CARIBBEAN On-line
COMPASS
MARCH 2017 NO. 258
The Caribbean's Monthly Look at Sea & Shore

GRENADA SAILING WEEK 2017



TIM WRIGHT / WWW.PHOTOACTION.COM

See story on page 24

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The Caribbean's Monthly Look at Sea & Shore

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MARCH 2017 • NUMBER 258



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On the cover: Photographer Tom Wright captures the freshly launched Grenada-built Nickatime *showing her promise at Grenada Sailing Week 2017.*
See regatta report on page 24



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.**

'It's a MUST to read each edition of *Compass* — with cruising news, clarification of and updates on local regulations, and reports on exciting happenings!'
Rosemarie Alecio
S/V Ironhorse

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Info & Updates

Caribbean Yacht Crime Report for 2016

Kim White reports: In 2016, the Caribbean Safety and Security Net, which tracks reports of crimes against yachts throughout the Caribbean, announced our information-sharing partnership with Noonsite, the global website for cruising sailors, enabling us both to bring our audiences even more timely and complete information. This partnership complements our continuing partnership with the Seven Seas Cruising Association, and the daily KPK HF broadcast (8104 kHz at 0815 AST).



CHRIS DOYLE

We also welcomed new members to our all-volunteer team and introduced several important new features on the website. It's now easy to search our archived News and Incident Reports by month. We also added a very popular FAQ, answering your most-asked questions. Behind the scenes a variety of performance and security enhancements were made as well.

The Caribbean Safety and Security Net recently published its 2016 Annual Report.

While total reported incidents of crimes against yachts in the Caribbean were essentially unchanged from 2014 to 2015 (74 to 77), in 2016 we recorded a 17-percent increase (77 to 90).

Both violent crimes (assault, piracy, robbery) and nonviolent crimes (burglary, theft, vandalism) showed similar increases. We received our first-ever reports from Cuba (two) and for the first time, there were no reports from Venezuela — both likely a reflection of changing cruising destinations.

Violent crimes were reported in six countries in 2015, but the number increased to nine countries in 2016. In 2016 only three countries accounted for slightly more than 50 percent of the total reported incidents, compared with four countries in 2015.

During 2016 Grenada, with its enormous yacht population, had 24 reports, most of them burglaries. St. Lucia had 12, and SVG 12. (SVG reports accounted for 33 percent of all violent incidents against yachts in the Caribbean region.) All other countries had five or fewer yacht crime reports, with most having only one or two.

First-hand reports continued to dominate in 2016, bringing the most complete and best quality information to our community.

Read the full report at www.safetyandsecuritynet.com.

Noonsite Wins OCC Geoff Pack Memorial Trophy

The editorial team of noonsite.com, the global website for cruising sailors, has been awarded the 2016 Ocean Cruising Club Geoff Pack Memorial Trophy, recognizing "the writers who have done the most to foster and encourage ocean cruising in small craft". Providing cruising sailors with comprehensive information regarding the necessary formalities, paperwork and costs for clearing into 197 countries, plus essential marine facilities for over 2200 ports, noonsite.com is relied on by thousands of sailors worldwide.

The Ocean Cruising Club exists to encourage long-distance sailing in small boats; visit www.oceancruisingclub.org for more information.

For more information on Noonsite visit noonsite.com

Eight Bells

DICK AVERY

Richard Avery, founder of Avery's Boathouse in Frenchtown, St. Thomas, USVI, passed away on February 3rd at age 83.

A graduate of Bard College in New York State, with a degree in sculpture, he entered the US Army in 1956. After his service, he bought a one-way ticket to St. Thomas, where he met a Swedish woman, Mariann, who would become his wife. They lived for eight years on a houseboat Dick built, and then in a house he built on 11 telephone poles. He designed the house around existing rocks that then appeared in the rooms. When the power went out, a 12-volt light system powered by a boat battery lit their home.

—Continued on next page



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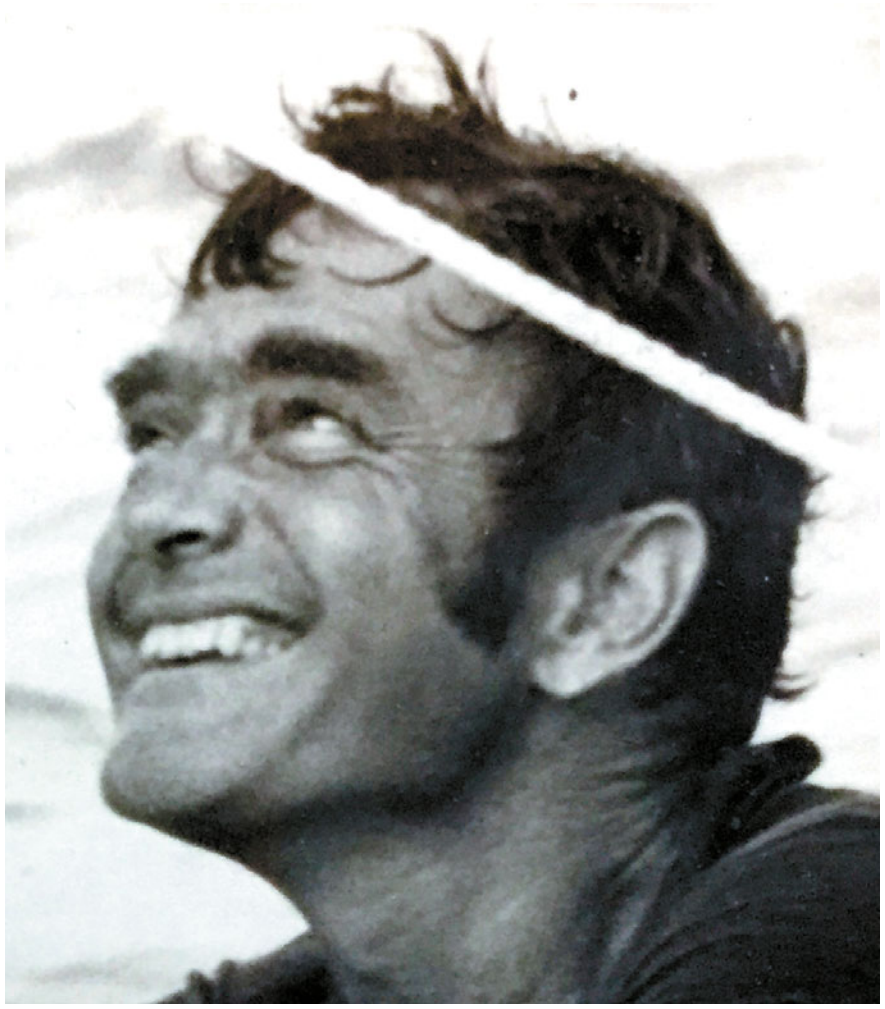
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DOYLE CARIBBEAN

—Continued from previous page

After captaining many day trips on a 65-foot schooner, Dick realized his passengers knew as much or more about sailing than he did, so he became a Pearson Yacht dealer, sold boats to his friends and chartered them to New England sailors for a few weeks a year. He opened Avery's Boathouse in Frenchtown, with a fleet of 24 boats.



THE VIRGIN ISLANDS DAILY NEWS

A new industry was born, and simultaneously the island had its first fleet of racing yachts. He owned one that captured his heart, *Joker*.

Dick didn't have US$1,000 to become a charter member of St. Thomas Yacht Club at its inception, but, with Rudy Thompson, he engineered and built the first clubhouse. He raised and rigged the pole that now serves as its distinctive mast and was the brains and force behind the awning over the club deck. Dick would go on to lead STYC as its Commodore in 1975 and 1976, with so much of the club's history intertwined through Dick's life and his racing yachts, most of which were called *Joker*.

Dick was a "renaissance man" — an inventor, a builder (houses and yachts), a writer (serving as Caribbean correspondent for *Yachting* magazine) a sculptor, a classical music lover and a storyteller.

Dick held court every day at the Quarterdeck (now Hook, Line and Sinker) in St. Thomas, surrounded by a small group of friends and an occasional interloper who was always welcome. Lunch was always a rare "seacow" burger and fries, always at exactly noon. His life was simple but full.

He is survived by his wife, Marianne Rudhner Avery; daughter, Ingrid Avery; son, Morgan Richard Avery; two granddaughters, Emmy Avery Witham and Madelyn Louise Avery; and sister, Ann Gardener.

A celebration of life will be held March 19th at 3:00PM at the St. Thomas Yacht Club. Online condolence messages can be submitted at www.mainefuneral.com. In lieu of flowers, send a contribution to the Humane Society of St. Thomas, PO Box 8150, 2F Estate Donoe, St. Thomas, USVI, 00801 or hsstt.com.

Thanks to Bill Canfield in the February 4th issue of Scuttlebutt Sailing News *(www.sailingscuttlebutt.com) and* The Virgin Islands Daily News *(www.virginislandsdailynews.com) for information in this report.*

Pure Grenada Music Festival in May

Music lovers are invited to attend the second annual Pure Grenada Music Festival, May 5th through 7th.

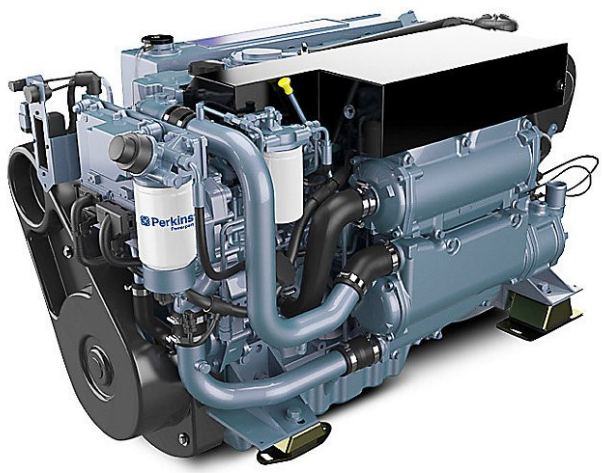
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—Continued from previous page

The three-day music and cultural showcase features an eclectic mix of local, regional and international artists performing at the seaside lawn of Port Louis Marina.

Third World and Queen Ifrica will be performing at the Pure Grenada Music Festival on May 5th. Third World has received ten Grammy nominations and has a catalogue of hits including Now That We Found Love, 96 Degrees in the Shade and Try Jah Love, spanning more than four decades. The award-winning Jamaican singer, songwriter and social activist Queen Ifrica has produced numerous hits including Daddy, Dancefloor, Keep it to Yourself and Lioness on the Rise.

Visit www.grenadamusicfestival.com for more information.

Grenada's Chocolate Festival

Travelers looking to satisfy their sweet tooth can take advantage of Grenada's fourth annual Chocolate Festival, May 12th through 21st. Titled "Honoring Our Chocolate Roots", the ten-day annual agro-tourism event features cocoa-bean-to-chocolate-bar tours, cocoa farming and processing, a cocoa-inspired art and fashion showcase, as well as lectures and workshops on the history and benefits of cocoa and chocolate.

Visit www.grenadachocolatefest.com for more information.

St. Lucia's Summer of Festivals

St. Lucia announces Soleil - the St. Lucia Summer Festival, a series of six festivals taking place from May through October.



STLUCIA.ORG

The Summer Festival series will begin with Saint Lucia Jazz, May 12th through 14th, a celebration of Caribbean and international jazz music. Events will take place across the island, culminating with a star-studded concert at Pigeon Island National Landmark on May 14th.

The St. Lucia Summer Festival will also feature:

Roots & Soul, June 16th through 18th: Dedicated to new trends in reggae, conscious hip-hop, Afropunk and R&B, this festival will also mark the launch of St. Lucia Carnival.

St. Lucia Carnival, mid-June through mid-July: A variety of musical competitions lead up to the Parade of the Bands on July 17th and 18th.

St. Lucia Food & Rum Festival, August 24th through 27th: This gastronomic festival invites chefs, wine connoisseurs, rum fanatics and foodies from the Caribbean and around the globe. Inspired by Chefs Nina Compton and Doran Payne, the event will feature culinary demonstrations, rum and wine tastings, dining events and experiences, and musical performances.

Country & Blues Festival, September 15th through 17th: The festival will reflect the diversity and modernity of the genres of music that act as powerful storytellers of the past and draw strong parallels to St. Lucian folk traditions.

Arts & Heritage Festival, October: Building on Jounen Kwéyòl, this month-long festival will celebrate St. Lucia's cultural, ethnic and artistic heritage with a variety of performances, seminars, lectures, culinary experiences, street parties and art exhibitions,

Visit www.stlucia.org/summerfestival for more information.

Drink a Caribbean Compass?

It came to our attention recently that the Black Magic Spiced Rum team in New Orleans has created a drink called the Caribbean Compass! Here's the recipe:



BLACKMAGICRUM.COM

1.5 ounces Black Magic Spiced Rum
3/4 ounces lime juice
1 ounce simple syrup
2 or 3 dashes Peychaud's Bitters
2 ounces sparkling wine
5 mint leaves (plus more for garnish)

Insert mint leaves and simple syrup at the bottom of a mixing glass. Muddle. Add Black Magic Rum, bitters, and lime juice. Shake with ice, and strain into a chilled glass. Top with sparkling wine and garnish with mint.

Cheers!



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BUSINESS BRIEFS

Antigua & Barbuda Invests in Regattas

The Antigua & Barbuda Ministry of Tourism has partnered with organizers of regattas to invest heavily in the hosting of sailing events, to attract more visitors to the destination.


TED MARTIN

Caribbean News Now (www.caribbeannewsnow.com) quoted Antigua & Barbuda's Minister of Tourism, Asot Michael, as saying, "The yachting and marine industry has already seen many favorable gains in the past two years as a direct result of improvements made to our yachting product and investments in supporting marine services."

During 2017, Antigua & Barbuda will recognize the 30th anniversary of the Antigua Classic Yacht Regatta and the 50th anniversary of Antigua Sailing Week. As early as January, registrations for Antigua Sailing Week, which starts in late April, were more than double the entries received during the same period in 2016. Expressions of interest for the Antigua Classic Yacht Regatta are also trending up. As this issue of *Compass* goes to press, a record fleet of more than 80 yachts is expected for the ninth edition of the 2017 RORC Caribbean 600, in which 900 sailors from 30 different nations will race non-stop around 11 Caribbean islands, starting and finishing in Antigua.

Antigua & Barbuda's robust sailing calendar will be extended with the 2017 introduction of the Antigua Bermuda Race, which takes place a week after Antigua Sailing Week.

Minister Michael added, "In 2016, the Ministry of Tourism initiated a series of infrastructural developments, to include the installation of an osmosis plant specifically for the marina and the surrounding areas, which has vastly improved the water supply in and around the (Nelson's) Dockyard; while the introduction of low-sulfur fuel from the West Indies Oil Company has allowed the marinas to compete and adhere to environmental standards that the yachting industry requires."

Antigua & Barbuda Ministry of Tourism officials, along with the Antigua & Barbuda Marine Association, continue to work closely in rolling out new initiatives to ensure the further success of the yachting industry.

Sea Hawk Adds West Marine as New Distribution Partner

Sea Hawk Paints, the world's leading premium nautical coating provider, has welcomed West Marine as its newest authorized distributor servicing the company's wholesale customers via the West Marine Pro business-to-business division, retail consumers at select West Marine store locations, and DIY customers online. West Marine will provide its customers with Sea Hawk's comprehensive line-up of premium quality antifouling paint and primer marine coating products.

"West Marine is the ideal addition to the Sea Hawk family of distributors," said Erik Norrie, Sea Hawk CEO. "As one of the world's largest purveyors of marine products, West Marine has the geographic reach to provide customers looking for premium quality marine coating products with just-in-time availability of a wide assortment of Sea Hawk antifouling paints and primers," Norrie added.

A trendsetter of marine bottom paints, New Nautical Coatings, Inc. and the Sea Hawk brand was established in 1978 and is dedicated to bringing only the highest quality products and customer satisfaction to today's mariner. New Nautical Coatings is family owned and operated with a commitment to excellence. It provides a wide array of application-specific marine coating products that include antifouling systems, primers, solvents, and resins. Now offering innovative products globally, the Sea Hawk brand has enjoyed unprecedented growth and continues to grow as its products become more in demand worldwide.

For more information on Sea Hawk Paints see ad on page 8.

IGY Enhances its Marina Management Team in the Caribbean

IGY Marinas has announced the promotions of two company team members and the addition of one new hire. Sean Devaux has been promoted to general manager of Rodney Bay Marina in St. Lucia; Elizabeth DiDomenico now serves as general manager of American Yacht Harbor in St. Thomas; and Phil Blake has been named general manager of Yacht Haven Grande, also in St. Thomas.


Sean Devaux

As the new general manager of Rodney Bay Marina, Sean Devaux brings extensive marina operations and management experience to the facility. Prior to his promotion, Devaux served as boatyard manager and then operations manager at the marina. Before joining IGY Marinas in 2012, Devaux served as operations manager at a catamaran company for four years. His passion for boating and the marina industry stems from his upbringing, as his father managed a marina in Port Castries. A St. Lucia native and an active member of the community, Devaux is the president of the St. Lucia Game Fishing Association and serves as maritime director on the board of the St. Lucia Hotel and Tourism Association. Devaux received his Bachelor of Science degree in sociology and minor in business at the University of Western Ontario in Canada.

For more information on IGY Marinas and its impressive collection of marina destinations, visit www.IGYMarinas.com.

For more information on Rodney Bay Marina see ads on page 16 and 17.

Mercury Launches 'Go Boldly' Global Brand Campaign

Mercury Marine, the world's leading manufacturer of recreational marine engines, has announced a new brand message and "Go Boldly" global advertising campaign focused on enhancing the boating experience. To promote this new approach to consumer marketing, Mercury has created a Go Boldly video and enhanced web presence that shows off the spirit of self-assurance the company brings to boaters around the world.

"Through extensive consumer research around the world, we saw a real opportunity to direct our marketing efforts towards the end consumer," said Michelle Dauchy, Mercury Marine chief marketing officer. "Our job at Mercury Marine is to empower boaters to enjoy their time on the water and create life-long memories. Go Boldly embodies that aspirational pursuit of adventure and how Mercury creates those memories for the boater."

The new creative assets will be featured in various forms of media and have been integrated into Mercury's trade show displays for the 2017 boat show season.

For more information on Mercury Marine dealers in the Caribbean, see ad on page 47.

—Continued on next page

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Offshore Dining at Grenada's Calypso Island

Calypso Island, a small offshore island near Halifax Harbour, is Grenada's most unusual venue for dining, watersports and breathtaking sunsets. The private eco-island is only accessible by boat and features five decks including a restaurant and bar for lunch and dinner. Sailing, snorkel tours, and private catamaran charters are also available through partner, Carib Cats.

For more information e-mail info@travelgrenadagrenadines.com.

Blue Lagoon Hotel & Marina: Rearranged, Restructured, Reorganized!

It's a brand new saga for the Blue Lagoon Hotel and Marina on the south coast of St. Vincent, the gateway to the Grenadines. The Blue Lagoon Hotel & Marina has opted to replace the entire dock with a brand-new floating jetty.



Reporting from the Blue Lagoon Hotel & Marina, Orman Samuel says, "Come and experience something new at the Blue Lagoon Hotel and Marina in March. Along with the new jetty is the new supermarket, called Lagoon Marketplace, where our yachters can fully stock their boats before embarking on their sailing journey. We also have a new general manager, and a new food and beverage manager.

"Meanwhile, we remain a full-service marina offering 20 slips, fuel, water, moorings and electricity. We provide a safe and comfortable environment where our clients can feel relaxed in the comfort of their boats. Be sure to visit The Loft Restaurant and Bar where you can enjoy a great meal or a well-chilled local beer."

For more information on Blue Lagoon Hotel & Marina see ad on page 29.

Grenada Marine: Your Boating One-Stop Shop

Tracy St. Louis reports: Since 1999 we at Grenada Marine have been serving the international yachting community arriving on our shores. We offer professional boat care for genuine yachtsmen. We really are the one-stop shop for all your boating needs, whether you are cruising the Caribbean or sailing farther offshore. We maintain international standards of service in yacht storage, repair and maintenance thanks to our international team of highly qualified technicians, some of whom have been with us for 18 years.

Our yard is nestled on Grenada's southeast coast in St. David's Harbour, a beautiful and tranquil bay. We perform osmosis treatments, composite/exotic material fabrication and repair, topside paint and finishing, marine woodwork, rigging, mechanical, marine systems (electrical, electronic, HVAC), metalwork and fabrication, brightwork and antifouling. We are a certified AwlGrip, AwlCraft and Sea Hawk



application center. Onsite, we have Island Water World chandlery and Turbulence rigging and sail loft. Grenada Marine is a sales and service agency for Volvo Penta, Raymarine, Yanmar, Northern Lights, Mastervolt, Dessalator, GMPCS, Dometic, Maspower, Cristec, Balmar, Seatalk, Navionics and many others.

Our yard has storage for up to 250 yachts during hurricane season. Our travel-lift has a capacity of 70 tons and accommodates vessels as wide as 31.5 feet. Our Marine Travelift transporter safely parks a variety of boats, some up to 60 tons. The draft of the travelift slip is 12 feet at high tide. Recent upgrades include the construction of a 100-metre service dock. The yard is fenced and gated with 24-hour security. There is a beachfront restaurant, spacious shower and laundry facilities, diesel pump and free WIFI. Customs and Immigration are also onsite.

We know that good customer service is just as important as the technical work. We pride ourselves on building a relationship with you. We see positive communication as the backbone of our successful relationship. If you should leave your boat with us, we will send you e-mails, photos, reports of your boat and ongoing work. We know you need peace of mind and we will do all that we can to deliver it. Our staff of 70 provides pleasant and helpful client support in a warm and welcoming manner. Grenada Marine reflects the friendly atmosphere that typifies our beautiful island. Come and talk to us. Do remember to ask about this season's special promotional offers for storage and repairs.

We are listening. We offer you an ocean of possibilities.

For more information on Grenada Marine see ad on page 15.

—*Continued on page 46*

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The patrol boat for the island of Mayreau in the heart of the Grenadines was relaunched at Clarkes Court Boatyard & Marina in Grenada on February 2nd, after being completely refurbished there at no cost, thanks to the generosity of CCBM's owner, Kelly Glass, and service providers at the facility including Palm Tree Marine and North Yacht Shop.

DAMION C JACOB



MAYREAU PATROL BOAT RELAUNCHED

SALLY ERDLE



Top: Seated, Mike Bingley of Palm Tree Marine, Matt Veinotte of North Yacht Shop and Kelly Glass of Clarkes Court Boatyard & Marina, join Mayreau Security Patrol members Owen Isaacs, Victor Hazell, James Alexander and Aaron Alexander aboard the newly refurbished patrol boat

Above: When anchored in Mayreau and you see Owen Isaacs, James Alexander, Victor Hazell and Aaron Alexander on patrol, say "Hi!"

Owen Isaacs of the Mayreau Security Patrol started a "neighborhood watch" on the island in 2004, which has since evolved to include on-the-water patrols in Mayreau and assistance with patrolling the Tobago Cays Marine Park. The Mayreau patrol boat also provides evacuation to Union Island in cases of medical emergency. Three of the patrol members — Owen Isaacs, Victor Hazell and Aaron Alexander — are now police officers.

Last year Owen Isaacs contacted Kelly Glass, Director of Clarkes Court Boatyard and Marina, requesting assistance in repairing their patrol boat. Areas identified for repairs were the engine, electrical system, hull, deck, gunwale, steering box, seats, flooring and keel! The boat was hauled out at Clarkes Court Boatyard and Marina on September 23rd, 2016 and Grenadian boatbuilder Krishan Pursue was contracted by CCBM to carry out the woodwork and fiberglass repairs. The hull, deck, gunwale, steering box, seats and flooring were stripped, cleaned and rebuilt using pine and marine ply, and then painted. The keel was rebuilt in fiberglass. All materials and labour for these aspects were provided by CCBM.

Palm Tree Marine, located at CCBM, provided the manpower for the electrical and engine repairs, and also installed the bilge pump and throttle cable. All materials were provided by CCBM. North Yacht Shop chandlery, also located at CCBM, supplied cleats, glue, fuel hose and some paint for this project.

The repairs were completed in early February and the boat was handed over to the Mayreau Patrol on February 2nd.

CCBM Grenada was willing to provide assistance, as this boat serves as a great asset to the yachting community. People are always happy to know that the Mayreau Patrol is on hand to protect and serve boaters in the Southern Grenadines. Owen Isaacs says, "Sometimes when we are on patrol, the cruisers are so happy to see us they start to clap!"

Kelly Glass tells *Compass* that he was especially pleased to donate CCBM's services because "I am also impressed with Owen Isaacs as an individual. What he does for Mayreau is fantastic — not just in providing security with the boat but also emergency medical trips. He has had success in sending yacht burglars to jail and the patrols have been very successful in improving security. He is a great role model."

He adds, "It would be great to see the government of St. Vincent & the Grenadines use some of the fees from, say, the moorings in the Tobago Cays Marine Park to provide funds for two new outboards for the Mayreau Patrol boat. Right now it only has a mismatched set of one 75- and one 85-horsepower engine."

Support from the yachting community is also welcome. Ask the officers you see onboard the Mayreau Patrol Boat how you can make a donation, or contact Owen Isaacs at (784) 530-2752. And when they come by, be sure to say "Hi"!

How Far We've Come! 50 YEARS of Island Water World

by Sean Kennelly

ON March 2nd, 2017 Island Water World celebrates its 50th year in business serving the marine community of the Caribbean.

Initially established by Harry Draper, the business was first located in Philipsburg, St. Maarten, quite close to the Courthouse. The business's primary focus was on the fisherman and the rental of Sunfish sailing dinghies. Lots of little Seagull outboards were sold, along with a smattering of Evinrude and Johnson outboards, some fishing tackle and a small assortment of resins, paints and antifouling. But the business was not beyond a little diversification and one could also find Dutch clogs and a few "Delft" Dutch windmills bedside lamps.



In 1972 Island Water World relocated to Cole Bay, on the same property where it is still headquartered today, and expanded its vendor base to about ten suppliers. Most of the ordering was done by post and the lead time between an order going out and any acknowledgement could be as long as three weeks — often to find that what might be needed was not available — and so the supply of marine products on St. Maarten continued in a somewhat "feast or famine" fashion. Things improved with the establishment of a telex machine at the telephone office in Phillipsburg, which of course necessitated a once-a-week journey over the hill to place an order.

The property and the new building in Cole Bay proved too large for the needs of Island Water World. So, through sublets, other marine businesses were established in the location, notably FKG Rigging and St. Maarten Sails. Thus the location became a hub for marine-related products and services. One might say that Island Water World was part of the genesis of the modern marine sector that we enjoy today in the Caribbean.

As increasing numbers of cruising sailors visited St. Maarten's shores and the sailing community grew, so did the business. But not without growing pains and limitations forced on it by its exotic Caribbean location. By trial and error the company learned what the boating community needed, what worked — and what failed.

In 1995 the company realized it needed to expand and offer a more modern shopping environment. The store was nearly tripled in size and redesigned into a modern marine-retail outlet that could stand proudly with any chandlery in the world. From an old Kardex stock keeping system the business has advanced to state-of-the-art point of sale and inventory management systems. With the proliferation of the internet, Island Water World also established a fully functional online store, www.islandwaterworld.com — indeed, it was the first online store for any type of business in the Caribbean offering real time fulfillment and online payments.

From having ten suppliers and carrying a hundred-odd items 50 years ago, Island Water World now has more than 300 suppliers and 30,000 stock keeping units shipped directly from all over the world. Annually Island Water World produces a 600-page catalogue.

With these successes came an impetus to expand off island and follow the cruising community — and so Island Water World established itself in Grenada, and then St. Lucia and also in Curaçao.

The business continued to modernize and also recognized the need to fully establish itself as a "first choice" marine supplier in the Caribbean. Consequently, Island Water World embarked on a massive re-imaging campaign in 2010 — mindful always to ensure that the company stayed true to its core values of offering a fair price, great product range, in stock, easily accessible and backed by solid knowledgeable service. Today there are seven retail outlets serviced from its distribution center in St. Maarten.

Of course, none of this development could have been possible without the ongoing and growing support of Island Water World's customers, many of whom have been buying from the company since its inception — from children who swam across the lagoon to buy fishing lures and grew up to buy boats from Island Water World, to their children and in some cases their children's children.



Nor could this growth have been possible without a loyal and dedicated staff. Many have been with the business for more than 25 years (and the oldest employee, 45 years) and have an in-depth knowledge of our products and customers. The company has also had the benefit in the past decade of younger enthusiastic leadership who have identified and capitalized on the challenges and dynamics of a changing modern Caribbean.

Today Island Water World, which is still owned by the same Draper-Dickerson family (see top photo) — who maintain their enthusiasm and passion for the business — can proudly say it is one of the pre-eminent marine suppliers in the Caribbean region. Mindful of the difficulties of trading within the Caribbean, the business has weathered 50 years when others haven't.

Island Water World will evolve with the demands of its customers and the Caribbean, remaining true to its core values that have ensured its continued success for so long.

Sean Kennelly is Managing Director at Island Water World.

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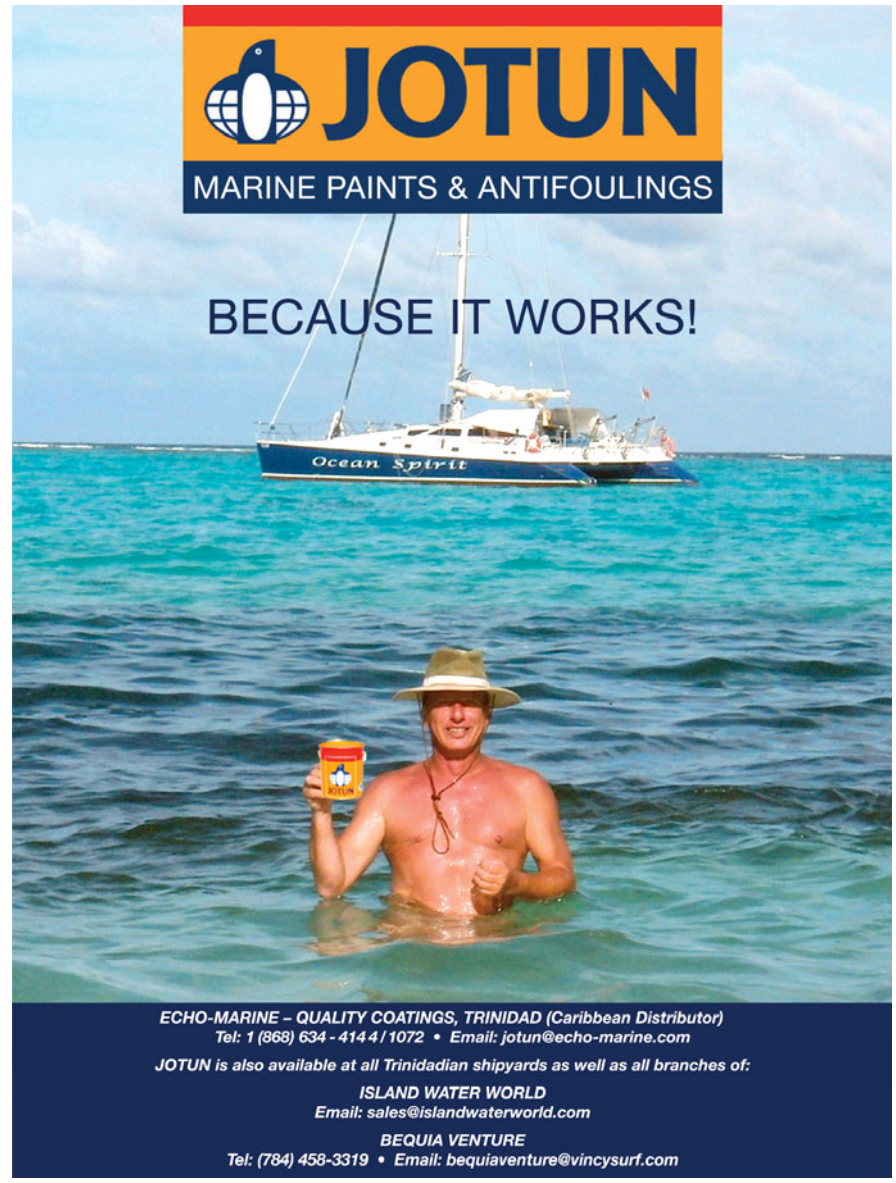
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Caribbean ECO-News

SVG Bans Styrofoam, Encourages Biodegradables

St. Vincent & the Grenadines has banned the importation of styrofoam products.

Most styrofoam products — coffee cups, take-away containers, meat trays, etcetera — are used only once and then discarded. Styrofoam cannot be recycled. Moreover, the UK's National Research Council has affirmed the National Toxicology Program's 2011 finding that the organic compound styrene can "reasonably be anticipated to be a human carcinogen." Studies have shown that styrene can leech out of styrofoam food and drink containers.

To make expandable polystyrene foam, better known as styrofoam, small beads of the polymer polystyrene are steamed with chemicals until they expand to 50 times their original volume. After cooling and settling, the pre-expanded beads are then blown into a mold and steamed again, expanding further, until the mold is completely filled and all of the beads have fused together.

A BBC report quoted Douglas McCauley, a marine biology professor at the University of California, Santa Barbara, on the two main issues that polystyrene waste causes for marine animals: mechanical and chemical.

"The [mechanical issue] is very straightforward," said McCauley, "Oftentimes, we find polystyrene foam lodged in the intestines that causes blockages that can be lethal. If you think about how we worry about a mild blockage from eating the wrong thing, imagine eating a ball of styrofoam. That's what some of these animals are doing."

Chemically, absorbent properties make styrofoam even more dangerous. "Polystyrene foams essentially act like little pollutant sponges, picking up and concentrating some of the nastiest contaminants in the ocean," McCauley said. Noting that marine creatures can eat particles of styrofoam, mistaking them for food, he added, "It is very worrisome to me that some of these plastic-feeding fish may be ending up back on our tables."

The SVG government has also announced the removal of Value Added Taxes on biodegradable packaging and biodegradable food containers. "This measure is intended to lower the costs of these environmentally positive substitutes for plastics, including styrofoam, and reduce the adverse effects that plastics have on our environment," said Prime Minister Dr. the Hon. Ralph Gonsalves.

The ban on importing styrofoam into St. Vincent & the Grenadines becomes effective on May 1st.

Amuseum Naturalis Launches 2017 with Record Crowd

St. Martin's first and only natural history museum, Amuseum Naturalis, officially launched its 2017 season on January 17th. It welcomed over 750 guests during the five-hour season opening event, an attendance record for the free nature museum, which is run by the Les Fruits de Mer association.



Now in its second year, Amuseum Naturalis was buzzing with the activity of visitors of all ages — and the sounds of frogs, bats and crickets broadcast from listening stations at the exhibits. In the theater room, short documentaries took visitors from deserted islets to deep beneath the sea.

Amuseum Naturalis is a free, public pop-up museum of the natural history of St. Martin and the Caribbean, created by Les Fruits de Mer and made possible by the sponsorship of Delta Petroleum. Amuseum Naturalis is located at 96 Boulevard de Grand Case in Grand Case. Amuseum Naturalis is currently open Tuesday and Thursday evenings from 4:00 to 8:00PM.

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

St. Maarten: Cleaner Beach and Cleaner Regatta!

The St. Maarten Regatta organized its 5th Annual Beach Clean-Up on January 14th. With over a hundred participants, it was the biggest beach clean-up in five years. The total of 86 bags of collected garbage were removed by Clean St. Maarten.

Kim Sha Beach was filled with participants coming from LAB Sports Academy, Scouting Antiano, the K1 Britannia Foundation, Learning Unlimited, Charlotte Brookson Academy, CIA, St. Dominic Primary School, the St. Maarten Yacht Club, Oranje School and others. Students worked in randomly assigned teams of three, collecting as much garbage as possible in 30 minutes. The students collected 644.9 kilos of garbage.

After the clean-up, Tadzio Bervoets, Manager of the St. Maarten Nature Foundation, explained to all participants what the impact is of throwing waste into the sea. The knowledge of the children was tested by a Yes/No quiz and the winners received prizes sponsored by Tri Sports.

After the day's activities, the prizegiving took place. The overall winners — Darnell, Emmanuela, Dauriel from Oranje School — won flippers, to explore the now clean sea, provided by Ocean Explorers.

The 37th edition of the St. Maarten Heineken Regatta, March 2nd through 5th, is also participating in the Clean Regatta program from conservation organization Sailors for the Sea. The regatta has been a Clean Regatta member for many years and strives to minimize the event's impact on the environment.

Nila Hoogenboezem, Regatta Coordinator, says, "The most significant step to helping keep both St. Maarten and the environment clean is the ban on all styrofoam use for all official venue vendors during the regatta. This simple step will significantly reduce the amount of non-biodegradable waste that will end up in the local landfill. We will continue to ban straws at the venues, something that we have been doing for a number of years now. The party locations will also have bins to collect recycling and partygoers who turn in a filled garbage bag will be rewarded with a free Heineken for their efforts. Recycling bins will also be placed at the Sint Maarten Yacht Club and at the Police dock in Simpson Bay. In order to keep the area clean, the bins will be picked up twice a day."

Regatta Director Michelle van der Werff also spoke about the efforts being made by the Sint Maarten Yacht Club to help reduce the event's environmental footprint. "In addition to steps that we have been making for years, such as paperless registration and the impressive beach clean-up, we are now working with the non-profit organization EPIC, Environmental Protection in the Caribbean, to offer a septic pump-out service for competitors. This service will be available for a reduced price and competitors can schedule an appointment for a pump-out at a time convenient for the competitor. We hope that through this initiative we can reduce the number of boats that pump out into the ocean, and more specifically those who pump out near our shores. EPIC will also coordinate a 'Green Team' comprised of local students who will be present at the events." The event's Sol water taxi service will also be running during the racing days, allowing the sailors to 'carpool' on the water.

For more information on the St. Maarten Heineken Regatta, visit www.heinekenregatta.com.

STCB Adopt-A-Nest Goes Global

The first 22 sea turtle nests in Sea Turtle Conservation Bonaire's 2017 Adopt-A-Nest program have been adopted. Companies and individuals from Bonaire — but also from the Netherlands, the United States and Switzerland — have already adopted sea turtle nests. Real estate agencies, resorts and hotels, and a financial institution, among others, have already demonstrated their commitment to Bonaire's endangered sea turtles by joining Adopt-A-Nest 2017.

Through press, word of mouth and social media, participants will achieve increased visibility and awareness — all of it demonstrating the companies' commitment to protecting Bonaire's endangered sea turtles.

For more information contact cepa@bonaireturtles.org or call (+599) 717-2225.

Raising Funds for Tobago Cays Marine Park Facilities

Sonia Jind reports: Sustainable Grenadines Inc. (SusGren), a local non-profit organization that is empowering communities in the Grenadines to protect the environment, is working together with the Tobago Cays Marine Park to construct an eco-friendly washroom and ranger base. This facility is aimed at reducing pollution in the park and enabling rangers to maintain a 24-hour presence for the first time, facilitating greatly improved enforcement of regulations.



CHRIS DOYLE

The Tobago Cays Marine Park is managed by the Government of St. Vincent & the Grenadines through a team of 19 park rangers and office staff based on Union Island. The park is not only important for marine life, but also for local communities. Over 200 people make their living as beach barbecue chefs, water taxi operators, tour guides and vendors.

Sadly, our marine life is under threat. Illegal fishing and poaching of sea turtles is taking place, especially at night when the rangers are off duty. There is an urgent need for a base within the park so that rangers can maintain 24-hour security for both marine life and human visitors.

There is also a need for an environmentally friendly washroom facility. The current latrine cannot meet the needs of the number of visitors and its waste eventually reaches the sea, threatening water quality and marine life. A facility containing eco-friendly composting toilets will provide a clean, sanitary experience for all park users while causing zero discharge to the environment.

The building housing the washrooms will also contain living quarters for rangers and a visitors' information desk.

SusGren is running a crowd-funding campaign to raise US$15,500 to complete the facility (adding to US$61,000 already secured from various funding sources). Please help SusGren by making a contribution via www.tobagocayswashroom.com — donations of any size are welcome.



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REGATTA NEWS

Thompson Named 2016 'Virgin Islands Sailor of the Year'

Carol Bareuther reports: Two-time Olympic Laser sailor Cy Thompson has been awarded the coveted title of 'Virgin Islands Sailor of the Year' for 2016 by the Virgin Islands Sailing Association (VISA). Thompson, age 28, is a native of the US Virgin Islands and grandson of one of the territory's first Olympic sailors, Rudy Thompson.

"Cy qualified early for Rio 2016 and trained with top sailors in the class the previous 18 months. The last nine months up to the Olympics, he gave up his personal life and business opportunities to continue to train every day on and off the water to bring his best effort, which he did," explains VISA president, Phillip Shannon, about Thompson's selection.

MATT SCHOCH



The VISA award caps a year of achievement for Thompson, which started when he won the CORK Olympic Class Regatta in Kingston, Canada, for the second year in a row. He then moved on to finish eighth at the Sailing World Cup Qingdao, China. Thompson started 2016 by placing 20th at the Sailing World Cup Miami and 24th in the Trofeo Princesa Sofia in Palma Mallorca, Spain, making it into the extremely competitive Gold fleet in each of these last two events. He then turned his focus to comprehensively working with his coach, Vaughn Harrison, at the International Sailing Academy in Puerto Vallarta, Mexico and at the Olympic venue in Rio de Janeiro, Brazil. One week prior to the Olympic Opening Ceremony in Rio, Thompson learned he would be the flag bearer for the entire US Virgin Islands Olympic delegation.

Looking ahead, Thompson has been invited by Taylor Canfield and his US One Sailing Team to be part of the 2017 World Match Racing Championship season. Thompson will also continue to pursue other types of professional sailing, coaching and helping sailors with Olympic aspirations.

Thompson, who started sailing at age four, credits his parents and grandparents for laying the groundwork for his sailing career by teaching him to be competitive and respectful, two traits which shaped his determination to pursue the sport at its highest level. He also acknowledges his US Virgin Islands upbringing, both the natural environment in which warm weather and strong tradewinds makes it possible to sail year-round, as well as the sailors with whom he grew up.

What advice does Thompson offer to young sailors in the US Virgin Islands? "Make sure you don't lose sight of why you sail. You really should love it, and from there on everything else should fall into place whether you continue as a recreational sailor or take it to the next level of competitive sailing. Keeping it fun is essential to be a lifelong sailor," Thompson says.

One Round Barbados Record Broken, Two New Ones Set

Sue Pelling reports: The 60-nautical-mile Round Barbados Race 2017, held on January 21st, attracted a diverse and impressive fleet of some 30 vessels, including the Arthur Holgate 65-metre schooner *Adix*, the record-breaking MOD70 *MS Barbados Concise 10*, the TP52 *Conviction*, the Farr 65 *Spirit of Juno*, the 78-foot custom Humphries design *Ocean Phoenix* — and even a Phantom Batwing 377 windsurfer. The wind was generally light from the east-northeast, reaching no more than 12 to 15 knots.

PETER MARSHALL



Andy Budgen on Nano Project established the new Round Barbados record for Foiling Monohulls

Only one existing Round Barbados record was broken this year in comparison to the 2016 event, where winds topped 28 knots and a total of five records were smashed. This was the Singlehanded Monohull record, which went to Andreas Berg from Germany, aboard his Dufour 44 *Luna*. Berg sailed at a consistent speed and completed the course in 8 hours, 7 minutes, 31 seconds, trimming an impressive 1 hour, 39 minutes and 11 seconds off the previous record.

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However, two new round-the-island records were set:

Andy Budgen sailing his Mach 2 foiling International Moth *Nano Project* completed the Mount Gay Round Barbados Race in a time of 4 hours, 23 minutes, 18 seconds, to establish the new Foiling Monohull record. He also broke his own personal record time from a few years ago when he sailed his VO70 *Monster Project* into the record books for the Absolute Monohull Record.

The other new record to be established this year was the Multihull Doublehanded: 5 hours, 37 minutes, 37 seconds. This went to Barbados Cruising Club's commodore, Bryn Palmer, and Evan Walker on the RC30 catamaran *Silver Bullet*.

The round-island race was part of the 2017 Mount Gay Barbados Race Series, which began on January 17th, organized by Barbados Cruising Club in association with Barbados Tourism Marketing Inc, and Mount Gay. The event also included three days of coastal, round-the-buoy races in five divisions: CSA Racing, CSA Cruising, Non CSA, Multihull, and International Moth/Windsurfer.

The Coastal Series' 17-boat fleet included a mix of yachts ranging from Classics including Matt Barker's Alfred Mylne-designed *The Blue Peter*, which won CSA Cruising class in the Coastal Series, to the foiling International Moth and a couple of windsurfers including Trevor Charles Hunte – current windsurfing record holder – on his Phantom Batwing 377. The overall winner of the largest class, CSA Racing, was Peter Lewis's J/105, *Whistler*, with three straight wins.

The Mount Gay Round Barbados Series offers teams a chance to win their skipper's weight in rum if any of the 16 round-the-island records are broken. Andreas Berg, set a new Singlehanded Monohull Record, was delighted to receive 88 kilos of Mount Gay Rum. "This is my first time here in Barbados. I never expected to be heading to my next regatta with extra weight on board. I definitely need to shift a bit before the next race!"

For full series results visit www.yachtscoring.com/event_results_cumulative.cfm?eid=2865

For Round Barbados times visit www.mountgayrumroundbarbadosrace.com/images/pdfs/results/2017RoundResults.pdf

For more information visit http://mountgayrumroundbarbadosrace.com

Flying Finish for Superyacht Challenge Antigua

The fourth and final encounter at the 2017 Antigua Superyacht Challenge, held February 2nd through 5th, covered a course of approximately 18 miles. After a short beat, the fleet hoisted spinnakers for a downwind run offshore, followed by a broad reach, and a blast reach back towards Antigua.



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The Corsairs Class averaged 14 knots of boat speed on the blast reach and the entire fleet was no more than ten boats lengths apart. The 112-foot Baltic *Nilaya* was held off by the 112-foot Frers *Spiip* until the very end of the blast reach, as *Nilaya* caught a gust and surfed passed *Spiip* at 18 knots. However, it was a great day for the 152-foot ketch *Elfje*, which took line honours in the final race to beat its rival, the 182-foot schooner *Adela*. After ORCsy time correction, *Spiip* was the winner of the final race and the Corsairs Class for the regatta.

In the Buccaneers Class, the 90-foot classic sloop *Acadia* and the 112-foot Sparkman & Stephens sloop *Kawil* virtually overlapped for 18 miles. The W76 *Wild Horses* showed great pace to hold a solid third behind the two larger rivals. After ORCsy time correction, *Kawil* was the winner of the last race and the Buccaneers Class for the regatta.

The Gosnell Trophy was first awarded in 2016, donated by the superyacht *Timoneer*, which has been a firm supporter of the Superyacht Challenge since its inception. The Gosnell Trophy is Timoneer's Bell, a perpetual trophy awarded to the yacht that in the opinion of the competitors and the race committee has competed in the Spirit of the Regatta. For the 2017 edition, the Gosnell Trophy was awarded to the schooner *Adela*.

Visit www.superyachtchallengeantigua.com for more information.

Portuguese Volvo Race Hopefuls Arrive in Barbados

Nysse Arruda reports: After seven days of intense navigation and many maneuvers in the last two days of the transatlantic crossing, the VOR70 *Mirpuri Foundation* (formerly *Green Dragon),* with Portuguese skipper Paulo Mirpuri, reached Barbados in the early hours of February 5th. Mirpuri hopes to lead the first-ever all-Portuguese team in the Volvo Ocean Race 2020.



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"My debut on an ocean crossing taught me a lot, especially the importance of the spirit and union of the crew on board and also how the ocean shows us the need to be patient. Now I know exactly how to select the Portuguese sailors for the future Mirpuri Foundation team in the Volvo Ocean Race 2020 and I will personally participate in the selection process of the men's and women's teams that we intend to form, so we can decide the final crew," said Mirpuri said, confirming the organization of the first fully Portuguese project in the Volvo Ocean Race 2020.

"The first days of sailing since the start in Cape Verde were very demanding for the team because we faced winds of almost 40 knots and big seas, and all crew members performed very well. This also allowed us to explore the performance of the VOR 70 sailboat that registered almost 500 miles in 24 hours and reached speeds up to 30 knots," said the Portuguese skipper as he arrived at Bridgetown's Shallow Draft Harbour.

Visit www.mirpurifoundation.com for more information.

ON THE HORIZON

March Opener: St. Maarten Heineken Regatta 2017

The St. Maarten Heineken Regatta — the largest warm water regatta in the world — will celebrate its 37th edition from March 2nd through 5th.

This will be the eighth year of the Gill Commodore's Cup, a one-day regatta, prior to the St. Maarten Heineken Regatta. Any yacht that is entered for the St. Maarten Heineken Regatta can enter the Gill Commodore's Cup without any additional entry fee. Yachts that want to just enter the Gill Commodore's Cup are also welcome for a small entry fee.

A growing class at the St. Maarten Heineken Regatta is the Beach Cats. The Beach Cats have a separate prize for the Gill Commodore's Cup but those races count towards the overall regatta series, which will be a mixture of short races and long coastal, including the Round St. Maarten if the conditions are right.

The new St. Maarten Heineken Star event, set for March 6th, is an extension of the après-sail party introduced last year. Ten winners from selected classes will be invited to take part in the event; there will be the winners from the big show boat classes and also Bareboat Overall. Each invited team will nominate a crewmember to take control of a remote-controlled Laser. The boats are straight out of the box and absolutely identical. Each sailor gets an hour to practice and the winner is the first-ever Heineken Star.

Postal Services St. Maarten NV will issue its first-ever set of postage stamps to mark the Annual St. Maarten Heineken Regatta. The issue period for the stamp for the 37th St. Maarten Heineken Regatta is January 16th until March 31st, and persons are able to pre-order online via wopa-stamps.com.

Would you like to get your boat on a stamp? Participate in the 37th St. Maarten Heineken Regatta, win your class and get invited to the St. Maarten Heineken Star event. The overall winner will be crowned St. Maarten Heineken Star and wins a reserved spot for his boat on the 2018 stamp set!

Visit www.heinekenregatta.com for more information.

Register Now: St. Thomas International Regatta

Carol Bareuther reports: The St. Thomas International Regatta, now in its 44th year, is a world-class event renowned for its round-the-buoys and round-the-islands racing, first-class race committee and friendly can-do attitude towards its competitors. Over 80 entries, including a sleek fleet of offshore catamarans, plus one-design C&C 30s and homegrown IC24s, are expected to race in the March 24th to 26th event.

Additionally, the second annual Round the Rocks Race, a circumnavigation of the neighboring island of St. John, will take place on March 23rd.

Both events promise challenging courses, professional race management and island-style hospitality. Register in CSA (Racing or Cruising); IRC; ORC; Multihull; Beach Cat or One Design classes with a minimum length of 20 feet.

Register online now at www.stthomasinternationalregatta.com.

36th Annual Bequia Easter Regatta Coming!

The Bequia Sailing Club reports: The Bequia Sailing Club's Commodore, Alo Raguette, and Vice Commodore, Letty Browne, have everything in hand and every intention of making Bequia Easter Regatta 2017, running April 13th through 17th, the most successful of all previous years!

The ever-popular J/24 class, sorely missed last year due to a clash of dates with an event in Barbados, will be returning, and a completely new class of small craft — the BIC dinghy, designed to be sailed by up-and-coming young sailors — will be having its inaugural race in the Southern Caribbean off Lower Bay on 'Family Day' Easter Sunday.

The Easter Regatta will uphold its traditional style, featuring the famous local double-ender sailboats from Bequia and inviting those from neighbouring islands such as Canouan, Mayreau and Carriacou, as well as a solid fleet of international yachts racing from Good Friday through to Easter Monday.

On-site registration and Welcome Party will be held at the iconic Frangipani Hotel on Thursday, April 13th.

Registration is already open and for those who register online at www.bequiaregatta.com enjoy a substantial discount, so not only do you avoid the Thursday registration day crush but save serious cash (for extra beers perhaps) into the bargain!

WILFRED DEDERER



As ever, the event needs many hands to help it run smoothly and relies very much on its volunteer helpers, so if you could spare a day or two over the Easter holiday period you'd be very much welcomed. Call us on (784) 431-7262 or e-mail bequiasailingclub@gmail.com and we'll get back to you.

For more information visit www.bequiaregatta.com and see ad on page 15.

Fitting Setting for 30th Antigua Classic Yacht Regatta

As a special celebration for 2017, Antigua Yacht Club is proud to partner with the Antigua & Barbuda National Parks Authority to host the 30th Antigua Classic Yacht Regatta in Nelson's Dockyard, recently designated a UNESCO World Heritage Site.

The exquisitely restored 18th century Dockyard is the perfect stage for this world-class sailing event, the first in the series of the annual Panerai Classic Yacht Challenge. Antigua Classic Yacht Regatta 2017 runs from April 19th through 25th.

TED MARTIN



The list of entrants is growing. Last year's overall winner, the 46-foot Kettenburg sloop *Janley*, is returning to defend her title along with *Columbia*, the 141-foot replica of the 1923 Gloucester fishing schooner. *Samara T*, a 43-foot gaff cutter, is sailing 1,700 miles from Canada; *Faiaoahe*, a 66-foot Spirit of Tradition Class boat, recently crossed the Atlantic;…

—*Continued on next page*



—Continued from previous page

…and *Stiletto*, a 33-foot Kim Holman sloop, will arrive by ship from the US. Herreshoff designs include the 137-foot gaff-rigged schooner *Mariette of 1915;* the 136-foot schooner *Elena of London* and the 1926-built *Mary Rose*. Beauties debuting include *Spirit of Bermuda*, a 112-foot three-masted schooner; the 115-foot schooner *Eros* and the 46-foot yawl *Musketeer of Stutton*.

Shoreside activities, enhanced for this momentous year, will be launched with a dockside marina mingle. The schedule features numerous stage performances, the Concours d'Elégance, Owner's Party and popular Gig Racing and Cream Tea Party. Highlighting the week is the Vintage Ball, an evening of costumes and fine dining set in the extraordinary ambience of the Copper and Lumber Store Hotel.

The regatta owes its success to generous sponsors, enthusiastic sailors, teams of volunteers and one man who gave it his heart and soul. Kenny Coombs was at the helm for 25 years until his death in 2013. It is fitting that for the 30th regatta, his wife, Jane Coombs, is co-chair along with traditional yacht enthusiast, Alexis Andrew.

The 30th Antigua Classic Yacht Regatta will be a once-in-a-lifetime celebration.

Visit www.antiguaclassics.com for more information.

Golden Anniversary Antigua Sailing Week

For decades, Caribbean sailors have come to Antigua Sailing Week at the end of April for the last big battle of the season. Antigua Sailing Week is celebrating its 50th edition from April 29th through May 7th, commencing with the Peters & May Round Antigua Race on April 29th. Following that will be five days of competitive racing off the rugged south coast of Antigua.



PAUL WYETH/PWPICTURES.COM

Dingo *racing at ASW 2016. And now, fresh from a Racing Class win at Grenada Sailing Week, the Trinidad team will return to take on ASW 2017*

As this issue of *Compass* goes to press, over 100 yachts have already entered and more are expected. While yachts from the Caribbean will be racing in numbers, the majority of sailors will come from Europe, especially Great Britain and Germany, as well as from North and South America, Scandinavia and as far away as Australia.

The CSA classes boast several previous class winners from overseas: Mike Slade's world-record-breaking 100-foot Maxi, *Leopard 3*; Sir Peter Harrison's 115-foot ketch, *Sojana*; and Richard Matthews' *Oystercatcher XXXI*. Other previous class winners from overseas include Adrian Lee's Cookson 50, *Lee Overlay.com*; Ross Applebey's *Scarlet Oyster*; Chris Jackson's *Arthur* and Andy Middleton's *Quokka8*.

The 50th Antigua Sailing Week will as usual feature trophies for Best Antiguan and Caribbean Yachts. Antiguan entries have had great success in recent years. The 2016 Lord Nelson Trophy winner, Sir Hugh Bailey, will not be missing the big party, nor will fellow overall winner, Jonty Layfield racing *Sleeper 10*. Bernie Evan-Wong's *Taz*, Geoffrey Pidduck's *Biwi Magic* and Carlo Falcone's *Caccia alla Volpe* have all won their classes in recent years. Yachts from other Caribbean islands that will be looking to get a win include Peter Lewis' *Whistler* from Barbados, Mark Chapman's *Dingo* from Trinidad, Ian Hope Ross's *Kick 'em Jenny 2* and Robbie Ferron's Micron 99, *Ossenfeffer,* from St. Maarten.

Multihull racing at Antigua Sailing Week is on the rise. One newcomer to the regatta is the HH66 catamaran *R-SIX* from Belize. *R-SIX* will be going up against the Gunboats, including *Momentum,* which are capable of similar raw speed.

The Antigua Sailing Week team is inviting spectators to "Chase the Race" daily as part of the 50th Edition (see www.sailingweek.com/chase-the-race/). New for 2017, out on the water tour boats will take spectators to the race courses daily to get close-up views of tacking duels, mark roundings and hoisting spinnakers, while enjoying the comfort of their own cruise boats. Landlubbers can head to Shirley Heights Lookout every race day to watch the racing. The Lookout, with picture perfect views across the harbours and start lines, has long been the ultimate watch spot for the races.

Race commentary will be delivered live by English Harbour Radio on 93.5 FM with Race Commentator Dick Johnson. Johnson hails from the UK and is better known as the creator of Cowes Radio and the voice of Cowes Week held in August each year.

Visit www.sailingweek.com for more information and see ad on page 14.

Salty Dawg Spring Rally from BVI to USA

The nonprofit Salty Dawg Sailing Association has opened registration for its Spring Rally from the British Virgin Islands to the US. The rally will depart the BVI on May 15th after several days of social activities, weather briefings, and boat preparations. Weather forecasts and routing guidance from Marine Weather Service's chief forecaster, Chris Parker, begin prior to departure and continue throughout the passage. On-line tracking, shoreside coordinator services and offshore communication nets are available for all participating vessels, regardless of final port selection.

Visit www.saltydawgsailing.org for more information.

YOUTH SAILING NEWS

Clean Sweep for Team BVI in MLK Regatta

Ten Team BVI Sailors raced in St. Thomas on the weekend of January 14th and 15th at the 2017 MLK (Martin Luther King) Regatta in St. Thomas, USVI. It was a tough two days with the northerly wind gusting up to 30 knots across the race courses. BVI sailors Kael Chalwell, Rayne Duff and Sam Morrell all topped their classes: Opti Green, Opti Championship and Club 420 respectively.

Back with a vengeance after some time away from competition in the Optimist Championship fleet was Rayne Duff. Thriving in the windy conditions, he was on form throughout the weekend. With nine races sailed, Duff took the bullet in seven, posting six consecutive race wins, and finished on top of the podium ahead of archrival Mia Nicolosi.

The BVI's Sam Morrell, currently at school in St. Thomas, was dominant in the five-boat Club 420 fleet with crew Caroline Teare. Finishing first in five of the nine races, he racked up a six-point lead to take the overall win from Teddy Nicolosi of St. Thomas. Morrell is looking ahead to a busy high school racing season, so we will be hearing more from him soon.

The Optimist Green Fleet was wisely held ashore on the Saturday but completed six races on January 15th under the watchful eye of Guest Coach Danny Petrovic. Kael Chalwell finished first in four of the six races by comfortable margins.

Visit www.regattanetwork.com/clubmgmt/applet_regatta_results.php?regatta_id=13577& for full results.

Learning Unlimited Wins St. Maarten Interschool Sailing Championship

Twenty-four students ages eight to 18 representing five schools on St. Maarten sailed on January 14th in the first Interschool Sailing Championship sponsored by Domino's Pizza. Learning Unlimited (LU) prevailed as the 1st Place Overall School. Caribbean International Academy (CIA) was second overall, with Milton Peters College (MPC) third.

The competition was in three classes: Optimists, Lasers, and the two-man RS Visions.

Race Officer Paul Miller of Regatta Guru said, "It was touch and go this morning with the weather conditions. But when we moved the event outside in the bay we found 14 to 16 knots of wind gusting to a manageable 18 knots at the leeward mark. The Optis fared best with three good races while the RS Visions suffered a few breakdowns so only got one race."

Individual trophies were awarded to first, second, and third in each class. On the podium were:

OPTIMIST CLASS
1) Emese Wurth, age 10 (LU)
2) Caii Banting, age 8 (Sister Regina Primary)
3) Louka Williams, age 11 (CIA)

RS VISION CLASS
1) Luke Bacon 15/Benjamin Scarabelli 14 (CIA)
2) Summer Jean Morton 13/Tara De La Salle 17 (LU)
3) Bart van Vliet 18/Simon Speetjens 16 (MPC)

LASER CLASS
1) Nicholas De Tullio 15 (LU)
2) Katie Caputo 15 (LU)
3) Grace Cheasley 12 (CIA)

Kidz Race in Budget Marine Challenge

Michele Korteweg reports. Kidz at Sea participated in their first race, the Budget Marine Challenge held in St. Maarten on January 29th, with the two new sailing teams of this season.

—Continued on next page

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—*Continued from previous page*

Fourteen youngsters were sailing on *MoonDance* and on *Purple Heart*, the boat that was built last year by MPC students. The youngsters, all teenagers, raced with



St. Maarten's Kidz at Sea got their first taste of real regatta action in January, here racing Purple Heart

their mentors Garth Steyn, Iain Mobbs and Rien Korteknie.

This was their first real introduction to racing in a regatta and proved to be a very exciting challenge that only sparked their interest in sailing more. See related story on page 26.

Visit www.kidzatsea.com for more information.

Belize Youth Sailing Outreach

Forrest Jones reports: On February 5th, the San Pedro Sailing Club (SPSC) of Belize awarded each of its newest sailors from Adelle's International Outreach Programme — Emmanuel Avilez, Stephanie Avilez, Junior Avilez and Angel Aliva — a certificate of completion for the Optimist Level 1 sailing program. The children are all between the ages of nine and 12. On hand to congratulate them was Adelle Paz, director and founder of Adelle's International Outreach Programme.

In the summer of 2016, Ms. Paz approached the SPSC leadership to see if there was any way to join forces with the sailing club to teach interested young Belizeans in the outreach program how to sail. Since its inception, the SPSC has had as one of its goals to teach young Belizeans, specifically San Pedranos who would not otherwise have the opportunity to learn, so it was a perfect fit.

Children chosen from the Outreach Programme to learn sailing agree to commit to weekly training, to be on time, and to complete the course. The course lasts about three months. Students learn the basics of sailing and boat care. Those who complete the course have the option of continuing in the sailing program or just joining the club for fun sailing. Three of the sailors have chosen to continue their training.



Young Belizeans were introduced to sailing thanks to Adelle's International Outreach program and the San Pedro Sailing Club

Contact forrest.jones@icloud.com for more information.

International Optimist Regatta, Clinic & Team Race in St. Thomas

Carol Bareuther reports: Registration is open now for the International Optimist Regatta (IOR), presented by EMS (Electronic Merchant Systems) Virgin Islands at www.regattanetwork.com. Set for June 16th through 18th, this must-do regatta kicks off with the equally not-to-miss TOTE Maritime Clinic, June 12th through 14th and TOTE Maritime Team Race, June 15th. This trio of events is globally known for instruction by some of the best Optimist coaches in the world for both Green and Advanced fleet sailors, an opportunity to team race and some of the best international competition in perfect Caribbean conditions — all in a one-week event.

For more information visit www.styc.club.



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BLOWING IN TO SANTA MARTA

by Sally Erdle

CARLOS DEL CASTILLO (MAIN AND LEFT HAND INSET)



INSET: TUTTY LEE

Main photo above: Blasting into Santa Marta Bay with la brisa loca *— the crazy wind*
Inset left: Arrivals had plenty to chat about when they reached the dock
Inset right: During a relative lull, Sandvita *enters Marina Santa Marta*

Below: A guided tour of Santa Marta's landmark cathedral gave World ARC participants a glimpse into the city's rich Spanish colonial history

SALLY ERDLE



ON January 7th the World ARC 2017-18 fleet was wished "fair winds" at a farewell party hosted by the Saint Lucia Tourist Board, and soon after, 26 boats under the flags of ten nations set out from Rodney Bay on a 15-month, 26,000-nautical-mile circumnavigation. They were bound for their first port of call: Santa Marta on the Caribbean coast of Colombia.

The winds were indeed fair — it was mostly downwind sailing for the 815-nautical-mile leg — if increasingly forceful as the first boats in the fleet neared Marina Santa Marta.

This part of the Caribbean Sea is well known for boisterous tradewind passages; the 2015-16 World ARC fleet reported steady winds on this leg of 20 to 25 knots, with up to 45 knots in squalls. In addition, the early part of the year often sees localized gale-force winds around Santa Marta that residents call *la brisa loca*, the crazy wind. This year the St. Lucia to Santa Marta leg saw a rip-roaring finale with sustained winds in Santa Marta of 25 to 30 knots and one report of gusts to 50, causing some arriving boats to anchor in the bay and wait for a lull to safely enter the marina and tie up to the dock with the assistance of a RIB.

World ARC participant Emily Bower on the Skye 51 *Skyelark of London* remarked, "Last time we did the World ARC [in 2014, before Santa Marta was a stop] the Colombian coast was windy — but not like this!"

Professional meteorologist Chris Tibbs, sailing in the World ARC with his wife Helen aboard the Wauquiez Centurion *Taistealai*, explains that an area of low pressure — also known as a heat load, monsoon trough, ITCZ or the doldrums — develops over Colombia, while at the same time there is an area of high pressure to the north. The difference in the pressure gradient (shown on a weather map by closer isobars) combined with the local geography, causes acceleration of the tradewinds along the coast and williwaws in the valleys along the coast approaching Santa Marta.

Melieke Pirinççioglu from Hallberg-Rassy 43 *North* reported experiencing winds of 30 to 35 knots during the last five hours of the trip. She says, "I never saw wind that strong before, but it was a good experience I'll never forget. Now I trust the boat more, and on arrival, the group felt closer than before.

Melieke added that she felt some trepidation when a RIB approached *North* as they neared the port. "I felt so bad because at first when I saw them coming, I thought, 'Oh, no — pirates!' But it was the Coast Guard waving a Colombian flag, coming out to welcome us!"

Commander Javier Bermudez, the Colombia Coast Guard's commanding officer for the Santa Marta area, tells *Compass*, "Our maritime security is good. We have the technology — AIS, radar, and other vessel monitoring systems — to help ensure safety and security. We follow the ARC rally and try to escort it at key points. There is still some crime related to drug smuggling, but it doesn't affect events like the World ARC."

World ARC 2017-18 is the seventh edition of this rally and the tenth round-the-world rally organized by World Cruising Club, best known for the transatlantic ARC. This was the third time the World ARC fleet had stopped in Santa Marta. In prior editions of the event, the first stop after St. Lucia was Panama. Stopping in Santa Marta not only cuts nearly 300 miles off the rally's shakedown leg, but it also provides a delightful first port of call. Santa Marta offers the welcoming combination of modern marina facilities adjacent to a historic yet still-vibrant South American city. Founded in 1525, Santa Marta was the first Spanish settlement in Colombia. It is the oldest surviving city in that country and the second oldest in South America.

World ARC event manager Stefano Palumbo expressed his pleasure at being in Santa Marta for his second time as World ARC manager: "World Cruising Club is proud to be one of the first companies to recognize the potential of Santa Marta, and Colombia as a whole, as a yachting destination. I can see that there are more boats here this year, and I hope we had a small part in that. Santa Marta is not only a good halfway stop between St. Lucia and Panama, but it's a great destination, and everybody — the city and the marina — has worked together with us to make a great working system."

Juan Carlos Romero, manager of Marina Santa Marta, tells *Compass*, "The World ARC is a great opportunity — we in Santa Marta get to show customers from around the world what it's like to be in Colombia. They get out of the marina and explore the city, Tayrona National Park, all over. And every time they talk to another sailor, they spread the word.

"Before the marina was in place, only about 15 boats a year used to visit Santa Marta and Taganga together; now in Santa Marta we welcome over 250 different vessels per year."

Carlos del Castillo of Fontur, the national tourism branch of Colombia's Ministry of Tourism, adds, "Nautical tourism is needed for the development of our country, and in Santa Marta all the ingredients are in place for a bright future. Marina Santa Marta is an example others in the country can follow."

Highlights of the World ARC 2017-18 fleet's Santa Marta visit included a guided tour of the city's historic quarter, including the Tairona Gold Museum, housed in the Casa de la Aduana — the colonial Customs House, built in 1531 and one of the oldest buildings in South America still in use. The tour also visited the iconic Cathedral of Santa Marta, where the remains of the city's founder, Rodrigo de Bastidas, are interred; and the 17th century sugar estate of Quinta de San Pedro Alejandrino, where South American liberation hero Simón Bolívar died.

The Santa Marta area's natural beauty was not ignored, as participants enjoyed an authentic Colombian beach barbecue at nearby Bahia Concha in Tayrona National Park. Parque Nacional Natural Tayrona covers 22 spectacular miles (35 kilometres) of Colombia's Caribbean coast, and Bahia Concha (Shell Bay) is a pristine sandy-beached gem.

The World ARC 2017-18 also visited FUNDEHUMAC, a foundation where disadvantaged local children receive help. The crews had a chance to hear many of the children talk about their dreams and how appreciative they are for the opportunities the foundation has given them. World Cruising Club is proud to support this foundation for the third year.

On the ultimate night of their stay, a gala prizegiving for the first leg of World ARC 2017-18 was held at the elegant century-old Club Santa Marta, next door to the marina.

First place in the Cruising Division Class A was awarded to the British Arcona 430 *Tulla Mhor*, which finished the course in 5 days and 2 hours. First place in the Cruising Division Class B was awarded to the Wauquiez Centurion *Taistealai* from the UK, and in the Multihull Division first place was awarded to the crew of the Garcia 48 *Hanna* from Austria.

The World ARC fleet started their second leg of the Rally on January 18th — 280 nautical miles from Santa Marta to the San Blas islands in Panama. *La brisa loca* had apparently taken its meds and conditions on the start were perfect, with a 12- to 15- knot breeze from southeast.

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. Entries are open for the next edition of the annual World ARC rally, departing January 2018.

Santa Marta: A Longer View



SALLY ERDLE (ALL)



Among other cruisers, Sandra Lauck of *Kool Kat* and Muriel and Tutty Lee of *Mistress* were happily ensconced in Marina Santa Marta in January when the World ARC fleet arrived for a short visit. *Compass* took the opportunity to get some longer-staying sailors' impressions of Santa Marta.

"The people here are really friendly and helpful," Muriel says. "Christmas was wonderful," she adds, pointing toward an elegant old building on the shore: "The marina even organized a dinner for us at Tres Sensaciones restaurant."

"There are a couple of great grocery stores, and the food is cheap and delicious," Sandra comments, adding that while beer is budget-friendly, wine is expensive "so stock up in Martinique."

It's also recommended to bring boat parts, although Tutty notes that "anything can be ordered, and you can find stuff in the hardware stores, etcetera, if you go looking." He also says that you can also get just about anything from cameras to sewing machines fixed in Santa Marta. Tutty tells of his ship's clock needing repairs, but in Canada "it would have cost $200 for the guy to just look at it, with no guarantee of fixing it" so he passed. He relates that the clock was not only fixed in Santa Marta, but that the cost was less than a third of the quoted Canadian price — "and the repairman kept it for an extra two days to make sure it was keeping perfect time!"

Finally, this old port city is a good base for inland exploration. "Santa Marta is a safe spot to adventure from," says Tutty. "You can go to the Lost City, Bogotá, Medellín, the Amazon — most of South America, really. The marina is a good place to leave your boat and travel; the staff is wonderful." The cruisers agree that it's useful to be able to speak some Spanish when traveling around Colombia, but mention that Caterina in the marina office speaks good English.

Bottom line on Santa Marta as a cruising destination? Says Sandra, "We highly recommend it!"



Above: Walking toward the marina's gate; Santa Marta's historic quarter is just to the left of the modern high-rises. The backdrop of mountains invites more distant exploration



At left: Experienced Caribbean cruisers Sandra, Muriel and Tutty recommend Santa Marta not only for what the marina and the city offer, but also as a base for inland trips

MERIDIAN PASSAGE OF THE MOON

MARCH - APRIL 2017

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!

DATE	TIME				
March 2017		20	0548	10	2356
1	1441	21	0636	11	0000 (full moon)
2	1533	22	0725	12	0040
3	1627	23	0815	13	0124
4	1723	24	0955	14	0209
5	1820	25	1046	15	0255
6	1917	26	1118	16	0342
7	2014	27	1230	17	0429
8	2130	28	1324	18	0517
9	2203	29	1419	19	0606
10	2254	30	1516	20	0656
11	2343	**April 2017**		21	0744
12	0000 (full moon)	1	1614	22	0834
13	0030	2	1712	23	0924
14	0115	3	1819	24	1015
15	0201	4	1908	25	1108
16	0245	5	1959	26	1203
17	0330	6	2051	27	1301
18	0413	7	2139	28	1700
19	0501	8	2226	29	1501
		9	2311	30	1601

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ARTHUR DANIEL (2)

Gouyave Takes a Hat Trick

The 2017 Grenada Sailing Festival White Jack Workboat Regatta took place in the waters off Grand Anse Beach on January 28th and 29th. The skipper and crew from the winning boat in each of the Community Classes qualify to enter a Match Race Final in the GSF16 workboats to find the Champion of Champions. On the second day, skipper Ted Richards with his crew sailing in *Tomorrow's Worry*, one of the five matched-design boats, stormed through the finish line to bring the title of Champion of Champions back to their hometown of Gouyave. The winners took away a cheque for US$1,000 plus a Yamaha outboard engine presented by McIntyre Brothers. The match race finals completed a trio of wins, with Gouyave crews also taking first place in the Junior National Team Sailing Final and the Senior Team Sailing Final.

At this, the 24th running of the event, a fleet of 25 boats from the seaside communities of Gouyave, Grand Mal, Sauteurs and Woburn lined Grand Anse Beach. New boats had been built to take part in the 2017 event, and Woburn, with a community fleet of ten boats, entered two racing classes for the first time: Woburn Traditional and Woburn Sport.

The racing was close and competitive in the Community Classes, with every skipper and crew sailing hard to take first place and the chance to go through to race in the Westerhall White Jack Champion of Champions match race final. At the end of the first day positions were close, leaving everything to race for on Sunday.

After another two races in the Community Class series on the Sunday morning, the scene was set for an afternoon of Match Race Finals. The excitement levels moved to a new high as the growing crowds on Grand Anse Beach waited for the boats and teams to be picked for the National Team Sailing Match Races in the fleet of GSF16s — the 16-foot workboats owned by the Grenada Sailing Festival.

In the Budget Marine Junior Final, Team Gouyave, sailing in *Pink Gin*, took first in front of Woburn in *Mr. X*. In the Senior National Team Sailing Final sponsored by Carib, Team Gouyave in *Pink Gin* once again crossed the finish line first in front of Woburn in *Mr. X*, with Sauteurs sailing *Gybe Talk* to third place.

The afternoon ended when the five winning skippers and crews from the Community Class race series battled it out in the Champion of Champions final. Positions changed throughout the race, but Gouyave showed an edge, starting the charge for the line after rounding the final mark. The Gouyave crew from the Community Class winning boat *Classic* came home to take the Champion of Champions title, trophy, US$1,000 and the prize of a Yamaha outboard engine.

After the final prize presentation the event was rounded off with a firework display courtesy of Spice Island Fireworks, Dodgy Dock and True Blue Bay Resort.

Grenada Sailing Festival wishes to thank sponsors, supporters and friends who make the event possible: Westerhall Rums; the Grenada Tourism Authority; Budget Marine; True Blue Bay Resort's Dodgy Dock; Carib; Spice Isle Fish House; McIntyre Brothers & Yamaha; Waggy T; Horizon Yacht Charters; Camper & Nicholsons Marinas; Republic Bank; Courts; Blue Aqua; Bryden & Minors with Campari, Smirnoff & Monster; BOSS FM; L.L Ramdhanny's True Value & Harris Paints; DeSign Factory; GUT Co-operative Credit Union; Andy's Soup House; Victory Bar; Umbrellas Beach Bar; Coca Cola; Bulk Buy; Digicel; Clarke's Court Boatyard & Marina; Grenada Marine; Caribbean Rentals Grenada; Amalgamated Security Services; Savvy Grenada Sailing Charters; Island Dreams Yacht Services; Sunsation Tours; and Spice Island Fireworks.

Thanks also go to the Royal Grenadian Police Force; the Grenada Coastguard; Grenada Lifeguards; GTA Beach Cleaning Crew; Grenada Solid Waste Management Authority; St. John's Ambulance and W & R Electrical Contractors for their support.

Grenada Sailing Festival Workboat Regatta 2017 Winners



COMMUNITY CLASSES

Gouyave Sloop
1) *Classic* - Skipper Ted Richards
2) *Reborn* - Skipper Kwesi Paul
3) *Riot Act* - Skipper Lennon Marshall

Sauteurs
1) *Swift* - Skipper Christopher Jaheir (visiting boat from Grand Mal)
2) *No Retreat No Surrender* - Skipper Marvin Jeremiah
3) *Cool Runnings* - Skipper H. McIntosh

Woburn Traditional
1) *Unity* - Skipper "Pac Burn"
2) *El Tigre* - Skipper Raymond Myland
3) *Progress* - Skipper Vaughn Bruno

Woburn Sport
1) *Loose Cannon* – Skipper "Boyo"
2) *Press Play* - Skipper Shakeil Gibbs
3) *Here Comes Trouble* - Skipper Allan Noel

Fun Race for bragging rights Woburn Traditional versus Sport won by *Here Comes Trouble* skippered by Allan Noel.

MATCH RACE FINALS

National Team Sailing Junior
1) Team Gouyave sailing in *Pink Gin*
2) Team Woburn sailing in *Homer*

National Team Sailing Senior
1) Team Gouyave sailing in *Pink Gin*
2) Team Woburn sailing in *Mr. X*
3) Team Sauteurs sailing in *Gybe Talk*

Champion of Champions
1) Gouyave - Skipper Ted Richards with a crew from *Classic* sailing GSF16 *Tomorrow's Worry*
2) Grand Mal - Skipper Israel Dharangit with a crew from *Swift* sailing GSF16 *Homer*
3) Sauteurs - Skipper Rondel Dharangit with a crew from *No Retreat No Surrender*



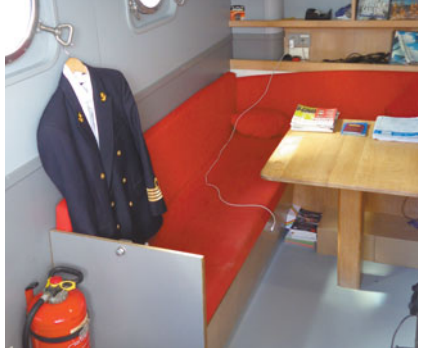
TALL SHIPS in St. Martin Attract More than 1,000 Visitors



The SAIL Saint Martin event on February 5th saw three sail-training vessels offering an Open Ship day to the public in the Galisbay Port de Marigot, St. Martin. The 170-foot (56 metre) brig *Fryderyk Chopin*, the 196-foot (62 metre) topsail schooner *Wylde Swan* and the 200-foot (65 metre) barque *Alexander Von Humboldt II* — all members of the Caribbean Sail Training association — hosted members of the public from 10:00AM until 4:00PM. Some 1,350 people enjoyed tours of the Tall Ships.



SUSAN LAFRANCE





Clockwise from left:

The bow of the Fryderyk Chopin;

The three ships at the dock; inset: the captain of Alexander von Humboldt;

A peek into the captain's quarters of Wylde Swan;

On the bow of Wylde Swan, *just one of the Open Ship day's 1,350 visitors*

Another 60 people attended a private reception, where the port's director, Alberic Ellis, received the award for Most Friendly Sail Training Port in the Caribbean.

Member vessels of Caribbean Sail Training receive advantages in many ports; mooring and docking fees, as well as cruising permits, clearance and other fees, are often waived. In return, the non-profit Caribbean Sail Training association tries to arrange Open Ship days in those ports on request, and also arranges Maritime Experience Days with a vessel providing a day sail for school kids. The *Wylde Swan* sailed on February 6th with students of the College Mont Des Accords Marigot.

Caribbean Sail Training sponsors Caribbean youngsters so that they can take part in days and weeks of sail training during voyages on the vessels in the Caribbean, Europe, the USA, Canada and other countries. The association also helps the ships financially by providing many free services while they sail in the Caribbean waters.

Several sail training vessels have participated in Open Ship days in the past on different islands, but this was the first time that Galisbay in Marigot hosted several vessels together on one day.

The event will be repeated in the future.

Visit www.CaribbeanSailTraining.com for more information.

GRENADINES SAILS & CANVAS • BEQUIA



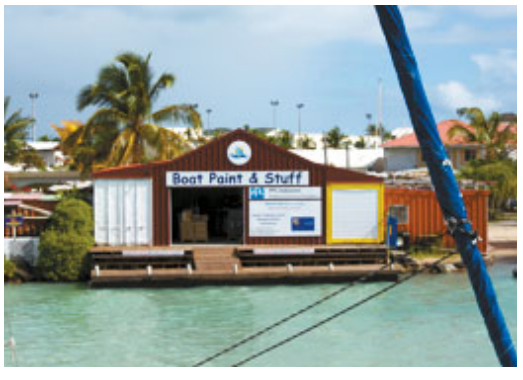
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Grenada 'CONNOISSEURS OF THE CARIBBEAN'

by Sally Erdle

TIM WRIGHT / WWW.PHOTOACTION.COM



Above: A keen contender at regional regattas, Dingo *topped the Racing Class*
Below: Jaguar *grabbed Racer/Cruiser Class 1 victory from* Piccolo *by just one point*

TIM WRIGHT / WWW.PHOTOACTION.COM



Sailing Week 2017 took place from January 30th to February 4th, attracting 33 boats to "Spice It Up" in the Spice Island. Four days of challenging racing were held for four CSA classes — Racing (spinnaker), Racer/Cruiser 1 and Racer/Cruiser 2 (both spinnaker optional), and Classic — plus a non-spinnaker Cruising Class. Joining an ever-competitive local fleet were racers from neighboring islands, and boats and sailors from as far away as the USA, the UK, Ireland, Norway, Lithuania and Australia.

Grenada Sailing Week's reputation for first-class racing attracted repeat contenders such as the Ker 11.3 *Dingo* out of Trinidad, which also races in such high-octane events as Antigua Sailing Week, Les Voiles de St Barth and the BVI Spring Regatta, and which won CSA 1 class at last year's St. Maarten Heineken Regatta.

Newcomers also joined the fleet. Jean-Michel Figueres from Martinique formerly campaigned his B28, *Fiser*, winning last year's Round Martinique Race. Now sailing the Farr 40 OD *Perseverare Diabolicum*, and — thanks to a longer-legged boat and an invitation from Grenada-based racer Richard Szyjan — was racing in Grenada for the first time. He discovered that "Grenada Sailing Week is very fine: competition at a high level, good racing, good courses." He added that he found the multiple changing conditions provided by having some races in the island's lee and



Sara, at her first Grenada Sailing Week, appreciates the event's friendly community atmosphere

others off its south coast "very exciting".

Repeat competitor Bernie Evan-Wong from Antigua was there, too, on his RP37 *Taz*. He tells *Compass*, "We've been doing the whole Caribbean circuit for seven years and will do it all again this year: Grenada Sailing Week, Jolly Harbour Valentines, Antigua 360, RORC Caribbean 600, St. Maarten Heineken, STIR, BVI Sailing Festival, St. Barts and Antigua Sailing Week. Grenada is a favorite."

Why Grenada?

In a region replete with well-run regattas, what attracts serious contenders old and new to the far southern end of the Windward Islands?

Bernie explains, "We do the whole circuit, but I like the small regattas. It's worth the effort to come to Grenada. It's smaller, friendly... some other regattas have become too big and impersonal. You might see your friends out on the race course but you can't find them ashore."

His crew Sandy Mair, who has previously raced his Beneteau First 35, *Cricket,* in area events including Grenada Sailing Week, elaborates on what makes Grenada Sailing Week special: "It's a very good regatta, but more than that, this is a West Indian regatta still — small, friendly and pleasant. You meet your friends; have a laugh. It's the last of the old-time Caribbean regattas."

Newcomer Sara, crewing on the Beneteau First 40.7 *Hot Stuff* says, "This is my first Grenada Sailing Week and I would do it again. Our skipper has done it before, and this is one of the Girls for Sail company's favorites. It's so friendly. You still compete and you work the boat hard and everybody pushes during the race. But after the race, everybody speaks to everybody; it's a lovely community atmosphere. We're an all-girl crew and we really like it!"

Sponsors are also enthusiastic about the event. Denis Laesker of Sea Hawk Paints says, "We appreciate this regatta. As Grenada Sailing Week Board Chairman Marc DeCaul once said, 'It may not be the biggest regatta, but it's the friendliest'." Jacqui Pascal of Horizon Yachts Grenada notes, "This regatta is good for all of us in Grenada. Anything to do with sailing is vital. Yachting is our growth industry. And, we just love to showcase Grenada!"

Having spun off in 2013 from the Grenada Sailing Festival, which was launched in 1993 and once included races for both workboats and yachts, Grenada Sailing Week is now in its fifth year as a separate international keelboat series. The regatta retains the "down island" warmth of the island's yacht racing history that goes back to the first Round Grenada Race in 1968.

Grenada Sailing Week offers two different "playing fields" — one in the calmer waters off St. George's and Grand Anse in the island's lee, and one in the open-ocean conditions off the south coast. Taking advantage of both arenas, this year's event, with title sponsor Island Water World, raced around the buoys in the lee on Day One, from St. George's to the south coast on Day Two, and off the south coast on Days Three and Four.

The venerable Grenada Yacht Club clubhouse at St. George's Lagoon, opened in 1960 and recently expanded, hosted a boisterous pre-race Welcome Party and Race Day One's Red Cap Party. Then the action moved to Secret Harbour Marina in Mount Hartman Bay, where the newly remodeled open-air marina restaurant, with its pizza oven and friendly staff, proved a popular gathering place and venue for the subsequent daily prizegivings and a fun Pirate Party. Secret Harbour's hilltop restaurant overlooking the bay was a fitting summit for the final prizegiving, as well as a Lay Day barbecue and well-attended showing of the film "Vanishing Sail" about the indigenous craft of Grenada's sister isle, Carriacou.

The Races

Race Day One, sponsored by Mount Gay Rum, offered up conditions ranging from spicy to dicey in flat water with a small chop. Along with some "white-out" rainsqualls came breezes ranging from zero to 25 knots and gusting over 30. J/24 skipper Robbie Yearwood of the perennial podium placer *Die Hard* said, "The weather made for interesting racing: some boats do well in heavy air and others do well in light air. There was something for everyone!" Five protests after a day of fickle conditions gave the jury, headed by Harry Keith, a veteran of 20 regattas in Grenada, a workout.

Racing on Day Two, sponsored by Sea Hawk Paints, gave racers a taste of blue-water racing in steadier but brisk winds, sailing around Point Saline and up the south coast, contending with bigger waves ("a bit lumpy"), some current, shoals and awash offshore rocks.

Race Day Three, sponsored by Secret Harbour, provided more south coast fun, with half-metre waves and 25-knot winds. In Racing Class, Richard Szyjan's modified Hobie 33, *Category 5*, got T-boned at the start by a regular opponent who had been over the line early and was coming around to try again. Seriously damaged, *Category 5*, which had won Racing Class the two previous years and was looking for a hat trick, was forced to retire from the regatta. At the daily prizegiving, *Category 5* crewmember Kenzo Szyjan won a cheer from the crowd by taking the mic to say there were no hard feelings, and "that's yacht racing!"

—Continued on next page

—*Continued from previous page*

Marginally milder conditions on Race Day Four, sponsored by Pure Grenada, brought the regatta to a close. As on other days, the now well-established Classic Class added extra eye candy to the scene. The organizers are encouraging more classics to come, as Grenada now has abundant facilities to give them the TLC (or heaven forbid, the repairs) they need.

At the other end of the entry spectrum, Grenada Sailing Week is also hoping to encourage a Class 40 class. This year, the Class 40 *Campagne de France* sailed around the island on the Tuesday to establish a record for next year's Class 40 challenge, and looked fine marching around the buoys in a class of its own.

Also turning heads was Jason Fletcher's new Rodger Martin-designed Caribbean 33, built at Grenada Marine and launched only the night before the first race. "You know what the name is, right? *Nickatime*!" Jason says. His Albin Stratus, *Apero,* was last year's "Best Performing Yacht", and of *Nickatime*, he says, "Although we haven't got our new sails yet and sailed with borrowed ones, including a too-small spinnaker, we are pleased with the boat's performance. The idea was to create a Caribbean racing class boat, and it really has the potential to succeed."

After a total of ten races with one discard, *Dingo*, a winner in 2014, reclaimed Racing Class's top spot, and the Frers 43 *Jaguar*, first in her class in 2013 and 2014, rose to the head of Racer/Cruiser 1 after a tussle with the Dufour 44 *Piccolo*. It was no surprise that *Die Hard*, a class winner in all four previous Grenada Sailing Weeks, won her class once more, but it wasn't all bullets, thanks to the Elan 37, *Julie Rule*, which took Racer/Cruiser 2's second place, and the J/24 *Shakin,* which hung tightly to third. In Classic Class, the Alfred Mylne 65 *The Blue Peter,* a class winner in 2014 and 2016, had to give way to the 70-foot yawl *Galatea*.

Placing a solid third in Racing Class on *Taz*, Antigua's Bernie Evan-Wong says, "Grenada Sailing Week is one of my favorites. Once you start coming here, you'll keep coming. Good racing, very competitive, good wind, great place, good parties, great atmosphere. I will keep coming as long as I can, and I encourage others to come."

Trinidadian Katrina Kelshall, crewing on the Soverel 42 *C-Mos*, and who races regionally on various boats, agrees: "Why do I keep coming back to Grenada? It's homespun, and I mean that in a good way. Grenada is a comfortable, fun regatta. You don't get all the big fancy boats or snobby professional jocks; it's real top-end amateur enthusiast crews rather than hired hands. It's authentic — a regatta for connoisseurs of the real Caribbean!"

Dates for Grenada Sailing Week 2018 are January 29th through February 3rd.

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

Premier Sponsors were Island Water World, Grenada Tourism Authority, Mount Gay Rum, Secret Harbour Marina, Sea Hawk Premium Yacht Finishes, Silentwind generators, The Moorings, Spice Island Marine Services, LIAT and Swiftpac. Supporting sponsors and service providers were Brydon & Minors, Doyle Sails, Dream Yacht Charters, Grenada Marine, Horizon Yachts Grenada, IGA Real Value Supermarket, The Connection, Turbulence Ltd., Palm Tree Marine, SOL, L'Anse Aux Epines Cottages, Coyaba resort, Goiya wine, Wine & More, Marine Tech Grenada, Island Dreams Yacht Services, Mod1 and CocoNet.

Thanks to the Grenada Sailing Week Board, the GSW committees and volunteers, and Secret Harbour Resort for making Compass's *first-hand coverage of this event possible and enjoyable.*



Above: Ashore 'you meet your friends; have a laugh'. Left to right: Photographer Tim Wright shares a joke with skippers Richard Szyjan and Jason Fletcher.

Below: The happy Taz crew, *with skipper Bernie Evan-Wong, third from left*



SALLY ERDLE (3)

GRENADA SAILING WEEK 2017 WINNERS

Racing Class (12 boats)
1) *Dingo*, Ker 11.3, Mark Chapman, Trinidad (19 points)
2) *Whistler*, J/105, Peter Lewis, Barbados (27.5 points)
3) *Taz*, RP 37, Bernard Evan-Wong, Antigua (32.5 points)

Racer/Cruiser Class 1 (7 boats)
1) *Jaguar*, Frers 43, Peter Morris, Trinidad (15 points)
2) *Piccolo*, Dufour 44, Andrew Yates, UK (16 points)
3) *Bluefin*, Beneteau 456, Curtis Farley, USA (22 points)

Racer/Cruiser Class 2 (6 boats)
1) *Die Hard*, J/24, Robbie Yearwood, Grenada (11 points)
2) *Julie Rule*, Elan 37, Peter "Champy" Evans, Grenada (15 points)
3) *Shakin*, J/24, Gus Reader, Barbados (22 points)

Classic Class (3 boats)
1) *Galatea*, 70-foot yawl, Judd Tinius, St. Croix (5 points)
2) *The Blue Peter*, Alfred Mylne 65, Mathew Barker, UK (6 points)
3) *Savvy*, Petite Martinique Sloop 43, Danny Donelan, Grenada (12 points)

Cruising Class (2 boats)
1) *Shangri La*, Morgan 41, Jonathan Gittens, Barbados (6 points)
2) *After Hours*, Hunter 33, Alfred McMillan, Trinidad (12 points)

Grenada's First 'Clean Regatta'

Shelley Brown and Robyn Albritton came to Grenada Sailing Week 2017 to help the event become more environmentally sustainable. They represent Sailors for the Sea, an ocean conservation group focusing on boaters.

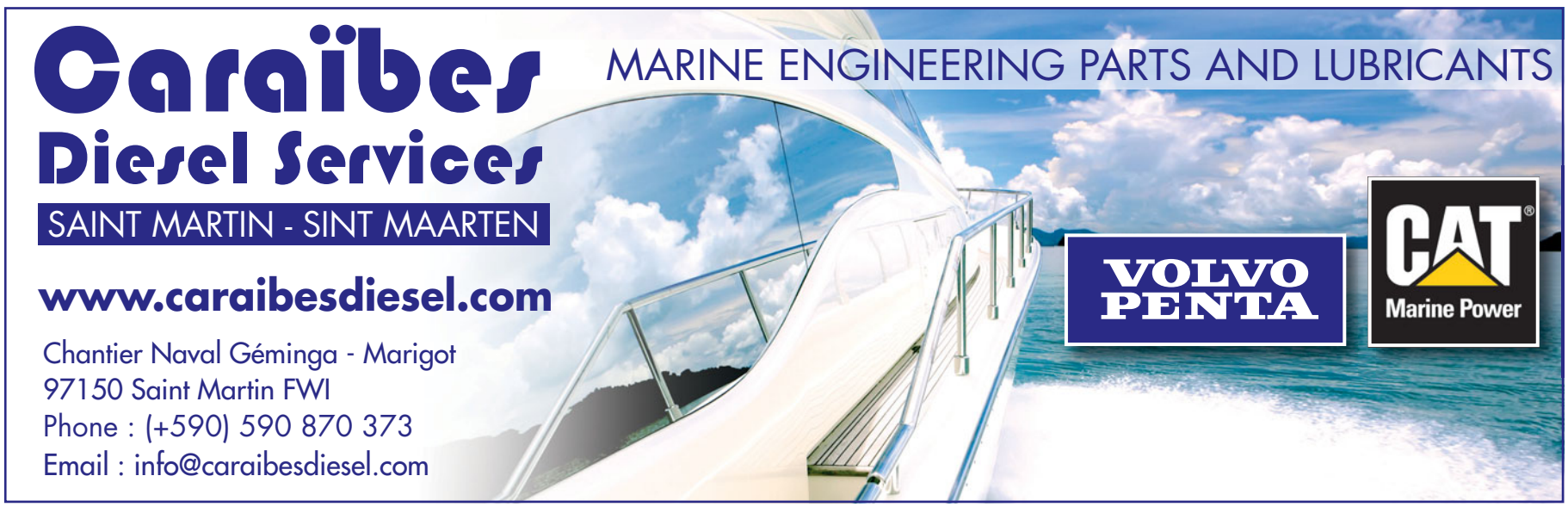
Grenada Sailing Week is Grenada's first "Clean Regatta" in Sailors for the Sea's Clean Regattas program, which awards sustainability certification on various levels based on 25 best practices. Grenada Sailing Week is currently working toward Bronze Level certification, which means engaging in at least seven Clean Regattas best practices.

Shelley and Robyn tell *Compass*, "Grenada Sailing Week is so friendly and everyone's been so welcoming; we're glad to be participating." They describe their goal as "empowering boaters to become leaders in marine environmental protection — to be voices for the ocean."

Much remains to be done, especially in reducing plastic waste. The finish line hasn't been reached, but in becoming Grenada's first Clean Regatta the starting line has been crossed.

Visit sailorsforthesea.org for more information on Sailors for the Sea, the Clean Regattas program and a downloadable Green Boating Guide.





Y2A BY ELLEN BIRRELL

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

Kids, kids… KIDZ! When the marine trade industry gets involved for the benefit of their community, vocational training can advance youth development.



Kidz at Sea was a Y2A feature in 2015. You may recall that Garth Steyn summed up the challenge that got him to start Kidz at Sea in 2012: "One of my employees at Aqua Mania Adventures (his local tour company) needed a captain's license. At the time, there was not a certifying institution on St. Maarten. RYA certification was too expensive. I took the young man to Anguilla, where he secured the necessary licensing." At this point, it came together in Steyn's mind: "Unlike Antigua and Anguilla where you see local people captaining and crewing sailboats, we don't have that in St. Maarten." He realized that Black people were disproportionately under-represented in St. Maarten's marine industry. He set out to do something about it and founded the "Build Your Future" project (the precursor of Kidz at Sea) in conjunction with St. Maarten Marine Trade Association (SMMTA) and the St. Maarten Sailing School. The first project was to teach local youths how to build five vessels. One of the things that has made Kidz at Sea successful and sustainable is how Steyn and others were able to get the buy-in of local organizations and businesses. As a businessman and SMMTA Board Member, Steyn had the vision for what could be, and acted.

Heineken Regatta organizers in St. Maarten saw a promotional opportunity and commissioned an artwork competition whose winners would go on to decorate sails for the new "Build Your Future" project's boats. Other community institutions such as Island Water World, Budget Marine, FKG Marine Rigging and Fabrication, St. Maarten Sails & Canvas, the Harbor Group of Companies and Safe Cargo Services pledged sponsorship. The Caribbean International Academy, St. Dominic and Milton Peters College high schools and Secondary Vocational Education signed on for students to do the building. Aqua Mania provided a shed in which the first boat could be constructed. Well-known Caribbean catamaran builder Dougie Brooks volunteered as a mentor. One by one, more and more individuals and companies committed to see this worthy project succeed. Momentum built.

Michele Korteweg, Administrator for Aqua Mania, comments about recent individuals who are making a difference for Kidz at Sea youth development: "Wim de Visser, head of the Milton Peters College, is vital in reaching out to the local youth. By integrating the boat building program as part of the college's carpentry course and by promoting it heavily among students and teachers through sailing orientations and newsletters, the number of students that have been introduced to sailing has increased significantly over the years.

"Besides Wim, other volunteer mentors integral to the success of the program are Rien Korteknie and Iain Mobbs. They spend their spare time teaching the kids how to sail, introducing them to racing and all other aspects of sailing. With their experience in the marine industry, they have an immense impact on the students' development, not only regarding sailing, but also regarding their personal development.

"Of course, the program would have never gotten to where it is now without the driving force of board member Lorraine Talmi and founder Garth Steyn. They go above and beyond to further develop the program and are always looking for ways to make this program benefit the local community of St Maarten. It has gotten so much bigger than getting the youth introduced to sailing and/or boat building. They have ensured that the program is having a positive spin-off, impacting the local community as a whole in many important areas, such as health, sports and education."

According to Michele Korteweg, "The second boat is being built and we have a couple of very keen girls involved in that. We also started cooperating with the Ujima Foundation and the I Can Foundation, local foundations on St. Maarten that support underprivileged and troubled youth. We provided the I Can Foundation with a paddleboard kit that they will build with a group of their youngsters, expanding our program beyond our own original reach. This will also happen with the Ujima Foundation. This allows us to attract a younger target group, making for a better integration of our program, and also the longevity of it."

The Ujima Foundation is a 24-hour residential therapeutic program for ten "at risk" young males between the ages of eight and 14 who have been diagnosed with an emotional or behavioral disorder. The Ujima Foundation adequately diagnoses and treats the disorders. Therapists help them to develop coping skills, self-confidence, self-worth, anger management and a sense of safety within the family and community. Facility activities reinforce positive family dynamics, teach adequate parenting skills and decrease repetitive delinquent behavior.

Michele adds, "A new sponsor that came in last year in full force, Essilor, is increasing their support this year. Part of their sponsorship is conducting eye exams on Kidz youngsters, but this year they will also see those that are in the I Can and Ujima programs."

The Essilor Vision Foundation is committed to eliminating poor vision and its lifelong consequences, and to providing underprivileged people the opportunity to live better lives through better sight. Since 2008, the Essilor Vision Foundation has, with the help of many partners, provided more than 690,000 screenings to individuals in need.

"St. Maarten has limited equipment, eye doctors and eye care available," Michele notes, "Whatever is available comes at a high cost and is not covered by insurance. As a result, eye problems are often not discovered until the eyes are already seriously affected. By catching poor vision and irregularities early, serious damage can often be prevented. Obviously we also want to raise awareness about the damage the sun can do to one's eyes, especially when being on the water sailing. Proper sun protection is a must, which is what Essilor provides for the youth enrolled in the Kidz At Sea Program.

"In addition, Essilor visited St. Maarten last year not only seeing our youth but also seeing a large elderly group at the White and Yellow Cross, most of whom desperately needed prescription glasses or additional eye care. Even more exciting is that Kidz at Sea is working with the sailing community in Anguilla to see whether Essilor can see some of the youngsters in their programs.

"Anguilla participated with a group of their local youngsters in the 2016 St. Maarten Heineken Regatta. Their team was sponsored by the St. Maarten Sailing School and Kidz at Sea Foundation. This inspired them to start building a boat in Anguilla as well. They just found a sponsor who contributes greatly to making this possible. Believing that everyone benefits from regionalized sailing, Kidz at Sea set up the initial contact. We can start racing with each other on a regular basis, sharing ideas and cooperating to develop a larger platform."



Building boats helps build futures for St. Maarten's youth

What if island governments, community organizations and corporations saw this kind of youth development as a currency more valuable than EC, Euros or US dollars?

Investing in developing all youth, and in Kidz's case, in disadvantaged kids, pays big dividends. Disenfranchised children are far more likely to end up in crime, jail and rehabilitation. For Caribbean nations the toll is great not only on local society but on the negative image that can follow diminishing that nation's ability to secure their share of new business moving into their region as well as lucrative tourism dollars.

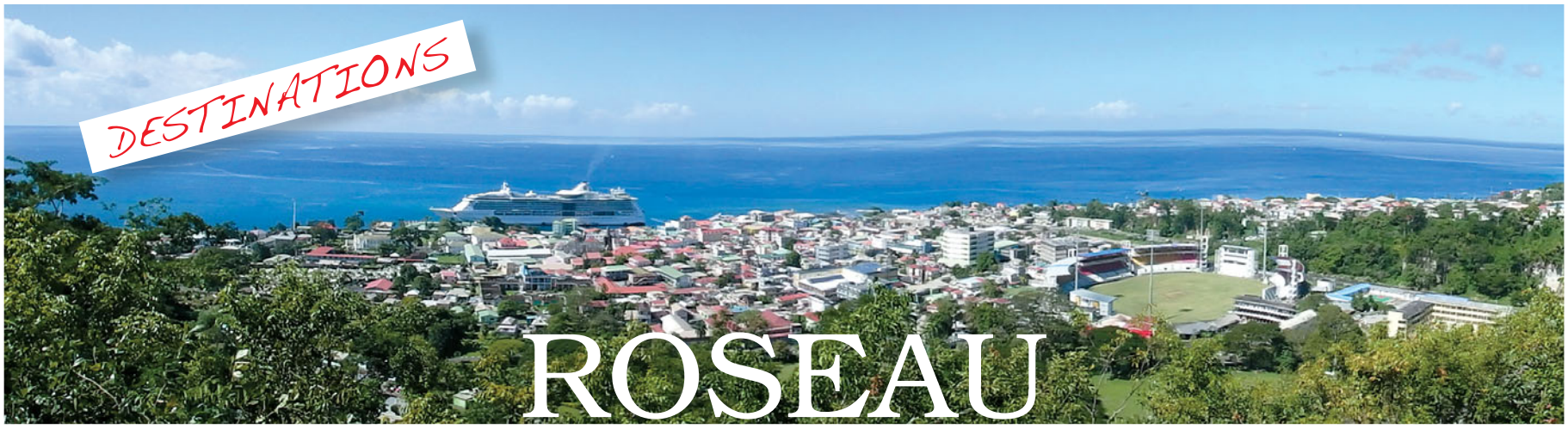
Healthy island communities where children receive quality education, both academic and vocational, as well as a chance to build life-long skillsets in swimming, sailing, music and gardening create long-term mental and physical health and aid children to become contributing citizens. Now is the time to pool resources, stimulate creativity or downright copy organizations such as Kidz at Sea.

What more can be done on your island, large and small, for the positive development of our greatest resource — kids? Er, make that Kidz.

Ellen Birrell attributes her opportunity to cruise the Caribbean aboard S/V Boldly Go to *life skills built in childhood. Believing swimming and sailing are essentials for island youth, she supports grass roots and competitive junior sailing, and serves as chair of sailing development for the Caribbean Sailing Association (http://caribbean-sailing.com/sailing-development/the-future-of-caribbean-sailing).*




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ROSEAU REVISITED

by Laurie and Dawn Corbett

Then...

In February 2009, while travelling south along the Leewards, we turned *Cat Tales* in towards Roseau, Dominica, rather than face the Martinique Channel late in the day. Almost instantly, we saw two powerboats head out from the distant mainland towards us at high speed as if they were racing — and indeed they were! The first boat to arrive turned around and stopped in the relatively calm water just a foot or so from our starboard side, and began to engage us regarding a mooring ball for the night. The loser of the race continued on by, at about 40 knots, within inches of the first boat. The wake and splash got four of us on *Cat Tales* and the first vendor quite wet, and the vendor's boat was violently flung against *Cat Tales*. The first vendor dropped back, reached into the bottom of his boat, and came up with a tennis ball-sized rock. He flung it at his competitor, who had stopped to also offer his services, as if oblivious of what he had done. The rock made contact, giving him a glancing blow to his back. The two boats then roared around each other in circles, the drivers yelling and screaming. The first driver had more rock projectiles and a few bottles, and let them fly without any direct hits. Both drivers approached *Cat Tales* moments later, and dared to continue to offer their services to us. In a state of shock and anger, we told them both to clear out (well, you can guess at the exact words). The two of them roared away to shore in two different directions.

The first boat circled back after a bit, to convince us of his innocence in the affair. We listened, as we still needed the mooring. We knew that Roseau has very little shallow water away from the shore. We had less than an hour of daylight left, so we followed him in to take the mooring.



After tying us up, the driver also convinced me to go with him to the Coast Guard station, as he had guessed correctly that the other boat had gone directly there. We met an officer outside the office, on the dock, and were told that the other driver had indeed registered a complaint. He said he appreciated us coming to tell the other side of the story. I was apprehensive to be involved in what ought to be a crime of some sort, especially when we were checked out of the island, and just sneaking in for a night's sleep before departing. However, I realized that the few details of interest to the officer were being scratched down on the back of a cigarette package. Possibly he was already acquainted with these two characters and their relationship?

It was quickly turning into just another "he said, but he said", without affidavits, signatures or other official efforts, even though the driver continued at great volume to make tremendous threats of violence against the other driver. Both the official and I were primarily involved in calming down the first driver. Between threats of "I mash him, I mash him", the driver, a half-naked, wild-looking man with dreadlocks, would inject that he "brought the white man" to help him prove his case. I was working rather hard to get him to refer to me by my name, and to get him to stop issuing death threats in front of the official. In the end, I was returned to *Cat Tales*, we got our sleep, and left in the morning with no more contact with Roseau.

We chalked up the incident as a matter of too much competition for just too little business; and indeed, we were almost the only boat there among the few moorings. The memory did not fade, however, and we stayed away from Roseau for years.

... and Now

We have very much enjoyed the north part of the island of Dominica over these years, thanks mostly to the Portsmouth Area Yacht Security (PAYS) group, with their provision of services and safety. Their spirit of cooperation ensures that only one boat greets you, and its driver does his best to sell the services he can, but make you aware even of services his friends offer that he may not. Still, the south part of the island is a long drive from Prince Rupert Bay, and we were hearing great stories of safe mooring balls, trained and experienced hiking guides, beautiful and interesting destinations, and cooperation on the water in Roseau.

—Continued on next page

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—*Continued from previous page*

This January, we e-mailed ahead to Dominica Marine Center (DMC), to ensure we could get a mooring (we would recommend you choose a service provider from Doyle's guide and also e-mail or call ahead). We chose DMC as we wished to get propane and gas, and liked their dock location. Well, when we arrived,



we found that they had filled their moorings, but had passed our business on to another vendor, Marcus. His man Desmond guided us in and got us attached professionally. He also advised us that we could use any dock we wished, that any of the vendors can assist with propane or gas, and that all vendors would be happy to arrange any tours we wished to take. Hearing that we had already contacted Sea Cat, another vendor, for a tour, he wished us well.

While at the mooring for three nights, we heard the various vendors in rather constant contact with each other by radio, making it truly sound as if the cruisers' needs were paramount.

We surveyed the docks for dinghy access, and, although all were quite accessible by dinghy in the low sea state, we carried on to the DMC dock and found it to be the best for us. We got our information on the services, and toured their chandlery — making the purchase of Chris Doyle's newest guide. It made sense to do so as we had not been here in many years.

We had made arrangements to hike up White River to Victoria Falls with Sea Cat, in conjunction with the crews of two other boats, a monohull and a trawler. However, when we had left the St. Pierre anchorage that morning, both boats had disappeared in the dark, and they were not in attendance in Roseau. We were left to assume that they ran away to some other sheltered bays as soon as radio meteorologist Chris Parker told them of impending swells from the north. Left high and dry, we could only ask Sea Cat and his helpers to be on the prowl for other Victoria Falls hikers and let us know if anything could be arranged during our stay.

With freed-up time, and armed with some maps and Doyle's newest guide, we looked for something to do. No problem at all. The new guide provides lots of options and describes many worthwhile attractions.

We started our day by dropping off our propane tank and dinghy fuel tank at the garage connected with the dock's services, and continued to the Free Library that is located just south of the Fort Young Hotel. There, a most helpful lady showed us some of the history books written by Lennox Honychurch that are no longer in print. Mr. Honychurch is one of the Caribbean's best-known historians, still alive and enthusiastically involved on Dominica. (He deserves many articles dedicated just to him, and maybe I'll attempt one someday.) We carried on past a few historic churches and memorable street sculptures, and headed out the short distance to the town's Botanical Gardens.

The Gardens is a pretty park, well maintained, and with security but no fees. For us, the main attraction was Jack's Walk, though we only knew that it was an interesting walk. What a gem! This pleasant walk starts in a shady glen with some long, gentle rock-and-concrete steps towards a hill. More signage directs you

Clockwise from left:

This grand stairway leads to the start of Jack's Walk

Jack's Walk turned out to be more like a climb, but it was cool and beautiful. The view from Morne Bruce, shown on the previous page, makes it even more worthwhile

The anchorage at Roseau

to a trail of many steps chiseled into the steep hill, with each stair riser made of large rounded stream stones. Up and up you climb into the cool, shady, relatively quiet undergrowth, until you come to a large flat glen. You have just climbed up onto a small back corner of Morne Bruce, a former major military establishment that was once important to the security of the island. A large interpretive board explains the significance of



CHRIS DOYLE

the fortification, how signal stations communicated from here all the way to Fort Shirley in Portsmouth, and even why the climb is called Jack's Walk.

The path was a shortcut for the enlisted men with barracks on Morne Bruce to pass back and forth to town when their duties permitted it. Because the path carried on under the Union Jack flag that always flew from this corner, it was referred to as "Jack's Walk".

The spectacular views of the town from this elevation show all the best of Roseau, from the far hills to well out at sea, from the northern hills that held other signal stations to Soufriere and Scott's Head. A short walk along the top of the Morne to the south from this location takes you to another lookout, another different and informative billboard, and the road used to transport the cruise ship traffic up and down from the Morne. The southern area is quiet on days without cruise ships, but the north tip of the Morne is always yours to command!

We were not even tempted to follow the road down, but returned to enjoy Jack's Walk in reverse, and then carried on our exploration of Roseau. We found a French-style bakery just outside the park entrance, but when they did not have the particular product we wished, the girl happily pointed the way to other bak-



eries along our path. We also got great directions to Jay's Bookstore, where we perused the numerous titles covering local history, and were amazed at how often Lennox Honychurch had his name on the jacket. When he is not writing, he is a favourite to provide a proper review of someone else's work. Most interesting to us was a three-volume set that he has written and regularly updates on the people of the Caribbean, meant to be used as teaching guides/text books for all Caribbean schools.

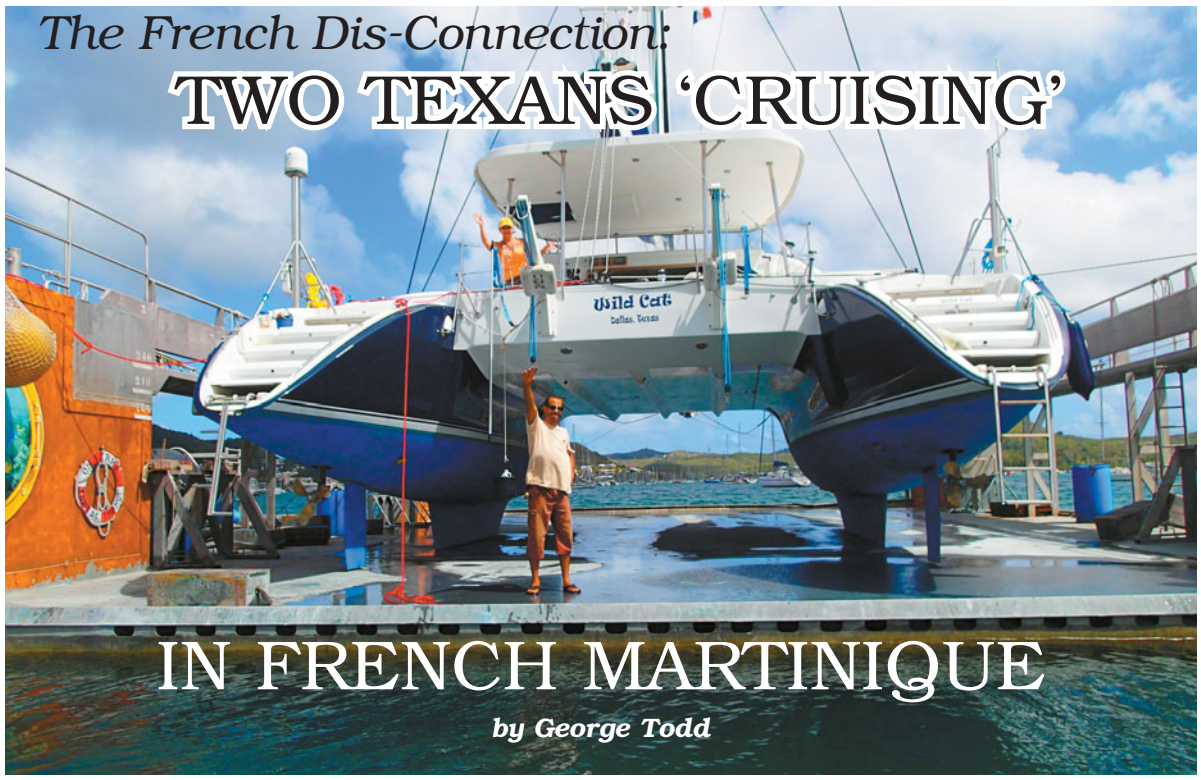
From there, we visited at least three well-stocked grocery stores, one more fantastic bakery, numerous vendors outside the closed market, and interesting specialty and craft shops. We finally returned to the Loft Restaurant at the head of the DMC dock, where we had a late, inexpensive, exquisite lunch with the frostiest beers we have ever experienced. Our propane was already filled, at the lowest price we have found in the Caribbean in 12 years. This also made it the most convenient stop for both the propane and the dinghy fuel we've ever found.

We know we did not make a dent in what Roseau, Soufriere and this region has to offer, and the friendliness of the people makes it easy to plan the next visit.

By the way, Sea Cat did come through the very next day, with a fantastic tour, interesting acquaintances, and a hike to Victoria Falls — but that is a separate story.

Laurie and Dawn Corbett are sailing their little catamaran Cat Tales *up and down the Windwards and Leewards each winter season.*





The French Dis-Connection: TWO TEXANS 'CRUISING' IN FRENCH MARTINIQUE

by George Todd

Jan and I love the French islands. There is just one problem. We don't speak French and that really seems to annoy some of the local population. I have tried to learn to speak some French, but my Texas drawl gets in the way. I can't even say "bone jure" without the Frenchman looking at me as if I just called his mother a hooker. I give up. I know that the French think we are rude for not speaking their language. So I told a Frenchman that it would be a whole lot easier if they just spoke English. That did not go over very well.

I came to this conclusion while Jan and I were "cruising" onboard our French-built Lagoon 570 catamaran, *Wildcat*, in La Marin, Martinique in 2014. As a reminder, when I use the word "cruising", I do not mean "sailing". To boat owners, the word "cruising" means working on your boat in exotic ports of call. We motored *Wildcat* into La Marin on a Sunday evening with a broken freezer, a generator that wouldn't start, and a saildrive that needed new seals. That is about as "cruising" as it gets.

I had just hired a very capable repairman in St. Lucia to charge the freezer with Freon and get it running again. The very next day, loaded with ice, Jan and I confidently departed St. Lucia for the three-hour ocean voyage to French Martinique. Once offshore, the Freon decided to leave the freezer to join that big ozone hole in the sky. I assume that our Freon is circling somewhere over the South Pole by now. Our ice had turned to water. The repair warranty expired as soon as we left the dock. Jan was not happy.

I know what you British sailors are saying right now. No freezer and no generator? What's the big deal? Well, to us Texans it is a very big deal. No freezer and no generator means no ice. And unlike you Brits, who can drink your rum warm, we have to have ice for our rum punches. Texans are over-sexed and have to be periodically cooled down. No ice is darn near a Pan Pan Pan emergency. We arrived too late to buy ice, so to keep Admiral Jan happy, I bought her a French rum punch followed by not one, but two buckets of mussels at the wonderful Mango Bay Restaurant. Jan says that they were the best mussels in the Caribbean.

Back onboard the *Wildcat*, we reviewed our repair list. We were going to need a boatload of French repairmen. Jan reminded me that neither one of us would be able to speak to them, so I came up with a brilliant plan. I took the unopened box of Rosetta Stone French Language CDs and placed it in our bunk next to my pillow, hoping that the French language would subliminally transfer overnight into my brain. I had purchased the CDs a year earlier, after we bought the French-built catamaran. Since the electrical and plumbing schematics were written in French, I thought that it might be a good idea to learn some French.

I also assumed that I would have plenty of spare time to read, lie around the boat and listen to French CDs. I was very wrong. I did not realize that cruising on a cat meant that I now had twice the amount of stuff to fix compared to our former single-hulled sailboat. Twice the engines to maintain, twice the pumps to rebuild, twice the toilets to unplug and repair, twice the repair time and twice the headaches. No time for French CDs. My friend Don named his cat *Double Trouble*. I thought it was funny. Don didn't think so. He was serious.

That is why the cellophane was still on the French CD box a year later. I went to sleep with the French CDs resting on my pillow. I woke up the next morning knowing zero French. I guess that the cellophane blocked the subliminal transmission.

I needed a phone to contact the French freezer repair guy, a diesel mechanic and saildrive mechanic. I had an unlocked cell phone and a stack of Digicel sim cards for all of the islands except Martinique. I assumed that a sim card from formerly British St. Lucia would roam in the French Islands. I figured wrong. The French have their own phone system, their own measurement system, their own power system, their own language, their own everything. None of it is compatible with English anything. Evidently, the French are still really pissed at the British over the 1814 Treaty of Paris. My first order of business Monday would be to obtain a French Digicel sim card.

I was at the Digicel store when it opened at 8:00AM armed with my *French for Cruisers* book. The French girl behind the counter tried to be helpful, but most of the time she looked at me like I was from Mars. Fortunately, a customer knew enough English to convey to her that I wanted to buy a sim card. The Digicel saleswoman's face lit up and she nodded her head up and down. I thought, "Yes! I am getting a sim card!" But then, her head started moving back and forth and I realized it was not to be. The helpful customer informed me that the computer would not be operational until 10:00AM and warned me that the store closed for lunch from noon to 3:00PM. Dejected, I returned to the boat empty-handed and started writing down what I needed on a piece of paper, translating each word individually into French, using the *French for Cruisers* book.

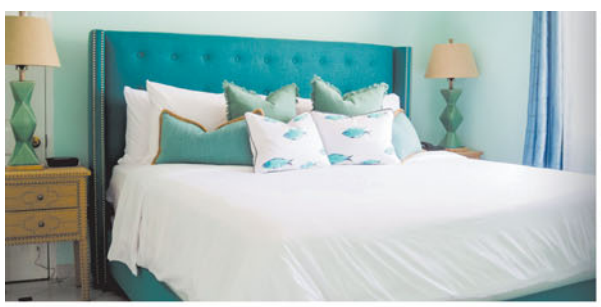
I returned to the Digicel store promptly at 10:00AM armed with my piece of paper containing two French sentences, which were, hopefully, asking for a sim card and not for something crazy like a live rooster. The French girl behind the counter found my written requests to be very entertaining and shared it with two other employees who spent a considerable amount of time laughing and dissecting my grammatically incorrect sentences. A mere two hours later, I emerged from the store victorious, my cell phone loaded with a French Digicel sim card, my very own French phone number and 20 Euros of talk time. I congratulated myself on how well my plan was coming together, and confidently moved forward to the execution phase of my phone plan.

Returning to the boat and bragging to Admiral Jan how I had masterfully obtained access to the French phone system, I confidently dialed the phone number for the freezer repairman. I smiled as I heard the phone ring. A French woman answered the phone and I asked in my best Texas French drawl "Par-lay-view English?" The woman continued to jabber in French, and then there was a beep. I had just asked the answering machine if it spoke English. I left a lengthy message in Texan English, but the machine cut me off before I finished.

I dialed two more repairmen and talked to two more answering machines. Evidently, all of France takes a three-hour lunch. Jan was laughing at me. The execution phase of my plan was falling apart. My confidence was shattered.

At 3:00PM, my cell phone rang. My confidence returned. No doubt one of the three repairmen was returning my call. I answered the phone with a Texas "bone jure" only to be verbally accosted by a very upset French woman who was yelling at Pierre. Evidently, Pierre had been a very bad boy and had surrendered his cell phone number back to Digicel to avoid this irate woman. Digicel had decided that it would be a good idea to assign this number to a Texan who does not speak French. After trying to explain to her in Texas English that I was not Pierre, I gave up and hung up on her. This really infuriated her and she called back.

—Continued on next page





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—*Continued from previous page*

I let the phone go to voicemail, where she spent a considerable amount of my 20 Euros of pre-paid sim card time leaving Pierre an irate message that he will never get.

My phone plan was unraveling. It was time to check and see if there was any money left on my pre-paid sim card. Digicel has a code that I can dial in the British islands that will send me a text message stating how much money remains on my sim card. I dialed the code. Nothing. Of course not. French Digicel has its own code. They have to be different. If the French used the same code as the Brits, they would be equal to the Brits. That is not good enough. The French must be better than the Brits. The French must have their own superior code.



I pulled out my wrinkled-up piece of paper and laid it down on the table next to my *French for Cruisers* book. I could not find the words "sim card codes", so I wrote down some French words that translated to "Euros go to phone?" Or something like that. I headed ashore and walked back to the Digicel store. As I walked into the store, the French girl behind the counter started laughing and shaking her head as if to say "the goofball from Texas is back to drive us crazy". And I did.

The French words written on the paper only confused her. Out of desperation, I placed the phone on the counter and physically tried to cram Euro coins into it. She got it. She picked up my phone, punched in the French code, put the phone to her ear and jabbered something at me in French while waving her right hand in the air. I had no idea what she said.

I shoved the pen and paper at her and somehow enticed her to write down the French code and the account balance. The sim card was down to a few cents. Not only had Pierre screwed over his girlfriend, he screwed me out of 20 Euros. I paid to have another 30 Euros loaded into my phone and stomped out of the store to get back to the boat before sunset. Day One was a total waste of time.

Back onboard *Wildcat*, Admiral Jan sat down next to me in the cockpit and handed me a Texas-sized tumbler containing a Wildcat Rum Punch sans ice. We watched the sun melt into the sea as she asked, "What did you accomplish today?" That is a Dr. Phil marriage-counseling question. Dr. Phil said that I am a results-oriented guy. Dr. Phil said don't ask me "How was your day?" That question is for sensitive guys. I am not a sensitive guy. Admiral Jan wanted to hear about results and ice, not feelings.

I replied disappointingly, "Not much. I spent eight hours getting a French sim card and was screwed out of 20 Euros by Pierre's jilted girlfriend. Isn't cruising fun?"

I then pulled out the phone and bragged to Jan how I had obtained the secret French Digicel code as I punched it into the phone. No text message or numbers appeared on the screen. Instead, an automated female French voice launched into a lengthy advertisement before verbally announcing the account balance. I understood none of it. I spent 50 Euros buying a French sim card that worked, but it was worthless because I do not speak French. I felt like an idiot. It was time for a new plan.

Left: When the Freon and the ice departed, Admiral Jan was appeased by 'the best mussels in the Caribbean'



Right: The author, 'cruising' on the dry dock in Martinique

I talked to Sally at the *Caribbean Compass* about my language dilemma. She told me the following story of her experience in Martinique: *I used to cook on a charter boat that often provisioned in Martinique, and I don't speak French either. I had a favorite bakery and would just go in and point to the things I wanted and hold up the appropriate number of fingers for the amounts. Toward the end of my second season, I thought, "this is ridiculous" and learned to say "deux baguettes et huit croissants, sil vous plait". The two old ladies that ran the bakery nearly had heart attacks and started jabbering to each other in amazement. Another customer explained to me that they had always thought I was a deaf-mute.*

It is comforting to know that I am not the only person that the French think is nuts. On Tuesday morning, I gave up on the phone and went straight to the Mecanique Plaisance office. There was a young man working there who spoke English and French. He became my interpreter, coordinating the work with the owners of the dry dock to haul *Wildcat* in order to get the saildrive seals repaired.

Two days later we entered the dry dock, lifted *Wildcat* out of the water, replaced the seals on the saildrive, and launched her again in only three hours, round trip. It was an expensive ride, but worked exceptionally well.

That was a great day. Dr. Phil would have been proud of my accomplishments. However, Admiral Jan was not happy because we were still without ice. I grabbed my *French for Cruisers* book and headed back to shore to find the freezer repairman. I ambushed him at his office when he returned from his three-hour lunch. He did not speak English. We entered into a French-versus-English jabber fest, trying to set up a day and time for him to come to the boat. We were making very little progress until I said the word mañana, which most cruisers know is Spanish for tomorrow. Or as we indecisive cruisers say, mañana maybe. My brain is so confused by French that sometimes I blurt out Spanish expressions that make most Frenchmen stop and look at me as if I were from Mars, or a complete idiot, or a complete idiot from Mars. The freezer repairman stopped his French jabbering, looked at me and asked "Hablas Español?"

Do I speak Spanish? Of course I do. I am from Texas, a state that has become a suburb of Mexico. I had to learn some Spanish to get any manual labor done in the Texas oilfields. However, knowing French is worthless in Texas. In fact, if I spoke French to some tough Mexicans in my hometown, I would probably get my ass kicked.

The French freezer repairman arrived onboard the boat on mañana. Did I mention that the freezer was made in Italy? That is probably why it was giving me so much trouble. I once had a beautiful Italian girlfriend and a gorgeous Italian-made sports car. I now own a sleek-looking Italian-made freezer. All three of them were nothing but trouble. My life was so much better after I got rid of the Italian girlfriend and sports car. Now I was tempted to deep six my Italian-made freezer. But against my better judgment, I gave it a stay of execution to see if a Frenchman could repair it.

Now I found myself troubleshooting my Italian-made freezer with a French repairman in French Martinique on a French-built boat, while conversing in Spanish. Life in Martinique is way too complicated for a cruising sailor. I am not sure which way to go. Should I work on learning some basic French? Or am I better off spending the time sharpening up my Spanish? I think I will order a Ti Punch and figure this out.

George and Jan Todd spend winters floating around the Eastern Caribbean in the Wildcat, *aggravating the French, reading the* Compass *and writing humorous stories about repairing sailboats in paradise. George's eBook,* Island Sailing is not all Rum and Bananas, *is available for download at most eBook retailers including Amazon, iBooks and Smashwords.com. E-mail wildcater777@gmail.com.*





View from the yacht Antilles: *'tiny white sails resembling flickers of candles'*

ANOTHER PLANET — THE SAN BLAS ISLANDS

by Tina Dreffin

I was walking my dog along a beach in Prickly Bay, Grenada when a fellow cruiser chatted me up one morning a while back. My husband of 35 years, Peter, and I sailed aboard *Scud*, a St. Francis 42-foot catamaran.

After initial introductory conversation, she learned we had reared our two sons aboard, cruising the Caribbean waters between Venezuela and the Bahamas for several summers. As a last hurrah, we sailed with them around the world, ending up back in the Caribbean.

"So, what's your favorite island in the Caribbean after having seeing the world?"

"The San Blas," I said right away.

"Why?"

"It's magical, lost in distant time, unspoiled by modern society," I said. Soon I found myself waxing on about the San Blas islands. I began to describe my idea of paradise. "It's like no other place on earth. It's otherworldly, in a way. When we were there, it was as if we were on another planet."

The San Blas islands are home to the native Guna Yala tribe, more widely known as the Kuna Indians. The women wear hand-stitched *molas* and colorful scarves. Beaded bands in hues of green, yellow, and orange encapsulate their arms and legs. It's an impressive style to behold, more like a native American Indian than Madonna.

We first arrived at Cayos Diablo in the San Blas in 1979 aboard *Antilles*, a 47-foot Sparkman & Stevens wooden ketch. It was a beat from Port Antonio, Jamaica. At that time, tourists were not permitted ashore without the permission of the caicique — the village chief.

No other boat arrived during the duration of our two-month stay. When back in Jamaica before our departure, word on the Coconut Run offered sage advice. "Don't even think about disobeying the caicique," a raconteur at the bar said in hushed tones. "My buddy swam ashore to one of the islands for a little socializing with the sheilas. Minutes later, he beat back the waters in Olympian strokes as a fleet of arrows chased his tail. I kid you not."

'Course, that was back in the late '70s. And little wonder the Kunas threatened him. They are fiercely protective of their pubescent girls.

We were hesitant to explore ashore, respecting their privacy. Instead, we remained anchored off uninhabited islands, snorkeling the reef where scarlet lionfish — looking like flamenco dancers — pink goatfish, and schools of striped grunts darted about the coral. Waters were as clear as gin and lunching in the cockpit beneath clear blue skies, sea breezes wafted. On them rode the sweet scent of frangipani, date palms, and seaweed. The picturesque scenes were worthy of Rousseau's touch.

At twilight, the sunset cast shadows that were deep and long. Colors blazed with pinks and reds in invisible love darts as the orange orb sank into the sea. We were newlyweds, oblivious to time and space.

When darkness fell, the moon was so bright, it cast beams of light upon starfish the size of basketballs on the sea floor alongside the boat. Moonlight washed waters in shimmering silver, illuminating a small reef near shore. Beneath palm fronds, moon shadows danced lacy patterns across sands.

One day while we were napping on deck beneath a canvas awning, a pod of bottle-nosed dolphins gamboled around the bow, squeaking in low-pitched tones. Around us, we watched transfixed as pelicans dive-bombed for juvenile blue runners. In the distance, the traditional wooden craft of the Kunas sailed in on a sea breeze, their tiny white sails resembling flickers of candles.

We heard them one morning before we saw them. Fits of giggles rode the morning breeze as sunlight streaked through hatches, drawing me awake. We leaned on elbows to peer out the aft cabin porthole. A *cayuco* or dugout was gliding across still waters, low on the waterline, bearing a gaggle of women.

Clambering on deck, we sat atop the coach roof to spy their approach. Tiny brown fingers trolled the waters, dangling alongside the dugout. In the binoculars, I smiled when a naked toddler with curly brown hair came into view. He peeked above the laps between two women who were dressed in traditional garb. Giggling ensued even louder as the party advanced. The combination of their natural beauty against turquoise waters drove me to near tears.

"Buenos dias," I said when they reached up to grab our rubrail.

The women continued to smile, nod, and giggle. It became apparent they did not speak Spanish. Instead, they spoke Dulegaya, I later learned. In sign language, they mimed their intention: the sale of molas. They held up ten fingers, signaling that each mola cost $10. At such a bargain, I bought several. They adorn my boat today.

The mola is a colorful panel of hand-stitched art, crafted in reverse applique. These are sewn into a blouse as front and back panels. A wrapped skirt or *saburet* and a headscarf called a *musue* complete the outfit. A gold nose ring or *olaus* and earrings called *dulemor* accessorize the look. Once, the Kuna women painted their bodies in geometric designs with plant dyes until the European settlers arrived from Panama bearing gifts of cotton cloth. Today, the same designs are used in creating the panels.



A cayuco *was gliding across still waters, bearing a gaggle of women*

To understand the Kunas, you need to know where and how they gained autonomy. First of all, the San Blas archipelago encompasses 100 square miles and consists of 378 islands. It is a semi-autonomous region of Panama. The indigenous people, the Kuna Yala, have had contact with Europeans since the 1600s. As a consequence, they are fiercely independent.

In 1924, they violently rose up against the Panamanian government in response to adverse policies affecting them. As shrewd diplomats, the Kuna Yala struck a deal with the American military, nearby in the Canal Zone. When Panamanian military elements moved to respond to the uprising, a Yankee gunboat waited for them. Backed by the Americans and powered with a deep sense of sovereignty, the Kuna Yala negotiated a constitution with the Panamanians. Subsequent constitutions have ceded more autonomy to the Kuna Yala. Today, the Kuna have their own governance and police force. Little wonder that they were able to hold onto their passionate lifestyle. It resonated with me.

After the women in the dugout departed, the fleet of small traditional craft that I had seen the day before sailed into view. Eventually, they landed on the beach in front of us. Short brown men spilled over the gunnels and sprinted up palm trees to gather coconuts. When their wooden boats were filled at sunset, they departed in their wooden craft, rubrails low on the water. Coconuts are the sole cash crop for the Kunas. It is forbidden for visiting sailors to collect coconuts. Still, I was dying to prepare ceviche with coconut milk.

The last night of our stay, a conch horn blew, signaling a feast. It was soon accompanied by Andean pipes and beating drums. I fingered the *chakira* or anklet, thick with beads, that I had purchased from the Kuna women. I considered the music a parting gift, an augury of great things to come. Tomorrow we were en route to the Panama Canal and needed all the good vibes we could muster.

Today, the San Blas are thriving with tourism as backpackers arrive on fast boats to fill makeshift hostels. It's still a magical paradise, but I was pleased we had visited decades earlier, before their slow segue into modern times with Honda generators and cell phones.

Tina Dreffin's latest book about her family's journey into Africa and across the Atlantic is Bluewater Walkabout: Into Africa, *available at www.bluewaterwalkabout.com.*



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SOS: Save Our Skin! Or, When a 'Boat Bite' Bites Back

by Bill and JoAnne Harris

We have been cruising aboard *Ultra* now for almost ten years. It has been a blast! However, we have not escaped the many bumps, bruises, burns, scrapes, bites, boo-boos and more that come along with this lifestyle. We have faced many physical and mental challenges, too, but nothing like what we experienced recently.

Being in the water and exploring the islands is almost always part of our daily routine. However, these adventures can come back and bite you.

We take good care of ourselves by being active, exercising and eating healthily. However, healthy people can also be caught off guard by just the slightest break in the skin. It can change your life — or even take it.

What the Heck is the Problem?

Bill recently had pain in his big toe. We do not know what caused it. Could have been a teeny tiny break in the skin from cutting his toenail too short, or injuring it while beaching and wrestling our dinghy in some big surf, or something entirely different. We thought it was normal; we hurt ourselves all the time, sometimes not even knowing when or how, and then it is gone in a few days.

Well, to our surprise on the second day, the pain progressed from the big toe to the ball of his foot. It was so sore that the pain prevented him from walking on it. We immediately put ice on it, gave Bill Tylenol for the swelling and elevated the foot.

The third day, his foot was swollen from the big toe to the inner edge to the arch and a red spot had formed.

We were in a remote anchorage in the San Blas islands, so we moved *Ultra* closer to civilization in case his foot worsened. Our boat friend Dawn, who is a nurse, and her husband, Randy, had sailed in and dropped the hook next to *Ultra*. That afternoon at Happy Hour, Dawn checked out Bill's foot. She said it looked like something called cellulitis. Randy had been diagnosed with cellulitis in his knee about a week prior. He had been completely incapacitated by it, unable to walk due to the pain. He had taken medication prescribed by his Canadian physician when he had experienced the same condition with his other knee a few years ago. However, the swelling was not going down. He went to the Kuna Yala Nargana Clinic and was prescribed another antibiotic. He was still recovering almost two weeks later. Cellulitis, a type of staph infection, is a non-contagious bacterial infection of the skin and soft tissues (the deeper layers) that causes swelling, redness, pain, tenderness, and fever. Dawn had told us that cellulitis can lead to blood poisoning and a person can be dead in just a few days if the infection spreads to the lymph nodes or blood. Even if the patient does not die from this infection, they might lose part of or all of a limb.

Well, on that note, we reserved a water taxi to take us from the out island to the Kuna Yala island hospital nearest us, Cartisugdup. The next morning the boat was almost two hours late and we panicked, thinking the driver would not show, but several What's App texts later, a boat finally arrived. We loaded up and were off to the hospital.

How Was the Treatment?

The boat driver was wonderful and dropped us off at the hospital dock. Since it was the back entrance, we hobbled to the front door where a lovely nurse named Dianna led us to the patient check-in. This hospital, which is more like a clinic, serves 200 islands. It has only a few rooms and one doctor. She told us that the doctor had just left for Panama City. We missed him by just an hour. Ay — if the water taxi had been on time, we would have made it.

The staff was a blend of Kuna and Panamanian staff. Therefore, the Kuna staff women were dressed in their brilliantly colored traditional dress and the Panamanian staff in gleaming white uniforms.

—Continued on next page



Keep those boat bites clean and dry!

Above: Our cruising friend Charlie showed up at the same clinic, at the same time, with the same infection. His was on his arm

Below: At the clinic dock, Bill signals that all will be well after treatment for cellutitis on his foot







—*Continued from previous page*

(The staff from Panama City work 20 days on and ten days off.) We explained where we had come from and there was an emergency with Bill's foot. There was a bit of frenzy at that point, as the staff was running around looking for patient forms for us to fill out. Dianna and four Kuna women were hunting in file cabinets, piles of papers, etcetera, but could not locate them. We were very patient; this is nothing we have not witnessed before while living this cruising life. Then JoAnne heard one say to the other in Spanish, "Just get a blank piece of white paper!" Excellent idea, since they needed only Bill's name, weight, height, birth date and passport number. JoAnne wrote Bill's info on the paper and gave it to the nurse.

Dianna led us past the waiting line and Bill was quickly weighed and measured. The doctor had returned and he called us into his office. He was dressed in jeans and a white T-shirt with the hospital logo. We asked his name, and he politely said Gustavo, not even Dr. Gustavo. He spoke only Spanish, but we explained to him the problem, showed him Bill's foot, and immediately the diagnosis was cellulitus. Dawn had been spot on. We told Gustavo that Bill had taken two Cipro tablets between last night and this morning. *No problema*, discontinue that and begin taking the 500 mgs of amoxicillin three times a day and one pain pill per day. Bill took the amoxicillin, but chose to take only one of the pain pills; less is more when it comes to pain pills. No drinking alcohol for a week!

The cost of the appointment adventure was US$15: two dollars for the doctor's consultation and the balance for medications.

Our water taxi reservation had been arranged to take us to the clinic and back to *Ultra* in one day. We were to be ready at 4:00PM for pick up at the clinic dock. Our 9:30AM walk-in visit had taken around 15 minutes, so afterwards we walked — well, Bill hobbled — to the local restaurant Pargo Rojo to have breakfast. We asked if it was okay if we hung out. Chaylene said "tranquillo", so we stayed for three hours. All the while, the chef had the Mexican sports channel, showing Mexican wrestling both male and female (so fake and choreographed!), on a huge flat-screen TV. Seeing that we were the only patrons in the restaurant, natives, including two five-year-old girls, walked in to welcome us to their island. We started chatted and all moved chairs outside for a breeze. It was hot, so JoAnne and her new young companions went on a quest for popsicles. No luck with popsicles after visiting multiple thatched-hut stores and homes, but they scored cherry ice cream instead. At 50 cents a cup, four were scored, the little girls giggling happily the whole way back. We enjoyed eating ice cream and people watching. The day was definitely a cultural experience for us.

We hobbled back to the clinic to wait two more hours for our *lancha*. There, we were surprised to see our Spanish boat friend, Charlie. He had driven his dinghy, identical to ours —a nine-and-a-half-foot AB with a 15-horse motor — to the island. He was anchored near us and it had taken him two hours to reach the clinic. He showed us his arm. Recently he had got an abrasion on his elbow, and after a week his arm became extremely swollen. That arm, from the shoulder to the fingertips, looked like the Incredible Hulk. This was his first doctor's checkup.

The first time we met Charlie we had retrieved one of his boat cushions that had blown into the sea from a *culo de pollo*; and the second time he anchored so close to us that we could pass him a cup of coffee and later he brought us barracuda steaks as a gift. This was the third time: here we are at the same clinic and Bill and Charlie have the same infection. We said to each other, "What will the next adventurous meeting be?"

The doctor told Charlie he needed a shot of antibiotics, so JoAnne asked the doctor to give Bill one, too. The doctor advised us to be patient for Bill's medication regimen to kick in. JoAnne explained her extreme concern for Bill's health, especially after seeing Charlie's arm, and told of the possible added expense of a hundred-dollar round-trip lancha ride back for the follow-up. The doctor said no problem, and wrote out a prescription. There were Bill and Charlie, both ready to be stuck with a big needle. They each in turn went into the room, got on the table and inched their shorts down to receive the shot from Nurse Lourdes. She gave each of them a shot of Pissaberr L-A in the behind.

Upon our return home, Dawn and Randy hosted Happy Hour and dinner on their boat for us.

The following morning, after four days of hobbling around, Bill was able to put some pressure on his foot, walk up to the galley and make coffee for us.

After coffee, Dawn picked up JoAnne for yoga at the beach. On the way back, they dinghied by Charlie's boat to check on his arm. When Dawn saw his arm, she was shocked by how swollen it was. However, to JoAnne's surprise, she saw that it was only half as swollen as before.

We were happy to say that although all three guys suffered the same infection within the same month, all were now on the mend.

Some Ultra-Important Tips

• In tropical waters, be careful not to swim with any open wounds, including abrasions. Water contains lots of bacteria and organisms that can cause an infection in a cut, and all the germs need is a minute entry point!

• Keep the skin clean and keep all wounds sterile — no matter how big or how little. Use antibiotic ointment and keep the area dry.

• Watch any wounds closely and take photos to check for day-to-day changes such as increased redness or swelling.

• Always locate nearest medical facility. You or someone else might need it or its contact information.

• Be sure your cell phone or VHF is working to inform others of a medical situation.

• Stock a basic first aid kit as well as prescription medications such as antibiotics (stock penicillin and also non-penicillin options for those with penicillin allergy. Mark them differently), sulfa and non-sulfa-based drugs, and an Epipen. Your family doctor can give you extra prescriptions for other ailments when no doctor is around.

• Check out this WEBMD link for more info on cellulitis: www.webmd.com/skin-problems-and-treatments/guide/cellulitis



All's well that ends well: Bill's back on his feet!



The Sky from Mid-March to Mid-April

by Jim Ulik

Free beer! It is 1844 and free beer is available for dockworkers in Liverpool, England. The daily amount of beer served to the workers could total 12 pints. The cost of supplying free beer seemed to benefit the employer and offering these free beverages kept men on the job. Working conditions were hazardous in the 1800s and serving beer was that era's version of the employee benefit program.

How did that offering of beer lead to some astronomical discoveries? William Lassell owned the brewery that sold beer to the employer. He was also an amateur astronomer. With the money made from beer sales he built an observatory and a large telescope to pursue his passion in astronomy. In 1846 he discovered a moon, later named Triton, orbiting Neptune. Two years later he discovered Saturn's moon Hyperion, and then Uranus's moons Ariel and Umbriel in 1851. William Lassell eventually shipped his telescope to Malta because the sky was much clearer than in industrial England. There he was able to observe and catalogue hundreds of new nebulae.

The association between alcohol and astronomy varies. First, using the profits from beer sales allowed at least one man to pursue his passion with astronomy. Then the same type of alcohol was used to formulate rocket fuel. In addition, some of the gas clouds in interstellar space are made up of the type of alcohol found in alcoholic beverages. One particular gas cloud is in the constellation Aquila. See Figure 2. The gas cloud named G34.4 has a diameter that is 1,000 times the diameter of our entire Solar System. It contains enough alcohol to supply 300,000 pints of beer every day to every single person on Earth for the next billion years. The location of three alcohol gas clouds in the eastern sky at 0330 can be seen in Figure 2. Gas cloud W 51m is in the constellation Sagitta (meaning arrow). Another 288-billion-mile-wide cloud named SGR B2 is located in Sagittarius.

Thursday, March 16th

Look to the west after sunset. Right above the horizon will be Venus, just to the north of a fully illuminated Mercury. Look higher in the sky to find Mars. Draw an imaginary line between Mars and Mercury. Positioned in the middle of that line sits Uranus.

Saturday, March 18th

Just before the Moon rises it will have reached its farthest orbital distance from Earth. It will appear smaller in the sky as it breaks the horizon at 2320 hours. Because of the increased distance the Moon will have a lesser effect on the tides.

Monday, March 20th

After 0100 hours the Moon will be above the eastern horizon and near a fully illuminated Saturn. Saturn will rise shortly after the Last Quarter Moon. It will be positioned below (east) and right (south) of the Moon.

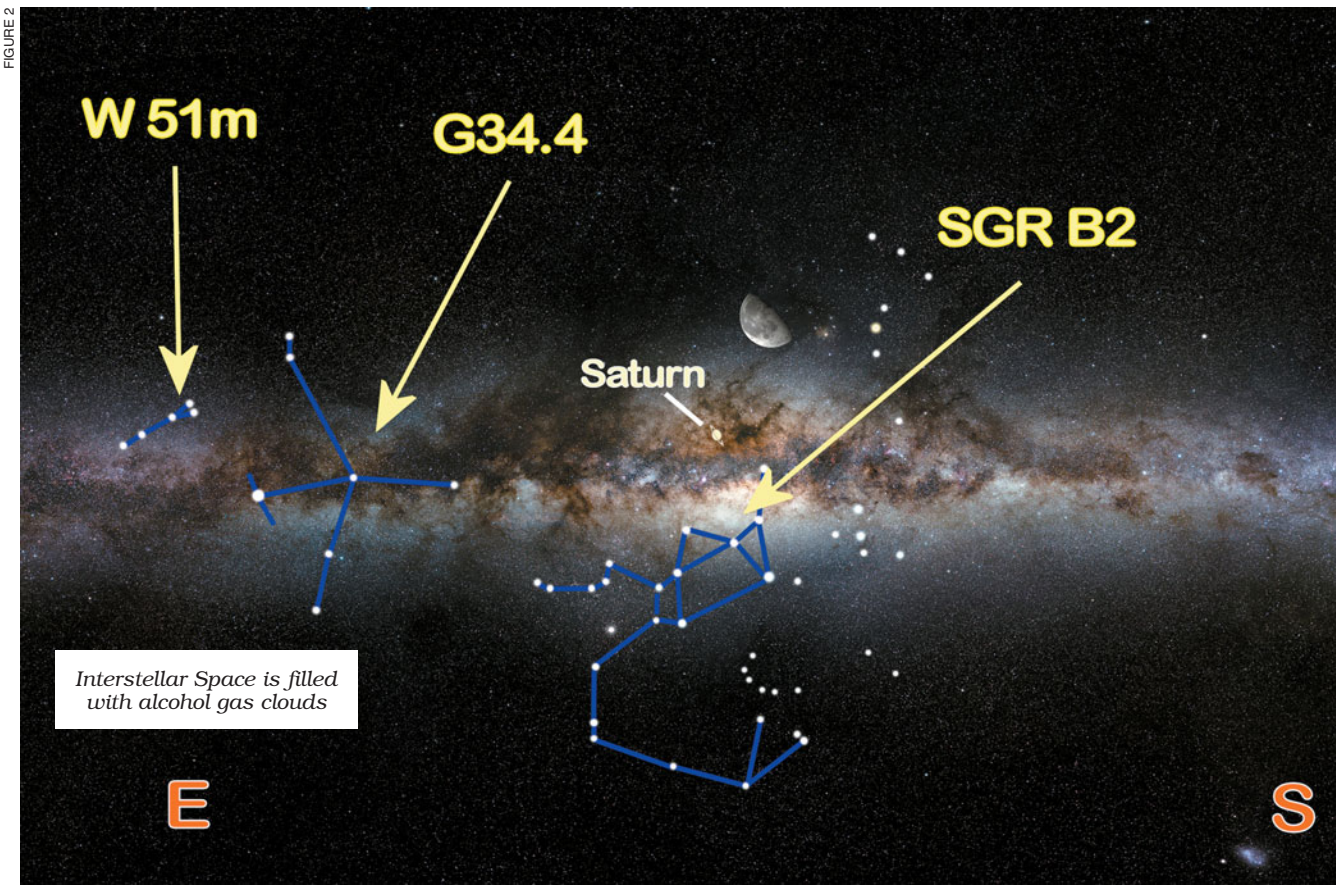
This morning you will awake to find that it is the first day of spring for the northern hemisphere. The Sun crosses the celestial equator at 0629 on its way to the northern latitudes. This event is also called the March Equinox or Vernal Equinox. Night and day are nearly the same length all over the world.

Thursday, March 23rd

At 0600 Jupiter will still appear bright in the western sky. Use Jupiter to find the stars of the constellation Virgo. The gas giant is now positioned right of Virgo, the virgin or maiden. Find Spica, the 14th brightest star in the sky, south of Jupiter.

—Continued on next page

FIGURE 2



Interstellar Space is filled with alcohol gas clouds

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—*Continued from previous page*

Venus is now almost in line with the Sun. The ancient Roman goddess of love and beauty has started its transition to becoming a morning "star".

Monday, March 27th

As Venus makes its transition east it appears to approach the Moon. This conjunction of celestial bodies cannot be seen because the Moon has reached New Moon phase and also sits between the Sun and Earth. The New Moon occurs at 2275.

Wednesday, March 29th

Right above the horizon, just after sunset, the fine crescent Moon will brighten in the western sky. Just below is Mercury. Nearby is Uranus, which can only be seen with a pair of binoculars. Today also happens to be the 43rd anniversary of *Mariner 10's* visit to Mercury. This spacecraft took detailed images of what was then the second smallest planet in our solar system (Mercury is now the smallest, since Pluto was dropped from the list of planets). To the Romans, Mercury was the god of commerce. The ancient Greeks called Mercury Hermes, the messenger of the gods.

Saturday, April 1st

Mercury always appears close to the Sun and can be very difficult to observe. However, today it is a little easier to see Mercury. Mercury is at its greatest elongation (separation) east from the Sun.

Monday, April 3rd

At 1439 the Moon reaches First Quarter. It will rise at 1155. Towards nightfall it can be seen passing overhead in the constellation Gemini. On April 5th, the Moon will appear near the Beehive Cluster in the constellation Cancer.

Thursday, April 6th

Put on the song "Also Sprach Zarathustra", composed in 1896 by Richard Strauss. Does it sound familiar? That is the opening song to the movie *2001: A Space Odyssey*. Today is the 49th anniversary of the movie's release. Thank you, Stanley Kubrick and Arthur C. Clarke. To date we are way more than 16 years behind the future shown in the movie.

Tonight there is a conjunction between Jupiter and Regulus in the constellation Leo.

Monday, April 10th

Look in the east at around 1900. The Moon will have risen moments after Jupiter. There will be little separation between the two bright objects. Jupiter should still shine through the near Full Moon because the planet is 100-percent illuminated. The Full Moon occurs at 0208 on April 11th. Both celestial objects are located in Virgo.

Tuesday, April 11th

Apollo 13, the third lunar landing mission, was launched from Cape Canaveral, Florida, in 1970, carrying astronauts James A. Lovell, John L. Swigert, and Fred W. Haise. On April 13th, 200,000 miles from Earth, one of the spacecraft's oxygen tanks exploded. The astronauts moved to the Lunar Module for the long trip home. They safely landed in the Pacific Ocean on April 17th.

In the News

Back in the June 2015 issue of *Compass* I wrote about a brewery that sent yeast into orbit and later used it to brew a space beer. Finalists in the Lab2Moon competition being held by TeamIndus (India) will test the viability of yeast on the moon. The yeast will be used to brew beer on the lunar lander. Brewing beer on the Moon is a good place to start, even though the technology to accomplish this process is challenging. Does brewing beer sound frivolous? What can be learned from this experiment? Yeast is used for more than making beer and bread. It is also used in biopharmaceuticals, a multi-billion dollar industry. A few examples of the drugs manufactured by this industry are hepatitis vaccines, certain viral vaccinations and insulin. Testing production in space helps researchers develop more stable and reliable medications.

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

Jim Ulik of S/V Merengue *is a photographer and cruiser.*

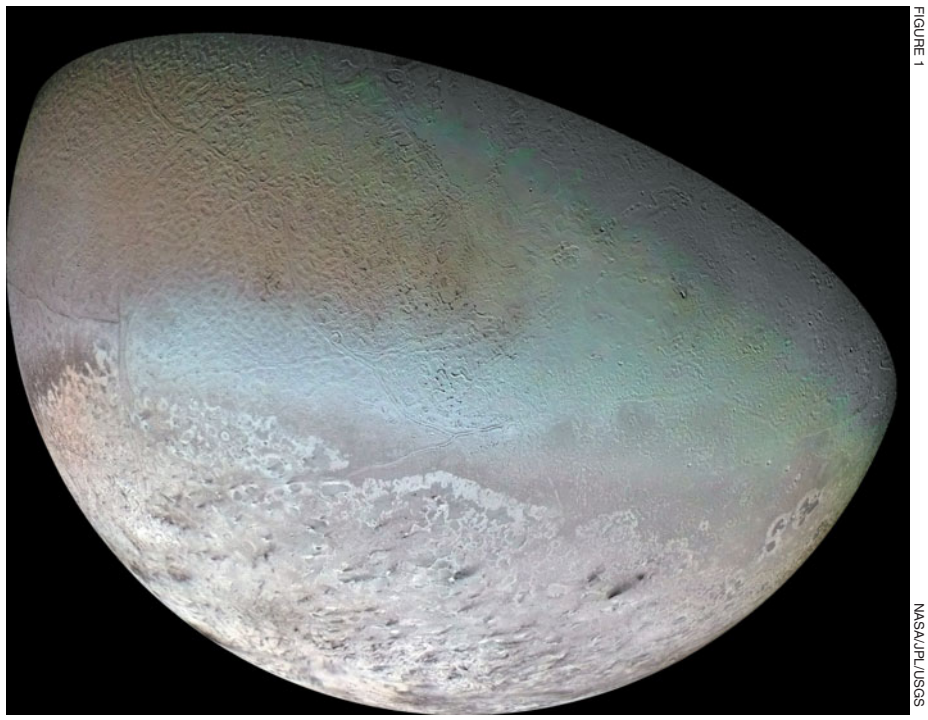


FIGURE 1

NASA/JPL/USGS

Neptune's moon Triton as captured by Voyager 2

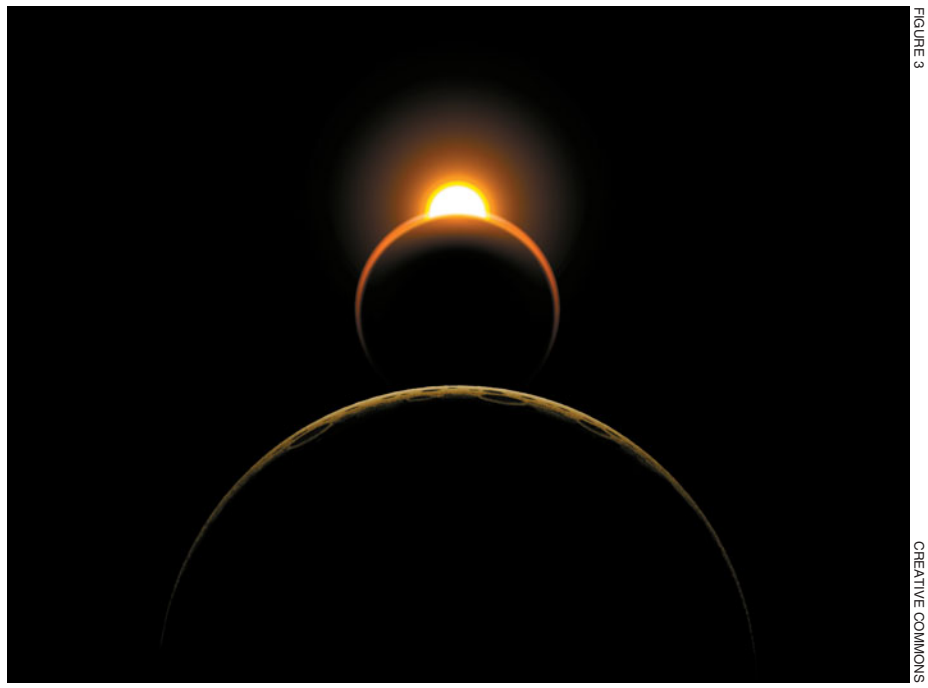


FIGURE 3

CREATIVE COMMONS

Illustration inspired by the opening scene of Stanley Kubrick's film '2001: A Space Odyssey'

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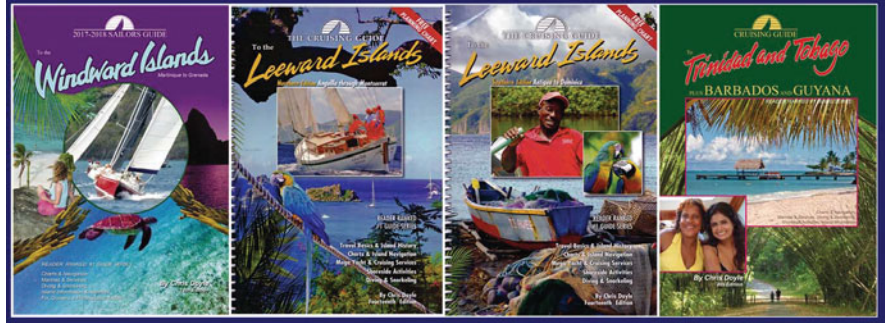
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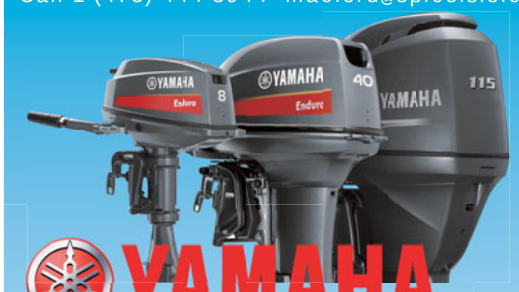
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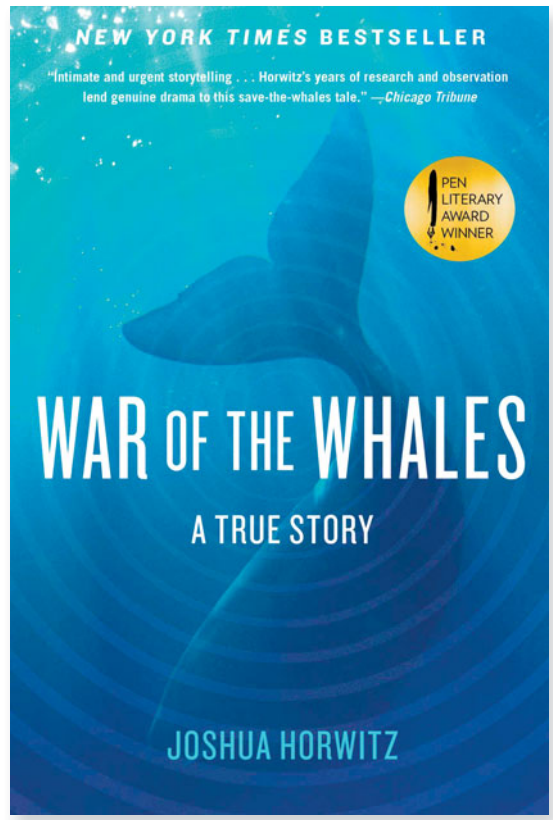
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BOOK REVIEW BY CHELSEA PYNE

NAVAL BATTLE



The story of naval sonar and beached whales unfolds like the plot of an action thriller

***War of the Whales**, by Joshua Horwitz. Simon & Schuster, ©2014. 426 pages. ISBN 978-1-4516-4501-9*

I was first introduced to *War of the Whales* via a poorly connected Skype call. As I was trying to piece together my father's description of the book, all I could really understand was he enjoyed it so much, he was willing to repeat himself until I could figure out the story line. We are not a science-savvy family, so hearing him mention sonar, wavelengths, water temperatures and the like, I concluded that *War of the Whales* was something special.

Readers need no background information on marine biology or clandestine maritime technology to appreciate the works of Joshua Horwitz. Horwitz specializes in writing about science, medicine, and psychology. *War of the Whales* explores the tragic Bahama whale stranding in 2000. Many islanders may be familiar with the catastrophe, but Horwitz backtracks to outline all the events and secrets that led to the deaths of the giant mammals. Although the author is not present during the events, you feel as if you are in the heat of the action. Reading about Naval Low Frequency Sonar tests and litigation has never been so entertaining.

The story is told by following the life of Ken Balcomb, a former naval acoustics specialist and whale researcher, along with other leading researchers and lawyers. Horwitz summarizes years' worth of back-and-forth judicial review as an action plot. A team of unrelenting environmental lawyers takes on the big dogs of Washington. It's really not easy trying to sue the US Navy, especially because deep ties to national security mean they don't always have to play by the rules. It boils down to national security versus protecting the marine environment — with public opinion in the mix.

War of the Whales starts by reflecting back to March 15th on Abaco Island in the Bahamas. Something incredible happens — whales are throwing themselves onto the beach. As Balcomb and his team of whale researchers scramble to help the stranding whales, it is a race against the clock. Not only do tiger sharks show up, but also heat and dehydration quickly take their toll on the still-living Cuvier's beaked whales. As live strandings are very rare, it takes an unusual and extremely powerful force to make them want to flee to land. Many questions lurked in Balcomb's head, until he spotted a US Naval battleship on the horizon.



THE CHICAGO TRIBUNE

This incident is the foundation of the book, but Horwitz truly does his research. We learn about the importance that whales have played throughout history, their evolution, and what truly makes them remarkable creatures. For example, he talks about how The Great Bahama Canyon is the largest and deepest gorge in the world, on land or sea. Twice as wide and three times as deep as the Grand Canyon, it is the ideal place for submarines to practice routines. The beaked whales that live in the canyon can dive deeper than 5,000 feet and remain underwater for over an hour. The deepest dive recorded by an air-breathing mammal was a Cuvier's beaked whale that descended 9,816 feet and dove for 137 minutes. Even the deepest diving modern submarines cannot handle the pressure that a beaked whale easily navigates. The submarine's sonar, however, can still force them out from the depths and drive them onto shore.

The book goes on to explain what happens to a beaked whale when it hears sonar: it basically drives them mad. For example, on September 24th, 2002, the Canary Islands also experienced a mass whale beaching due to NATO warships' exercises. Horwitz explained, "In addition to bleeding around their brains and ears, the necropsies revealed lesions in their livers, lungs, and kidneys, as well as nitrogen bubbles in their organ tissue — classic symptoms of the bends, a rapid-decompression syndrome that marine biologists had previously believed beaked whales were immune to, due to their specialized evolution for deep diving." The whales are in so much pain they strand themselves. As the saying goes, "A deaf whale is a dead whale." The whales' own biosonar (echolocation) enables them to hunt, see at night, and navigate across oceans. Because sound travels faster in water, the whales hear the super-loud naval sonar from hundreds of miles away. The shock is so great that those in close vicinities of the ship start to bleed out of their ears, brain and eyes. A gruesome image of such gentle creatures.

But the book also appreciates the good that has come out of the US Navy's use of sonar equipment. It was incredibly important during the Cold War. The US Navy's advanced technology allowed them to track all Soviet submarines without the Soviets ever knowing (until US secrets were sold to them). Still, this practically saved both countries from igniting a true war.

For the most part, humans have abused whales and dolphins (dolphins are actually toothed whales known as *odontocetes*) since we have shared environments. Whales were once only valued for their byproducts, such as oil and soap. Then the entertainment industry realized they could be trained, stored in tiny pools, and fed dead fish. However, it was the Navy that truly exploited them to their full potential.

Unless you were a participant in a marine protection agency or the naval forces that went into this investigation, you may not know the extent of what went on over those years. Which is why this book is so good. It talks about events that are truly amazing and still unknown to many people. As feuds between fishermen and whales erupted, fishermen were all too willing to hunt their competition and send them into aquariums. Hollywood made dolphins stars, but engineers turned them into lethal tools during the Vietnam War.

A top-secret program trained dolphins to find sea mines in Vietnamese waters and to hunt down enemy frogmen. These bottlenose sentries were undoubtedly accurate. During one practice test a dolphin named Duffy located all 48 mines plus five WWII mines that had gone astray 25 years earlier. Whales, with their incredible diving ability, were inducted into a Deep Ops retrieval program. One of the Navy's pilot whales located a torpedo at 1,800 feet and attached a hydraulic lift bag so that it could be safely raised to the surface. It's this sort of information that keeps readers glued to the pages. The plot that unfolds outside of the water and inside courtrooms is also highly entertaining, although not quite as amazing.

War of the Whales is an incredibly enticing book. Because it is a true story, it has a lot of emotional pull. It makes you want to get out and start cleaning up the oceans, to take a stand against inhumane government practices. It makes us consider our priorities: advancing our technology or maintaining the planet? They usually don't go hand-in-hand, but public opinion has a lot to do with the outcome. Which gives the reader a decision to make: to go with the flow or speak up?

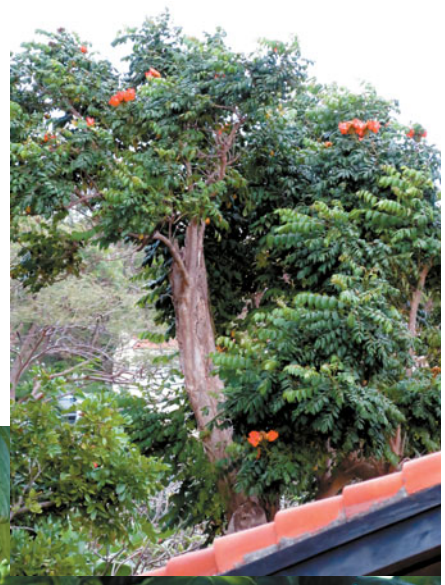
LOOK OUT FOR... THE AFRICAN TULIP TREE, A FOUNT OF COLOUR!

by Lynn Kaak

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

With brilliant orange-red blooms (or, more rarely, yellow) that explode in a riot of blooms, *Spathodea campanulata* has made itself at home throughout the tropics. Originally from the wetter equatorial area of Africa, this spectacular ornamental tree has literally put down roots around the world. As long as there is no frost, it can grow almost anywhere, although it doesn't do quite as well in drier areas.

Spathodea campanulata provides a brilliant flash of colour amongst the tropical greens. It is for this reason that it has become a popular ornamental tree, and also why estate or plantation owners once used it. The trees were strategically planted along the periphery of the property, so an estate owner or manager could tell at a glance, from a high point on the property, where the boundary line was. Requiring minimal care in the tropics, the trees can reach a height of 35 metres (115 feet), so they were well suited for this.



Names such as the Uganda or Nile Flame Tree, the Fountain Tree and the African Tulip Tree provide an excellent description of the nature of the tree's blooms. The Squirt Tree? Well, that is another story. This name comes from a fun little quirk of the buds. If squeezed in the right way, the fluid that is trapped in the bud can shoot up to three metres (ten feet) — nature's water gun!

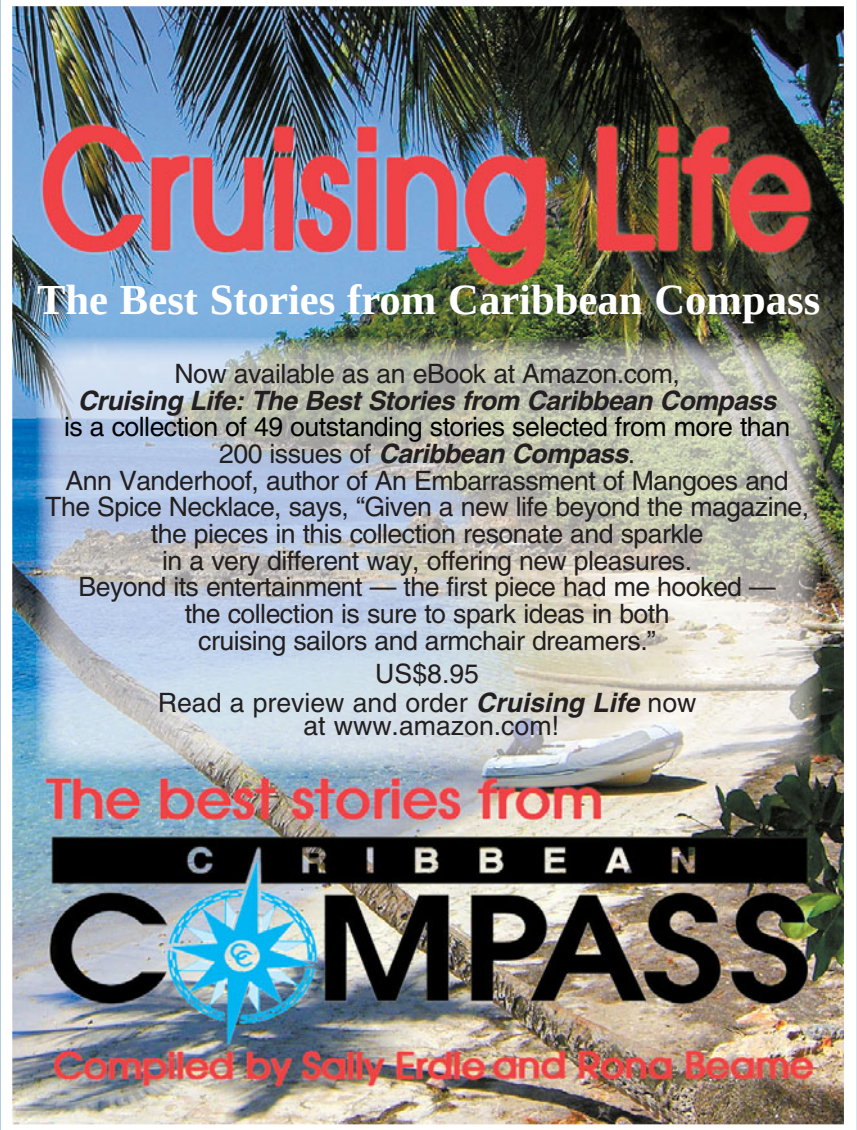


The flowers, shaped somewhat like the bell of a saxophone, grow at the end of the branches in large clusters. The buds, which are brown with a claw-like shape, split vertically to allow the brightly coloured flowers, which can grow to the size of an adult's hand, to emerge. The flowers are popular with numerous kinds of bats and birds, so fertilization is not a problem for this prolific plant. Just about every branch has a flower cluster at the end, making the African Tulip a stunning addition to a large garden.

The leaves when young are a bronze colour, but they develop a darker green upper surface, being a little paler below. Seeds are plentiful, small, and winged. They spread easily with the wind, and as long as there is enough water in well-drained soil, it doesn't take much for them to take hold. This has created a problem in some places, like Queensland, Australia, where they have been declared an invasive species.

This tree is more than just a pretty face, having numerous medicinal uses. Besides the seeds being edible, the bark, leaves and flowers can all be used for gastrointestinal problems, wound healing, treatment of bacterial infection and even for control of diabetes. The flowers may also be used to make a dye that can be used on silk. There has been some investigation of extracts of the bark, leaves and roots in combating HIV and malaria. The wood is fairly soft, which lends itself more for carving and ornamental uses than for building. Because the tree tends to spread out and provide excellent shade, it is also used in some places to provide shade for crop trees such as coffee and cocoa.

The African Tulip Tree is found in large numbers throughout Guadeloupe, Dominica and Martinique, and in lesser numbers on other Eastern Caribbean islands. Generally, the blooming season is approximately five to six months long, so look for them now and through the coming months.



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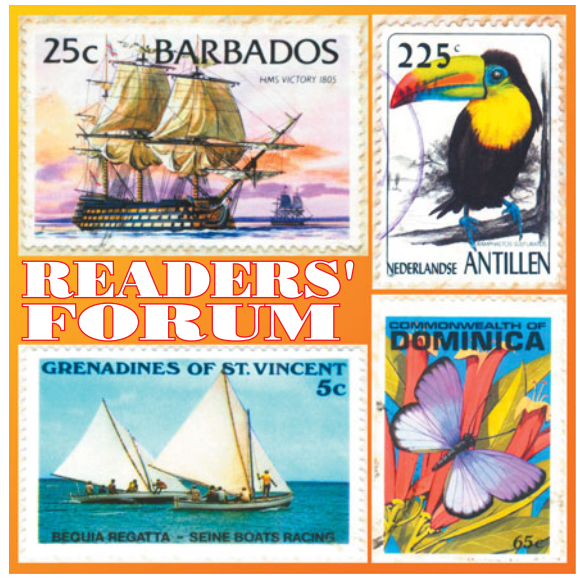
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READERS' FORUM

MORE ON MOORING RIGHTS

Dear *Compass*,

Further to the letter in last month's issue about who has rights if a boat anchors too close to a mooring:

In the case of an unauthorized mooring being placed — that is, with the owner having no water rights — if you pick up his mooring he can ask you to return the line; he owns that. But if you are simply anchored close to his mooring, he has no rights to the space and cannot legally make you move. I figure one should obey the law. I don't think we want to encourage people to think they can take rights when they do not have them.

When boats have been anchored too close to my mooring I do not ask them to move. I anchor somewhere else, and then I go over by dinghy and try to find out how long they plan to stay so I can figure out what to do. Usually people do not want to move. Sometimes they are only staying a day or two, so I wait till they are gone. Once a Frenchman very kindly moved so I could use my mooring. I took him a bottle of wine.

Chris Doyle
Ti Kanot

CHECKING OUT THE TOBAGO CHECK-OUT

Dear *Compass*,

On the 24th of January, I went ashore in Scarborough, Tobago to check out. As usual I went first to Immigration; it was 11:00AM. There I had to wait three quarters of an hour till the officer turned up. It was exactly 12:00 noon when I got my papers and stamps.

Next office was Customs, not far away. There the officer took a long time to do my papers. When he finally finished he charged me TT$246. That astonished me, as it was in the middle of the working day.

"Overtime," was the answer. "It is lunch time, therefore you have to pay overtime!"

During a discussion, I was informed that this fee exists only in Tobago, not in Trinidad. It is on a written paper hanging on the wall beside the officer's desk, and, so I was told, it is the law. I was informed that an overtime fee is to be paid before 7:00AM, between 11:00AM and noon, and after 4:00PM.

"But officer, I came here after 12:00, and now it is 1:00PM by my watch. Therefore I shouldn't be charged for overtime."

Now the officer was puzzled. He had to cancel the already written receipt.

Best to check out of Tobago shortly after 8:00AM, and ask before the procedure if there is overtime or not at that moment.

Angelika Grüner
S/Y Angelos

We asked Jesse James — SSCA Station Host, Members Only Taxi and everybody's go-to guy in T&T — to see if he could provide any information, which of course he did. See below. Note: The prices are given in TT$; to convert (approximately) to US$ divide by 6.5.
CC

Hello, *Compass*,

Here is the info for Immigration:

This is supposed to apply to Tobago also.

Regular working hours are Monday to Friday, 8:00AM to 4:00PM, with lunch hour normally 12:00 noon to 1:00PM. I asked about the 11:00AM to 12 noon lunch hour in Tobago, and office said that may have been the supervisor in charge at that time who made that decision.

Overtime charges apply before 8:00AM and after 4:00PM, and on weekends and public holidays.

The Immigration office in Chaguaramas is open from 6:00AM till 6:00PM, except for the lunch hour from 12:00 noon to 1:00PM. If additional services are needed you will have to go to the Boarding Station in Port of Spain, which is open 24/7. Their phone number is (868) 623-8147.

Charges:

Overtime charges TT$100
Per change TT$100
Boarding TT$100
Clearance/Departure TT$100

Here is the info for Customs:

The Customs office is open 24/7 in Chaguaramas. Regular working hours are 24 hours Sunday to Sunday, and on public holidays, 8:00AM to 4:00PM. No overtime charge except as noted below.

Charges:
Boarding TT$264.20
Clearance TT$224.91

Navigation fee TT$50 monthly. (It's a month-by-month fee. If checked in and out the same month it remains TT$50.)

Harbor Master fee TT$10. Overtime rate applies 9:00PM to 6:00AM, and on weekends and public holidays: TT$15.

Ship spares to check in at Customs during regular hours TT$88.70. Outside regular hours, and on weekends and public holidays: TT$117.41

Hope this clears up all queries. Please do let me know if you have any further questions.

Jesse James

ANY LITERARY AGENTS AFLOAT?

Dear *Compass* Readers,

I'm writing in the hope that among you sailors there is at least one entrepreneurial type who has escaped from the confines of a successful background in the world of publishing; a literary agent would be best.

I am an old sailor whose maritime adventures in the Caribbean date back to the '60s. Unlike the beloved Don Street, I didn't have the monetary wisdom to turn my sailing adventures into literary income, nor did I have the foresight to put efforts into selling beer or insurance.

My nature took me from adventure to adventure through a variety of vessels from commercial fishing boats, diverse entrepreneurial efforts on sailing yachts in the Caribbean, to captaining large motoryachts and even a clapped-out 2000-ton freighter. These efforts, now and then, built my savings and in 2002 I quit my last steady job, which was as the captain of a motoryacht owned by a Venezuelan banker, and began what, in retrospect, was a serious writing effort. I now have eight books competing with the other 8,000 on Amazon. Not for me to judge my books, but I know they are as good or better than many that are making money. Mine are not making any money, which makes it obvious I do not have an agent and am not versed at Internet selling.

So here's the deal: I'm looking for someone to handle the promotion and sale of these books for half of the income created, and to own the books and all of the income after my death. I am 84 years old. Find the eight books on Amazon using the author name David R. Barton. There is a series called "The Crimes and Loves of Tony Bartoni" that includes *Crimes Thrills, Smuggling Sex Diving Sailing, Fleeing Trouble, Going Going Gone* and *Last Chance*. The other three books are *Shaman Bay, The Boy Who Heard Too Much* and *Paths to Murder*.

Interested? E-mail me at capbartoni@gmail.com, phone (340) 642-1265, or write to David Barton, PO Box 26421, St. Croix, USVI, 00824.

David Barton

ONGOING HELP FOR HAITI

Dear *Compass* Readers,

Many have asked to hear about our trips to Haiti and want photos, video and stories. This is your window to the Canadian ship *R Heritage Too*, the ongoing efforts in Haiti, and the sailing adventure covered by Blue World Expeditions.

Blue World Expeditions proudly sponsors Friends of Ile a Vache Haiti. This is a Registered Canadian Charity that has no overhead. Every dime goes to a Haitian hand. All vessels and crew have to pay their own way. We can send you a Canadian tax receipt for donations.

R Heritage Too left Florida for Haiti in February, loaded with donations, after several months of upgrades and maintenance. For updates visit www.facebook.com/rheritagetoo. You can also track the vessel's movements via AIS using free programs such Vessel Finder online. You can get an app for this at the Apple store.

Our Facebook page at Friends of Ile a Vache Haiti has up-to-date news on our projects in Haiti and general news on Haiti. Our general website, which includes a link to make donations, is www.friendsofileavachehaiti.com.

Thank you for your support. We are Haiti bound, listing a bit to port with a very good load, about four tons, of aid on board!

Captain Bruce Leeming
Friends of Ile a Vache Haiti

WE WANT TO HEAR FROM YOU!

Dear *Compass* Readers,

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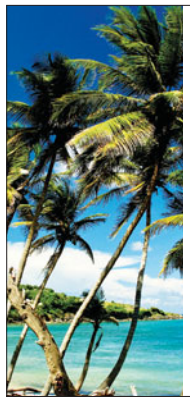


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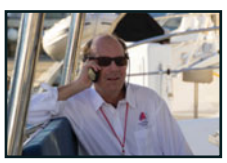
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1	Public holiday in many places (Ash Wednesday; in BVI Anniversary of HL Stoutt's birthday)
1 – 5	Rolex Swan Cup Caribbean, BVI. YCSS, www.yccs.com
2	Gill Commodore's Cup, St. Maarten, www.heinekenregatta.com
3 – 5	St. Maarten Heineken Regatta, www.heinekenregatta.com
3 – 6	Dark & Stormy Regatta, BVI. WEYC, martin@sailsistership.com
4 – 5	Optimist Dinghy Regatta, San Juan, Puerto Rico. CNSJ, www.nauticodesanjuan.com
6	Public holiday in BVI (H. Lavity Stoutt observed)
6	Cruising Outpost cruisers' party, Road Town, Tortola, www.cruisingoutpost.com
7	Yacht Club Costa Smeralda's 50th Anniversary Regatta, Virgin Gorda, www.yccs.com
8	International Women's Day
9	Public holiday in Belize (National Heroes' Day)
10 – 13	Caribbean Superyacht Rendezvous, Virgin Gorda, www.loropianasuperyachtregattaandrendezvous.com
11 – 12	Antigua Laser Open, AYC, www.antiguayachtclub.com
11 – 12	BriSA Cup, Fajardo, Puerto Rico. BriSA, www.brisaweb.net
12	FULL MOON
13	Public holiday in Guyana and Suriname (Holi observed) and in BVI (Commonwealth Day)
14	Public holiday in St. Vincent & the Grenadines (National Heroes' Day)
15	Public holiday in St. Barts (Mi-Careme)
16 – 19	St. Barths Bucket Regatta, www.bucketregattas.com
17	Public holiday in Montserrat (St. Patrick's Day); St. Patrick's Day Festival, Grenada
18	Public holiday in Aruba (Flag Day)
18 – 19	Petite Martinique Heritage Weekend
20	Vernal Equinox
22	Public holiday in Puerto Rico (Emancipation Day)
23	Round St. John Race, STYC, www.styc.net
23 – 26	Puerto Rico Heineken Jazz Fest
24 – 26	St. Thomas International Regatta, www.stthomasinternationalregatta.com
25 – 26	Amcon West Indies Multiclass Dinghy Regatta, St Maarten. SMYC, www.smyc.com
27 – 2 Apr	BVI Spring Regatta & Sailing Festival, Tortola, www.bvispringregatta.org
27 – 2 Apr	Rincón International Film Festival, Puerto Rico, www.rinconfilm.com
30	Public holiday in Trinidad & Tobago (Spiritual Baptist "Shouter" Liberation Day)

APRIL

1 – 8	Martinique Surf Pro international surfing competition, pierre.r@martiniquesurfpro.com
5 – 9	Curaçao International Film Festival, www.curacaoiffr.com
7 – 8	Nevis Blues Festival, www.nevisbluesfestival.com
10 –15	Les Voiles de Saint-Barth, www.lesvoilesdesaintbarth.com
10 – 15	Oyster Antigua Regatta. www.oysteryachts.com/events
11	FULL MOON
13 – 17	Bequia Easter Regatta, www.bequiaregatta.com. SEE AD ON PAGE 15
14	Public holiday in many places (Good Friday)
16	Easter Sunday
17	Public holiday in many places (Easter Monday; in Puerto Rico Birthday of José de Diego)
19	Public holiday in Venezuela (Declaration of Independence)
19 – 25	Antigua Classic Yacht Regatta, www.antiguaclassics.com
22	International Earth Day
22 - 30	Tobago Jazz Experience, www.tobagojazzexperience.com
23	Juni Regatta, Fajardo, Puerto Rico, BriSA, www.brisaweb.net
27	Public holiday in Dutch islands (King's Birthday)
28 – 29	St. Thomas Carnival
28	Public holiday in Barbados (National Heroes' Day)
28	Guadeloupe to Antigua Race, www.sailingweek.com
28 - 30	Carriacou Maroon & String Band Music Festival, www.carriacoumaroon.com
28 – 1 May	West Indies Regatta, St. Barth, westindiesregatta.com
29	Round Antigua Race, www.sailingweek.com
29	Cayman Islands Carnival children's parade
30 – 5 May	Antigua Sailing Week, www.sailingweek.com. SEE AD ON PAGE 14
30	Public holiday in Bonaire (Rincon Day)
30 – 1 May	Booby Island Regatta, Nevis, www.boobyislandregatta.com
TBA	Mayreau Regatta, www.facebook.com/mayreau.regatta
TBA	St. Barth Film Festival, www.stbarthff.org

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

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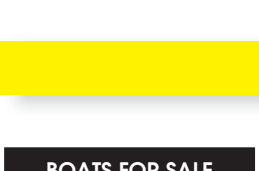
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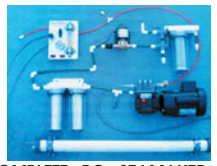


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—Continued from page 9

… Business Briefs

High Demand for Colombian Boat Show Space

The National Marine Manufacturers Association and Colombia Náutica have reported that exhibit space is filling fast for the 2017 Feria Internacional Colombia Náutica, a new boat show that will take place April 27th through 30th in the Caribbean coastal city of Cartagena de Indias.

The inaugural show, supported by the NMMA and its 100 years of boat show production experience, will feature an on-water exhibition of new and used boats, along with an indoor exhibition for companies to display products and services in a world-class exhibition center, the Centro de Convenciones.

"Enthusiasm for the show has been building, and we are excited to feature brands such as Azimut, Ferretti, Princess, Bavaria, Todomar, Eduardono, AB Inflatables, Boston Whaler and Sea Ray, along with accessories, marinas and nautical service providers," says Colombia Nautica and show director Miguel Angel Franco. "Additionally, the show will feature a USA Pavilion produced by the NMMA."

After the successful Colombia Náutica International Congress last April, which the NMMA said proved Colombia was ready for a premier recreational boating event, planning for the new boat show got underway.

Because of many privately funded marina projects and several public projects under design as part of the national plan for nautical tourism, Colombia is home to a burgeoning recreational boating industry, the NMMA said.

"The Nautical Association of Colombia (Asonautica) remains engaged with Colombian government entities to ensure the continued growth and development of our industry. This premier boat show is a key component that will further unify our industry and foster new opportunities throughout our country," said Frank Londono, Asonautica president.

The International Council of Marine Industry Associations (ICOMIA) is also hosting its annual ICOMIA Marinas Group meeting in Colombia on April 25th. The event will include tours of Cartagena, Santa Marta and Puerto Velero.

Recognizing that a key factor in growing a sustainable recreational marine industry is developing marine infrastructure, the ICOMIA Marinas Group seeks to improve the sharing and exchange of information with respect to the development and best practice management of marinas, boat storage facilities, boating access and associated infrastructure throughout the world, the NMMA said.

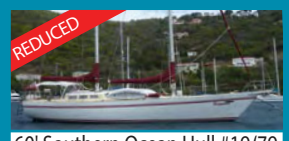
Visit colombianautica.co/en/about-the-boat-show for more information.

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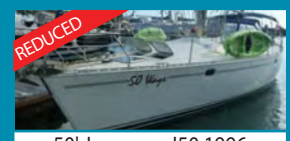
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49' Beneteau 49 2009
Private, Immaculate $249K


49' Hunter 2008
Best Value In The World! $245K


47' Beneteau Oceanis 473 '03
Gen & Air, Amazing Refit! $129K


46' Beneteau Oceanis 46 '07
Loaded, Immaculate $249K



45' Freedom 45 1992
Quality Cruiser $119K

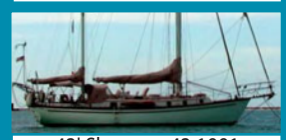

43' R&C Leopard 43 2005
Amazing Price & Opportunity $199K

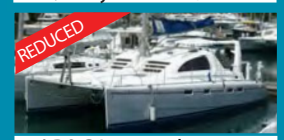


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Great Condition & Gear! $149K


43' Hans Christian Christina 43 '99
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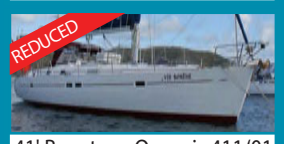

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42' R&C Leopard 42 2003
Significantly Refitted Cat $195K


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



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