYD FORBES
TRINIDAD & TOBAGO
868-680-8909
JARYD@MULTIHULLCOMPANY.COM


ANTOINE LELIEVRE
GUADELOUPE
+590 690 34 20 60
ANTOINE@MULTIHULLCOMPANY.COM


JEFF JONES
FORT LAUDERDALE, FL
954-557-4050
JEFF@MULTIHULLCOMPANY.COM

FEATURED BROKERAGE LISTINGS

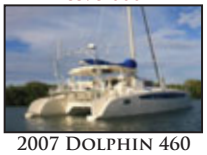

2002 CATANA 581
$829,000


2013 LAGOON 52
€895.000


2003 CATANA 521
$895,000


2004 LEOPARD 47
$295,000


1997 CATANA 471
$449,000


2007 DOLPHIN 460
$579,000


2009 CATANA 50
$879,000



2006 PRIVILEGE 745
$2,600,000


1990 PROUT QUASAR 50
$295,000



2002 GUNBOAT 62
$1,500,000


2000 CATANA 471
$495,000


2006 DOLPHIN 460
$499,000

WWW.MULTIHULLCOMPANY.COM
NEED ASSISTANCE? HAVE QUESTIONS? CONTACT US! 215-508-2704

Caribbean Compass Market Place

Trinidad

www.powerboats.co.tt
Power Boats
"the Place for Yachts"
• 60 Ton Hoist
• Fuel Dock
• Yacht Storage
• Apartments
• Stern-to Docking
• Dockside Food Mart
• Boaters shop
Power Boats Mutual Facilities Ltd. | Tel 868.634.4303 | Fax 868.634.4327
PO Box 3163, Carenage, Trinidad, WI | Email pbmfl@powerboats.co.tt

FAST | EFFICIENT | RELIABLE
GITTENS ENGINE
Sales & Services Ltd.
Specialist in
• Marine Diesel Engine
• Transmissions
• Generators
• Parts
Authorised Service Dealer for: YANMAR & FORD LANCING
Tardieu Marine, 110 Western Main Rd., Chaguaramas
Tel/Fax: 868.634.2304 | email adian_ges@hotmail.com

Marc One
MARINE SUPPLIES LTD.
SPECIALIZING IN FIBREGLASS REINFORCED PLASTICS
••••• Stainless Steel Boat Fittings
••••• Epoxy Resins
••••• Polyester Resins
1st Ave South, Mariners Haven, Chaguaramas, Trinidad & Tobago
Tel/Fax: 868 634 2259 Email: marconeltd@tstt.net.tt

Venezuela

Venezuelan Marine supply
Vemasca, C.A.
Marine Distributors
Venezuelanmarsupply@cantv.net
Vemasca@c-com.net.ve
Av. Raul Leoni, Playa Concorde, Sede Asovene
Porlamar - Isla Margarita
P 58 295 2642837
F 58 295 2647293

THIS COULD BE
YOUR
MARKET PLACE AD
Book it now:
tom@caribbeancompass.com
or contact your local island agent

Caribbean-wide

Cruising with Children
CRUISING THE CARIBBEAN WITH KIDS
FUN, FACTS, AND EDUCATIONAL ACTIVITIES
NADINE SLAVINSKI
LESSON PLANS AHOY!
HANDS-ON LEARNING FOR SAILING CHILDREN AND HOME SCHOOLING SAILORS
NADINE SLAVINSKI
Books for active families and curious minds
amazon.com / nslavinski.com

Ocean Aerial Art
Unique, breathtaking aerial drone photography & videography.
Available Caribbean-wide
DJI Inspire & Mariner/GOPRO4 drones
Great for marketing of Homes, Yachts, Resorts and Marinas
Contact: Oceanaerialart@gmail.com
+1 758-724 0661
www.facebook.com/OceanAerialAart

DON'T LEAVE PORT WITHOUT IT
CARIBBEAN COMPASS

SPOTLESS STAINLESS
Makes Stainless Steel Sparkle.
No Rubbing. No Scrubbing. No Polishing.
Brush ON Rinse OFF
before
after
Available at Caribbean Chandleries or
SPOTLESSSTAINLESS.COM

REMEMBER
to tell our advertisers you saw their ad in *Compass!*

MANDY THODY



We're on the Web!
Caribbean Compass
www.caribbeancompass.com
CARIBBEAN COMPASS

CLASSIFIEDS

BOATS FOR SALE



2003 GibSea 51 160.000 US
2002 BENETEAU 505 175.000 US
1992 WARWICK Cardinal 46cc 165.000 US
2001 Bavaria 46/3 109.000 US
1987 IRWIN 44 MK II 95.000 US
1983 34ft VINDO 45 40.000 US
E-mail: ulrich@dsl-yachting.com
Tel: (758) 452 8531



47' JAVELIN/FOUNTAIN POWERBOAT This luxury speedboat is available in Grenada. Gen-Set, A/C, white leather in cabin, galley, shower(s),VaccuFlush,Mercury 502 marine engines overhauled by Mercury dealer, Bravo 1 drives. 40 MPH cruise props w/over 60 speed props. Tel: (787) 241-9624 www.aviationcms.com E-mail: acmsaircraftforsale@gmail.com



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



BERTRAM 33, 1977, 2 x 3208 Cats, Structurally solid as a rock! Good shape, running very well. US$65,000. Lying Antigua Email: Fullernick@hotmail.com. Tel: (268) 464-7333



GALAPAGOS 43` STEEL KETCH Center cockpit. Recently hauled out and refurbished, ready to sail, lying Bequia. US$45,000. Robin, E-mail: robinfixman@gmail.com

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



BLACK PEARL VEDETTE L-10.97m, B-2.44m, Yanmar 6LPA-STP2, 315HP, 4 – stroke. New Mercruiser Bravo 2 stern drive and aluminum prop (installed July '13). Head / toilet, nav lights, new VHF radio, aft swim deck/ladder. Helm seats/aft sundeck cushions new Oct 2012. Surveyed 2013. Contact Matt Semark with offers. E-mail: matthew.semark@petitstvincent.com



38FT BOWEN w/cabin, 2x300 hp Yanmar Turbo, seats 20 passengers, large hard top, stereo, deck shower/head, swim platform/ladders. Tel: (784) 582-8828/457-4477 E-mail: info@fantaseatours.com



DIVE BOAT 42' Must Sell, prices reduced considerably Tel: (784) 582-8828/457-4477 E-mail info@fantaseatours.com



28' Bowen, 2x200 hp Yamaha. Seats 12 passengers, collapsible top, onboard deck shower.



40' STEEL KETCH, 1986 design, Gouwzee, NA. Draft 5' 9". Fully equipped and ready for offshore sailing. Lying Martinique. US$98,000. Flyer available. E-mail: aquataurus99@hotmail.com



FORMULA 30 2002 Immaculate condition throughout. 2x 220hp V6. Lots of installed extras. US$55,000. E-mail: formula4sale@outlook.com



HARBOUR SHUTTLE LYING TRINIDAD TT$70,000.00, ONO. Tel: (868) 634-4934 Email: info@ysatt.org



38' BAYLINER Economical and reliable 2x Hino dieseels.2 strms, 2 heads/ shwr & tub, galley, 2 helms. Great cruising and liveaboard vessel. Canadian flag, lying Grenada. Tel:(473) 406-8217



1991 CATALINA 34 Sloop with tall rig & wing keel. Lying Bequia, St. Vincent & the Grenadines. US$50,000. OBO, Deborah. E-mail: debonbequia@gmail.com



ALAN PAPE 43' C/C STEEL KETCH Doghouse & bimini. Immaculately maintained, roller headsail, staysail, main, mizzen, spinnaker. Bow-thruster, 3 anchors, windlass, Perkins 4-108, dinghy/ob, water maker, Raymarine instruments, chart plotter, AIS, radar, autopilot, life raft, EPIRB, VHF, SSB, Pactor solar panels, fridge, freezer, WiFi and so much more. Reduced US$49,990 E-mail: MECuka@aol.com



42' SEARAY SUNDANCER 1992 New 250hp. 4 strokes, very economical, quiet & clean running. Sleeps 6 in 3 cabins, perfect for overnight charters. Tel: (784) 528-7273



1987 DANA 24 Built by Pacific Seacraft. Lying in Barbados. US$55,000 negotiable. Zac Tel: (246) 844-4818 or leave message (246) 271-5643 E-mail: zacchaeusedwards@gmail.com



37' SOUTHERLY 115 SLOOP 1985 Lightly used by original owner good condition. 39hp Yanmar new 2007 serviced professionally. UK Flag, lying Bequia US $ 25,000 E-mail: roger@rogerwitts.com



57' MIKADO KETCH 1975 GRP, Perkins 106hp, 30hrs since refit. Interior full refit 2014. 11 berths. Lying Carriacou .US$78,000. French flag. E-mail: d.bouquet@asericharter.com

57' MIKADO KETCH 1978 GRP, Perkins 115 hp, standard exchange. 20hrs to renew. French flag. US$20,000. E-mail: d.bouquet@asericharter.com



IRWIN 43 "Summer Wind" by outright sale or fractional ownership.Professionally maintained, immaculate condition, ready to go. Lying at Rodney Bay Marina. Brochure on request with photos & video. E-mail: mm@dsl-uk.net

1986 AMEL MANGO One owner, lying Grenada. Ready to go for US$150,000 OBO. http://www.amel-mango-for-sale.com

HANS CHRISTIAN 33T 1984 Hull #68. Fully reconditioned & ready for cruising. US$96,000. Contact Doug Atkins for detailed information.Tel: (340) 642-6273 cell, (340) 692-2673 desk E-mail: capt.d.atkins@hotmail.com

TAYANA 37' 1977 Good condition needs a little TLC. Volvo excellent. Bottom job scheduled in Feb. Owner anxious to sell for health reasons. Lying Puerto La Cruz, Venezuela. US$30,000. Mike Lyon Tel: 58 416 484 6121 lyonmike46@hotmail.com

42' JEANNEAU 1997 Former flotilla boat currently based in Bequia & chartering Grenada to St. Lucia. 4 berths, sleeping 8, 2 heads w/shwrs. US$30,000 & open to all reasonable offers. Tel: (784) 492-3098 E-mail bequiabelles@gmail.com



1981 OCEANIC 46 CRUISER Lying St. Martin. Ready to go US$149,000. Visit: oceanic46forsale.com or Tel: (721) 550-8721

PROPERTY FOR SALE

BEQUIA - MT. PLEASANT Great views, large lots from US$5/sq.ft. www.bequialandforsale.com

BEQUIA-MAC'S PIZZERIA Waterfront location, Bequia's most popular restaurant. Same owner-manager for 31 yrs. Complete land, buildings, equipment. Island Pace Realty. Tel: (784) 458-3544 Email: emmett@islandpace.com

BEQUIA- BUILDING LOT Near La Pompe, oceanfront property with spectacular view of Petit Nevis, Isle a Quatre and Mustique. 11,340 sq/ft. US$125,000 Tel: (613) 931-1868 E-mail: maccomm@sympatico.ca

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

GRENADA - East side Clarkes Court Bay. Excellent views, water access, plots available. 0.9 acres to 9,000 sq.ft. Prices from US$5 to $10 sq/ft depending on size and location. Including 50' of sand waterfront with steep drop off to deep water. E-mail streetiolaire@hotmail.com



DOMINICA - PORTSMOUTH House on 31,000 sq/ft. w/ all utilities. Breathtaking view of the Caribbean Sea. View of your boat mooring from the terrace.http://www.dominica-house-for-sale.com



BEQUIA – MT. PLEASANT Interesting & unusual, 3 bdrms, 2 baths, pool. Tel: (784) 533-4865 www.cedarretreat.wordpress.com www.caribbeanhouseforsaleonline.com

CARRIACOU LAND, Lots and multi-acre tracts. Great views overlooking Southern Grenadines and Tyrrel Bay. www.caribtrace.com

LAND FOR SALE 10,000 square feet at Mt. Pleasant, Bequia, with a wide view of Admiralty Bay. Optional architect-designed approved plans available for a 2-bedroom house. US $112,000. Tel: (784) 458-3656

CARRIACOU - HERMITAGE Overlooking Tyrrel Bay. 2 storey house with fenced garden on ¼ acre. Upstairs apt has 2 bedrooms, 1 bath, large veranda. Downstairs apt has 3 bedrooms, 1 bathroom, opens onto garden. Available immediately EC$800,000 Laura Tel: (473) 443-6269 or +44 208-621-5001 E-mail: tbyh@usa.net

RENTALS



BEQUIA – MT. PLEASANT Tahiti igloo, Rentals available. 3 bdrms, 2 baths & pool. Tel: (784) 533-4865. www.cedarretreat.wordpress.com www.caribbeanhouseforsaleonline.com

LA POMPE, BEQUIA Large 2 bedroom house and/or 1 bed studio apartment.Big verandah and patio, stunning view, cool breeze. Internet, cable TV. 2 weeks minimum, excellent long-term rates. Tel: (784) 495 1177 email: louisjan@vincysurf.com

MISC. FOR SALE



4200W GENERATOR Trailer type, 110/220V with only 6 hrs. EC$5000.Tel: (784) 528-7273.

ADMIRALTY BAY, BEQUIA 2x block & chain moorings. Off Plantation House; one in approx 35' & one in approx 16' of water. Offers. Details at http://www.smudge.com/ E-mail: tom@smudge.com

SAILS AND CANVAS EXCEPTIONALLY SPECIAL DEALS at http://doylecaribbean.com/specials.htm



3208 CATERPILLARS 2x3208 375hp marine engines/ZF transmissions. Fully rebuilt, zero hrs. Tel: (784) 528-7273 E-mail: rodney_gooding@hotmail.com



SCHNEIDER KOMPRESSOR Pressure 10 bar, suction achievement 510 l/min, tension 400V, speed 1240, container volume 90L. For uses with very high aerial need by highly efficient 2 cylinder Aggregates EC$10,000. E-mail: andrea-schindhelm@t-online.de Tel: (784) 530-4667

CARIBBEAN COMPASS

CLASSIFIEDS

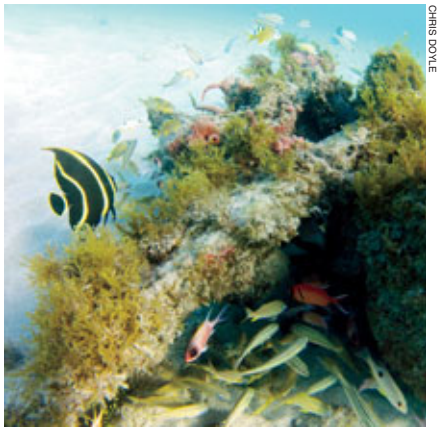
US 50¢ PER WORD

Include name, address and numbers in count.

Line drawings/photos accompanying classifieds are US$10.

Pre-paid by the 10th of the month

e-mail: shellese@caribbeancompass.com



CHRIS DOYLE

CC: LAST BUT NOT LEAST!

It is such an honor for me to make this contribution to the *Compass* on its 20th anniversary. I can't believe that I was with *Compass* from almost the very beginning, and all these years have passed. I've just gone into my archives and found all the cherished clippings and copies that I have kept over the years. It was so nice to reminisce over the beautiful memories of marine-related activities and writing for the paper.

I also found cherished notes from Sally. One of these was dated November 11th 1997, complimenting me on one of my stories. At the end of that letter were words of congratulations on my first anniversary with *Compass* and compliments and thanks for my "bright and enjoyable articles" that had been a "definite asset" to the paper in an effort to build a voice for the Southern Caribbean marine community. Next I found another letter of congratulations dated March 4th 1998, once again thanking me for my contributions over the past year and informing me that I had been elected to the "Caribbean Compass Contributors' Hall of Fame 1998". Enclosed in the envelope had been a check as a small token of appreciation for the "reliably high standard" of my contributions.

I remembered then that I had once performed the hat trick with three consecutive cover stories, and I found the first of them, entitled "Trinidadians Top Martinique Fish Fest," dated December 1996. I had written this following my visit to Martinique to cover the game fishing tournament specifically for *Compass*. When I knew I was leaving Trinidad for the United States in 1999, I made a special effort to visit Sally and Tom and all the wonderful people at *Compass*. I attended the Easter brunch and was warmly received. I spent a wonderful weekend in their company and also in the company of two Bequia guys — Mackie Simmons and Orbin Ollivierre — whom I had met at Tobago Regatta in 1995, and who had introduced me to writing for the *Compass*.

I wish all the staff of the *Caribbean Compass* God's blessings and continued success in publishing the paper, and increased readership. Long live *Caribbean Compass*. Happy Anniversary!

Audrey Alleyne Quiniou, Fort Wayne, Indiana, USA

Hearty congratulations to *Caribbean Compass* on its 20th Anniversary. I have enjoyed very much being a part of the *Compass* during the past years. I first encountered your publication when visiting the wonderful island of Bequia in 2001. Since then, I have been amazed at how the *Compass* is such an incredible wealth of information for boaters throughout the Caribbean. Thank you for letting Tide's Table, my cooking column for boaters, be a part of your fine publication.

Ross Mavis, St John, NB, Canada

I am a Trini who has had the good fortune to visit almost every island. It is easy to realize the priority of each: just as every sailor/cruiser does, islanders must eat to exist! Yet populations are growing while supplies dwindle and costs inflate. The *Compass* has given me a platform to showcase all the exotic food growing on these islands and how to prepare good, inexpensive and nutritious meals. No need to continually buy stocks of canned goods: on every boat grow something, and it will help you attain greater understanding of this thing called nature. Just because you are on a boat, the only green thing doesn't have to be mold!

Shirley Hall, Trinidad

A few years ago when I was living in the Caribbean on my sailboat, I would search wherever I was to find the newest issue of the *Caribbean Compass*. I would check the Table of Contents first to see if one of my articles was published — it was such a kick to see my words and photos in print. If I didn't see anything I wrote, I would check for articles of places I had not been yet, or articles written by cruisers I had met along the way.

I always read the letters to the editor and a few times I wrote a reply or an opinion to some of the letters. That section was always one of my favorites because it included helpful suggestions as well as controversial subjects and news.

When I left the Caribbean, and even now, I go online and check out what's being published in the *Caribbean Compass* — luckily it has been online since I left.

A few years ago, I got an e-mail saying that the *Caribbean Compass* was publishing a book — *Cruising Life, The Best Stories from Caribbean Compass* — and asked my permission to add one of my articles to the book. Of course, I was thrilled to be included in this collection, since I had just published my own book about my cruising days. When I got my own copy of the *Caribbean Compass* book, I sat down and quickly devoured the sea stories.

Thanks, *Caribbean Compass*, for continuing to be part of my life!

Betty Karl, 'RV-ing somewhere out West'

David and I read our first copy of *Caribbean Compass* back in 1997 when we chartered a boat in Tortola. We dreamed of the day when we'd be able to sail off into the sunset on our own boat and experience all those exciting Caribbean destinations. In 2000, we finally moved aboard *Nine of Cups* and *Caribbean Compass* published my very first story in 2003. What a thrill!

Nearly 80,000 nautical miles and 12 years later, we wish *Caribbean Compass* a Happy 20th Anniversary. Congratulations on a job well done keeping Caribbean cruisers informed and entertained.

Thanks for publishing my stories. I'm still cruising and writing after all those years! We blog daily at www.justalittlefurther.com.

Marcie Connelly-Lynn, *Nine of Cups*

I have enjoyed your publication for all 20 years. Having lived in the Caribbean for five years (off and on), I use your online magazine to keep up with current events. Keep up the good work!

I always look forward to the next issue.

Dick Scheu, *S/V Keeper*

1995? You must be kidding!

What were we reading before then? Somehow, I can't remember. Why not? There was nothing.

You've entertained and enlightened the Caribbean sailing community (indeed, the world-wide sailing community), inspired writers of all ages and abilities to share their stories and have a forum, provided the info that we all need, and steered brilliantly between the Scylla of endorsing a side in a public discussion, and the Charybdis of allowing unsupported accusations to see print.

How have you done this? Hard work, and a plan, which you have executed to perfection.

William Pringle, California

It does not seem possible — 20 years! We would like to congratulate you all on the wonderful job you have been doing with the *Compass* over those years. I am sure it was quite a challenge at times. We have enjoyed watching it grow into the viable and informative publication it has become. We send you very best wishes for the future.

Ian and Trudi Smyth, Barbados

Vacationing on Bequia back in (1952? 2003? last week?) I found a copy of the *Compass* and perused its pages while lying on the beach and getting the first of many sunburns I collected there over the years. I'm a cartoonist for the New Yorker magazine and tend to doodle almost wherever I go, even on vacation, so I decided to ask the good editors at *Compass* if they would be okay with publishing a few of my cartoons, mostly on the subject of vacationing, the ocean, boats, fish, sharks, and tourists like myself. To my delight they said yes, and even paid me!

I came back to the island several times and ended up taking an orphaned beach puppy back home on my last visit. (He's still living and barking here in Florida, where I finally ended up 12 years ago.) I really should get back to Bequia some day. I still have plenty of unpublished fish cartoons lying around.

Mick Stevens, Florida, USA

'How can we sail to an island that nobody can find with a compass that doesn't work?'

'Aye, the compass doesn't point north, but we're not trying to find north, are we?'

— Joshamee Gibbs, Pirates of the Caribbean

The *Caribbean Compass* has been part of my diet for 20 years — as an earnest supporter and sometimes writer. Since its beginnings, the *Compass* has pioneered direction for lively and far-ranging selections of "news you can use" including feature articles on cruising destinations, regatta news and events, and marine-related businesses. It's a one-of-a-kind read — whether it's recipes, viewing night skies or local Caribbean Eco-News.

In the late 1990s, getting a hard copy of the *Compass* was an anticipated treat: waiting for the mail boat to come once a month, on Tuesdays. By 2007, the first online issue provided a "home-away-from-home" bird's-eye view encompassing old salts' accounts and tales of those just casting off.

I applaud the *Compass*' ever-expanding vision. I am thankful for their making connections for the Compass family — an appreciative audience that has grown multifold, extending its reach beyond yachters and cruisers to aficionados in far latitudes.

I am inspired by the contributions of the writers, cartoonists, photographers and poets, wherein songs are sung of ordinary individuals doing extraordinary things. I enjoy the proactive feedback from readers. I congratulate the staff on their ever-present humor, consistency and efforts to encourage new beginnings where the possibilities of what can be are limitless.

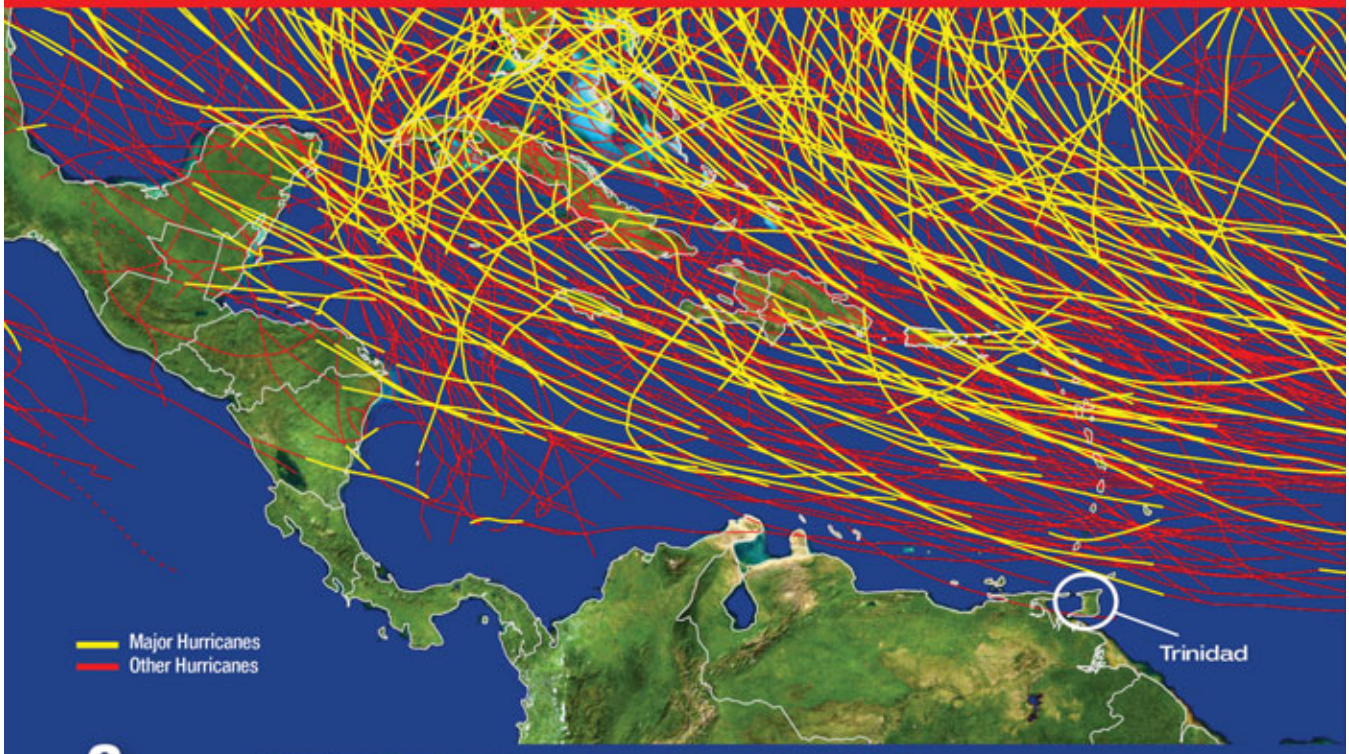
Nathalie Ward, Woods Hole, Massachusetts, USA

ADVERTISERS INDEX

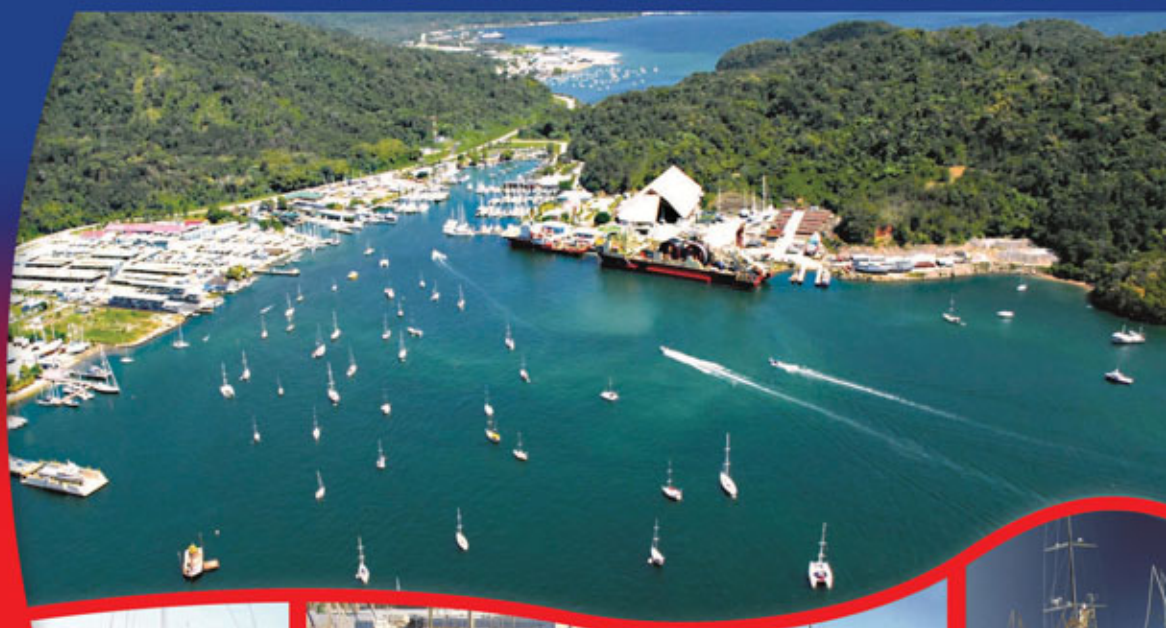
ADVERTISER	LOCATION	PG#	ADVERTISER	LOCATION	PG#	ADVERTISER	LOCATION	PG#	ADVERTISER	LOCATION	PG#
Aero Tech Lab	C/W	45	Cruising with Children	C/W	MP	Iolaire Enterprises	UK	31/45	Renaissance Marina	Aruba	8
Anjo Insurance	Antigua	40	Curaçao Marine	Curaçao	9	Island Dreams	Grenada	MP	Rodney Bay Marina/ IGY	St. Lucia	10
Antigua Classic Regatta	Antigua	18	Diesel Outfitters	St. Maarten	44	Island Water World	Sint Maarten	11/13/29/56	Sea Hawk Paints	C/W	19/21/23
Art & Design	Antigua	MP	Dockwise Yacht Transport	Martinique	16	Johnson Hardware	St. Lucia	24	Slipway Restaurant	Grenada	MP
B & C Fuel Dock	Grenada	41	Dominica Yacht Services	Dominica	MP	La Playa	Grenada	MP	Spice Island Marine	Grenada	7
Barefoot Yacht Charters	SVG	27	Down Island Real Estate	Grenada	MP	Le Phare Bleu	Grenada	48	SpotlessStainless	C/W	MP
Basil's Bar	SVG	43	Doyle Offshore Sails	Tortola	4	LIAT	C/W	39	Sugar Reef Bequia Ltd	SVG	MP
Bequia Easter Regatta	SVG	15	Doyle's Guides	USA	31	Marc One Marine	Trinidad	MP	Sunbay Marina	Puerto Rico	5
Black Pearl Restaurant	SVG	MP	Echo Marine	Trinidad	18	Marina Pescaderia	Puerto Rico	MP	Technick	Grenada	MP
Blue Lagoon Hotel & Marina	SVG	26	Edward William Insurance	C/W	44	Marina Santa Marta	Colombia	6	Tradewinds Cruise Club	Bequia	47
Boat Paint & Stuff	St. Maarten	45	Electropics	Trinidad	MP	Marina Zar-Par	Dominican Rep	31	Turbulence Sails	Grenada	20/MP
Budget Marine	Sint Maarten	2	Fajardo Canvas	Puerto Rico	MP	McIntyre Bros	Grenada	44	Vava'u Marine Services	Tonga	40
BVI Yacht Sales	Tortola	50	Fernando's Hideaway	SVG	MP	Mid Atlantic Yacht Services	Azores	MP	Venezuelan Marine Supply	Venezuela	MP
Captain Gourmet	SVG	MP	Food Fair	Grenada	44	Multihull Company	C/W	51	WIND	Martinique	MP
Caraibe Marine	Martinique	14	Free Cruising Guides	C/W	37	Nauti Solutions	Grenada	MP	Xanadu Marine	Venezuela	47
Caraibe Marine	Martinique	MP	Gittens Engines	Trinidad	MP	Neil Pryde Sails	Grenada	MP	Yacht Steering Committee	Trinidad	55
Caraibes Diesel Services	St. Maarten	25	Golden Taste	St. Lucia	MP	Northern Lights Generators	Tortola	17	YSATT	Trinidad	MP
Caribbean Diesel	SVG	MP	Gonsalves Liquors	SVG	43	Ocean Aerial Art	C/W	MP			
Caribbean Marine Electrical	Trinidad	MP	Grenada Marine	Grenada	20	Off Shore Risk Management	C/W	33			
Clippers Ship	Martinique	MP	Grenadines Sails	SVG	41	Piper Marine	SVG	MP			
Cruising Life	SVG	37	International Inflatables	St. Lucia	MP	Power Boats	Trinidad	MP			

MP = Market Place pages 49 to 52
C/W = Caribbean-wide

Hurricane History 1851 to 2012 - Source: NOAA



CHAGUARAMAS











Trinidad & Tobago

Premier Yacht Repair Centre & Hurricane Haven

Yacht Services Association of Trinidad & Tobago • Tel: 1 868 634 4938 • Email: info@ysatt.org • www.ysatt.org

WHAT'S NEW?



ALEXSEAL YACHT COATINGS

A complete system of premium paint products comprised of the highest quality pigments, solvents, aliphatic urethane resins, ultraviolet resistors and agents to create the most advanced marine topcoats available. Alexseal represents the industry's best combination of appearance, durability and repairability.

Topcoats from $104.00 a quart

LEWMAR HTX RACING AND CRUISING BLOCKS

Years of design and manufacturing experience, combined with collaboration with boat builders, designers, and sailors, has resulted in the new Lewmar HTX Hardware Range. Drawing upon the design of the racing range, the HTX blocks are constructed from minimal alloy parts, providing enhanced reliability, high load capacity and large line size.



Priced from $60.85

PROPSPEED FOUL RELEASE SYSTEM

Unlike conventional antifouling paint which does not adhere well to underwater metal, or when it does, reduces performance, this unique, environmentally-friendly, two-part coating system bonds to your boat's propeller and running gear with no recoating needed for a year or more. Its „foul release" formulation reduces drag by preventing marine growth from attaching, resulting in fuel savings, and improved top end speed and performance.



Priced $250.00 for 200ml

Get your FREE Advantage Card now - Valid in all Island Water World stores!



WHAT'S ON SALE IN STORE?

20% OFF



ALL JOTUN MEGAYACHT ROYAL ANTIFOULING

Used by Megayachts – outstanding on Cruising yachts.
A one component acrylic, ion exchange hydrating, self polishing antifouling coating that provides excellent fouling protection. Available in Black, Blue, Red and White. White may be used on aluminum.

Priced from $272.75

25% OFF



ALL MATT CHEM MAINTENANCE PRODUCTS

A broad range of truly "Eco Friendly" boat maintenance products from France. Water, bilge and engine cleaners, polishes, rust removers and greases.

Prices start at $8.20

ALL JABSCO PUMPS

Jabsco is a worldwide leading manufacturer of pumps for the leisure marine market bilge, engine cooling, macerator, washdown, water pressure and waste pumps.

Priced from $112.75



20% OFF

Island Water World
keeps you sailing!

St. Maarten, Cole Bay + 721 544 5310, VHF 74 • Bobby's Marina + 721 543 7119 • St Martin, Marina Royale + Marina Fort Louis + 590 590 51 32 06
St. Lucia + 758 452 1222 • Grenada, St Georges + 473 435 2150, St David's Harbour + 473 443 1028 • Curacao + 599 9 461 2144
islandwaterworld.com • Store prices good while stocks last and for the month of March only.

Published by Compass Publishing Limited, St. Vincent & the Grenadines, and printed by Guardian Media Limited, Trinidad & Tobago