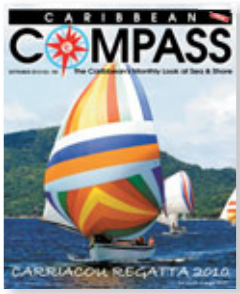
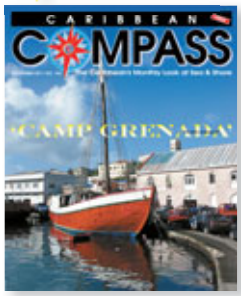
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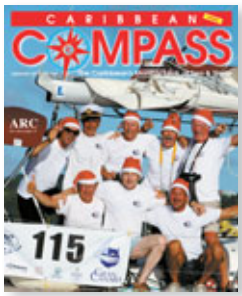
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The Caribbean's Monthly Look at Sea & Shore







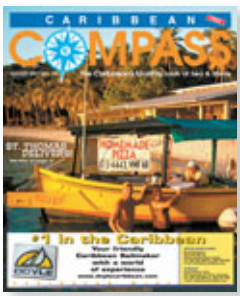






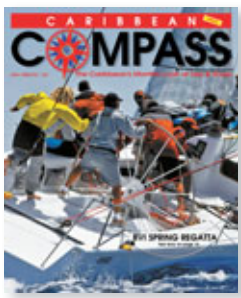


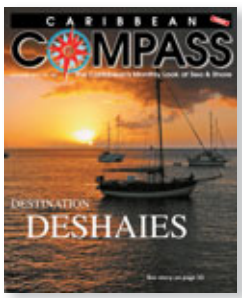


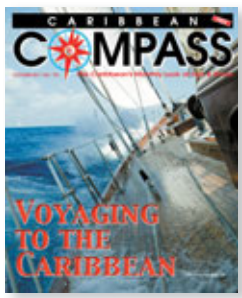














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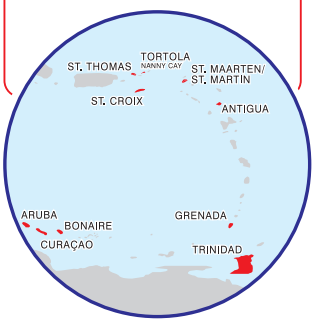
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Cover photos: We take this opportunity to say a hearty 'thank you' to the many great photographers who have provided Compass with 200 eye-catching cover images over the years. Shoot on!



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.**

"As soon as we arrived in the islands we began hearing about *Caribbean Compass* and reading it. We could see right away that there was a sense not only of readership but of community built around the *Compass*."
— Jack and Bobbie Greer
S/V Moonrise

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Info & Updates

eSeaClear Launches in Antigua

Clearing into Antigua can now be a faster and more efficient process with a free on-line service that assists you to clear your vessel through Customs, Immigration and the Port Authority.

Captains can register and enter information about their vessel(s), crew/passengers and declarations on-line. Prior to arrival at a new country, the captain simply ensures the information is accurate for the upcoming voyage and submits a new notification. Upon arrival, authorities can access this information to help expedite clearance through all three border agencies. This service is currently available in English Harbour, Falmouth Harbour, Jolly Harbour and St. John's Deep Water Harbour.

Launched three years ago for Customs only, the eSeaClear service has been developed and enhanced using important user feedback from yacht skippers. Countries must meet standards for equipment, internet connectivity and staff training in all departments before they are considered fully compliant to eSeaClear.

Antigua & Barbuda is the first country to be fully compliant following extensive training and improved facilities and will have an official launch during Antigua Sailing Week, seeing participants and visiting yachts invited to arrive and depart using eSeaClear.

eSeaClear is the brainchild of Bob Potter, who says, "We listened to feedback from our users and developed eSeaClear with the yacht skipper in mind. The captains like the speedier clearance, plus the data-entry issue of the authorities has been solved. Everyone wins."

User feedback constantly improves the service with the ability to trace areas of difficulty to specific areas (anonymously) and adjust training or procedures with immediate results. Says Potter, "If you use the service, please take a few moments to comment on the experience…good or bad, so that we can continue to improve the system."

The service is voluntary. Captains can register with no commitment. Privacy is paramount and the information submitted is secure within the border agencies and never shared with any third party.

There are plans to expand to more Caribbean countries. An iPhone/iPad app is coming soon as well as the ability to pay mooring and cruising fees online. Stay tuned.

For more information visit www.eseaclear.com.

Don't Skip Clearing Into St. Lucia!

"A Frenchman, a Canadian and a German walked into a bar…." The rest of this story would be a joke. But when a French boat, a Canadian boat and a German boat sailed into St. Lucia recently, the rest of the story was not funny. In late March and early April, yachts got into difficulties in Marigot Bay, owing to not clearing into the country on arrival. They were ordered to the marina dock where they were detained, and fines and legal fees were involved.

In St. Lucia, if you have not cleared Customs no member of the crew or passenger is permitted to go ashore. If there is an emergency, the captain (alone) should report with the yacht's papers, passports and crew list to the nearest police station for assistance. The police should in turn contact the Customs Department. Both the Customs Department and the Marine Police undertake random patrols in St. Lucia and breaches of Customs and Immigration regulations can lead to heavy penalties.

See more on this topic at www.doyleguides.com/updatesWindwards.htm.

Editor's note: It is common for yachts stopping for less than 24 hours in a country and with nobody going ashore to fly a Q flag and not clear in. The legality of this is dubious, but the practice is commonly accepted. As far back as August of 2003, we published an article suggesting that the Eastern Caribbean countries legitimize this practice. We'll have another look in next month's Compass.

Yachting Vets Assist at Carriacou Animal Hospital



The sailing veterinary team of Kathy, Cindy, Dan and Tom at work in Carriacou

In January the Grenada SPCA opened an auxiliary animal hospital in Carriacou, the Carriacou Animal Hospital. The hospital is managed by volunteers including Hospital Director Kathy Lupke, Veterinary Nurse Shurlyn Matheson and former Grenada SPCA President Peggy Cattan.

—Continued on next page



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In February veterinarians from the United States sailing aboard *S/V Havana Goodtime*, Dr. Tom Barkdall, Dr. Dan Eichhorn, and pharmacist Cindy Barkdall, took time from sailing to help out with some complicated surgeries on four lucky dogs in Carriacou.

The two vets, assisted by Dr. Sibylle Erny, a volunteer vet from Switzerland, performed the surgeries including a knee operation, a hip surgery and two cryptorchids (undescended testicles). All surgeries went well and the patients were nursed during recovery by Nurse Matheson and Dr. Erny at the hospital. The dogs were also vaccinated, neutered and treated for fleas, ticks and skin problems.

Since January first, with the help of volunteer vets from the UK, Switzerland, Israel and the USA, the Carriacou Animal Hospital has spayed or neutered over 100 dogs and cats. With the help of donations they have also vaccinated and treated over 120 dogs and cats for various diseases and illnesses.

The Carriacou Animal Hospital is located on the Airport Road, Hillsborough and is open Tuesday through Saturday. Phone (473) 443-7177 for an appointment or stop in while visiting Carriacou and join the "Sponsor a Spay Program".

For more information visit www.carriacouanimalclinic.com.

Grenada's Telfor Bedeau: 50 Years of Hikes

Laura Smith reports: Most men fished for a living back in 1962 in the town of Grenville in Grenada, often building their own boats behind their homes on the



JEFF FISHER

beaches of Grenville Bay. Telfor Bedeau was no exception in his youth. But one day 50 years ago, a group of five local men went out on their very first outing, and since then Telfor has become the most knowledgeable hiking guide in Grenada. He has logged some 872 hikes in his life, totalling over 13,520 miles. Telfor Bedeau is also the first man to circumnavigate Grenada by rowboat — and by windsurfer!

His pace has not slowed much as he celebrates his 72nd birthday this year. I can attest to this as I could barely keep up with him on a recent trek. To commemorate his 50 years of sharing the treasures of Grenada's beautiful coastline, peaks, valleys, rivers, and historical artifacts, he dedicated the month of March as a special hiking month with nature-walking enthusiasts meeting every Sunday. The number of hikers grew each week, starting with 29 and culminating with 80 hikers joining in a final coastal and interior hike and ceremony on March 25th in Grenville.

The group gathered under sunny yet hazy skies for a 10:00AM departure, led by Telfor, for our tour. We started at Soubise, made straight for the secret Amerindian relic, and then on to the Soubise Waterfalls, where some jumped off the falls to cool down. Next we crossed the river and wound our way past a ruin of a sugar mill that operated over 200 years ago. We saw Mont St. Albans, the Catholic retreat for couples before they marry.

We streamed across the landscape in ever-changing groups, making our way on paths that connect small villages.

We picked up more hikers in the small villages and had a quick chat under the shade of nutmeg and cocoa trees. After a long steady serpentine of the terrain we reached the magical place called Holy Innocents and the rectory house that stands near the church. We then started our final descent.

After two and a half hours we were ready to relax on the beach and enjoy the ceremony and festivities. The pots were put on the fire and the DJ got everyone singing as he played a local hit. With voracious appetites we ate delicious oildown and enjoyed the hospitality that was so graciously given to us. Telfor kept his speeches to mostly jokes and he explained to the large crowd that had assembled that it is his greatest desire that the young ones continue his legacy and enjoy their land and its heritage.

You can arrange a tour with Telfor by calling him at (473) 442-6200.

Venezuela Caution

We've been told that as of mid-April 18 sailing vessels of five different nationalities have been detained by the authorities in the Gulf of Cariaco area. While some boatowners are apparently the innocent victims of a scam involving false paperwork, the issue has been complicated by other boatowners who reportedly renew their cruising permits illegally by hiding within Venezuelan waters for a couple of months, then appearing at a port of entry to "re-enter" the country and get another 18-month permit.

Cruisers planning to visit Venezuela are advised to be very careful to play by the rules and make sure your paperwork is completely legitimate and in order.

Cruisers' Site-ings

• There are numerous Yahoo groups for cruisers. Cruisers' Network is primarily about Caribbean and Panama: http://groups.yahoo.com/group/Cruisers_Network_Online. Women Cruisers is at http://groups.yahoo.com/group/Women_Cruisers. Trinidad Cruisers is at http://groups.yahoo.com/group/trinidadcruisingsailorsforum.

• There are also Facebook groups for the USVI: www.facebook.com/groups/255498741169452 and for Trinidad: www.facebook.com/groups/138065706283722, as well as for other islands.

• Recent visitors to Bequia have been impressed by the re-designed and rebuilt Belmont Walkway that runs along the south shore of Admiralty Bay.

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There are plans afoot to extend the walkway right around to Princess Margaret Beach. Check it out at http://actionbequia.org/belmontwalkwayextension.php.

• The first "Above and Underwater Photo Festival of Carriacou" will be held from June 3rd through 9th. Find out more at www.carriacouphotofestival.org.

Bequia Young Writers

"Hi, we are the Bequia Young Writers and we love to write stories and poems to entertain you. We meet on Saturday mornings from 10:00AM to noon and we welcome you



to come. We meet at Level in Bequia at the home of Dawn and Ray Goodwin. We play games, eat, play music and of course, we write, write, and write until all of our ideas are on paper. In the future we are planning on hikes, field trips and picnics.

"We would love it if you could come and visit us to teach us more about writing or just come and write with us.

"You can contact us at (784) 430-1019 or bequiayoungwriters@gmail.com."

Carriacou Children's Education Fund

The Carriacou Children's Education Fund (CCEF) will hold its 12th Annual Benefit Auction on August 3rd to raise funds for purchasing school uniforms and textbooks for needy children of Carriacou to begin the next school year. Other projects include sponsoring worthy students at TA Marryshow Community College and providing a hot lunch for hungry Harvey Vale School children. Start cleaning out your lockers and bilges! If you haven't even seen or thought of a particular article for over a year, chances are it is a good candidate for donation. If you have already made plans to be somewhere else during Carriacou Regatta week (July 29th through August 6th), consider leaving your donations in the After Ours building at the head of Tyrrel Bay in Carriacou on your way through. Auction donations may be left with Georg or Conny at Arawak Divers in the same building, or, if Georg and Conny are diving, with Phyllis in the grocery store.

For more information contact ccefinfo@gmail.com.

Welcome Aboard!

In this issue of *Compass* we welcome new advertisers Austal Marine Services of Trinidad on page 9; and Monty's Fish Bar and Grill of Dominica, and the Slipway Restaurant of Carriacou, both in the Market Place section, pages 42 through 45. Good to have you with us!



BUSINESS BRIEFS

Sea Hawk-Sponsored Yacht Takes 2nd in Grenada Sail Fest
The 2012 Grenada Sailing Festival, January 27th through 31st, ended in celebratory fashion for Sea Hawk Paints. Sea Hawk sponsored *Slippery*, captained by Peter Peake of Peake Yacht Services in Trinidad, which took second place overall.
Slippery, a 2004 37-foot custom design by Reichel-Pugh built in South Africa, won both races on the first day. On the second day, she managed a second in the first race. *Slippery* needed two firsts on the last day to maintain her title. The day started with *Slippery* winning the first race, but she only managed a sixth in the second race, to take second place overall for the regatta.
For more information on Sea Hawk Paints see ad on page 18.

Cruisers' Party at Marina ZarPar
Every two or three weeks, Marina ZarPar in the Dominican Republic hosts a free



cruisers' party with food and a merengue band. The band and the Dominican rum set the mood for magic.
For more information on Marina ZarPar see ad on page 39.

Second Editions of Two Free Cruising Guides
Free Cruising Guide announces the release of the second edition of *A Thinking Man's Guide to Voyages South - the Many Facets of Caribbean Cruising* and *A Yachtsman's Guide to Trinidad*, both by Frank Virgintino.
The new edition of *A Thinking Man's Guide to Voyages South* includes an expanded section on the options to leave the North American coast as well as additional work in "Quadrant N" and its peculiar characteristics. Many of the figures throughout the book have been enhanced for greater clarity. An index and an active table of contents are also part of the new edition.
The new edition of *A Yachtsman's Guide to Trinidad* includes a directory of vendors around Chaguaramas of importance to cruisers, from boatyards and marine equipment dealers to restaurants and onshore accommodations. The purpose of the guide is not to describe how to cruise Trinidad, but rather, how to optimize what is available in terms of storage and repair facilities for cruisers.
Both books, as well as *A Cruising Guide to Puerto Rico*, are available as a free downloadable PDF at www.freecruisingguides.com, and now as an Epub at Amazon for Kindle and all other EPub bookstores.
For more information see ad on page 31.

World-Class Chef Joins Marigot Beach Club
Diners at Doolittle's restaurant at Marigot Beach Club in St. Lucia can look forward to new culinary delights. Executive chef Ian Sherlock has joined the team, bringing a wealth of experience and ideas to the table — literally! His previous work worldwide ranges from feeding thousands of tsunami refugees in Thailand to developing an in-house organic farm for a top all-inclusive Caribbean resort.
Next time you're in St. Lucia, visit Doolittle's at Marigot Beach Club for fabulous food in an unbeatable bayside setting.
For more information see ad on page 34.

Updating *Guide to Trinidad & Tobago, Barbados and Guyana*
Chris Doyle will be putting the final touches on updating his *Cruising Guide to Trinidad & Tobago, Barbados and Guyana*, in Trinidad at the end of this month.
Dynamite Marine is helping with ad sales, so anyone interested in advertising in this popular guide should contact them. This new edition is likely to last for four to six years, which makes advertising a bargain! Your advertising helps Chris Doyle Publishing to present the Trinidad marine industry at its best. Contact Dynamite Marine at (868) 634-4868, 634-4663 or dynamite@tstt.net.tt.
For more information on Chris Doyle's Guides see ad on page 32.

Filmmaker Invites Sailing Community Support
Sailing enthusiasts interested in supporting the arts can now become active patrons with a click of the mouse. Independent film maker Alexis Andrews is in the final stages of filming his documentary *Vanishing Sail:*

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Boatbuilder Jasse Compton of Windward, Carriacou

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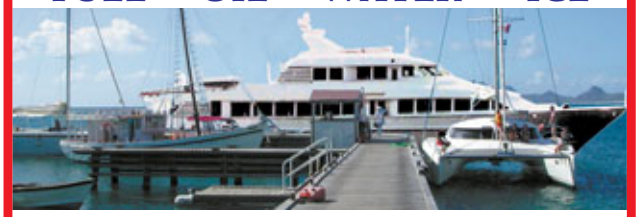


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A Caribbean Tradition on the Verge of Extinction, and invites the sailing community to take an active role in its completion by making donations using a new fundraising medium, Kickstarter.com (www.kickstarter.com), the world's largest funding platform for creative projects.

Andrews decided to invite the public to back *Vanishing Sail* when he stumbled upon Kickstarter while doing research. "The site stood out. It had an entirely different approach to fundraising than anything I had seen in the past. I thought, why not tell the story of the production of *Vanishing Sail* and give our future audience a chance to become patrons of the film. Filming is 80-percent complete, so we thought we could have some fun together and give the sailing community a chance to help us reach our goal."

The goal is to raise US$48,000 on Kickstarter. Patrons who pledge any amount from $20 to $5,000 will be rewarded with a commemorative gift pertaining to the production of *Vanishing Sail*.

Filmed in the Grenadines, *Vanishing Sail* tells the story of trading by sail in the West Indies, and follows a community of boatbuilders in Carriacou who struggle to maintain their tenuous grip on a dying skill. Through a collection of dramatic sailing scenes, rare archival footage and unprecedented interviews with the last old, Caribbean sea captains, *Vanishing Sail* seeks to preserve the legacy of boatbuilding in the Grenadines and hopes to revive interest in the art form. To follow the story visit www.vanishingsail.com.

For more information see ad on page 32.

Ondeck Crew Training in Antigua

Ondeck Maritime Training Antigua continues to expand its range of training courses for leisure and professional crew. The next STCW 95 basic safety training will be on May 7th, with Ocean Yachtmaster theory on May 8th, and Yachtmaster Offshore, Day Skipper and Competent Crew every month. SRC Radio and powerboat courses are run twice per month. Training continues over the summer.

For more information visit www.ondeck.co.uk/pdf/ondeck-sailing-school-brochure.pdf.

New Sales & Service Manager at Horizon Charters Grenada

Horizon Yacht Charters Grenada has hired John Pirovano as Yacht Sales & Service Manager.

John will be responsible for strengthening and developing three key areas of business:

• Yacht Sales. Horizon is the Caribbean dealer for Bavaria Yachts; a dealer for Fountaine Pajot Catamarans; and the dealer for Sea Ray and Meridian motor yachts for the Southern Caribbean. John will be responsible for developing sales across the region through a network of sub-agents in each country.

• Yacht Management. Horizon Grenada opened an office at Port Louis Marina in 2010, developing their private yacht management business in this first-class marina. John will be the first point of contact for private yachts seeking assistance and management and will continue to develop this growing side of the business.

• Yacht Brokerage. There is currently no properly established yacht brokerage company in Grenada. Brokerage will work hand-in-hand with management where Horizon will take care of a yacht while assisting the owner in its sale.

Originally from New Zealand, John has honed his skills with over 30 years' experience in the yachting industry with roles varying from yacht sales and service to marina operations and management. He can be contacted at john@horizongrenada.com or (473) 536-4956.

For more information visit www.horizonyachtcharters.com/grenada/grenada.html.

Dominica Boasts 'Caribbean's Best Fish Burger!'

Drop Anchor Bar & Yacht Services is becoming a must-stop spot in Roseau Bay, Dominica to taste a newly created fresh fish burger that is gaining fame among locals and visitors alike.



A fresh boneless fish steak (tuna and marlin are regularly available choices) is seasoned and cooked to tender perfection. The burger, served on locally made fresh bread, is topped with a house-made capers dressing, cheese, and fresh lettuce, tomato and onion, all combined for a burst of flavor. It's a reasonably priced, fulfilling and refreshing alternative to a traditional beef burger or more common fish preparation methods. This bar, restaurant and yacht services business has put to good use the fresh daily caught fish available in Dominica.

This fish burger was recently tested by one of Drop Anchor's regular customers, Hubert Winston, proprietor of Dominica Marine Center and Dominica Yacht Services and *Compass's* agent in Dominica, who recently traveled to Florida and throughout the Caribbean on a mission to find a finer fish burger, but to no avail, he says. From Miami to Ft. Lauderdale, St. Maarten, St. Kitts and the Bahamas, Winston said he "was hoping to find at least one burger to beat yours, and I was badly beaten!"

He likes the fish burger on wholewheat bun with no dressing, accompanied by coconut rum mixed with LLB (Lemon, Lime & Bitters); ask for it by name ("Winston's Special").

Conveniently located in the heart of Roseau Bay with views of Dominica's southern countryside, Drop Anchor is easily accessible by dinghy through the newly built dock. The location offers a laid-back and friendly atmosphere, with ice-cold beers and an array of cocktails available to help wash down a fish burger. Drop Anchor also offers Tex-Mex and Caribbean-inspired bar fare along with yacht services and free WiFi. And if you like the fish burger, Drop Anchor can also supply yachts with freshly caught fish from the island.

For more information visit www.dropanchordominica.com.

St. Lucia's Marigot Bay Welcomes its Largest Yacht

Christy Recaii reports: The megayacht *Northern Star* would be a standout anywhere. On March 27th she become the largest yacht to ever dock at The Marina at Marigot Bay, St. Lucia.

—Continued on next page

—Continued from previous page

Northern Star, built by Lürssen in 2009, is 248 feet long and 45 feet wide, with a 13-foot draft. With a steel hull and aluminium superstructure, registered in George Town, Cayman Islands, she is Canadian owned. She has a maximum speed of 18 knots and a cruising speed of 14 knots.



Available for charter, *Northern Star* has a crew of 25, which includes Australian, British and New Zealand nationals, and can accommodate 12 guests in six cabins. Captain Craig Franks, from New Zealand, has been with the yacht since its inception and even got familiar with the vessel that he would eventually helm before completion.

"I was in the shipyard myself through the entire build so I had two years of the design time, and the physical building of the ship was just over two years," Franks said.

Northern Star berthed on the marina's main dock using the marina's mooring buoys.

"Handling a yacht of this size in Marigot Bay is made possible by the level of wind shelter and the complete lack of any tidal currents. The mooring buoy systems have been carefully designed to enable maneuvers of this sort. *Northern Star* corresponded to the maximum size for which these systems were designed," Bob Hathaway, the Marina Manager at Marigot Bay, explained.

A total of 350 different yachts with overall lengths exceeding 98 feet have berthed in this marina since it opened in 2006. The previous longest yacht to berth at Marigot Bay was *Siren*, a 243-foot motor yacht built by Nobiskrug. *Northern Star* was scheduled to head to St. Vincent & the Grenadines and Grenada. The vessel is also booked to return to The Marina at Marigot Bay for two more visits this season before heading back across the Atlantic.

New Café in Carriacou

Peter Ward reports: Looking for a great casual dining experience in Carriacou? We were pleasantly surprised by the new Kayak Kafé on the beachfront in Hillsborough, just around the corner from the bus terminal or a short walk north along the beach from the jetty.

Sally and Gabriel have created a casual but energizing ambience, and the menu is diverse enough to cater for almost every dietary requirement. From multi-option breakfasts to burgers, quiche, fresh salads and wicked cakes, all washed down with fresh-ground coffee or squeezed juices, there is sure to be something to tickle your taste buds.

They will also do take-away orders, and are open every day except Tuesdays from 0700 to 1500 for the kitchen and 1800 for the bar.

For more information contact Sally or Gabriel at (473) 406-2151 or sallyandjinger@yahoo.co.uk.

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2012 INTERNATIONAL ROLEX REGATTA

Diversity Makes It Distinctive

by Carol Bareuther

A class for IRC-rated yachts, a strong Beach Cat Class and the opportunity for everyone from inexperienced high school students to an America's Cup racer are three points of diversity that make the International Rolex Regatta (IRR) distinct from other Caribbean regattas. This year's 39th annual IRR, held March 23rd to 25th out of the St. Thomas Yacht Club, were proof of this — especially on the scoreboard.

Nine sleek-sailing racing machines came out to compete in the IRC Class. Unfortunately, one of the hottest contenders, Lord Irvine Laidlaw of Rothiemay's IRC 52, *Highland Fling XII* dismasted on the first race of the first day when a lower spreader broke and the main came crashing down. "The boat was designed for



coastal, or island racing, rather than windward-leeward like other TP 52s," says St. Thomas' America's Cup winning helmsman, Peter Holmberg, who was serving as tactician on board. "So we were super-excited for this event." In the end, it was the Cayman Islands' Peter Cunningham's TP 52, *PowerPlay*, that won. This was Cunningham's first trip to the Rolex regatta, but on the podium he vowed, "We'll be back next year."

On the opposite side of the size spectrum, this year's IRR saw the Beach Cat Class grow to ten boats — seven of them Hobie 16s. Puerto Rico's Jorge Ramos and crew José Mattei successfully defended their title from last year aboard their Hobie 16, *Universal*. "It was perfect conditions for us," says Ramos. "We like 15 knots and we also liked the combination of courses, some windward-leewards and some distance courses like the race to the Charlotte Amalie harbor on the first day."

The four students from St. Croix Central High School who knocked on teacher Stan Joines' classroom door and asked to go sailing didn't know that winning was in the cards for them. Joines has just bought Tony Sanpere's J/36, *Cayennita Grande*, a multi-time winner in the IRR's CSA Non-Spinnaker Class. "The J/36 is very different from my Alberg 35 that the kids are used to sailing on," explains Joines. "We only had a few hours to practice before the first race, but they did well and learned fast." Indeed, *Cayennita Grande* with its kid-powered crew won this class by a handy five points over the USA's Jack Desmond and his bikini-clad crew on his Swan 48, *Affinity*.

The spot-on nature of the CSA Rating rule showed clearly in the two CSA racing classes. In both cases, only a half point separated the first- and second-place class finishers aboard different make and model boats.

In CSA 1, it was St. Maarten's Andrea Scarabelli driving the Melges 24 *Budget Marine/Gill* which beat the USA's Doug Baker's Farr 400, *Magnitude 400*, by 14.5 points to 15. "It was hard racing against a 40-footer," says *Budget Marine/Gill's* tactician, Chris Marshall. "Our goal was to start clear from the big boats and sail our own race."

It was a bittersweet trip to the podium for Puerto Rico's Jaime Torres and his Beneteau First 40 *Smile and Wave* racing team, who lost to fellow islander, Jonathan Lipuscek, driving his J/105, *Dark Star*, by a score of 14 points to 14.5. "We lost a race yesterday by literally one second — that was the difference between champions and second place," says Torres. Meanwhile, it was making no mistakes that spelled the secret to success for *Dark Star*. "We concentrated on our boat handling, watching the wind and current, and keeping an eye on the big boats against us," says Lipuscek.

Finally, 14 boats raced in the one-design IC24 class, including a team that flew all the way from Italy to charter one of the boats. Five of the teams hailed from Puerto Rico, a testament to a growing IC24 fleet on that island. Puerto Rico's Fraito Lugo's *Orion* handily won this class again making a total of nine Rolex watches he's earned sailing Melges 24s, J/24s and IC24s in the IRR. "One race we're first, the next we were tenth when we got under a cloud in a no wind zone," says Lugo. "That's what makes this a nice class. It's very competitive."

2012 International Rolex Regatta Winners

IRC 1 (9 Boats)
1) *PowerPlay*, TP 52, Peter Cunningham, Cayman Islands, 11
2) *Antilope*, Grand Soleil 46, Willem Wester, Netherlands, 16.5
3) *Mayhem*, TP 52, Ashley Wolfe, Canada, 20.5

Beach Cats (10 Boats)
1) *Universal*, Hobie 16, Jorge Ramos, Puerto Rico, 19
2) *Time Out*, Hobie 16, John Holmberg, St. Thomas, USVI, 21
3) *Island Sol*, Hobie 16, Paul Stoken, St. Thomas, USVI, 25

CSA Non-Spinnaker (7 Boats)
1) *Cayennita Grande*, J/36, Antonio Sanpere, St. Croix, USVI, 7
2) *Affinity*, Swan 48, Jack Desmond, USA, 12
3) *Shamrock VII*, J/95, Thomas Mullen, USA, 15

CSA 1 (9 Boats)
1) *Budget Marine/GILL*, Melges 24, Andrea Scarabelli, St. Maarten, 14.5
2) *Magnitude 400*, Farr 400, Doug Baker, USA, 15
3) *Fire Water*, Melges 24, Henry Leonnig, BVI, 22

CSA 2 (13 Boats)
1) *Dark Star*, J/105, Jonathan Lipuscek, Puerto Rico, 14
2) *Smile and Wave*, Beneteau First 40, Jaime Torres, Puerto Rico, 14.5
3) *Lazy Dog*, J/122, Sergio Sagramoso, Puerto Rico, 15

IC24 (14 Boats)
1) *Orion*, IC24, Fraito Lugo, Puerto Rico, 48
2) *Cachondo*, IC24, Marco Teixidor, Puerto Rico, 70
3) *Team Coors Light*, IC24, Frits Bus/ Chuck Pessler, St. Thomas, USVI, 75

For full results visit www.yachtscoring.com.

FIVE WAYS TO WIN!

by Carol Bareuther

Lots of racing is a signature feature of the BVI Spring Regatta & Sailing Festival, which was held out of Nanny Cay Marina, March 26th to April 1st. Witness the racing classes getting in as many as nine races, the cruising classes some five races and the one-design IC24 class a near-record 14 races in the traditional three-day BVI Spring Regatta. What many sailors may not realize is that there is more than one way to win. That's because this one-week event is actually five regattas in one!

The Bitter End Cup

A fleet of 48 yachts was raring to race east to the Bitter End Yacht Club in Virgin Gorda for the Bitter End Cup. Problem was that Mother Nature didn't cooperate by providing any wind for the first day of the BVI Sailing Festival. The fleet motored its way to Virgin Gorda. Then, when winds picked up the next day, the race committee decided to run a 30-mile course circumnavigating Virgin Gorda race for this competitive group of sailors. Fifteen knots of easterly breeze with flat seas proved awesome sailing conditions.

Tom Mullen, the New Hampshire, USA-based owner and skipper of J/95, *Shamrock VII*, couldn't have been more pleased. "The race around Virgin Gorda was fabulous. We were able to see a side of Virgin Gorda from the water that we don't normally see.

Shamrock finished second, just 29 seconds behind winner *Avatar*, a J/160 owned and driven by Alan Fougere, of Massachusetts, USA, in the Cruising Class.

The Nanny Cay Cup

Mullen got his revenge on the race back to Nanny Cay on the following day. Big breeze and deep ocean swells provided an added element of tactical challenge on this 22-mile course sailed by a 34-boat fleet. Yet interestingly, *Shamrock* and St. Croix's Stan Joines J/36, *Cayennita Grande*, tied for first in the Cruising Class by finishing with exactly the same corrected time.

"We had a new crew aboard, but they learned quickly," says Tony Sanpere, former owner of *Cayennita Grande* who sailed with Joines and his high school students for the regatta. "This boat is really built for round-the-island racing."

Gill BVI Match Racing Championships

When fleet sailors were racing back to Nanny Cay, the second annual Gill BVI Match Racing Championships commenced right outside the marina in the Sir



DEAN BARNES

Francis Drake Channel. Spectators lined the shore to watch the seven teams from the BVI, USVI, St. Maarten, Peru and USA match off while listening to Denise Holmberg's live commentary. At the end of the two-day event, it was the BVI's Colin Rathbun that won.

"Putting the match racing during the BVI Spring Regatta makes a lot of sense because the Spring Regatta is the biggest sailing event in the BVI," says Rathbun. He added, "We had the best teamwork. We were very relaxed and calm and are really getting to know what each of us is doing all the time, so that makes for easy sailing. In match racing the name of the skipper is always in the press, but on our team it's Nick Cunha, Henry Leonnig, and Jason Putley who really made the win possible. Without that great teamwork from those guys, we'd be nowhere."

Rathbun lost the first two races of the final round, but came back to win against Guy Mossman, from South Carolina, USA. In third was the only female and only teenage skipper in the race, the USVI's Nikki Barnes. This was Barnes' third time skippering in a match race and her learning curve showed.

BVI Spring Regatta

This main event was even more important this year in light of three major regattas — Casa de Campo Race Week, the St. Croix International Regatta, and the Puerto Rico Heineken Regatta — being canceled this year.

The USVI's Paul Davis, who owns and helms the J/27, *Magnificent Seven*, summed this up well on the second day of racing. "For us, this is our fifth day of racing for the season since last year and tomorrow will be our last. It's just two events, Rolex and this, for us this year."

Over 100 boats, everything from the one-design IC24s to the USA's Bill Alcott's STP 65, *Equation*, competed in 12 classes. Competitors came literally from all over the world and all over the Caribbean. Two Trinidad teams came north to race.

Peter Peake's *Peake Yacht Services Slippery*, a Reichel Pugh 37, tried hard but just couldn't catch Great Britain's Willem Wester's Grand Soleil 46, *Antilope*. "As usual the regatta was a lot of fun for us. Unmatched sailing conditions in one of the most beautiful places in the world," says Peake, who finished second in the class.

Trinidad's Peter Bailee, who owns the Henderson 35, *Enzyme*, left his boat home, but jumped on a Moorings 515 bareboat, *Sexy and We Know It*, with several friends. They won. "It was my first time sailing in the cruising class," says Bailee. "We had a ball."

International Yacht Club Challenge

The Bareboat classes also host the International Yacht Club Challenge. Nine teams from yacht clubs all over the world competed for the prize of a week's free charter from Sunsail. The winner was BK Grondlogistiek team from the Dutch Yacht Club Ymuiden.

For full results visit www.bvispringregatta.org.

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LES VOILES DE ST. BARTH 2012

NAIL-BITING FINISHES IN RECORD-SIZED FLEET



CHRISTOPHE JOUANY / LES VOILES DE ST. BARTH (2)

Above: The mighty nine-boat Maxi Class on Day Three



Right: Rambler 90 *scored four bullets in the four-race series*

For the third running of Les Voiles de St. Barth, April 2nd through 7th, the port of Gustavia, St. Barthelemy was filled with an impressive array of race boats: ocean-racing maxis including the 90-foot *Rambler*; classic beauties such as the Olin Stephens-designed *Dorade* and the Fife-built yawl *Mariella*; a trio of IRC 52s, multihulls including the 66 Gunboat *Phaedo*, and a mix of Melges, J/boats, and 40-footers.

In only three years, Les Voiles de St. Barth has evolved into a popular stop on the Caribbean racing calendar, hosting 28 boats in 2010, 48 in 2011, and 65 this year. The organizers, Francois Paul-Tolede and Luc Poupon, have been keen to build the event carefully and ensure that the myriad details that help to build a solid event are considered. This year's regatta included boats and crews from the US, Canada, the UK, the Netherlands, Ireland, France, Spain and Lithuania, as well as several top Caribbean competitors.

Four races were held in a wide range of winds blowing between five and 25 knots, on four different courses. Races featured a mix of Olympic triangles, short coastal courses, and a 20- to 30-nautical-mile round-the-island race. The fleet was split into seven classes: Maxi (21 meters and over), IRC52 (former TP 52s that have been optimized for the IRC rule), Spinnaker I and II, Non-Spinnaker (racer/cruiser), Classic (vintage/traditional), and Multihull. No fewer than ten Maxis attempted in vain to chase *Rambler 90*, the winner of a second trophy after her success in 2010. (It was *Rambler 100*, which capsized in dramatic fashion last August off the Fastnet Rock, which won in St. Barth last year.)

A favorite staple of racing in St. Barth is the round-the-island race. The fleet was sent anti-clockwise on either a 23- or 17-nautical mile course that included the island itself as well as neighboring Ile Fourchue. A land-based spectator could easily follow the fleet around — well, as easily as they could navigate a car along the island's windy and narrow roads!

On the Saturday, first place was still in play in more than half the classes going into the final race in light and variable winds. In IRC52, Spinnaker 1, Non-Spinnaker Racing, and Multihull classes, only one point separated the first two positions.

In the end, in the Maxi class George David's USA-based *Rambler* posted four wins for the week. He says, "The big advantage we have, especially in lighter air like this, is we can unload the ballast. Two numbers are important: this boat dry displaces 21 tons and then we add six tons of water ballast to it. Especially in light-air conditions, if you can get the boat to float higher and take less power to push it like today, we just slip away. The water ballast is a tremendous advantage."

This year an IRC class was added in response to the owners' input. The new class proved successful, as racing for the IRC52s was close all week with each of the boats, *Mayhem*, *Vesper* and *PowerPlay*, winning a race. On the last race day, Jim Swartz's *Vesper* of the USA took a bullet, but it would be Canada's *Mayhem* that posted the best scoreline, to win the class overall.

Spinnaker 1 class came down to a battle between Frits Bus' Melges 24, *Coors Light*, of St. Maarten and Sergio Sagramoso's J/122, *Lazy Dog*, of Puerto Rico, which finished tied on six points, with the Dutch boat winning on a countback by virtue of their first place finish on the final day.

In Non-Spinnaker, another US boat, Thomas Mullen's J/95, *Shamrock VII*, just held off Antiguan Bernie Evans-Wong's *High Tension*. *Shamrock* had come straight from the BVI Spring Regatta (see report on page 11), where they won their class. Mullen attributed his boat's win to a combination of bad luck for some of their competitors and extraordinarily hard work on the part of his crew.

In the Multihull Class, it was Peter Aschenbrenner's *Paradox* of France that tied with Lloyd Thornburg's St. Barth-based Gunboat 66, *Phaedo*, and won on countback.

The top three finishers in each class were presented awards. As overall winner of the Maxi Class, George David, owner and skipper of *Rambler 90*, was also presented a Richard Mille Calibre RM 028 timepiece.

The fourth edition of Les Voiles de St. Barth will take place April 8th through 13th, 2013.

Thanks to Kirsten Ferguson for information in this report.
For full results visit www.lesvoilesdesaintbarth.com.



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HARD WORK & TEAM WORK ARE WINNERS' KEYS

THE Bequia Heineken Easter Regatta 2012 held April 5th through 9th and hosted by the Bequia Sailing Club saw a total of 72 boats registered: 42 yachts and 30 local double-enders. An estimated one hundred additional power and sailing yachts came to Bequia to see the legendary local boat races, to follow the yacht races or to simply enjoy being in Bequia at Easter.

The Yacht Races

The yacht side of the regatta was officiated for the 13th year running by Principal Race Officer James Benoit from Grenada, working with the Bequia Sailing Club Race Committee. Two one-design classes — one for the 25-foot Surprise boats from Martinique, and one for J/24s — a Racing (spinnaker) Class and two Cruising Classes divided up the yacht fleet.

No fewer than ten yachts made the journey from Martinique to compete. They were joined by boats from the UK, USA, Netherlands, Austria, Trinidad, Grenada, Carriacou, St. Vincent, Bequia, St. Lucia, Barbados and Antigua.

New regatta Premier Sponsor, First Citizens, awarded unique teak trophies to the winners of Friday's First Citizens Yacht Races and the double-enders' Big Boat Challenge, while winners of Sunday's 16-entry Heineken Single-handed Round-the Island Yacht Race and Monday's Heineken Yacht Races all received additional prizes courtesy of Heineken.

Regatta sponsors United Insurance lent their name to the J/24's three-race series on Saturday, with the United Insurance Challenge Trophy going to *Fadeaway* from Barbados, skippered by Charlie Gloumeau. The eight-entry J/24 Class included boats from St. Vincent, Barbados, Grenada and St. Lucia, competing throughout the regatta's six races. When the final results were tallied, *Fadeaway* was the Overall Winner, thereby also taking the J/24 Southern Caribbean's Championship Trophy for 2012. *Fadeaway's* Russell Corrie said, "This win was a long time coming. We've come second overall in Bequia twice; we love Bequia and wanted to win here the most. The team, which has been together more than five years, did exceptionally well. Our strategy was to be in the top three in every race — and it worked!" St. Vincent's *Saltfish*, skippered by Philip Barnard, took a well-earned second overall.

Overall winners in the other four classes were: Racing Class: *Regis Guillemot Charter*, a Melges 24 skippered by Regis Guillemot of Martinique; Cruising I: *Rasmus*, a Swan 43 skippered by Dieter Huppenkothen of Austria; Cruising II: *Bandos*, an FF110 skippered by Dirk Gents of the Netherlands. The Surprise Class was won by *GFA Caraibes*, skippered by Nicolas Gillet of Martinique, who took three first places (not to mention first in the Single-Handed race) and Overall Surprise Class Winner honours for the second year running.

The Double-Ender Races

In the Friday's inaugural First Citizens Big Boat Challenge, the new 28-footer *Black Berry* took part in its maiden race. Owned by the community of La Pompe, built by a group of Bequia craftsmen led by boat-builder Jarson Hazell and skippered by Orson Ollivierre, *Black Berry* drew huge crowds of onlookers. With ten entrants overall, the Big Boat Challenge was won by *Skyler* from Carriacou, skippered by Benson Patrice.

The 30-boat local double-ender fleet that took part in the weekend's three-race series — two Heineken Challenges, held on the Saturday and Sunday, and a Mount Gay Challenge on the Monday — came mostly from Bequia, with five boats coming from Canouan and two from Carriacou. Overall Winner of the Bank of SVG Trophy in the hotly contested 28-foot Class 7 was Bequia's *Confusion*, skippered by Wayne Gooding, who said that the secret of his team's win was simply, "Hard work!"

The other overall winners were Class 1 (Mountain Top Water Trophy): *Wisdom*, skippered by Alpheus Osborne; Class 2 (Bequia Sailing Club Trophy*): My Love*, skippered by Stanley Harry; Class 5A (Admiralty Transport Trophy): *Tornado*, skippered by Kingsley Stowe; Class 5B (Bequia Express Trophy): *More Worries*, skippered by Kimani James; and *Ace Plus* from Carriacou, skippered by Leo Joseph, winning overall in Class 6 for the Bequia Sailing Club Trophy.

On Lay Day Sunday, regatta sponsors Bequia Beach Hotel hosted the Regatta's Sandcastle Competition and Crazy Craft race in Friendship Bay.

The Bequia Sailing Club thanks Headline Sponsor Heineken (St. Vincent Brewery), Premier Sponsors First Citizens and the SVG Tourism Authority, and main sponsors Mount Gay Rum (Bryden's, St. Vincent), United Insurance, Mountain Top Water, the Frangipani Hotel, Bequia Beach Hotel, De Reef, Windward Island Plantation and CK Greaves for their generous support of this event. Thanks also go to all business and private donors and all the volunteers within the Sailing Club who worked so hard to make Regatta 2012 another great success.

Thanks to the Bequia Sailing Club for information in this report.
For full results visit www.begos.com/easterregatta.

WILFRED DEDERER (4)



Surprise Class winner, GFA Caraibes


Palm Tree Marine, Tabasco and Joia in Cruising I


Saltfish on its way to second overall in J/24s


Double-enders' Class 5A prepares for the start at Friendship Bay



REGATTA NEWS

Tight Competition in St. Maarten's Powerade Regatta
A record 40 boats with 65 sailors raced in this year's Powerade Multi-Class Regatta organized by the St. Maarten Yacht Club in Simpson Bay Lagoon on March 17th. Over 12 young sailors travelled from Anguilla and St. Barths to compete in the tricky and demanding conditions. Classes included the RS Vision, LSR 20, Laser, and Optimist Green, Blue and Red.
In the 22-boat Optimist fleet, Alice Pru won Green Class and Nathan Smith won the Blue class with only nine points over seven races! Optimist Red — the largest class of the regatta — saw an incredible performance by Leonardo Knol from St Maarten, who won every race.
In the Laser Class, Bart van Vliet and Bodine Beentjes were tied on points at the end, but Bodine's win in the last race secured her second-place finish behind Rhône Findlay, whose nearly-perfect string of bullets highlighted his talent.
In the LSR 20 foot boats, the star was Caribbean sailing legend Frits Bus with his *Team Coors Light*.
For full results visit http://result.vg/smyc/minisite?series_id=4

Act Now: Barbados Mount Gay Rum Regatta
"There are bigger and more competitive Caribbean regattas, but not one is as close to the true spirit — potable spirit, that is — of sailing as Barbados' annual Mount Gay Rum Regatta!" — Chris Pastore.
Barbados has become known as a superb regatta venue, and the Mount Gay Rum Barbados Regatta, with Racing, Cruising and one-design (Melges and J/24) Classes, is the island's premier sailing event.
The deadline for entry forms for this year's event is May 16th.
For more information see ad on page 15.

Scotiabank International Optimist Regatta for June
The Scotiabank International Optimist Regatta is celebrating its 20th Anniversary, marking two decades of fostering junior sailing in the Caribbean. Dates for the regatta and kick-off Sea Star Clinic and Sea Star Team Race in St. Thomas, USVI are June 18th to 24th.
"We are looking forward to strong representation from Caribbean sailors this year with a record number of sailors from St. Maarten/St. Martin already registered," says regatta director, Margo Lynch. "We have heard from teams in Canada, New Zealand and Bermuda, in addition to large numbers of US sailors." Over 80 eight- to 15-year-old sailors are expected to attend this St. Thomas Yacht Club- and Virgin Island Sailing Association-hosted and Caribbean Sailing Association-sanctioned regatta.
The Sea Star Clinic runs June 18th through June 20th. Top international coaches from Optisailors.com will teach the sailors registered for the clinic; registration closes on May 15th. The Sea Star Team Racing event is on June 21st. Registration closes June 20th.
The three-day Scotiabank International Optimist Regatta kicks off on June 22nd, with final registration on June 21st.
For more information visit www.styc.net.



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For more information visit www.worldcruising.com/arc.





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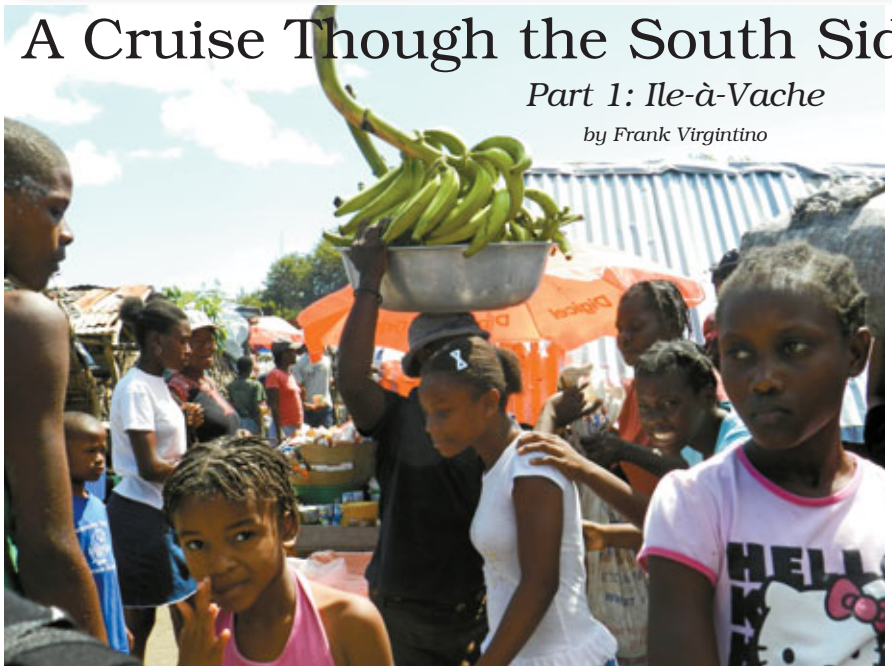
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A Cruise Though the South Side of Hispaniola

Part 1: Ile-à-Vache

by Frank Virgintino



The market at Madame Bernard is crowded and busy

The south sides of the Greater Antilles islands border the Caribbean Sea. These are far more favorable coasts than their counterparts on the north sides, which border the Atlantic Ocean and which coasts require transiting a lee shore.

There are many reasons why cruising sailors have not used the south side of Hispaniola to go east and west. Some have to do with established cruising routes, others with a desire to avoid a foreign language, and still for others a lack of information regarding the southern route: the Caribbean route.

If you are heading east and have come through the Windward Passage or perhaps from Cuba or Jamaica, you will arrive first along the south shore of Haiti. Haiti is not an easy country to cruise through. I know well because I have cruised parts of it and written a cruising guide for it (available free at www.freecruisingguide.com). Haiti has many problems — so many, in fact, that all cannot even be identified. For the cruising sailor there is the question of insurance as well as the question of safety.

These are valid concerns. However, the south side of Haiti is very different than the rest of the country and this is especially seen at Ile-à-Vache, which functions almost as a separate country. The island is located off the southwest end of Haiti and can be used successfully whether heading to Cuba (west) or heading to the islands out east (Lesser Antilles). The island has catered to tourism for many years and has an excellent reputation in this regard.

It has two hotels, one owned by a Frenchman who has been there many years and a newer one owned by an American. The bay at the northwest end of the island is called the Bay of Feret and the village behind it is Caille Coq. Cruising boats (mostly French) have called at this island for many, many years. I myself have stopped here as early as 1994 and much more frequently in the last ten years. The island has no electricity, no cars and no banks. It is made up of 36 fishing villages. The primary industry is fishing, followed by agriculture and then tourism.

When you anchor in the Bay of Feret you will find a tranquility that is unimaginable in the 21st century. The villages are small and neat and the people very welcoming. The safety record of the island for cruising boats is excellent. There has been only one reported incident of theft from a cruising boat and the islanders assured me that they are angrier about it than those that suffered the loss.

The language is Creole or French. A few speak some English. Most sailors do not clear in because there are no authorities on the island to clear you in. I am not advocating that you follow suit. In my case I hoist my Haitian flag and my yellow flag, and over the many years no one has ever made a comment to me.

Those that do clear in either go to Les Cayes, a town three miles to the north, or ask the hotel staff at Port Morgan to take their passports for a small fee to the Immigration office there. In Haiti, most harbors charge US$10 to $20 per passport for entrance and no fee to clear out. Customs has no interest in cruising boats and will usually just ask if you have cargo.

The town of Caille Coq behind the Bay of Feret is serene. It has about a thousand residents as well as a school. The walkways are clean and neat and you can walk past the homes in the morning and say, "Comme ça va?", to which you will receive a reply and most often a smile. I met a fisherman walking along the beach and asked him about life on "Cow Island" (Ile-à-Vache). He smiled and said, quite off the cuff, "We have no milk but we live in peace!"

The school is in the middle of the village and the students all show up clean and in uniform (brown pants or skirts and yellow shirts). I interviewed, during my recent visit, nearly a hundred people. I asked most of them the same questions. In some cases I interviewed the mother and father at their homes with their children present and took some photos that I will use in the book I am writing about Ile-à-Vache.

I asked how life was on the island. Virtually all replied that it was tranquil but lacking in opportunity and sometimes difficult owing to lack of resources. (The average Haitian family makes less than US$2,500 per year and many much less than that). However, they offset their expenses on the island by not having an electric bill to pay and with their food supplemented by fish and by produce grown in the yard. I also asked why each family has so many children; the average is about six.

—Continued on next page



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Most often I received more a smile than any vocalized answer to this question but when someone did articulate an answer it had to do with the value of an extended family in such circumstances. One of the questions that I asked that repeatedly received the same response was, "If you had one wish, *just one wish*, what would it be?" Virtually everyone responded, "Health for me and my family." Not one said "more money", albeit that all would like more.

NOTE: Do not take photos of Haitians without their permission; they consider it a breach of etiquette. Shoot crowd scenes or peopled landscapes with great discretion.



About four miles east of Caille Coq, on the island of Ile-à-Vache, is the larger village of Madame Bernard. You can reach it with your boat or by dinghy if the tradewinds are not too strong, or you can walk to it via a really beautiful route if you like to walk and do not mind spending an hour or two each way. Along the way there are more vistas than I can describe and if I described them I would still fall short as there is a sense of simplicity, of nature, that is as much felt as seen. You will walk through a number of small villages and along the bays and be able to see beyond the beyond. It is like walking through a dream. You can do it on your own or you can find any number of willing helpers who will escort you for a small fee. The fee really rests more on your conscience as to what is fair than it does on coming to an agreement. Fair for a young man escorting you may be US$20 to $25 for the day and somewhat less if it is a young boy.

At Madame Bernard you will find an open market on Monday and Thursdays. It is a scene right out of *National Geographic* circa 1950 and not for the paranoid, as you will feel like Dr. Livingston when he first arrived in Africa. If you smile and say hello, most will respond the same way.

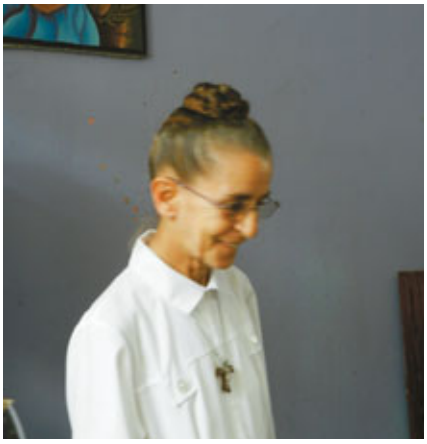
I purchased some glazed cashews that were terrific. Fish is also available but better purchased in Caille Coq, so that you will not have to carry it back.

After the market you can walk up to Sister Flora's orphanage, which consists of an orphanage, a school and a hospital. She caters to about 300 children. At just under five feet and about 70 years old, Sister Flora is welcoming and spry. She is a Canadian nun and has been in Haiti for 35 years. She established the orphanage at Madame Bernard. She is humble to a fault and will never ask you to donate or mention religion to you. In my sense this is as close to visiting Mother Teresa as can be. She sat down with us for lunch at the orphanage and made sure to serve each person personally. Gracious, kind and very committed, this woman has but one speed and that is her faith in God. I asked her what makes her sad and she told me it is when she receives a child who is damaged in some way and whom people have said is not worth the expenditure of resources to treat. I hope she is in charge of my old age home when my time comes.

For many, our lives have become complicated and pressured. At Ile-à-Vache you will find a place where the clock stopped many years ago. How long it will stay like that is anyone's guess, as on this trip I noticed that some had cell phones.

When you get back to your boat at Caille Coq, you can speak with Dou Dou to get your laundry done at US$7 per load. Jean Jean and his wife run a hut on the beach that caters to cruising boats. He will cook for you if you let him know a day in advance what you would like to eat. Fish is never a problem. The meal will be served on an old wooden table on which they will put a tablecloth for you. Your feet will be in the sand and the wind will blow through the "restaurant without walls". Whether you order a bottle of water, soda or the local beer, Prestige, as you eat and drink and look off at your boat anchored in the bay, you will have a feeling that too many of us long for as cruisers that is so rare to find today: simplicity and perhaps even joy.

Next month: Les Cayes to Isla Saona.



Note: Sister Flora has young volunteers come down from Canada to assist but most do not have the airfare. If you speak French you can reach Sister Flora at (509) 3758-7647 or at oewre.stfrancois@gmail.com and arrange a donation that will enable more help. Or you can send donations via PayPal to Free Cruising Guide, which will be spent to purchase dry milk and other supplies which I send from the Dominican Republic monthly. Your name will accompany your donation and I will give you an accounting and a receipt. Please make a donation and make a difference. One hundred percent goes directly to the orphanage. FV



Above: At a community well on the way to Madame Bernard. The little girl has put her dress aside to keep it clean
Left: Estelle was brought to the orphanage near death at two years old. She is now animated and a joy to be with
Top right: Sister Flora. Her faith is implacable

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HIKING TO THE SOURCE IN NEVIS





Above: Nevis Peak stands out as the island's most prominent topographical feature and almost always wears a shroud of clouds

Left: The author at The Source

Below: At high water there will be a waterfall over this check dam and full pool beneath



by Devi Sharp

As you approach the small Leeward Island of Nevis from almost any direction the volcanic cone of Nevis Peak (3,232 feet) stands out as the most prominent topographical feature and almost always wears a shroud of clouds; clearly an invitation for exploration. The hike up Nevis Peak required a taxi and a guide so we shelved that hike in favor of a hike to "The Source": the source of most of Nevis's drinking water, on the south slope of the mountain.

We hopped on a bus going south and asked the driver to let us off at the Golden Rock Inn. On the short walk from the main road to the Inn's office we felt like we were stepping back a few centuries to the sugar plantations of the 1800s. Green or Vervet Monkeys watched our approach and hid as we got closer. The Golden Rock Inn is a restored sugar plantation with guest cabins and a restaurant. The plantation was built from 1801 to 1815 out of coral. The grounds are beautiful and a quick look at the menu was very inviting... I'll have the coconut-ginger sorbet, please.

The monkeys are another story, but the short story is that they were introduced sometime in the mid-1700s and are originally from Africa. Tourists love to see the monkeys, but unfortunately the monkeys are very destructive to crops and local agriculture.

You can pick up a map of the hike route from the office, but a word of caution is that the map has been copied many times and is not 100-percent legible. The trail starts at the covered parking area in the gardens of the Inn, traverses some scrubby brush, paved and dirt tracks and passes a few houses, but once you get on the main trail and start climbing you will be in lush rainforest with tree ferns, lianas and mossy rocks. The plumbing for the public drinking water is often beside the trail and you can see places where the work crew has made repairs in the line. There is a check dam that was dry on our trip, but in the rainy season there will be a waterfall and pool. The trail climbs and then descends into a ravine (locally called a ghaut) and out again. The trail is steep in a few spots and narrow at times, but just keep following the trail to The Source.

—Continued on next page



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The walk itself is delightful — this hike is not about the destination. Enjoy the scenery, the vegetation and the gurgling pipes. When you get to The Source you will see a very tall (about 70-foot) rusty ladder on your left. If climbing 50 some rusty rungs is not your thing you will not be missing too much. At the top of the ladder there is short mossy water slide that feeds a small containment pool perched on the ledge. This pool feeds the pipes for the drinking water. At this point I was very motivated not to slip on the mossy rock. The walk back was very nice and thinking of the coconut-ginger sorbet put a spring into my step.



Some 50-odd rungs up a rusty ladder will get you to the source of The Source

Nevis is a charming island and the slow friendly pace is delightful, but unfortunately the government has come up with a very non-cruiser-friendly suite of fees that make a few days' stay relatively expensive. The Nevis Air and Sea Ports Authority (NASPA) have installed 100 yacht moorings along the western or Caribbean coast of Nevis from Oualie Beach to Charlestown. Using a mooring is mandatory and you need to ask NASPA for permission to anchor in any other location. The following is what we paid for a three-night stay at Nevis for two people in a 45-foot, 23-ton boat.

Yacht Entry Fee (per boat) 20 EC	20	
Customs charge (per boat, per day) 10 EC		30
Port dues (by tonnage) 10 EC	10	
Port Charge (by tonnage per day) 5 EC	15	
Environmental Levy (per person) 4 EC	8	
Harbor Fee (per night) 3 EC	9	
Mooring Fee (size of vessel and number of days*)		67
Total fees	EC$159 (about US$59)	

** Mooring fees are paid in two categories: up to two days, and two days to one week. You can see the detailed schedule of fees for the moorings at www.nevisports.com/yachtmooring.asp.*

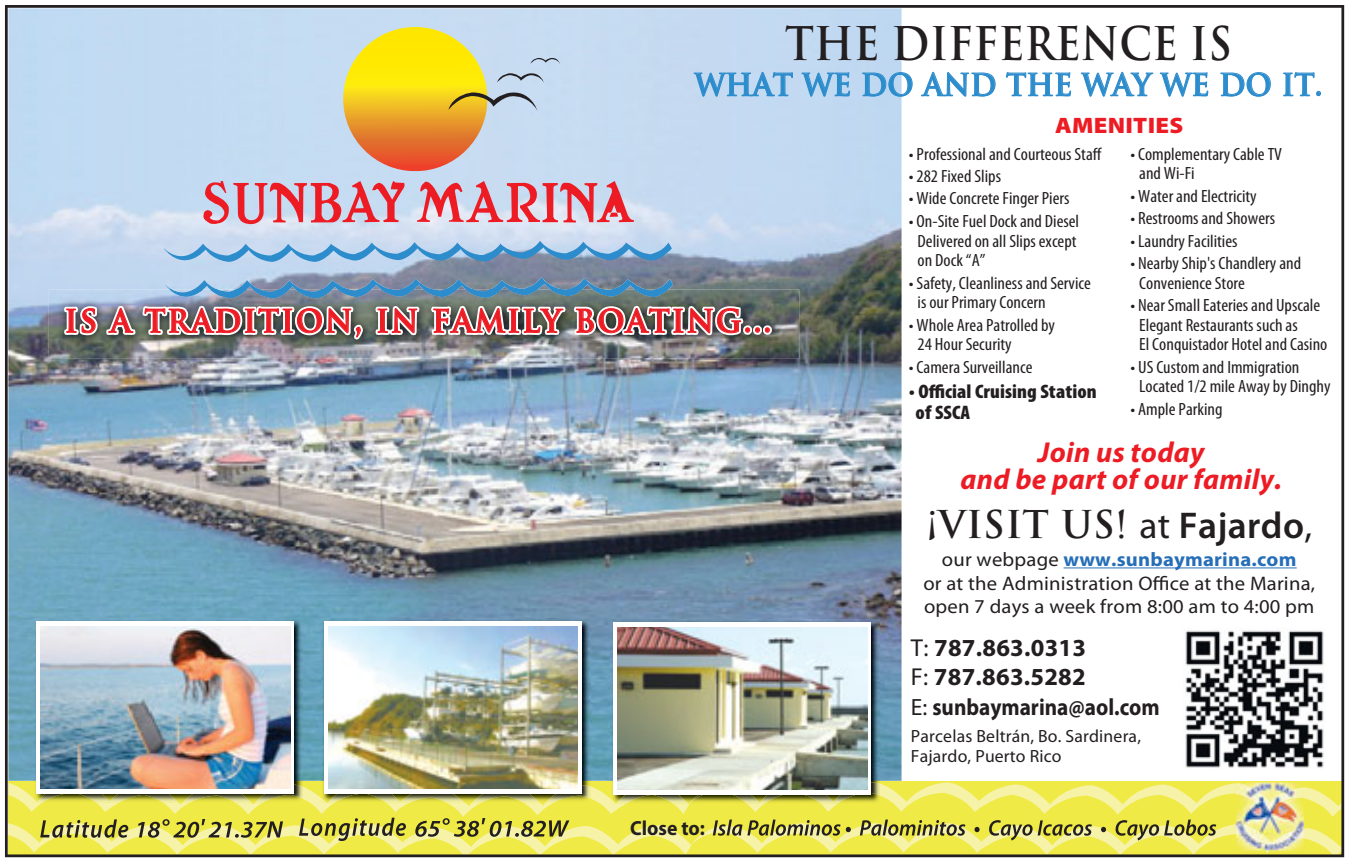
Directions for the Hike to The Source on Nevis

Take the southbound bus from Memorial Square in Charlestown and ask the driver to let you off at the Golden Rock Hotel; there is a very visible sign. Walk up to the hotel, stop by the office and ask for a trail map for the hike to The Source.

The following directions to the start of the trail only traverse about a third of a mile, but there are ample opportunities to get off course. Once you reach the footpath to The Source the trail is easy to follow. The trail starts at the covered parking area just before the office, at the lower left corner as you face the parking lot. Do not take the trail at the upper right corner because that is the loop trail for Golden Rock Hotel nature trail.

As you leave the parking lot the trail descends and ascends to cross a small ravine on concrete steps. On the other side of the ravine take a left to pass through a gate and the trail starts here. Once through the gate climb more concrete steps to reach an overgrown dirt road. Here you will take a right and ascend the hill until you reach a paved road. Take a left on the paved road and bear right at the next corner to reach a T intersection. At the T, take a left and you will see the gray tanks for the Stonyhill Reservoir on your right. Walk a hundred feet and take a right on the paved road going uphill (tanks still on your right). This paved road turns into the trail.

From this point the trail is easy to follow as it is well used and maintained and it is about an hour and a half to The Source.



A Foodie Day in St. John

By Heather B. Hamilton



Above: Bananaquits like to eat at Vie's too!

Right: Charles shows us aloe: 'Smell it. Like chicken soup'

On the north shore of St. John, in the Virgin Islands National Park, lie the Annaberg Plantation ruins, a well-preserved sugarcane plantation dating from 1718. While the ruins of the windmill, sugar factory and slave quarters — not to mention the views — are well worth the trip, plan your visit for a Tuesday, Wednesday or Thursday and you'll have the pleasure of a guided tour of a subsistence garden planted with the food eaten by islanders after the end of slavery and the plantation economy.

My husband, Philip, and I recently visited the plantation while cruising the Virgins on our 1978 Hardin Sea Wolf ketch. We were moored on the national park moorings at Francis Bay, but the plantation is closer to Leinster Bay. It's about a two-mile walk from Francis and right near Leinster. Both are US$15 per night for secure moorings.

Our volunteer guide, Charles, a lanky man with dreadlocks and a fierce island accent, created and maintained the garden at the request of the National Park Service. His enthusiasm for the plants was infectious, as he loped through the garden grabbing handfuls of vegetation and pressing them into our hands, explaining their properties in a non-stop, rapid-fire monologue: "Aloe — smell it. Like chicken soup. Put with some water in a cup and drink. Good for digestion. Also good for the skin. Soursop leaves. Smell them. Take them home and make a tea. Very calming." To my husband, with a sly grin: "Take off your hat. Put them underneath. Now you have natural air conditioning! Papaya. Guava tree. Cotton — take some seeds and plant them at home. Avocado, mango — not in season. Pigeon peas — here, taste them!"

Charles shinnied up trees to grab fruit and coconuts for visitors to sample, and everyone left sucking on pieces of fresh sugarcane and clutching handfuls of aromatic bay rum leaves. Our hunger thus piqued for lunch, we headed to the east end of the island to Vie's Snack Shack, a local institution.

Vie's is located out on the East End of St. John, 11 miles from Cruz Bay along steep, switch-backed mountain roads — or just anchor off the beach in Hansen Bay. This tiny shack, now run by Vie's daughter Jasmine, had undoubtedly the best conch fritters I've ever had, perfectly light and tender, spicy and crispy. Ten dollars will get you a heaping plate of Vie's famous garlic chicken, beans and rice, coleslaw and a johnnycake. The chicken managed to hit that summit of fried chicken perfection: the light, crispy and very garlicky crust split as I bit into the chicken beneath, releasing the hot juices that made the meat so flavourful and tender. The johnnycakes — a Caribbean staple — were like barely-sweet donuts: light, tender fried dough drizzled with honey, heaven in the mouth.

Bring your beach towel and snorkelling gear: we followed up our coma-inducing lunch by collapsing on the beach next to Vie's (she charges $2.50 for access) and snorkelling in the window-clear waters after a short digestive nap in the sun.

Heather B. Hamilton spent 15 years in Washington, DC trying to save the world before packing it in, buying a sailboat and setting out to see the world in November 2010. She and her husband, Pip, are currently exploring the Caribbean on Picaroon. *Heather is the author of numerous articles and book chapters, including forthcoming articles in* Cruising World *and* Blue Water Sailing.





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The Blending of Passions:
RESEARCH AND CRUISING

by Erin Heeney

I am dreamer, a traveller, a wanderer, and a wonderer. And it is sailing that unites these qualities in me. I have spent my whole life in and around sailboats. For me there is nothing else in the world that sustains my mind, body, and soul more than floating on the open ocean with the wind in my sails. As a child, I spent my summer months on the waters of New Brunswick, Canada, cruising the St. John River and the Atlantic Coast with my parents, and fooling around in dinghies as a student and an instructor at local learn-to-sail programs. In more recent years, I have had the opportunity on several occasions to join my parents as they cruise the Caribbean Sea. Now I find myself on the west coast of Canada at Vancouver Island University working on a Master's of Arts in Sustainable Leisure Management and a thesis that will bring my passions of sailing, travelling, wandering, and wondering together.



Leisure is a powerful tool for improving quality of life. Finding a leisure pursuit that sustains the mind, body, and soul is something that some struggle to find and others take for granted. Cruisers have embraced their leisure and adapted it as a lifestyle. They join the community of cruisers and immerse themselves in the local communities they visit. This lifestyle is unlike any other I know, and I think that cruisers have some interesting qualities that could be shared with others to help them find a leisure pursuit that sustains the mind, body, and soul.

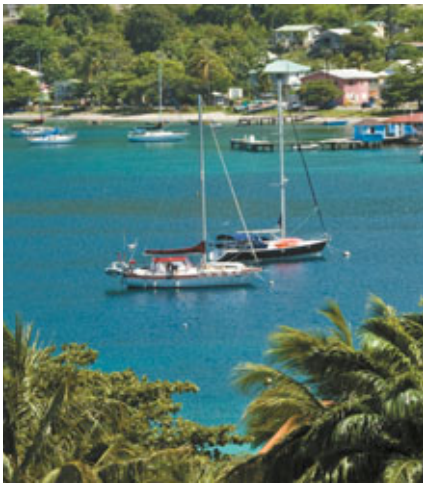
When I started my Master's degree last August, I had no idea I would focus my research on cruisers. It was while writing a reflective paper on the sustainability of our preferred leisure pursuit, in my case sailing, that I realized I had a lot of questions. I also realized that from an academic standpoint, most of my questions have never been answered. I had found my niche.

I am now about to embark on my first major research project. I'm nervous that I won't "get it right" or that I'll get in the field and have no idea what to do. I keep reminding myself that I have a great plan, a great topic, and there are some pretty amazing people out there who will help me to achieve my dreams. I suppose these feelings are very similar to those experienced by a cruiser as they prepare to leave their homeport and the comforts of life on land to pursue their dreams.

So, I am now about to embark on my first major research project. My plan is to go to Tyrell Bay, Carriacou, observe the relationships between cruisers and residents, and meet some pretty amazing people as I work toward my dream of completing a Master's degree. This is my plan, and as many people know, plans change but it is the awareness of this fact that keeps life interesting.

From mid-April to mid-June, I will be with my parents, Pat and Miriam Heeney onboard their sailboat *Skye 1*. I will be conducting my research on the interactions between cruisers and local residents in an attempt to understand the dynamics and the opportunities of cruising as a sustainable tourism option for small island developing states.

Will Erin Heeney do for the weird and wonderful subculture of Caribbean cruisers what Margaret Mead did for Samoan teenagers? The interactions between cruisers and locals will be the subject of her post-graduate research project — and your input is invited



I think there is something pretty special about cruisers and their interactions with communities that is not seen in other forms of tourism. Cruising, as you know, is an amazing experience for those who cast off the bowlines for new and exciting lands. At times romantic, at times stressful, the cruising life may not be for everyone but it is certainly gaining in popularity. As the anchorages become more crowded and more marinas are built on small islands, it will become increasingly more important to gain an understanding of the positive and negative impacts of cruising in order to improve the industry for both cruisers and the communities they visit.

While in Carriacou, I will be conducting interviews with cruisers and local residents. If you live in Carriacou or will be in the area and are interested in participating or finding out more information, please contact me at erin.heeney@gmail.com. Even if you're not in Carriacou, I would love to hear from anyone who is interested in this research project in order to gain a more regional perspective on cruisers and communities of the Caribbean. I will also be blogging about my experiences at erinheeney.com — please visit and post a comment to keep the conversation going.

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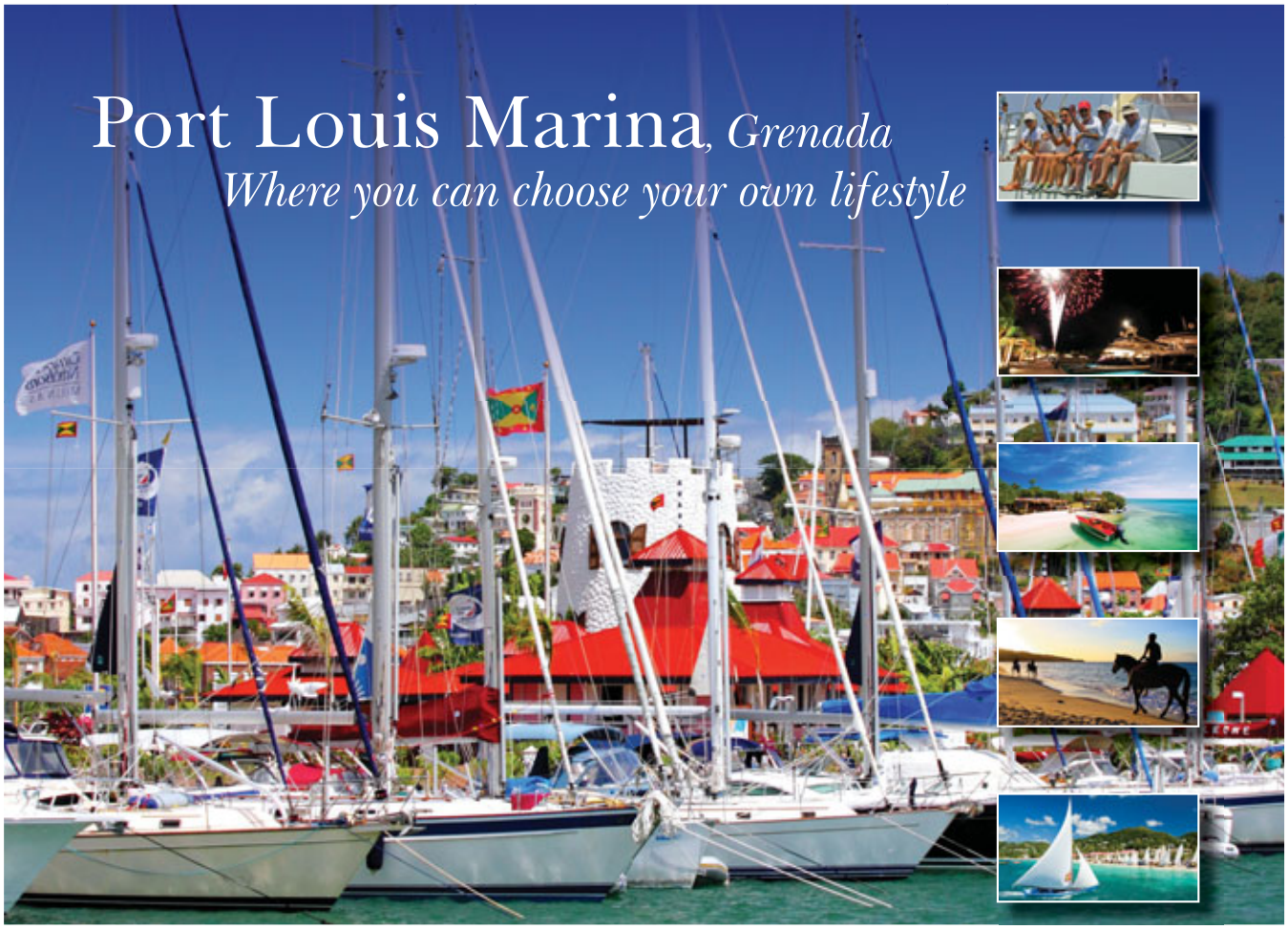
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60	$1.24	$1.11	$0.56	$13,534
75	$1.44	$1.30	$0.64	$19,737
80	$1.75	$1.58	$0.79	$25,565
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CARIBBEAN COMPASS
FREE
MAY 2012 NO. 200
The Caribbean's Monthly Look at Sea & Shore

HAPPY 200!

What Does *Caribbean Compass* Mean to You Now?

This May 2012 edition celebrates the 200th issue of Caribbean Compass.

Tom Hopman and Sally Erdle completed a five-year and nine-month circumnavigation by dropping the hook in Bequia in 1994. With our cruising kitty pegged on "empty" and, having been spoiled by cruising, with little inclination to go back to work in the crewed yacht charter trade, we needed something new to do. The first issue of Caribbean Compass *came out in March of 1995. Although we wrote a lot of the early content ourselves, talented sailing friends such as Chris Doyle, Jeff Fisher, Frances Brinkley, Norman Faria, Colleen Ryan and many others quickly stepped aboard. With great cockpit crew, soon there was a lively forum discussing "the Caribbean Sea and shore", featuring a variety of people not afraid to speak their mind, writing on topics they cared deeply about. This resulted in an always-fresh publication intimately in touch with its readership. Agents on all key islands handle ad sales and distribution "on the ground" for their home territories, and the solid support from advertisers for the* Compass *concept has been gratifying.*

Since Caribbean Compass *is a community publication, we thought we'd ask you, the readers, writers and advertisers, what* Compass *means to you at this 200th issue waypoint. Thanks to everyone for being part of the adventure.*

A balance of open-mindedness and editorial integrity

Information, ideas, opinion, entertainment, a running supplement to the cruising guides, sponsored by products and services that many of us want or need, *Compass* has been my community newspaper since Issue One in '95.

The Readers' Forum is freedom of speech, a place to question, answer, and pontificate — you'll find me there now and then. The Forum is a sort of slow-motion fantasy rum shop in which most of those gathered try to appear sober, yet are allowed to speak their pieces at equal volume.

As a writer, *Compass* is a gallery in which to display my work, which is a buzz. Not only that, if I'd saved all the money I have been paid for dozens of *Compass* articles published over many years, I'd have enough for a couple months of cruising.

My compliments to *Compass* on what I consider to be a good balance of open-mindedness and editorial integrity. And congratulations on 200 issues — my, what a job!

Jim "Hutch" Hutchinson
S/Y Ambia

Communication between cruisers and local people



My congratulations on what you have achieved. When I talk to other cruisers, soon comes the statement, "and it even gets better every year!" So, we are lured every month by the next edition — what's new?

What does the *Compass* mean to me? Every month, lots of information of every kind. We are informed about the newest Customs and Immigration regulations, we can read about destinations where we never have been. We get ideas where to sail, where to climb a mountain, where will be a festival or some sort of entertainment. Then there are the countless results you reached in the last years with all the officials on the various islands, if something was not going the "right way". With the *Compass* we have the ability to tell other cruisers and officials what's going on. We can write about our desires, our problems, what we would like to have changed. The *Compass* is the communication between cruisers and local people.

I say "thanks" to all the Compass Crew for the immense effort you put into the magazine to make it grow and become what it is today.

Angelika Gruener
S/V Angelos

Helped us live the cruising life when we weren't cruising



We discovered the *Compass* when we first went cruising in the late '90s. When we — Ann, a longtime reader and occasional *Compass* contributor and Steve, a longtime reader and occasional *Compass* photographer — returned to being dirt-dwellers in Canada, we subscribed (this was before the *Compass* was online) and eagerly awaited its monthly arrival via snail mail. By the time we both finished reading an issue, it was a patchwork of holes, as we'd clipped multiple articles, news bits, and ads for reference, knowing we'd eventually be cruising the Caribbean again.

Congratulations on reaching such a whopping milestone and still giving us great info and entertainment.

Ann Vanderhoof and Steve Manley
S/V Receta

The first to respect my writing



The *Compass* was the first to respect my writing and give me a break by publishing my article "Facing Challenges" in February of 2004. I will always be grateful for that, so the *Caribbean Compass* means a lot to me. Even though I've now been writing for many, many years, I regard the *Compass* as the platform that launched my budding writing career.

Congratulations on your 200th edition — that's quite a milestone. I wish all at *Compass* continued success.

Arlene Walrond
Trinidad



It's ALL about the boating community

Excuse me, but as a long-time contributor as an author, sometimes poet and advertiser, it's not about what the *Compass* means to me; it's ALL about what it means to the boating community, both in the Caribbean and, in a larger sense, the global cruising world. I've seen the *Compass* on salmon-fishing boats in Alaska, Aegean-based charter yachts, and Volvo ocean racers. *Latitude 38* magazine called you "one of the finest maritime publications going". And you advertise mostly Caribbean businesses, support local charities, and have had the good sense to publish some of my stories!

As an old friend of Sally's (we've known each other since 1973), she, Tom and the whole Compass Crew have my highest esteem for what they have created. It can't have been easy. To put together a publication like the *Caribbean Compass* and distribute it requires enormous effort, planning and teamwork. (I've had some experience with this: in Berkeley politics in the old days, I edited, compiled and distributed a 24-page weekly newsletter that ran 60,000 copies. I got four hours of sleep a night.)

Compass, you're awesome!

William "Billy Bones" Pringle
California

Without it I would lose all track of the goings on

WOW! A 200th Anniversary! Is it Ben Franklin's *Poor Richard's Almanack*? Nope. It's *Caribbean Compass*, without which this superannuated gob would lose all track of the goings on in the island chain he ranged for so long.

Congratulations, *Compass*. And bless you all for the talent and toil with which you cultivated the now prodigious magazine.

Bruce Van Sant
Author of Passages South

The premier guide to yachting in the Caribbean



Caribbean Compass has proven to be the premier guide to yachting in the Caribbean. As a writer, I think about the readers' perspectives — as they cruise the Caribbean, what kinds of stories that would interest them. And I think overall the magazine does a great job of keeping readers in the know on destinations, yachting news and trends.

Christy Recaii
St. Lucia

Relevant news brewing in the cruising community

I was a newbie cruiser in November of 2006 and the Caribbean lay before me with endless possibilities for exploration. The only problem was I did not know what was out there to explore. The cruising guides are great and very helpful, but I wanted more. I wanted to hear about the news relevant to cruisers and what kind of land explorations people took on the islands and the mainland of South America.

My husband and I were in the Budget Marine in St. Croix and our traveling companion Heather picked up a copy of the current *Caribbean Compass* and told me that it was a "must read". From that time on I have always sought out the new issue of the *Compass*. I saved articles about land trips in Venezuela, hikes on islands and recipes using local fresh produce. I usually read the letters to the editor first to find out relevant news brewing in the cruising community.

As our horizons broadened and we began our own adventures, I began to write articles for the *Compass* about our travels and local food. Thank you to the editor and staff of the *Caribbean Compass* for publishing a valuable periodical for the cruising community.

Devi Sharp
S/V Arctic Tern

The content lured me down the islands

I discovered my first issue of *Compass* in a small shop in the Virgin Islands, back in the last century. (That would be in the 1990s.) The content lured me, over the years, down the Windwards and Leewards, both as a bareboater and as a passenger on various *Star Clipper* sailings.

I kept numerous diaries of my adventures: the triumphs and disasters, the beauty, the peoples, the food, the history, the scents and sounds. I bought handmade soap at les Iles de Saintes, drank my first caipirinha on Shell Beach in Saint Barth's, felt the ghosts of the past at Fort Shirley on Dominica, got soaked in various rainforests, and even visited the *Compass* office on Bequia.

I turned my journal entries into articles, and that is how I became not only a *Compass* reader, but a contributing writer as well. The kindly editors accepted the stories of my journeys, and actually published them! I am privileged to be included in this newspaper that is so widely read and enjoyed throughout the Caribbean.

Carol Reed
Palmyra, New Jersey

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A wealth of knowledge about marine tourism

I'm a poet and *Caribbean Compass* provides an audience for my writing, a great avenue to boost tourism, and a way to tackle issues in the yachting world and marine environmental problems. It has given me a different insight to marine life, by testing my writing skills to write poems relating to marine life, and has given me the opportunity to be a part of the *Compass* community. It has also broadened my mind with a wealth of knowledge about our marine tourism industry.

Dillon Ollivierre
Bequia

Without it we would go forth upon the waters in ignorance

"Sixteen years and eight months" doesn't sound very significant, but "200"? Wow! Congratulations to all of you on the Compass Crew; it just amazes me that the "all" is so small.

What does *Compass* mean to me? As a reader, it is the ONLY source of information about matters that affect the ever-changing cruising community up and down the island chain. Whether it be new mooring buoys in the Saintes, or reforms to Customs procedures in Grenada, without your input we would go forth upon the waters in ignorance.

As an occasional contributor, *Compass* provides me with a forum for the exchange of views, ideas, information and opinions that are occasionally downright daft but usually interesting and sometimes thought provoking.

Winston Churchill once described a political opponent as being "overcome by the exuberance of his own verbosity"; I suffer from the same problem and could write a whole article about your baby. However I will not inflict that upon you and will say no more than "very well done, keep up the excellent work and if anyone says anything different, ignore them".

Christopher Price
S/V Hummingbird

Easy to read on board

The *Compass* to me is, that I found two new friends and they, like us, were and are still sailors. You got me writing a few articles on the St. Lucia sailing scene and I then became your island agent for many years. I still read *Compass* as a priority as soon as it comes out.

The newspaper style of publishing, as opposed to the glossy mags, is still unique in this progressive modern world and is easy to read on board — I love it.

Paraphrasing an old Caribbean quote, "DON'T STOP THE *COMPASS*!"

Ted Bull
St. Lucia

A major connection to our cruising friends

My late wife Pauline was a *Compass* family member for many years, creating unique Word Search puzzles for Caribbean cruisers. Especially after we stopped cruising in 2003 and until her death in 2011 the *Compass* was a major connection to all our cruising friends and to the sea of which she is now forever a part.

Voytek Dolinski
Fredericksburg, Virginia

***Compass* still means 'escape' to me**

How could a great pulp monthly still mean "escape" to me after all these years? Easily! Despite all its well-researched and useful news, the *Compass* still calls to mind lazy days reading in the cockpit as we cruised the Caribbean, decades ago.

Congratulations, *Compass*. Here's to another 200!

Elaine Lembo, Deputy Editor
Cruising World

Our go-to source for information

Congratulations on 200 issues. This is an amazing accomplishment in today's business environment.

The *Caribbean Compass* is our go-to source for information about all things related to boating in the Caribbean. I have torn out several articles and filed them away for future use. I like the reviews of cruising spots that are written by cruisers and give a unique perspective. The listing of SSB nets and the local radio nets has helped us to keep in touch with our fellow boaters. I also like the occasional articles about what is going on with local governments in the region, especially related to how changes in local regulations impact us cruisers.

Thanks for keeping us cruisers informed.

Joan Palango
S/V Panchita

A marvelous reflection of our salt-stained diversity

I am a reader. The first thing that comes to mind is community: the *Caribbean Compass* is a marvelous reflection of our salt-stained diversity. The second is how many marine writers it has birthed and nurtured over the decades. No other marine publication in the world (that I know of) has encouraged so many literary sailors to pick up the pen. I am in awe of the Compass Crew; long may they reign!

Cap'n Fatty Goodlander
S/V Wild Card



Eases the way to confidently explore

As readers, the *Caribbean Compass* opens the window to the full Caribbean with all of its four quadrants and diversity of destinations, regulations, cultural nuances, and wonderful locals. The well-written, experientially based, timely articles inspire and ease the way for cruising yachties and other tourists to confidently explore the high and low spots of the vast Caribbean Sea, with all the nooks and crannies in between.

As writer (Suzanne) and photographer (John), the *Compass* affords us the unique opportunity to share the knowledge, observations and personal experiences emanating from our cruising lifestyle with yachties following in our wake, as well as armchair sailors, wannabees and anyone with an interest in and/or passion for the countries comprising the Caribbean Basin and living on "island time".

Suzanne Longacre and John Gideonse
S/V Zeelander

The debates are a great feature



WOW! Is it that long? I no longer can afford to store every copy as I used to do, but I do try to ensure that I have at least a year's worth of issues held back from other uses (like being quality masking paper).

I look forward to the yachting news as it reflects the immediate situation among the yachts and the places around where I live, and of course all the insights into the business that I have been involved with over the time *Compass* has been published.

The debates are a great feature with some wild stuff being presented and refuted by the usual suspects, along with the occasional people who notice and comment, giving such a wide range of opinions on endless subjects. I find it is a great forum for bringing attention to the good, the bad and the outright ugly. (For example, the guy who sent a photo of himself with a huge pile of lobsters — my blood would have cooked *him* to a bright pink had I been able to get close enough! The editor did a fine job of careful work on that one.)

I also think it is a great way to let cruising yachties keep their relatives in touch with what it is that keeps them so busy down here, without doing more than sending a few copies home (or telling them to read the *Compass* free on line).

I believe that the various authorities could use these pages to disseminate more information at minimal to zero cost. Factual, informative and useful info is great!

All the little local interest items I love to read, sometimes use the tips, and smile at the rest! I hope to keep out of the Eight Bells column as long as possible!

Ian Cowan
Island Water World, St. Lucia

***Compass* friends have become my guests and friends**

Caribbean Compass has been to Sunbay Marina and to me a very dear friend that has introduced the marina to so many of its readers. *Compass* friends have become my guests and friends.

Since we posted our ad in *Caribbean Compass* we have met so many wonderful people who have visited and stayed on the east coast of Puerto Rico — beautiful Fajardo, where Sunbay Marina is located.

I look forward to a long relationship with *Caribbean Compass* and its readers, with more and more of them becoming our friends and guests.

Olga Diaz de Perez
Sunbay Marina, Puerto Rico

Keeps me up to date with my favorite cruising grounds

I spent some ten years in the Caribbean during the 1970s. I was in the charter trade and, as some of the *Caribbean Compass* readers may recall, operated the yacht *Ring Andersen*. They were without a doubt the best years of my life. Some of you may have read my books about those days: *No Shoes Allowed* and *Gone to Come Back*. In addition, I have occasionally contributed articles to the *Caribbean Compass*.

This 200th addition is a tremendous achievement and will hopefully continue, since these issues keep me up to date with, and remind me of, my favorite cruising grounds.

Congratulations Compass Crew for a job extremely well done, and like I said, please continue; do not stop!

Jan de Groot
British Columbia, Canada



To the evil of ignorance, it delivers a punch

Our three cruising years, your 200 hundred issues. As we reach our Caribbean anniversaries, let us count the ways we love thee:

We love your tales, long and short,
your news of the weird, humor and sport.
Wilfred's photos, Sally's prose;
the *Caribbean Compass* packs a large blow.
To the evil of ignorance, it delivers
a punch.
Whether in cockpit or crow's nest, we be
reading *Compass* at lunch!

Ellen Birrell and Jim Hutchins
S/V Boldly Go

The seafarers' escort in the region

The stars by night,
The sun by day,
And *Caribbean Compass* all the while.
From shore to shore,
Sailing merrily along to a sweet island tune,
Reggae, ska, zouk and calypso…
And *Caribbean Compass*.
Sure to keep you in time,
Caribbean Compass.
To keep you sure at all times,
Caribbean Compass.

Congratulations, Compass Crew, on the 200th edition. I am proud to be a regular reader and contributor to *Compass*, the seafarers' escort in the region. Here's wishing you all placid waters, happy sailing and continued success.

J. Wynner
Trinidad

Inspires me to visit more islands

My first experience piloting a vessel was driving a trawler for a marine biology class as an undergrad in college where my lecturer promptly told me that I was the only person he knew who could "put potholes in the sea". So I am not good at boating, but *Caribbean Compass* welcomed me as a writer, for which I am eternally grateful. As a writer it has allowed me to share my experiences visiting islands around the Caribbean and giving my crew the 411 on where to dine and a few places to hike off the beaten trail just to get your "land legs".

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As a reader I have read many great articles, which to me are snapshots of Caribbean nature and culture and have inspired me to visit more islands. I especially love the really creative articles on cooking at sea, and on astronomy. Keep up the great work, Compass Crew, and here's to 200 more issues!

Jo-Anne Nina Sewlal
Trinidad

My shot at being the writer that I wanted to be

I first saw the *Caribbean Compass* in Bottom's Up in St. Thomas. I remember thinking that it had quality newsprint, something rarely seen. Many beautiful photos. Good writing. Even the kids' stuff in the back was cool. Crosswords puzzles were impossible, though. As always.

I remember wondering, "where was this publication from? *Be-quee-ah*. I already knew that we going there, "someday". Just my mate, two dogs and me on a little 40-foot schooner made from wood that was growing when Columbus was doing his sailing.

We did it, too. (For old friends, Captain Roxanne is keeping a variation of that dream alive. I hear they have *Windolee* nearly ready to sail around the world. Hope they have fair seas all the way.)



The Caribbean was our world then. Oh, what we saw and did when we cruised the Caribbean for eight months in 2000. In Bequia Easter Regatta we raced among the most beautiful boats that I have ever seen. In arithmetic class 40 years earlier in Chicago I sketched nothing but little schooners — and now I was *there*. Pinch me.

To me the *Compass* was my shot at being the writer that I wanted to be. I wanted to write like the humorist Dave Barry, but with boat stories. A monthly column with at least one photo was going to be the format. About Easter that year, Sally said "sure" and the idea took hold.

Once a month. It was called "Eye on the VI". I did it for about five years. Got paid a little. That check meant a lot to me. It made me a professional, bound to the quality that the publication deserved. I learned digital photography; the need for pixels and a good camera.

I remember deadlines. Hated them and loved them. Pushing the "send" button was good but seeing the article in print was the best part. I was allowed to share my feelings about being in the world's greatest sailing ground with myself, my family and my friends.

She is a solid ship, this *Caribbean Compass* newspaper. A rock in the sea with a forgiving, knowing shoreline. Thanks, Compass Crew. There are many with vision but few with perseverance.

Rob Kunkel
St. Thomas, USVI

A fair and reliable forum for those who love these islands

As a reader, sailor, and an occasional contributor, I must say that the *Caribbean Compass* is the Number One publication in my life. Not only does it keep me up to date on current events in the Caribbean islands, it is the only publication that many of us can get a copy of in the smaller islands — like Carriacou. There have been many serious issues that the *Compass* community has been able to first identify, and later rectify. It is a fair and reliable forum for those of us who love these islands, warts and all. Thanks for 200 editions!

Laura Smith
Carriacou

***Caribbean Compass* means sharing to me**

Caribbean Compass means sharing to me — sharing our love for cruising, especially in the Caribbean Sea with its cool-breeze tradewinds, friendly and diverse cultures, warm and wondrous weather, spicy food, easygoing people... just sharing experiences and celebrating that cruisin' life!

Penelope Bliss
Currently in Jakarta, Indonesia

Makes it possible to understand and to stay current

I am both a reader and a writer of the *Caribbean Compass*. The *Compass* is the "Rosetta Stone" that makes it possible to understand and to stay current in an area of over 1,000,0000 square miles. The Caribbean Sea is *defined* in many different ways by many different people, but it is most clearly *explained* when we read and write about it monthly through this wonderful publication.

Frank Virgintino
Author of Free Cruising Guides

A great voyeuristic portal into what's going on



Congratulations on 200 issues. That's fantastic.

As an avid reader of *Caribbean Compass* I love the stories and informative articles that cruisers share. It's a great voyeuristic portal into what's going on in the Caribbean. I couldn't be without my monthly fix. As a contributor it's wonderful to be able to share some of my own experiences and fabulous places with other cruisers.

Happy 200th Anniversary! Thank you, Compass Crew, for everything you do.

Rosie Burr
S/V Alianna

Breadth and depth of information available nowhere else

The *Compass*, to me as a reader, has been a vital source of information about the Eastern Caribbean boating scene and, to a certain extent, the cultural scene. The breadth and depth of the information is available nowhere else, and the presentation is completely professional. As a writer and poet the monthly has given me a venue for reaching a community whose interests would seem to mirror my own. The advertising base, which keeps the editorial afloat, is potent and useful to read as well. I'm looking forward to the next 200 issues!

Richard Dey
Boston, Massachusetts

I love writing for the *Compass*



I am a writer for and avid reader of the *Caribbean Compass*. To me, the *Compass* means an open-minded Caribbean magazine that I thoroughly enjoy reading, especially the destination articles, and thoughts and advice from other cruisers. I love writing for the *Compass* because I feel free to use my own style, I am not restricted to stingy word counts, I don't have to focus on only the "amazing" and touristy stuff, and I find *Compass* readers an excellent audience to share my stories and experiences with.

Two hundred issues, huh? That's amazing!

Liesbet Collaert
S/V Irie

Since I first read a copy in 1997 I was hooked

I have been cruising the Caribbean since 1998 when I departed Miami across the Gulf Stream headed for Bimini in the Bahamas on *S/V Coqui*, a Young Sun 35. The Young Sun was replaced by a Tayana 37 in 2005 after losing the Young Sun to Hurricane Ivan in Grenada in 2004.

Since I first read a copy of *Caribbean Compass* in a West Marine store in Miami in 1997, I was hooked. Not having sailed the Caribbean since my youth in Puerto Rico I had many, many questions about the islands that were not addressed in the cruising guides at that time. As I readied my sailboat for departure for the Bahamas, each edition of the *Compass* shed light on many of the questions I had. From then to the present, *Caribbean Compass* has been an accurate source of news, updates on Immigration, Customs, providers of services, happenings and many other issues of interest to me. The articles published have been great sources of information and updates about Caribbean destinations and personal experiences. I am looking forward to the 400th edition.

Luis J. Blondet
Barranquilla, Colombia

A classy, informative venue to share my stories

There is an editor on a sailboat in the Caribbean enjoying the tradewinds, snorkeling and rum, and her name is Sally. (Or else she is sitting in an office in Bequia wishing she were out here with the rest of us!)



Thanks to her and all the Compass Crew for providing such a classy, informative venue for me to share my stories and observations with other cruisers throughout the Caribbean!

Congrats on 200 issues — from one of your writers that is in about nine of them!

Mark Denebeim
S/Y Sanctuary

My window to the Caribbean sailing scene

The *Caribbean Compass* has been my window to the Caribbean sailing scene. On that window I place my food and dishes for all readers to try. Local food is a good t'ing! If you can't grow it afloat, at least learn to cook it.

Shirley Hall
Trinidad

An integral part of the cruising life

As readers, the *Compass* provides easy access to information we need as cruisers, from sources for weather forecasts to events calendars to changes in regulations. We check for local advertisers in the *Compass*, wherever we find ourselves. It also provides access to other cruisers' experiences and opinions. It is an integral part of the cruising life in the Eastern Caribbean.

As writers, the *Compass* provides an outlet to creatively share our experiences through a venue that our fellow cruisers recognize.

John and Nancy Rowland
S/V Silver Seas

Brings back Caribbean memories

I have enjoyed reading and writing for the *Compass* over the last 16 years. Now in Australia I still glimpse the words and pics online and they bring back Caribbean memories.

On 200 issues, congratulations!

Bernie Katchor
Australia 31

Where things really get interesting!

We eagerly await the *Caribbean Compass* each month. No one sailing in the Caribbean should miss it! We really appreciate the updates on changes related to anchorages, moorings and Customs fees, etcetera. It's more up to date then any cruising guide can ever be. But we admit to going right to the Readers' Forum to read what the sailing community is saying. That's where things really get interesting!

Thanks for the great magazine!

Jim and Wendy Ulik
S/V Merengue

Improves my knowledge of the yachting industry

C – Communication
O – Organization
M – Memories
P – Passion
A – Adventure
S – Stability
S – Smiles

My introduction to *Caribbean Compass* was in 2004. My relation is as a freelance writer and reader. The first article I did was entitled "Sea Life Operations in the Grenadines". The *Compass* has given me an opportunity to improve my knowledge...

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...of the yachting industry and of life in general. I have also gained some recognition through my writing.

I must extend congratulations to the production crew for their hard work and dedication, despite the challenges. Thanks especially to the editorial staff, who make certain that my articles are properly edited. Keep up the good work. The whole Compass Crew, including Tom, Sally, Wilfred, Elaine, past crewmember Debra and the newest crewmember, Shellese, all play their role in a serious and dedicated manner.

I'm proud to be associated with the *Caribbean Compass*, especially as part of the 200th issue. All writers, advertisers and the yachting community itself have played their part in realizing this magnificent achievement.

All the best to *Caribbean Compass*!

Amal Thomas
St. Vincent



Applause for the online version

Caribbean Compass is an invaluable source of information, especially for newcomers in the Caribbean. The Meridian Passage of the Moon table is invariably posted in our navigation area. We find Business Briefs most interesting, and also some travel stories. Applause for the online version, which enables us to stay in touch when we are not on board.



Very important to us personally is the fact that we could draw reader's attention to Suriname as a relatively unknown sailing destination. And, last but not least: your enthusiastic support for new writers. As rookies (four articles) we already feel ourselves part of the *Compass* family.

Dear *Compass*, continue the good work! Happy anniversary and we hope there are many more to come.

Petra and Jan Willem Versol
S/V Witte Raaf

16 years and 8 months: you've reached puberty!

Two hundred monthly editions means 16 years and 8 months, right? So you've already been conceived and gestated; learned to walk, talk and text; and reached puberty!

So far, so good. Carry on.

Cris Robinson
Author of A Small Slip

Sometimes we can change things for the better

England has the BBC, the US has the Voice of America, and we have the *Compass*. Without ever uttering a sound, *Compass* has become the voice of the cruiser. Through it, we can congratulate, gush, cheer, complain, whine and shout. However good one's ideas, they would die without a means of communication. *Compass* allows our ideas to fly. Once released, they survive or die on their merit, but they all get a chance.

And people read the *Compass*. Cruisers read it, people in government read it, more people than you can imagine read it. We can also, on occasion, ask for a reply in advance, giving officials a chance to put their side of the story or sulk in silence.

As a contributor since the earliest edition, *Compass* has meant to me that sometimes we can change things for the better. I have seen *Compass* getting injustices righted, getting environmental action taken, and putting a halt to dumb projects. Keeping us entertained is just a bonus. Long live *Compass*!

Chris Doyle
Yacht Ti Kanot





SPICE ISLAND
MARINE SERVICES



SERVICE.

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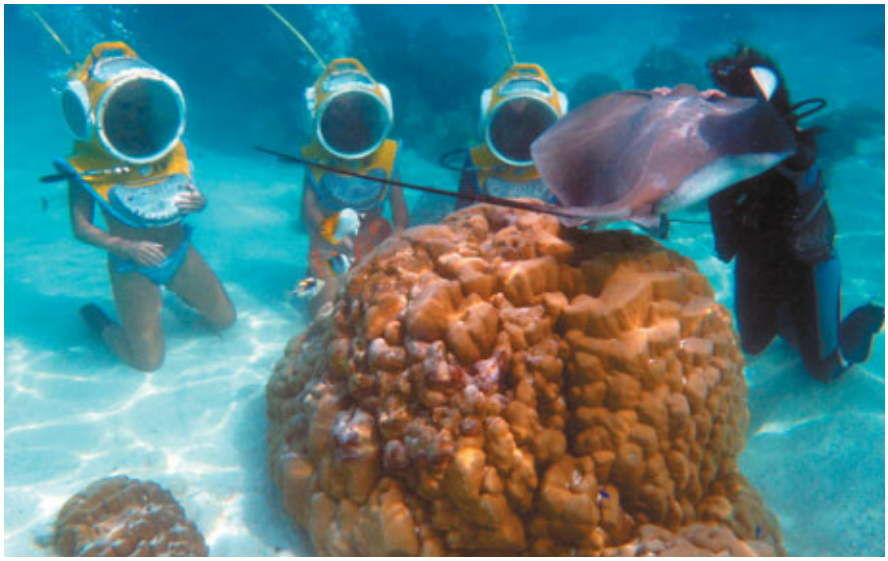
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How To Take Stunning Underwater Photos Using Inexpensive Point and Shoot Cameras

Part One: Some Favorite Tips

By Scott Fratcher

Waterproof cameras that once cost thousands of dollars have been replaced by small modern versions that look and feel just like any other pocket camera. For documenting fishing, skiing, snorkeling and diving or even recording an underwater video these inexpensive cameras are the perfect solution. In this article taken from "How to Take Stunning Underwater Photos Using Inexpensive Point and Shoot Cameras" (Kindle, Nook, Apple) I discuss how to take amazing underwater photos with inexpensive point and shoot waterproof cameras.



As skipper of a charter boat, one of my main joys is taking people snorkeling to photograph the brilliant coral. Invariably they are disappointed with the results. "Well, what do you expect for a few hundred dollars," they might mutter, tossing their camera aside. In truth, it's normally not the camera's fault. Every photo in this article was taken while snorkeling with an inexpensive point and shoot camera good to ten meters.

Standard photo concepts fail underwater

Framing a shot, positioning the light source behind the camera, keeping the camera still and knowledge of depth of field all seem to fail during underwater photography. Underwater light quickly fades, and the colors visible underwater are ever-changing depending on cloud cover, atmospheric haze, water clarity, water color and depth.

Note: Underwater photography strives to present a view of undersea life that can't normally be seen, even by the diver. For example, the extreme close-up ability of modern cameras can focus on areas too small for a human eye behind a foggy mask to see.

Lesson number one: stabilize the camera

In order to take clear, brilliant photos, any camera must be held still. This can be nearly impossible underwater. While the current is sweeping the snorkeler sideways, the fish has already taken cover.

The first trick to holding still is having buoyancy control. That means having the right weight-to-flotation ratio so the snorkeler hovers at his chosen depth. Try jumping in the water and have someone hand you a three-pound weight belt. Inhale completely and you should float to your forehead. Exhale completely and you should almost sink. If that doesn't happen, try more or less weight. Once you have your needed weight worked out, you're ready to start.

One method to maintain smooth motion is to descend headfirst into the current, making a long sweeping dive while looking for a photographic opportunity. Square off on the subject and take a distant photo, swimming slowly to let the camera reset for the next photo. Take a second and even a third close-up photo before ascending.

You might also dive down and grab a rock (not coral or any other living thing). Let the current swing your body around and you'll instantly become stable. With luck, the fish you were trying to photograph will not have been scared away and you'll have the lung capacity to wait for the right shot.

Stop the action

A camera can capture a moment where incredible displays can be witnessed. In one photo I took, an octopus is in the midst of a color change. His tentacles are still blue while his head has changed color to match the sandy background. In a nutshell, our goal in underwater photography is to present the usually unseen image.

Zoom or macro

Close-up photos can be taken by one of two methods: extreme zoom or macro. If the water is rough or cloudy try macro, but if the subject is a little dangerous, such as sharks, then try the zoom. Cloudy water needs close-up shots and less flash, while clear water can benefit from zoom shots and flash.



Above: A close up of the Christmas Tree Worm reveals an interesting formation

Left: The hard, reflective light on this seabed comes from a sunny day with wind over the water

Below: By careful timing I was able to catch this fish in the act of biting



Learn to use macro

Many amazing underwater photos are taken in the extreme close-up. This setting on the camera is called macro. The standard digital camera lens will focus to about a half metre.

—Continued on next page



—Continued from previous page

To focus closer, to say 100 millimetres, switch the camera to macro mode, and to focus to ten millimetres use super-macro mode.



Learn to make this mode change without looking at the camera. For example, my Olympus Stylus Tough needs the "down" button pushed three times, then right once. By knowing this sequence I'm able to quickly change camera modes so I can take the progressive close-up photos that we'll talk about soon.

Close-up photos reveal detail snorkelers would never normally see even if they were diving on the spot themselves. Through photography one can instantly see how a Remora attaches itself to a whale. A close up of a Christmas Tree Worm reveals not only an interesting formation but also its mechanics of breathing and catching food.

Progressive close-ups

Progressive close-ups are great for slide shows and screen savers. The first will be what most divers would see swimming past. The next photo begins to show detail not normally seen first hand, even taking a close look in the water. The third photo is an extreme close-up taken on super macro. The final photo brings out the "wow factor" on a slide show as nobody could see this detail even if they dove with reading glasses!

Study your subject

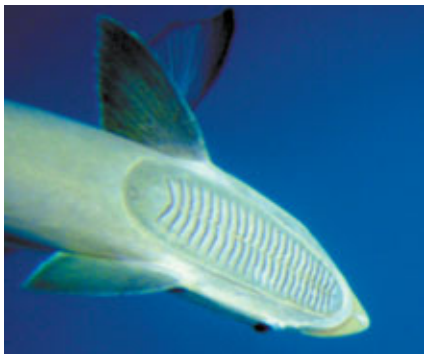
Reef fish are creatures of habit that live in food chains and quickly recognize a predator. Many swim up and down a set area of the reef, grazing and protecting territory. Grouper will sit on the bottom without moving till they think they have been discovered then they start to fidget. Octopuses sit still and change color to mimic rocks. By studying habits we can position ourselves for the perfect photo.

I watched while a puffer swam into the coral, bit and retreated to chew. By timing the advance and retreat I was able to look through the viewfinder, set the zoom and catch the fish with his lips retracted and his teeth exposed in the act of biting, making a much more interesting photo.

Above: Good subject. Puffer fish are cute, fun and nearly fearless

Right: Rays in a natural setting, or rays with a swimmer clowning around in their path? Choose the photo that expresses the mood you want

Below: Through photography one can see how a Remora attaches itself to a whale



Decide on what you want to the photo to say

The two photos showing rays were taken on the same snorkel. The first photo shows giant mantas swimming toward the diver — a good "wow" photo. The second photo shows a swimmer clowning around in the oncoming path of the giant mantas, adding a bit of humor to the otherwise natural moment. Now choose the photo that expresses the mood you want.

Puffer fish

Puffer fish are cute, fun and nearly fearless. They will often sit perfectly still in front of the practicing photographer allowing plenty of time to adjust camera





settings. Try to take photos from slightly overhead, and forward of the puffer to show the fat, teardrop comical body.

Sunny choppy days are more difficult than overcast days

Hard, reflective light such as on the seabed comes from sunny days with wind over the water. Overcast days with dispersed light are much better for taking photos. If surface light is reflected, use a "fill flash" to soften the shadow affect.

Scott Fratcher of Aphrodite 1 *is a marine engineer (commercial with MCA CEC - Engineer OOW Unlimited/Y4) and RYA Yachtmaster (200-ton sail/power/ocean/commercial).*

Next month: Using underwater photos for documenting yacht maintenance, family fun and more.





MAY 2012

♈ ARIES (21 Mar - 20 Apr)
Turn on that radio and make good use of your verbal skills before the 9th. The rest of the month there will be few demands on your time and you can just sit back in the cockpit and relax.

♉ TAURUS (21 Apr - 21 May)
Your creativity will be under full sail and assisted by a steady breeze from your oral abilities until the 24th. There will be lots of fun opportunities in the last week, so take advantage of all these positive aspects and they will pay off over the horizon.

♊ GEMINI (22 May - 21 Jun)
Venus, the planet of romance, has camped out on your foredeck this month. This may be a good thing for your business dealings, as your inventiveness and gift of the gab will be in rare form and you'll be feeling very warm-hearted and accessible.

CANCER ♋ (22 Jun - 23 Jul)
Other than slack sails in the business area of your life you are pretty aspect free this month so just enjoy the light breezes, calm seas and pleasant atmosphere and view the world from the comfort of the hammock on your foredeck.

♌ LEO (24 Jul - 23 Aug)
Make good use of your verbal acumen before the 9th to develop any flashes of inspiration you may have during the first week. Creativity and communication will both be in the doldrums after that.

♍ VIRGO (24 Aug - 23 Sep)
Your sails will be full of positive energy and ingenious ideas for the first three weeks. Use them wisely and they could have some very nice and long-lasting aftereffects.

♎ LIBRA (24 Sep - 23 Oct)
You may have inspiration in the first week that could have positive effects on your cruising kitty later in the month. After the 5th and the full moon, aspects with creativity and communications will combine to set you on a course toward success.

♏ SCORPIO (24 Oct - 22 Nov)
Your innovative efforts will be met with head seas and if you can't maintain your cool you may suffer a repeat of last month's un-pleasantness, but this time the discord will include all on board.

♐ SAGITTARIUS (23 Nov - 21 Dec)
Your love life will be in irons in the third week and verbal efforts will break down the week before, which will add to the stalemate. Your sense of humor will ultimately be what sails you through it all to a clear course.

♑ CAPRICORN (22 Dec - 20 Jan)
Your speaking skills will prove helpful to inspiration in the first three weeks and you'll have the last week to just swing on the hook and enjoy the fruits of your labors.

♒ AQUARIUS (21 Jan - 19 Feb)
You will still be making way, though slowly, in boat business. Your love interest may prove helpful in sailing this course and could bring the solutions to problems obstructing it.

♓ PISCES (20 Feb - 20 Mar)
You will be in the doldrums during the first two weeks and getting anything accomplished will be a real chore. You may feel the aftereffects of frustration in your love life if you let small wind shifts alter your course around the full moon on the 5th.

Island Poets

WEATHER OR NOT!

Hey Ocean, we have had enough
Of towering waves and foam and stuff
That every day you're dishing out,
Is climate change what you're about?
We poke our bow outside the Bocas
You build up strength just to provoke us,
And make our passage a travail,
Instead of just a simple sail
Up north, Grenada, Carriacou…
A simple sail, and not what you
Are torturing us with these days,
So has the sea-god changed your ways?

Has Poseidon sent a curse
Dictating that you do your worst?
Has he changed sweet Caribbean breeze
To hurricane force wind to please
His childish pride and thus imbue
Our seasons with a style that's new?
We humbly ask that you desist,
Please! No more havoc! Don't insist
On making sailors quake with fear
To make a simple trip — it's clear
We need a rest from roaring seas
So calm them down Poseidon, please!

— Nan Hatch



OCEAN CHILD

by Zoe James

We live on a catamaran called *Iza*. We are from Cape Town South Africa. It is 38 foot long. It has four cabins, two toilets, one galley and one saloon.

I am sailing around the world with my family. My sister is called Nina. I am called Zoe. Nina is four years old. I am eight years old. We have been sailing around the world for a year. We left Cape Town on December 1st, 2010 with the Governors Cup race and went to St. Helena. It was a small island but it was lovely. We also had Christmas there on the island and we stayed for two weeks. We went to see Napoleon's house where he was in prison but it was also his house. His bed was very small.

After St. Helena we went to Ascension. A tiny island. There were lots of triggerfish and the water was very blue. I was fishing a lot! We drove up a very steep mountain and then walked up lots of hills to a pond at the top.

Then after 12 days at sea we arrived in Brazil. It was huge! We were in the big city called Salvador. It was very dirty! We checked in then we went to Itaparica. It was so nice there because there was a sand bank I rowed to. Then we went up the river Paraguacu. We went up the river and it was very nice. There were lots of towns. The towns were in the River. We went to a market. The people are poor. They come in little boats. They don't have motorboats. The boats are called saveiros. When we left the River we saw pink dolphins. We got stuck on the sand so we had to wait until high tide. The River temperature was 34°C. There are lots of bushes.

Then we sailed to Rio and when we sailed into Rio there was a lot of rubbish in the water and the water was dirty and brown. Then we sailed to Ilha Grande which is nice. There are lots of islands there and warm water and we snorkelled a lot. At Sitio Forte I went to a small school with my friend Henrique and it was nice. He is from Brazil and I also ate lunch there. The children all speak Portuguese.



Above: I am sailing around the world with my family

We were sad to leave Brazil 'cause it is a lovely place and the people are friendly. But we were going to leave for Tobago.

We sailed for 15 days to get to Tobago in the Caribbean. When we sailed we saw lots of whales and dolphins. A baby bird flew onto the boat one day at sea. I fed it some biscuits and I gave it some water and I gave it a bath. I called it Flower. It was sitting on my hand and it thought that I was its mommy. I made a little house for it and that night it flew into the little house. When I woke up it died because it was so small. I think that the wind blew it to our boat.



Right: Nina, our parents and me at Store Bay, Tobago. We are going to stay in Grenada for the hurricane season

Then we arrived in Tobago. There were lots of boats and it was very hot. When we went to check in the town was very busy. We anchored in Store Bay and swam and snorkelled and I saw parrotfish. We made friends with other South African boats that were also there. I met my friend Zoe from France and her boat is called *Taugl*. She is seven. She always came to play on my boat and we rowed to the beach. There were huge waves there. The beach is called Pirate's Bay beach.

Then we sailed to Grenada. It was one night and we caught two dorado which were yummy. We arrived in Prickly Bay and we checked in. We stayed for about a week then we went to St. George's, which is the capital. The water was blue blue and we swam. The big cruise liners come in with lots of people on them. We go to the market to buy our fruit and vegetables and it's very busy.

Then we went to Hog Island and anchored and I rowed to the beach and my friend Zoe from *Taugl* was also there and she played with me.

Then we went to Union Island and it is very windy there. We also went to Tobago Cays and the water is beautiful but the wind is also windy there. We had Christmas Day in Tobago Cays. There are also turtles there and sand dollars and you can see the bottom of the water clearly.

We are back in Grenada and are going to stay here for the hurricane season when it starts.

I love living on a boat because you always see different places around the world. I can go swimming in the sea everyday. I like being home schooled with my Mom. I can also row to the beach with my sister and play. I also like to go up the mast and swing. It is so much fun.

The End

FREE CRUISING GUIDES

Dominican Republic Cruising Guide — DOMINICAN REPUBLIC CRUISING GUIDE

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Jamaica Cruising Guide — JAMAICA CRUISING GUIDE

Trinidad Cruising Guide — TRINIDAD CRUISING GUIDE

Cayman Islands Cruising Guide — CAYMAN ISLANDS CRUISING GUIDE

Puerto Rico Cruising Guide — PUERTO RICO CRUISING GUIDE

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MERIDIAN PASSAGE OF THE MOON

MAY - JUNE 2012

Crossing the channels between Caribbean islands with a favorable tide will make your passage faster and more comfortable. The table below, courtesy Don Street, author of Street's Guides and compiler of Imray-Iolaire charts, which shows the time of the meridian passage (or zenith) of the moon for this AND next month, will help you calculate the tides.

Water, Don explains, generally tries to run toward the moon. The tide starts running to the east soon after moonrise, continues to run east until about an hour after the moon reaches its zenith (see TIME below) and then runs westward. From just after the moon's setting to just after its nadir, the tide runs eastward; and from just after its nadir to soon after its rising, the tide runs westward; i.e. the tide floods from west to east. Times given are local.

Note: the maximum tide is 3 or 4 days after the new and full moons.

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

May	
DATE	TIME
1	2006
2	2056
3	2149
4	2245
5	2345
6	0000 (full)
7	0047
8	0151
9	0253
10	0352
11	0447
12	0537
13	0625
14	0709
15	0752
16	0835
17	0918
18	1001
19	1046
20	1133 (new)
21	1221
22	1310
23	1359
24	1448
25	1537
26	1624
27	1712
28	1759
29	1847
30	1937
31	2030
June	
1	2126
2	2226
3	2329
4	0000 (full)
5	0039
6	0135
7	0233
8	0328
9	0418
10	0505
11	0549
12	0633
13	0716
14	0759
15	0843
16	0929
17	1017
18	1106
19	1156 (new)
20	1245
21	1334
22	1423
23	1510
24	1557
25	1644
26	1732
27	1822
28	1915
29	2012
30	2111

GOOD GUIDES ARE TIMELESS

Until Don Street wrote his first guide in 1964, the guide he used was Norie and Wilson's "Sailing Directions to the West Indies", published in 1867.



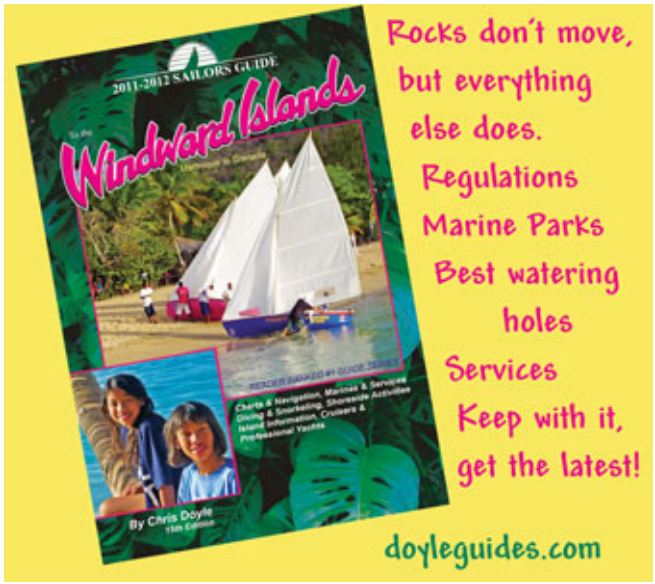
Real sailors use Street's Guides for inter-island and harbor piloting directions, plus interesting anecdotes of people, places and history. Street's Guides are the only ones that describe **ALL** the anchorages in the Eastern Caribbean.

In 1980 Street said in print that if anyone could come up with an anchorage safe for a boat that draws seven feet that he has not covered in the guide he would buy the drinks. Thirty-two years have gone by and he has never had to buy drinks.

Real sailors in the Windwards, Leewards and Virgin Islands circle in Street's Guide the anchorages that are **NOT** described in the other popular guides. Do the same and you will have quiet anchorages.

HURRICANE TIPS! Visit www.street-iolaire.com for a wealth of information on tracking & securing for a storm

Street's Guides are available at Island Water World and Johnson Marine Hardware in St. Lucia, Sully Magras in St. Barts, and Blue Water Books & Charts in Fort Lauderdale, or contact channelsales@authorsolutions.com





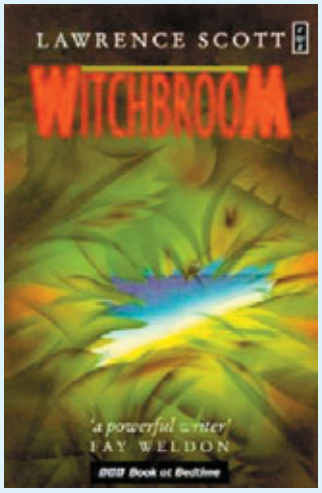
BOOK REVIEW BY J. WYNNER

Magical-Realism Biography of an Island

Witchbroom, by Lawrence Scott, Heinemann, CWS 1992 edition, 272 Pages, ISBN 0435 989332.

Witchbroom, Lawrence Scott's magical-realism tale — as "deciphered by Lavren Monagas, who levitates between centuries, races and genders in the interstices of time, understanding the yearning of women and the silence of men" — evokes images from the pen of Gabriel Garcia Marquez and of Virginia Woolf's gender-bending protagonist, Orlando.

Witchbroom is about 'The Houses of Kairi: The Carnival Tales of Lavren Monagas de los Macajuelos'. It is a book in which a history of place, events and family intermingle in the baroque style not usually associated with the literature of the Caribbean, but which Garcia Marquez's works have popularized in the region, garnering glowing reviews — as has Scott's *Witchbroom*.



Set in Kairi, this inventive debut novel by the Trinidadian writer goes way back, shuttling to and fro from the time of Columbus, connecting the lives and various tales of the Monagas de los Macajuelos family starting with Gaston de Lanjou's wooing of and elopement with his child bride, "the most beautiful girl in the world and precursor of carnival queens," Clarita Monagas de los Macajuelos. She is a young postulant in the convent in Aracataca on the continent of Bolivar, from where "They were rowed across from the port of Guira, then up the muddy river to the plains beneath the Tamana hills."

Following in her sister's wake is Elena, the 11th daughter of old man Monagas, married to Georges Phillippe de Lanjou, Gaston's younger brother. "Elena was a mere child, whose only bridesmaids at her wedding were her dolls.... 'I can hear her crying,' she said to Georges Philippe, 'take me to her.... Clarita, Clarita!'"

Upon each story another is traced. From the sill of the Demerara window in the house on the hill in Tamana, looking out over the Gulf of Sadness, Lavren listens to his mother's deathbed tales: "the last tales before the end of the world". From here he can see and record the coming of the Genoese sailor, the decimation of the Amerindians, the enslavement of the Africans and the inherent brutality of slavery, the arrival of the indentured East Indian labourers, and other events right down through the centuries to the deaths of his muse and mother, Marie Elena, and of Third Most Intelligent Man in the World, and the death of cocoa, strangled by the parasitic 'witchbroom' plant that lends title to this tale. "King Cocoa was dead. Long live King Sugar."

'The Tale of the House in the Sugar' enters the modern era and relates the birth of Lavren and his early childhood. At the same time the birthing of steel pan music was taking place, "tumbling down to the gulf of sadness, the first pingpong is picked out on a rusty dustbin cover. Lavren is stirred in the womb of his beloved muse and mother, Marie Elena. He is stirred by the first pingpong, pingpong, pingaling ping p'dling, and is tempted by the sound that was to transform the world's music..."

Witchbroom is a "digressionary tale", which, as the narrator acknowledges, "has become fashionable again," though some readers may find the digression perplexing, and that it impedes the reading of the story. Readers may also find the shift from third person voice to first person in 'A Journal' distracting. Thankfully, not too many 'dear reader' pleas peppered the pages.

But Scott admonishes us, "Bear with him, bear with Lavren, his high-flown words, his love of geography and the magic in the names of places. He will ransack the carnival for the writing of his Carnival Tales. He will dissemble: he will be man, he will be woman. He will be Pierrot, discoursing in similes, arguing in metaphor and pun, flowery extravagances. He will be Robberman: storyteller extraordinaire holding you up in the street carnival morning with stories of his origins, his travels through the nether world and the kingdoms below the sea. Lavren will rise to the heights of the Moco Jumbie, balancing on long stilt-legs, will dance the Dragon, twist and wind like the devil's Jab Jabs, beating their biscuit tins and clanging their chains. Accept it all. Delight in it. It can make you laugh. It can make you cry."

THE SKY IN MAY 2012

by Scott Welty

The Planets in May 2012

MERCURY - A peek in the morning (0530) early in the month then heading east toward the sun.

VENUS - Heading west. Setting at 2100 on May 1 moving to 1900 by the end of the month. Yeah, it's the bright thing in the west!

EARTH - Looking for a kabillion-BTU air conditioning unit.

MARS - Already up at nightfall and setting from 0200 Hrs to midnight. Riding in Leo.

JUPITER - Up all day. No Jupiter for you!

SATURN - Also rising in the afternoon and setting in the wee hours. Riding in Virgo.

Sky Events This Month

5th - Full Moon

20th - New Moon

22nd - Sliver of a moon with Venus (Figure 1)

Phases of Venus

I know, sounds like a cheesy science fiction story, but the fact is the inner planets go through phases much like the moon does. Figure 2 shows a close-up of Venus on the 22nd. Notice it looks much like the moon! On the 22nd we're seeing both the moon and Venus after the sun has set. Note that half the moon and half of Venus (and other spheres out there) are always half lit and half dark. It's our relative position that allows us to see some part of the lit side and some part of the dark side. When we see mostly the dark side and a little of the lit side, that's a crescent. Since the moon and Venus are very near each other in our sky they are also in roughly the same position to us relative to the sun. We don't notice the crescent shape of Venus without a telescope. You might try your Steiners to see if you can see the crescent shape.

When Venus is at its brightest for us it is in the first or last quarter (seeing half the lit side). This is NOT when it is closest to us. As it gets closer we see less and less of the lit side so, although closer, there is less light to see. Note that we can never see a "full Venus" or a "new Venus" because that would happen when Venus was on the other side of the sun from us (full) or between us and the sun (new) and that means it's too light out to see Venus at all.

It doesn't take a very good telescope to see the phases. It was Galileo with one of his first telescopes in 1610 who first recorded the phases of Venus in his journal. Viewing night after night he could see that Venus was doing exactly what the moon does. He also noted that Venus appeared larger when it was in the crescent shape indicating that it was nearer the Earth then. Figure 3 shows this clearly. The only explanation that covers all these observations is that Venus is a sphere and it is orbiting the sun inside of our orbit around the sun. And this is where the trouble started. Church dogma taught that the heavens were perfect, the Earth was at the center of the universe and all things rotated around the earth in perfect circles. There is no way to make Galileo's observations jibe with that doctrine. Galileo mistakenly tried to explain this to the pope and his minions. He even let them look through his telescope to see for themselves.

The church concluded that whatever they were seeing was "in the tube [telescope]". He was then arrested and threatened with torture.

To Contemplate While Having a Glass of Wine on Deck

A recent paper indicates that there may be billions of planets in the habitable zone (water in the liquid phase) orbiting red dwarf stars in our own Milky Way galaxy. Tantalizing is it not? And frustrating. The father of the SETI research, Frank Drake, points out that we are making less and less radio noise. We have moved from broadcasting signals from giant antennas at thousands of watts to relaying signals to Earth only from satellites at 75 watts. The idea that aliens might 'hear' us is becoming less and less likely. So aliens from space are either uninterested in us (having received transmissions of "I Love Lucy") or cannot hear us at all. Discuss and drink up.

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

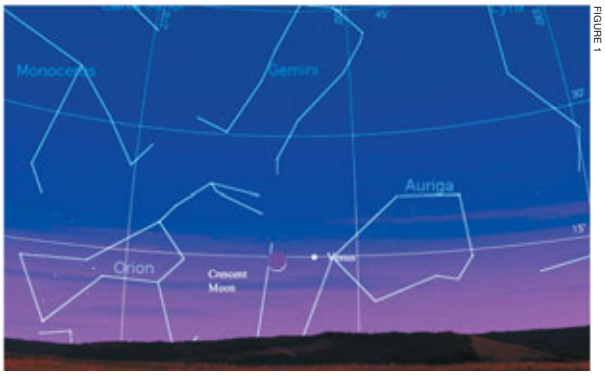
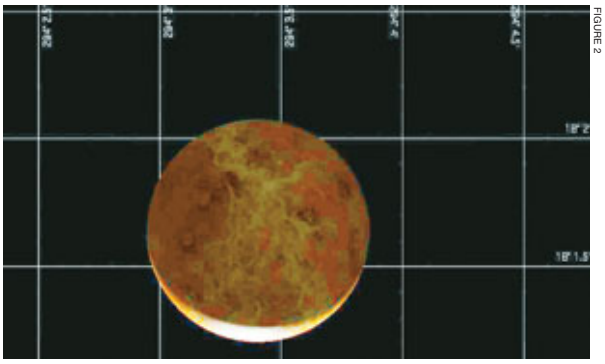


FIGURE 1


FIGURE 2

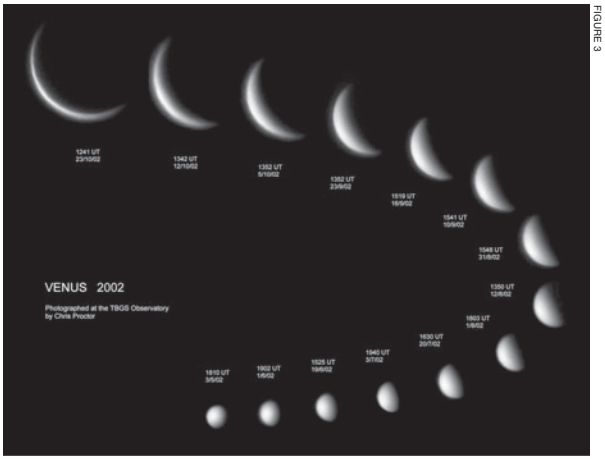


FIGURE 3



16th Annual *Compass* Writers' Brunch

On April 5th, a capacity crowd of 40 *Compass* contributors, staff and special guests gathered for the 16th Annual Compass Writers' Brunch at Mac's Pizzeria in Bequia. Compass Publishing Ltd.'s annual pre-Easter Writers' Brunch is our way of getting together with, and saying "thank you" in person to, as many as possible of the past year's contributors who provide the content that makes *Caribbean Compass* a vital source of information about yachting in the Caribbean.

Joining the *Compass* Cockpit Crew — Managing Director Tom Hopman, Editor Sally Erdle, Assistant Editor Elaine Ollivierre, Production Manager Wilfred Dederer and Bookkeeper Shellese Craigg — were special guests Cheryl Johnson, who runs the VHF Cruisers' Net for Admiralty Bay, Jason Fletcher of Grenada Marine boatyard, and *Compass's* former Production Manager Roxanne Thoeny.



WILFRED DEDERER (2)

Seriously. Compass *contributors hear about the ongoing issue of Caribbean yacht clearance procedures*

The stars of every Compass Writers' Brunch are, of course, our contributors. Present this year (in alphabetical order), along with their invited guests, were book reviewer Bob Berlinghof, feature writer Laurie Corbett, short-story writer Jack Greer, poet Nan Hatch, the writer-and-photographer team of Suzanne Longacre and John Gideonse, long-time liveaboard writer Ruth Lund, poet John Lytle, regatta reporter Sandy Mair, sailing-scene commentator Noel Mawer, poet Dillon Ollivierre, astrologer Melinda Parke, feature writer Frank Pearce, regatta reporter Jerry Stewart, destination correspondents Amal Thomas, Petra Versol and Jan Willem Versol, and "special informant" Bobby Ward.

Two former Brunch guest speakers, regional cruising guide author Chris Doyle and former Prime Minister of St. Vincent & the Grenadines Sir James Mitchell, both spoke knowledgably to the group about the ongoing issue of problematic Customs and Immigration requirements for yachts.

Chris talked about his experience with Customs from the early days, when you had to get a coastwise clearance for each port you had to visit, to now. He pointed out there has been some progress, but that we have a long way to go. He noted that St. Lucia came up with a revolutionary idea about 35 years ago: the three-day in-and-out clearance (i.e. if you are staying less than three days, you can clear in and out in one transaction on arrival). "Shouldn't all yachting destinations be providing that option by now?" he asked. Yet many Eastern Caribbean countries are still burdened with old, outdated procedures. Chris said that he found it particularly embarrassing to watch some of the French charter boats clear in Bequia. "They have a short holiday, they just want to go to the Tobago Cays for a few days and return to Martinique, they pay a lot of money to enter St. Vincent & the Grenadines — and then the Customs officer tells them they will have to come back and clear out. It is a poor way to treat the honest visitors who pay."

Chris said that in contrast, Dominica has made significant progress. Dominica started by emulating the three-day in-and-out clearance and then found most yachting visitors stayed only three days, so they made it a two-week in-and-out clearance with the result that sailing visitors stay a lot longer and spend more money.

Some countries, Chris noted, seem to have gone backwards. Trinidad & Tobago is one, he said, where Customs now operate as much as they did 40 years ago: you need permission to move from one anchorage to the next, and the Customs form still asks how many stowaways you have on board. Saba and Statia have also slipped backwards since they joined the Netherlands and the mother country sent numerous new Customs and Immigration officials, some of whom seem to believe that yachts visit mainly for the purpose of creating mayhem and doing evil, despite absolutely zero evidence to support that.



A former Prime Minister, a yachting publication editor and a cruising guide writer ponder the progress...

The one bright spot Chris sees on the yacht clearance horizon is eSeaClear, which many cruisers and charter skippers have found very helpful. "If only we could build on this to get Customs and Immigration procedures to match the current century instead of the last!" he said.

Sir James pointed out that, looking at the big historical picture, things have gotten more difficult. "The Caribs didn't clear Customs!" got an appreciative laugh from the crowd.

After these remarks were discussed, convivial conversations continued over a scrumptious brunch buffet prepared by Judy Simmons and the excellent Mac's Pizzeria staff. Then it was time to prepare for the races — or, for those who overindulged, time for a nap!

To those many contributors unable to attend this year, we thank you, too, for all your talent and efforts — and we hope to see you at a future *Compass* Writers' Brunch, always held on the Thursday before Easter.





info@marigotbeachclub.com www.marigotbeachclub.com



Dear *Compass*,

Back in 2008-9 Chris Doyle sent *Compass* an analysis of his antifouling experience, which I filed away in my head for later use. My memory was triggered recently when discussing with Jotun which colour of antifouling paint to buy, and I went back through your splendid archives till I found what I was looking for.

Red, Chris said. "I have noticed with all the paints I have tested, red antifouling seems to work better than other colors... over the years I have gained such a strong impression of this that I would always personally choose red."

Well, I wasn't talking with Jotun about life on the bottom but shelf life, since I was going to have quite a bit left in the pot when I finished. Which paint for me?

Red, they said, because it has the longest shelf life. Other colours tend to homogenize a gel component more than the red one does, so the red antifouling you left in the tin may still be good in a year's time (or longer, if you're lucky) whereas the components of the blue and the black will have separated too far to stir into working shape.

So, red for me too. And, speaking as a one-time economist, if we all bought red, maybe there would be scale economies to bring the price down. Dream on!

Best wishes, as ever,
Les Weatheritt
Author of *Caribbean Passagemaking*

Dear *Compass*,

The first Info & Updates item in the March *Compass*, "Avoid Low Flying Planes!", stopped me in my tracks. This seems to be another case of somebody invoking the word "safety" to cast useless, costly, and maybe dangerous fears and restrictions upon others, procedures that have almost no basis in reality, *a la* the razor-wire fence around the dinghy dock at Bequia from the Bush era.

The item urges yachts "to avoid the area within two miles of the runway final approach areas in Union Island and Canouan..." along with other nonsense.

Let's work our way south from St. Vincent, where Bequia ferries, which are as tall as yachts, would have to divert a mile to the west to comply. Has there ever been a conflict between a ferry and an airplane landing at Arnos Vale airport? If so, I hope they arrested the pilot and took away his license.

At Bequia, you'd have to forgo your photo of Moonhole and sail a mile downwind and down current of West Cay before turning south.

At Canouan, pass a mile and a half downwind/down current of Glossy Hill, which is much higher than your mast. Directly off the departure end of the Canouan airport is the Friendship Bay anchorage; maybe that should be closed.

The Union Island airport has a 106-metre hill half a mile off the approach end of their mentioned runway 08, right on the runway's extended centerline. The nearest you could get a yacht under the extended centerline of 08 is in Ashton Harbour, half a mile farther than the hill. In the countless approaches I've watched to the Union airport, very few planes fly anything other than a tight, circling approach to a short final, crossing the hospital, houses, and town at low altitudes that are only permitted when necessary for takeoff or landing. Off the departure end of 08 might be a good place to keep an eye out — the center of the channel is only a quarter mile from the end of the runway, and airplanes don't always go up as fast as they come down. As for "the parasailing activities south of runway 08", there is a beach lined with palm trees between them and the airport.

At Carriacou, there is a 52-metre hill under final approach a mile from the threshold — passing two miles away would take you way outside of Sister Rocks.

Grenada's airport is a quarter mile inland from Point Saline — it's often a good idea to stay well off Point Saline but not because of aircraft.

At St. Lucia, the entry range into Port Castries is a tenth of a mile from the approach end of the Vigie runway.

Moreover, just as with driving and boating, flying has rules. At low altitude in uncontrolled airspace, an airplane is required to maintain 500 feet (vertically or horizontally) from any person or property, and is required to be clear of clouds and have one mile of flight visibility. (That's the US version; I don't know the IACO version.) In other words, if you are on the ground or on the water, you have the right of way over an airplane in flight, "except when necessary for takeoff or landing". We flight instructors used to joke about what that actually means. If you come across a pilot who is worried about running into an average-height yacht mast beyond a quarter of a mile from the runway, my advice is, don't get into an airplane with him.

Fair Winds, Happy Landings,
Hutch
S/Y Ambia

Dear *Compass*,

Frank Virgintino's "Once Upon a Good Guide" in the March issue, while good on recent guides, does not quite have the history of guides right. From *Adventures in the Trade Wind* (Offshore, 2009):

"A great lift to bareboating came with the guides that had been gradually written and the charts that were made for yachtsmen. Nothing really was available except the commercial-grade, US Navy Hydrographic Office *Sailing Directions for the West Indies, Volumes I and II* and its series of charts, along with similar British Admiralty publications. The first guide was Carleton Mitchell's *Islands to Windward* (1948) and its influence in elite yachting circles for some 30 years cannot be overestimated. If there was a pioneer who blazed the trail, it was Mitchell. His was a narrative rich with history and interviews, empirical observation and now and again philosophical musings, and its stunning photographs, which were very much a part of his enterprise, are unmatched.

"A similar but less exalted and more detailed book, *Virgin Islands*, focusing on those islands alone, was produced by Mitchell's editor, Eugene V. Connett, and written by George T. Eggleston, in 1959. Connett also was behind Linton Rigg's *The Alluring Antilles*, published in 1964. Rigg's first book, *Bahama Islands*, published by Connett in 1949, went through several editions and had helped grow the charter business in the Bahamas, which had started earlier; its major innovations were the inclusion of sketch charts and a fold-out chart. Rigg's second book, *The Alluring Antilles*, a similar combination narrative and instruction, was less influential. Other guides of a more limited scope were also produced, a number of them written by sailing aficionados and printed privately; *Cruising Guide for the Windward and Leeward Islands of the Eastern Caribbean* edited by Percy Chubb II appeared in 1961 and is all of 33 pages!

"No one after Mitchell was more important in this area than Donald M. Street Jr., whose *A Cruising Guide to the Lesser Antilles* came out in 1966 and whose Imray-Iolaire series of charts began to appear shortly afterwards. If Mitchell was the pioneer, Street was the homesteader. His was the first comprehensive non-narrative guide as we understand the genre today, chock-a-block with practical advice, information, opinion, and sketch charts. In 1968 *The Yachtsman's Guide to the Virgin Islands*, edited by Jack Van Ost and written by Tom Kelly, manager of CSY, appeared, primarily to foster bareboating and make it safe. Street appeared again in 1970 with *Dukane Yachting Guide to the Grenadines*, an even more focused book begun while he was working for GYS. ("This book is dedicated to the Marine Underwriters of the world as the number of Marine Claims in the Grenadines have been increasing rapidly, as have also our Insurance rates. It is hoped that this book will reduce the number of Insurance Claims due to grounding, and also our rates.") By 1973 Julius Wilensky had written (and CSY published) *The Yachtsman's Guide to the Windward Islands*."

Richard Dey
Boston, Massachusetts

Dear *Compass*,

Thank you for the article by Cris Robinson on cooking gas safety in March's *Compass*.

I am a full-time volunteer for a charity, CO-Gas Safety, and have been since its launch in 1995. Along with other voluntary directors, I work to try to stop people dying or being injured from unintentional carbon monoxide poisoning or other gas dangers (such as explosion). Although your article dealt well with the danger of explosion, it did not mention carbon monoxide (CO) at all.

CO is a deadly gas, which cannot be sensed using human senses of smell, sight, touch or hearing. CO can be emitted from faulty cooking or heating appliances, particularly when insufficient oxygen reaches the flame to produce carbon dioxide (CO2). The problem with CO is that less than two percent of CO can kill in between one and three minutes (Health & Safety Executive website UK).

So, while probably less of a danger in the Caribbean where heat dictates that portholes etcetera are open as much as possible, in a wet spell, these can be shut.

We recommend awareness of the dangers of CO and proper installation and regular servicing of appliances, making sure all chimneys and flues are kept swept and checked, adequate ventilation whatever the weather and, as an extra safeguard, a good CO alarm. We recommend this should be to EN 50291 or the American UL equivalent (although we think the European standard is better). The cost is around £20, which isn't much to save a life, is it? What an ideal present for the favourite yachtsperson in your life or for yourself.

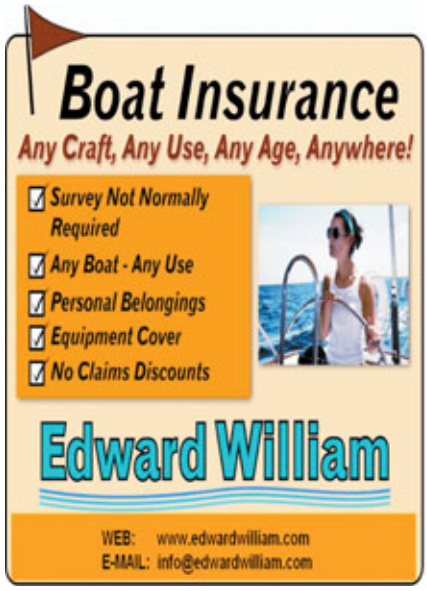
For more information please visit www.co-gassafety.co.uk and beware of camping equipment and tents. I was rung up by the BBC while on holiday in Bequia recently about a fatality from CO in a tent in the UK. There have been quite a few of these lately as tents become more airtight. Paul Griffiths, aged 43, sadly died in 2007 from a camping Gaz light. People are just so unaware. We have been lobbying since 1995 for prime-time TV warnings which we, as a tiny charity obviously couldn't fund. We do what we can by running a schools' poster competition for pupils aged ten to 11 in England and now Scotland (sponsored by Scotia Gas Networks). We will add Wales next year (sponsored by Wales & West Utilities) and are looking for sponsors to extend to other countries. We have a prizegiving at the House of Lords every year, so perhaps that might tempt a sponsor who would like to attend? Do see http.www.co-gassafety.co.uk/competition.html for our flyer and also downloadable power point presentation full of colourful and amusing pictures kindly drawn free for us by John O'Leary, children's illustrator and CO victim.

There must be some CEOs of wealthy companies reading *Compass* who'd love to sponsor us or help to warn another country.

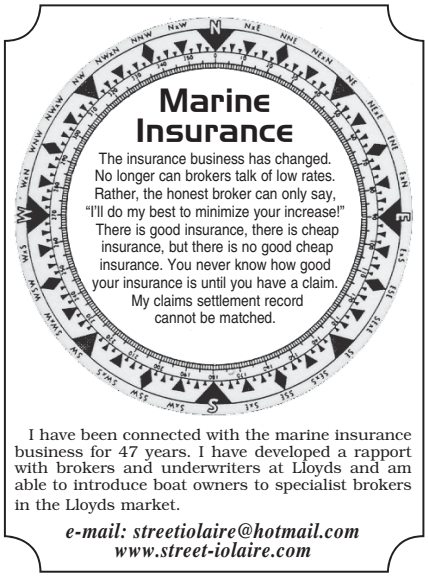
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CO-Gas Safety has the best data on unintentional deaths and injuries from CO in England because HSE only collects gas-related CO incidents and does not check with Coroners as we do. See "Stats and Analysis" on our website.

Stephanie Trotter, OBE
President & Director CO-Gas Safety

Dear *Compass*,

I read in the March 2012 issue of *Caribbean Compass* under the title "Time Capsule" the article written by Jan de Groot entitled "To Hell with Paradise?" The article was published by *Compass* in 1998. Jan de Groot, for those that are not familiar, was the owner and captain of the famous charter boat *Ring Andersen*, which plied the waters of the Caribbean for so many years in the heyday of private yacht charters before the advent of bareboat chartering. His take on the Caribbean is a view of what the Caribbean was becoming at that time owing to the advent and growth of the cruise ship business. The arrival of large cruise ships that carry thousands to many islands in the Caribbean has created jobs, both on board those large ships as well as at the ports that service them. In the article the author raises the question as to what happens to the solitude of magnificent bays and anchorages after the large cruise ships arrive and what the environmental impact of their presence is as well. He asks if Paradise has gone to hell.

Since the article was written, nearly 15 years ago, bareboat charter fleets have also grown in various parts of the Caribbean and have resulted in a marked change in the nature of cruising in areas such as the British Virgin Islands where the norm is now costly overnight moorings and pricey restaurants. That industry has also increased employment opportunities for those that cater to that segment of the boating industry in the Caribbean.

Additionally, large private mega-yachts have increased in numbers dramatically in the Caribbean over the last decade. They also have an impact that at times is large and obtrusive. However, they do spend money and create jobs to the extent that the Caribbean Marine Association has spoken in favor of doing what is necessary to encourage more of them to visit the Caribbean. The Association sees an increase in such yachts as beneficial, although the measure of their value is quoted only in terms of the amount of money they will spend. I do not recall any assessment by the Association on how the Caribbean may be affected in other ways.

All of the above categories of yachting and cruising have created jobs and opportunity for many in the Caribbean, and that is a very good thing. However, there are significant other impacts beyond just economic. Certainly they have an environmental impact, which impact we are not yet quite sure of as to magnitude. Further research in this area is necessary to be sure that we do not destroy the very eco-structure that is so alluring to so many. Not only destroy it in terms of the impact of thousands of visitors on a beach on a small island or the impact of huge anchors tearing up the seabeds, but also the impact of what happens to an area when the "solitude" that Jan de Groot referred to is traded off for opportunity. Not everyone is happy with the trade-off.

Recently, Fatty Goodlander mused in an article that the megayacht that "inadvertently" pushed him out of the channel entering St. Maarten hit the bridge on entering, damaging both the bridge as well as the bow of the yacht. Fatty's concern, as this happened at Christmas time, was whether the owner would be able to repair the yacht and be able to match the color of the yacht's paint with the color of the yacht's helicopter. In other words, each of us has his own priorities and Fatty imagines that the owner of that megayacht is probably quite upset over what would happen if in fact the helicopter did not match the yacht paint properly — i.e., it may not be a proper yacht!

What are the priorities of cruising boats, the thousands of private cruising boats that spend so much time and effort to come to the Caribbean from North American and Europe? Certainly they do not come here to be overrun by thousands of tourists coming off a cruise line ship, or to anchor in North Sound in Virgin Gorda and be hemmed in by elephantine megayachts which block out the views in every direction. Nor to be forced to pay US$50 or more for a mooring each night because anchorage is limited to space only at the extreme limit of the harbor in an area where most prudent boat owners would not anchor. The priority is normally to cruise to discover new areas and to have the opportunity to anchor in what Jan refers to as Paradise: that is, an anchorage that gives a lift to the heart and the soul and not to anger when a megayacht runs its generator all night and then in the morning starts its massive diesels which are inevitably flatulent.

My response to Jan in regard to his question "To Hell with Paradise?" would be NO. I will find paradise in the Caribbean but I will not spend my time or my money in locations with so many cruise ships, megayachts and charter boats. The Caribbean Sea is over 1,000,000 square miles and there are thousands of those miles that are pristine and untouched. Places where one's money goes a great distance consistent with one's vistas. White sand beaches without thousands of cruise ship passengers. Beautiful anchorages that provide an opportunity to anchor without having to compete with 200 charter boats and a mooring field so tightly packed that jumping overboard for a swim is equivalent to undertaking cesspool maintenance. And the availability of bays that still have verdant vistas that are not blocked by huge megayachts.

There is surely space for all of us in the Caribbean Sea. It is Paradise Found and not Paradise Lost, to answer Jan de Groot, but *only* if as cruisers we are careful to choose where we route our craft and where we spend our money. When I am only one cruising boat being compared to a cruise ship or megayacht, I am not sought after. However, when we remember we are a group, a very large group, of cruising boats who share a common cruising dream, then we have the strength of numbers and when our numbers decide to no longer visit a given anchorage or island, surely our presence or lack of it will be noted, at which point the resident population must decide who they want as a client.

Businesses, to serve properly, must know their clientele and want to serve it appropriately. If I cannot get what I want, i.e., my share of paradise, then I will set sail and depart, at which point I will not raise the question, "To Hell with Paradise?" but rather make the declarative statement, "To Hell with what has become Hell instead of Paradise!"

Frank Virgintino
Author of Free Cruising Guides

Dear *Compass*,

If Angelika Gruener (*Compass*, March 2012: "What's on My Mind: Why Not a Single Clearance for Grenada and SVG?") finds checking in and out tiresome in SVG and Grenada then I suggest she definitely skips Curaçao. We spent some hours visiting Customs, Immigration and the Harbour Master. It was one of the longer check-ins we've had, owing to a long bus ride in and the walking distance between offices, but we didn't see it as a huge issue. As a fellow cruiser I have to heartily disagree with her statement "all of us are really sick of all of that," referring to tedious check-in procedures.

Let's face it — we're cruisers, and most of us (forgive me if I am wrong) have put high-pressure jobs and frantic lifestyles behind us, so it's not as if we have a board meeting to attend! Clearing in and out is one of those aspects of the cruising life we must accept and yes, it can be tiring and long-winded, but remember, these procedures are in place for a reason. And, after all, aren't we the lucky ones to be visiting these foreign countries by private yacht? Let's respect their systems, as hard as that may be at times. The old "When in Rome" saying applies here.

By the way — unless Angelika has discovered a miracle method of provisioning her boat, socializing or sightseeing — doesn't she have to lower the dinghy and paddle ashore for these tasks too? And yes, we had to anchor, take the dinghy ashore, catch a bus to Hillsborough, do check-in, etcetera (and again in Union Island), and both times it only took an hour with friendly officials.

Angelika says she finds checking in boring. Surely visiting delightful Union Island and seeing the colourful fruit stalls and quaint buildings and friendly people makes it all worthwhile? If Angelika changed her attitude and saw the whole check-in procedure as a chance to interact with the locals instead of seeing it as a tiresome chore then maybe it would become easier.

By the way I suggest she never visits New Zealand either. We have incredibly lengthy and involved Customs and Immigration procedures designed to protect our lovely country and we don't apologize for them at all.

Brenda Webb
S/Y Bandit

Dear *Compass* Readers,

Passing the sailing baton to future generations is a worthwhile and necessary endeavour for those of us fortunate to have experienced and enjoyed the challenges of sailing in the Caribbean. Now based on dry land in Carriacou, we decided last winter to ask Bernard Compton to build us a small dinghy over at Windward. He and his son Eddie, also a highly accomplished shipwright, finally completed the task in January and the 12-foot *JAK* was launched on February 5th in true Windward fashion with lashings of goat stew and Jack Iron. *JAK* has sweet lines and her first sail was in typical "clean, sweet wind".

We've now handed *JAK* over to the Carriacou Junior Sailing Club, whose members will sail her at Windward. With two sails, she is an ideal dinghy to help older children who have outgrown Optimists but are not yet ready to leap into the larger traditional double-enders.

Teena runs the CJSC and we're sure she'd be delighted to hear from *Compass* readers (via www.facebook.com/carriacoujuniorsailing) with offers of help and donations to keep the Club moving ahead.

Christine and Paul Burnett
Lauriston, Carriacou

Dear *Compass*,

On the evening of the February 21st, our dinghy went missing in Saline Bay, Mayreau.

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We reported this over the VHF to the coastguard and to anyone else who happened to be listening, all to no avail, so we were stranded on board with guests including two young children.

Our guests were due to leave on the 23rd in Union, so we had to move on and try to make the rest of their holiday as enjoyable as possible.

The following morning, after arriving in Chatham Bay, Union Island, a local fellow named Jerry came by our boat. We related our story to him. He offered to take our guests and myself ashore and repeatedly refused any payment, even though we explained to him that we would not be eating ashore that evening in his restaurant.

After spending some happy hours ashore, beachcombing, our guests bought drinks in Jerry's bar where he made some delicious fish patties for them, "on the house"!

When we were ready to return to the boat, Jerry took us, again refusing payment, saying he was sorry for the loss of our dinghy.

I want to thank Jerry for his kindness. He made the loss of our dinghy easier and renewed my faith in human nature.

By the way, a group of tourists who ate lunch at Jerry's said his food was perfect! So, when you are in Chatham Bay, eat at Jerry's. His is the last restaurant at the northern end of the bay.

Geri Ferinand
S/V Calliope of Arne

Hi *Compass*,

We are down in Trinidad in Chaguaramas and witnessed an amazing rescue of a navy blue monohull that came past us in the dark at 7.30PM on April 4th. It headed straight for the Power Boats haul-out dock under motor, obviously in distress, with Coast Guard following them to ensure that they were safe.

By 8:05PM Power Boats had put the yacht in the sling lift and hauled it to safety. What amazing after-hours service!

We hear so many complaints about Trinidad and here we witnessed, first hand, the excellent service levels.

Well done to Power Boats and the T&T coast guard for excellent service!

Denise and Jan Cluistra
S/V Nauti Cat

Dear *Compass*,

My wife, Sonia, and I are one of the thousands of sailing couples across the wonderful Caribbean islands. We've been living on board our Jeanneau Sun Odyssey 51, *Antigua Bis*, since the Atlantic crossing in December 2010.

I have personally known these islands since 1989 and I still get surprised to see that fishermen's techniques have not evolved: the markers indicating the



Fish traps and nets marked with flagged buoys are easier to avoid than transparent plastic bottles

presence of fishing nets and lobster pots are often only one little, dark, round buoy or, worse, transparent plastic bottles connected by a killer floating line that is absolutely invisible in waves or during the night.

One of my questions is why, after several years, considering the many financial contributions to the fishing sector (especially in the French islands) no training courses have been provided to teach them and supply them with the right signal systems (e.g. a buoy with a yellow flag) that would give a much better result to fishermen themselves as well as to the yachtsmen, with perfect customer satisfaction.

Last but not least, the fishing harbours should be better cleaned and managed, as well as the public beaches, where local parties leave litter and rubbish.

We are Italians from Bologna, so we are perhaps not the ideal consultants to teach Caribbean governments how to improve cleaning and order, but this appeal is to be considered as a friendly ecological suggestion and not a presumptuous diktat.

By the way, talking about buoys (now I mean mooring buoys), with reference to a well-written article by Tom Scott in February's *Compass* about an unreliable mooring in Salt Whistle Bay, Mayreau, in the same bay on March 3rd the buoy rope where an Oceanis was moored broke (the mooring costs US$25) and avoided a collision with us by a hair's breath and at that moment there was very little wind. Where is the St. Vincent & the Grenadines government in that area?

Massimo
Antigua Bis

Dear *Compass*,

Renting a mooring in any harbor is a risky business, but here's a story about my experience on Union Island.

As we came into the Clifton Harbor, a chap came roaring alongside in his pirogue, asking if we wanted to rent a mooring. The harbor was packed with charter boats. I looked around, and figured for EC$75 I would rent one. The dickering started out at EC$100, but we settled at $75. He showed us a mooring right off the Anchorage Yacht Club. Great. We went ashore, to the airport to first clear Immigration, and then walked into town to clear Customs and look around. Nice town; wish we had more time.

Back on the boat, it was getting close to rum-and-tonic time when a large catamaran came up behind us. The woman on the bow yelled, "Please move; you are on our mooring!"

"I just paid $75 to rent this mooring."

"That's not our fault. That's our mooring. We've had it for five years. Please move."

"What about my $75?"

"That's your worry."

I yell at the kids to get the mooring line off. Julie comes up to ask what's going on, I start the engine. We motor around looking for a suitable place to drop the hook. I find one and we get settled in on the very edge of the channel.

I'm angry. I look ashore to the fishermen's pier and see my rental chap's boat tied along side. As soon as I feel our boat is safe on the hook, I leap into the dinghy and roar ashore. As I climb the rusty ladder, an older gent who appears to be in charge comes to meet me.

"You know who owns that boat?" I ask, pointing to the boat in question.

"Why you want to know?" he asks.

"'Cause he rented me a mooring that belongs to someone else and he needs to give me back my $75."

"Yes, I know him. Come with me." He takes me to a taxi. "Bert, you take this man to find…" I climb in and we drive from one place to another, the driver speaking with people in a language I can't understand. No luck finding the chap, but I did get to see some of this tiny island. Back at the fishing dock, I pay the driver EC$20 and go searching for the old man. As I come around the corner of a building, the guy who rented me the mooring comes toward me with a $100 bill in his hand.

"I was looking for you," he says.

"You didn't look too hard," I say. "We've been driving around the island looking for you," I say, not kindly, taking the $100.

"You got change?" he asks.

"I would have, had I not paid the taxi driver $20 to drive around looking for you."

"I was here."

"Not when I came ashore looking for you." I continue to walk toward my dinghy.

"You owe me $25."

"I owe *you*?" I ask. "You rent me a mooring that does not belong to you, then run off with the money. You owe me for the taxi ride."

"That makes no difference — you now owe me. I want my change."

I jump into my dinghy, start the engine and roar out to my boat. By the time I climb on deck, the guy is ten feet off *Searcher*'s port side, standing in his boat, yelling he wants his $25.

"If you want the $25 back, then you pay me the $20 it cost to go find you," I demand. This exchange goes like this on for 15 minutes. The cockpits of the boats nearby are crowded with people listening to us banter back and forth. It's slightly embarrassing. Neither of us wants to back down.

"You fraudulently rented me a mooring you had to authorization or right to. That's illegal."

"You owe me $25."

"We deduct for the taxi ride to nowhere, which means I owe you $5, which doesn't even pay for the aggravation. You should pay a fine. You're lucky if I even give you the $5 back."

And on it goes. My kids are watching from a hiding place on the bow behind a sail bag. Julie is hiding below. The people on the yachts nearby are cheering us on. This is better then a cable television reality show.

We settle on the $5 refund, and as the guy takes the bill, beating a retreat back to the fisherman's pier, the fleet of yachts gives us a round of applause. I fall into the cockpit and drink a warm rum and tonic, the ice having melted long ago, all in one gulp, asking for another.

So much for renting moorings in the future.

David Lyman
S/V Searcher

Dear *Compass* Readers,

Visit Wallilabou and see who the real Pirates of the Caribbean were.

This beautiful St. Vincent Bay has been ruined by the wreckage left by the Disney Corporation when they used the bay as a filming location in 2003.

I understand that an agreement was made with local landowners to leave the flimsy film set as a tourist attraction. The landowners had little understanding of the temporary nature of the attractive facades, jetties and bridge used as a set. They thought that they would be able to maintain them as they appeared in the film. Now the film sets have decayed, collapsed and rusted, becoming an eyesore and a hazard.

The Disney Corporation should be compelled to pay for the removal of the remaining rubbish and return Wallilabou Bay to the attractive location that they have spoiled.

Derek Ide
S/V Buzzard

Dear *Compass* Readers,

In the yachting sector in St. Vincent & the Grenadines there have been increases in port calls of yachts and megayachts. SVG has been recognized in the top ten destinations for diving by several magazines. The Park Rangers there are doing a most commendable job to protect our National Marine Park, the Tobago Cays. Despite the economic downturn that the world faces, SVG cannot complain too much.

Credit must be given to the St. Vincent & The Grenadines Ministry of Tourism, Sports & Culture. Shoreside sites such as Owia Salt Pond, Black Point Tunnel, Dark View Falls, Fort Duvernette, the Belmont Look-Out Point, the Botanic Gardens and Wallilabou Falls, to name a few, have been given great attention by the authorities.

—*Continued on next page*

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—Continued from previous page

It has also been observed that better access roads, resting lounges, restrooms and signage have created an improved atmosphere. Work has also been done to try to make docks accessible for dinghies and there are more shops and craft vendors offering a wider variety of commodities.



Yachts at Blue Lagoon, St. Vincent. The yachting sector is improving but there is still work to do

However, amidst this, there are still problems, such as with inconsistent taxi fares. I urge the authorities to enforce and regulate the fares to particular sites. Too often it is heard that different passengers are charged different fares for the same return trip. Things like these can create problems for the industry and for the taxi operators themselves. Those taxi operators who demonstrate good interpersonal skills and knowledge of the country must be commended.

Also, although much progress has been made, the issue of yacht burglary remains an area of serious concern. Another concern is the presence of lionfish. We still have work to do.

Amal Thomas
St. Vincent

Dear *Compass* Readers,

We have been cruising the Caribbean for over 15 years on our Koopmans 44. We once thought we didn't need a watermaker because we have 1,700 liters of water in two tanks aboard *Nele*. But 1,700 liters (about 450 US gallons) goes quite fast and our main concern was always to save water, especially when we were in the "out islands". Since we are seldom in marinas it was not always easy to get water; either one had to carry jerry cans or, if possible, have someone deliver it. Not to mention the water quality in some areas. Another consideration was that we have a steel boat — how nice would it be if we could flush the whole deck with fresh water after a trip!

We studied a lot of literature and spoke to many yachties who already had a watermaker. After a lot of inquiries and endless questions the answer was certain for us: we were going to install a watermaker! Certainly not one of the expensive models, but a compact unit made of high-quality parts that are simple to operate without electronic controls. The unit should also make plenty of water, because we want to run our generator as little as possible. Our only option meeting all these criteria was to install a CAT high-pressure pump powered with a 230-Volt AC motor, because 12-Volt arrangements either do not make sufficient water or have very high power consumption.

The desalination units built especially for yachts could be expensive, and some were unreliable, according to cruiser friends. So we waited until now to install a watermaker that really deserves the name. It is no longer true that watermakers are expensive and break down frequently, because, first of all, the formerly expensive membranes have become a lot more affordable and durable (usage of five to ten years is standard). Secondly, you can select parts of high quality made in high numbers so they are available everywhere in case of failure.

One of the most important considerations is where to mount the whole unit. It needs ingenuity to figure out where to mount all the parts. (This is not such a task with a modular construction.) I took measurements and tried out everything possible on our boat, until I found the right places for the components. I am rather proud of myself because our desalination unit hardly takes up valuable space and is not visible except for the gauges and flow meter. I have also reduced the noise level to a minimum.

An unaccounted plus is that we only use one of the two 850-liter water tanks, and can use the other as additional storage since it is readily accessible.

We have a small diesel generator with 3,500 watts at 230V 50 Hz continuous duty, which charges the batteries while the watermaker is running. The electric motor of our unit has 1.75 horsepower. This is approximately 1,400 watts. The starting power needed can be ten-fold, however, the motor starts in idle because the pressure is applied after starting (approximately 55-60 bars or 850 psi). The lift pump was not absolutely necessary because our system is installed completely below the waterline, but to feed the water through the filters to the HIP pump certainly lengthens the life of the pre-filters and makes sure that the HIP pump does not cavitate.

Our watermaker consists of two pre-filters, a SS 316 CAT high-pressure pump with direct mounted 230-Volt electric AC motor, two 40-inch membranes, two pressure gauges, flow meter, lift pump, pressure regulating valve, diversion valve for tank and overboard, and various connection parts made of high-grade stainless steel and of PVC as well as different hoses and high-pressure tubes, mounting material, etcetera.

It makes about 140 liters (42 gallons) of good drinking water per hour. We run the watermaker every two or three days for an hour; this is enough to cover our water consumption — including the often-used washing machine. We are absolutely happy with our investment, comfort on board has increased considerably and our watermaker is one of our best installations yet! Our watermaker is now in its sixth year of service with the same membranes and no repairs except a broken high-pressure gauge. Since installing we have not taken on water anywhere.

If you have questions concerning the installation and or use of a watermaker, contact us at horst@water-maker.net

Horst and Evamaria Bressel
S/V Nele

Dear *Compass*,

We would like to put in a good word for the Ottley Hall Marina on St. Vincent. For the two past eight-month summer sessions we have left our 28-foot cabin cruiser, *Spirit*, hauled at Ottley Hall, and would like to let people know what impeccable service we have gotten from them in every way.

In the past we left our 51-foot Beneteau, *Mystique*, hauled during 18 different summers at marinas in St. Lucia, Trinidad or Martinique, and feel that Ottley Hall can compare favorably with any one of these bigger marinas.

Al McLellan
M/V Spirit



Letter of the Month

Dear *Compass* Readers,

I'm just putting this down for you to think of what to do when fate hits. As we know, sailing in the Caribbean is mostly enjoyed by people who are already in the second half of their century (I mean 50 years and older). Distances are short, and if weather permits, sailing is nice and easy. But cruising depends not only on weather. It also depends on your physical condition, and on other people on boats, too.

We had been anchored with a stern line ashore in Cumberland Bay, St. Vincent for four weeks. The local people there are marvelous, the bay is beautiful. Because of the French restaurant, many French-flagged charter boats come here with their guests. Sometimes there are more than 20 boats, one aside another along the beachfront.

On the 23rd of February a French-flagged trimaran anchored on our starboard side, a bit behind us, with a line ashore. As usual, everybody went ashore for dinner. It was 9:00PM when the current changed and the trimaran started to bang onto our stern; cockpit lights were on, but nobody was on board. I tried to reach someone on VHF 16, but no response. At 11:00PM the people from the trimaran came back with cheerful noisy chatting. It took me a while to get the skipper's attention and I explained the situation. I asked him to pull his trimaran about three to four metres farther back, and everything would be fine.

Back on his boat the discussion with his guests started. They did not want to move their trimaran back a few metres; the excuse was that there might not be enough water under the keel there. (The water there is very deep till two metres off the shoreline, and they were about 30 metres away.) Instead they decided to leave the bay altogether.

I went to bed beside my husband, Richard. Not long after, we heard a "bang" in front of our boat. We both went out immediately, and realized that the trimaran's anchor had gotten entangled in our anchor chain. They pulled up more of their chain, suddenly their stern swung around and hit our bow and bobstay with full force. There was a lot of hollering on the other boat, while we could do absolutely nothing. Finally they got up their anchor, together with ours, lifted our 60-pound CQR out of their chain and threw it back in the sea. That was just after midnight.

They left without any apologies, and no mention of settling the damage they had done to our bow. Before they disappeared in the dark they sarcastically hollered back, "Danke schön!" leaving us standing there like bloody idiots with damage to *Angelos* and an unset anchor.

We were very angry and upset about that rude behavior. In Germany, if you cause an accident with your car and drive away, the penalty is jail for a couple of years. At sea, some people seem to think they can do whatever pleases them. Real sailors and cruisers take it on the chin for their mistakes and the trouble they cause others, and will at least apologize. Now, Dear Reader, choose for yourself if you are a real sailor or riffraff.

Shortly after these events, Richard became very short of breath. We thought this would go away. For a while he felt better, but at 5:00AM I called Josef, one of the line handlers, for help. He immediately responded and called the nurse in the village. I packed all the necessities for the hospital. "Don't forget my razor and toothbrush," Richard told me. Then I phoned Josef again, to help me transport Richard from the boat to the jetty. Josef already had organized a car, waiting at the jetty, to drive us to the hospital in Kingstown.

When I went down into the salon I found Richard pumping the toilet. Our Blake Victory requires some effort to pump the water in, and then out on another valve. I ordered Richard to stop that right away. "I've already finished," he said. He even closed the three valves. I had him sit on the settee to wait till I got the dinghy down. It was still dark at 5.30AM, but I could see another line handler, Atneal, coming in his boat to untie the lines of another yacht. Because we didn't have our outboard on the dinghy I shouted to Atneal to come straightaway to us and help me get Richard ashore faster. When I went to Richard in the salon I found him fallen on the floor. Atneal and I placed Richard back on the settee. I started mouth-to-mouth breathing and Atneal with CPR.

It was of no use. My beloved husband passed away on the 24th of February, 2012, at 5:30AM of a heart attack. I can't help but blame the French louts for his death. The "Danke schön" does not go in return.

The policeman from Spring Village organized all formalities and a funeral home vehicle to transport Richard to Kingstown. The funeral home organized everything necessary to ship Richard back to Germany. The people from the village and Cumberland Bay were outstandingly helpful. They all passed by every day asking if I needed any help. They brought me roasted breadfruit, bananas appeared on deck, the French restaurant offered me free WiFi. William, who is selling fruits, came rowing along every day to have a chat. He had named Richard "Papi". One day he rowed along saying, "No more Papi; I miss my Papi!"

If you ever come to Cumberland Bay you'll find the most wonderful, helpful and courteous people in the Caribbean. The Lord may bless them all.

I cannot tell you how I felt and still feel when a faithful heart stopped beating. We were married 25 years, lived and sailed on *Angelos* for more than 23 years (20 years together with our son Angelus), 24 hours each day of the year. There was no escape, no slamming door — we loved, accepted and respected each other. Now it is silent on *Angelos*, nobody says my nickname anymore, nobody takes care of me, nobody is waiting for me to come home when I go shopping or swimming, and nobody enjoys my cooking any more. I am now on my own.

Will you be ready when fate hits?

Angelika Grüner
S/V Angelos







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WHAT'S ON MY MIND

SOUNDS OF SILENCE

by Peter Ward

One subject sure to be touched on down at the club or gathered around a potluck barbecue is the rare solitude offered to cruising people. The Old Salt tucked into "his" corner of the pub reminisces over starry nights, empty seas and total silence. Trouble is, the BOF (Boring Old Fart) has not been to sea since '52, and then it was as ballast weight on a racing yacht in the Bay, whereafter he was sick for a couple of days. But, we do tend to remember the good bits about sailing, not the myriad challenges, sheer exhaustion, screaming frustrations, bolshie Customs officers and weather fit only for Vikings.

To get back to the theme. I mean, *silence*? The last time I heard silence was in the middle of the Namib Desert in the last hours before dawn. Or perhaps the Buffelsfontein Library on a Sunday morning. How can you hear silence? Easy — if you can hear the blood pumping through your ears, you are probably in a very quiet place. Either that, or Beloved has delivered another of those lightning slaps to the side of your head.

> *Let's not forget the monotonous, psychotic slap of the loose halyard*

A standard cruising yacht is not silent. Let's start with the basic element, water. If it's not bubbling, chuckling, slapping, churning or trickling, it is roaring, foaming, crashing and smashing and generally trying to find a way to kill you. Even being totally becalmed is no recipe for a quiet break. You roll and pitch and the sugar scoop smacks down with enough force to shake your teeth every 45.5 seconds. Nope. Water fails the silence test hands down.

Then it's the wind. Anybody who says they have a quiet boat is probably referring to the old canoe taken out on Midmar Dam at misty dawn on a calm weekend. When you stop paddling, sure, it can be pretty hushed. Then the dude with the jet-ski starts his warm-up exercises. No, cruising boats are a source of noise second only to certain iron foundries shut down in the late 1800s for poor safety practices. The "natural" noises consist of a medley of sighs, whining and weeping (that's the skipper looking at the latest maintenance bill). The wind screams through the rigging, jollies up the wind generator with a menacing snarl, flaps anything flappable. No, not the sails, I trim the sails so they don't flap. I do this by leaving them inside the stack pack and/or neatly furled at all times. Especially when sailing. The wind drives the self-steering with a "squeegee-squeegee" noise. The wind howls when angry, and like the water, is always on the lookout for human sacrifice. And let's not forget the monotonous, psychotic slap of the loose halyard when at anchor. Not yours of course, always the other guy's. Most murders on anchorages are firmly rooted in this phenomenon.

The boat itself has a few tricks in the sound department. The hull creaks, groans and generally complains of a life hard lived or maybe it's just a warning that the keel is about to fall off. Stuff packed lovingly at the start of the voyage, wrapped in newspaper and tucked into bulletproof lockers soon finds a way to escape and begin the "find me if you can" game. That clonk-clonk has been the death-knell of many a cruising partnership. Sounds transmitted through the hull often sound like people talking (about you), or even symphony orchestras. This is a good time to consider moving back to land. There is more room for the orchestra in the garage than in the lazarette, which is where you are convinced they now live. As for the people talking about you, well, they do tend to do that and you just have to get over it.

And those bloody birds? No man, if it's not the inane hawking and spitting of gulls, it's the smelly cormorants grunting as they squeeze a runny poop over your rail, deck and sail cover. And your head if you are not quick. Cute little martins or wagtails perch on the rail just above your berth hatch, trilling out a joyful song. At 0430.

Of course there are always the coarser sounds, but we control them to a degree. Main engine diesel exhausts thump and burble, gensets putter and outboards buzz, hand-held tools whine and scrape, hammers hammer, stereo sets blast out hits from the '60s (so, sue me), DVDs are watched and the Autohelm goes "gronk gronk gronk-kkkkkk" depending on the size of the swell. I once forgot to secure the anchor and took an hour to discover it happily trashing the bow with resounding "bongs". In the middle of the night. Chart plotters beep, AIS's ping, radar bleeps, Beloved snores — hell, its quieter down the mall on a Saturday.

Thunder and lightning at sea. Very loud when right overhead, a menacing grumble on the horizon most of the time.

Grrrrrrrrr! Not a rabid dog, just the bilge pump, faithfully doing its thing. Every 30 seconds. Maybe I should look into that.

Grrrrrrrr! Yap! Rabid dog aboard boat that just dropped anchor so close he may as well have asked for mooring rights on your foredeck. Prancing naked on deck with a battery-powered drill with 10mm bit in one hand, and an old aluminium colander on your head often makes them go away. Actually when I tried it, it drew paying spectators from all over the anchorage. I must have been *good*!

Aaaooogah! (repeated several times, can't remember the codes). That's an FBBB (fairly bloody big boat) normally around the size of ten soccer fields and as high as a block of flats, bearing down on you at a range of approximately one hundred metres at 50 knots, apparently demanding right of way. Obviously never read the same book I did (*Sailing for Dummies*). Silly man. He'll turn awa…

"Grinch…grinch…grinch". Now there's a new one. Turns out to be the main prop shaft turning in neutral while under sail, with what sounds like a dubious bearing. Maybe I should look into that.

"Hola, Señor. ¿Tienes cigarettes?" S'true. Colombian fishermen on channel 16 offering trade. Half a kilo best Colombian White for one pack Chesterfield. Hmmm, which is more habit-forming? Which will get me in more trouble? Let's think about this one.

"Vroooooooom!" That was easy — US Coastguard long-range aircraft just spotted our contact with Pablo and buzz us, looking for name and flag, no doubt. We quickly furl the flag and hang the dirty washing over the boat name on the transom. That ought to fool them.

No, fellow cruiser, life on the ocean wave is far from quiet, but there are many compensations.

Sorry, what's that? Can't hear you.

"Tweeeeeeeeeeeee." Making tea, dear?

CALENDAR

MAY

1 Public holiday in many places (Labour Day)
3 Start of Atlantic Cup Rally, Tortola to Virginia. www.worldcruising.com/atlanticcup
4 - 7 West Indies Regatta, St. Barth's. ***See ad on page 41***
5 Start of ARC Europe, Tortola to Portugal. www.worldcruising.com/arceurope
5 Public holiday in Guyana (Arrival Day)
5 - 6 BVI Dinghy Championships. Royal British Virgin Islands Yacht Club (RBVIYC), www.royalbviyc.org
5 - 6 Round St. Barth's Race (windsurfers and beach cats)
5 - 7 Paddle Board Race from Havana to Key West. Hemingway International Yacht Club (CNIH), yachtclub@cnih.mh.cyt.cu
5 - 13 St. Lucia Jazz Festival. www.stluciajazz.org
6 Round Booby Island Regatta, Nevis. Nevis Yacht Club, (869) 662-9403
6 FULL MOON
7 Public holiday in Nevis (Labour Day)
7 - 16 St. Barth's Theatre Festival. www.saintbarth-tourisme.com
11 - 13 Anguilla Sailing Festival. Anguilla Sailing Association, www.anguillaregatta.com
12 - 13 Captain Oliver's Regatta, St. Martin. www.coyc-sxm.com
12 - 13 Shore Fishing Tournament, Havana, Cuba. Cuban Sport Fishing Federation
14 - 15 International Workshop: "90 years of Hydrography in Cuba", Havana. CNIH, yachtclub@cnih.mh.cyt.cu
16 - 20 Around Guadeloupe Race. www.triskellcup.com
17 - 19 Combat des Coques Regatta, Martinique. Club Nautique du Marin (CNM), (596) 74 92 48, club-nautique-du-marin@wanadoo.fr, www.clubnautiquedumarin.com
17 - 20 Mount Gay Rum Barbados Regatta. Barbados Yacht Club. ***See ad on page 15***
17 - 20 Curaçao Challenge International Windsurfing. www.curacaochallenge.com
18 Public holiday in Haiti (Flag Day)
18 - 19 Conference: "The Cuban nautical recreational industry, present and future developments", Havana. CNIH, yachtclub@cnih.mh.cyt.cu
19 - 20 Lowell Wheatley Anegada Pursuit Race, BVI. RBVIYC, www.royalbviyc.org
19 – 20 Captain Oliver's Regatta, St. Martin. www.coyc-sxm.com
21 Public holiday in Cayman Islands (Discovery Day)
21 Reception for the 20th Anniversary of the Hemingway International Yacht Club of Cuba. CNIH, yachtclub@cnih.mh.cyt.cu
24 - 28 Canouan Regatta, Grenadines. Canouan Sailing Club, cmclaurean@hotmail.com
25 - 27 Foxy's Wooden Boat Regatta, Jost van Dyke, BVI. www.foxysbar.com/woodenRegatta.html
25 - 27 Antigua & Barbuda Fishing Tournament. www.antiguabarbudasportfishing.com
26 Public holiday in Guyana (Independence Day)
26 - 28 Martinique to St. Lucia and Return Race. Club Nautique du Marin (CNM), www.clubnautiquedumarin.com
26 – 28 Green Island Weekend, Antigua. Antigua Yacht Club (AYC), www.antiguayachtclub.com
27 Public holiday in Bonaire (Pentecost)
28 Public holiday in many places (Whit Monday)
28 Petite Martinique Whit Monday Regatta, Grenadines. www.grenadagrenadines.com
28 Conference: "Climate change and the migration of billfish species", Havana, Cuba. CNIH, yachtclub@cnih.mh.cyt.cu
28 - 2 June Ernest Hemingway International Billfishing Tournament, Marina Hemingway, Cuba. www.hemingwaycuba.com/hemingway-fishing-tournament.html
30 Public holiday in Trinidad & Tobago (Indian Arrival Day), Anguilla (Anguilla Day) and Haiti (Mothers' Day)

JUNE

3 Public holiday in the Bahamas (Labour Day)
3 – 9 Carriacou Photo Festival. www.carriacouphotofestival.org
4 FULL MOON
5 World Environment Day
7 Public holiday in many places (Corpus Christi)
9 Public holiday in the BVI and Anguilla (Sovereign's Birthday)
9 - 10 Caribbean Laser Championships, St. Maarten. St. Maarten Yacht Club (SMYC), www.smyc.com
9 - 10 Kingfish Tournament, Trinidad. http://ttgfa.com/events
9 - 10 Les Saintes Regatta. www.triskellcup.com
9 - 17 Jamaica International Jazz Festival, Ocho Rios. www.ochoriosjazz.com
16 - 17 Barbados International J/24 Open Championships. www.sailbarbados.com
16 - 17 St. Lucia Optimist & Laser Championship. St. Lucia Yacht Club (SLYC), www.stluciayachtclub.com
17 Public holiday in some places (Ascension Day)
19 Public holiday in Trinidad & Tobago (Labour Day)
20 Summer Solstice
21 Fête de la Musique, Marin, Martinique. http://972.agendaculturel.fr/festival/fete-de-la-musique-le-marin-2012.html
22 - 24 Scotiabank International Optimist Regatta, St. Thomas, USVI. St. Thomas Yacht Club (STYC), www.styc.net
22 - 24 SSS Offshore Regatta: St. Maarten, Saba, Statia. SMYC, www.smyc.com
23 - 24 Quantum IC-24 International Regatta, BVI. RBVIYC, www.rbviyc.org
23 - 25 Fishermen's Festival, Charlotteville, Tobago. tel (868) 660-5521
28 - 30 St. Kitts Music Festival. www.stkittsmusicfestival.net
29 Fisherman's Birthday. Celebrations in many fishing villages
29 - 10 July Vincy Mas (St. Vincent Carnival). www.carnivalsvg.com

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



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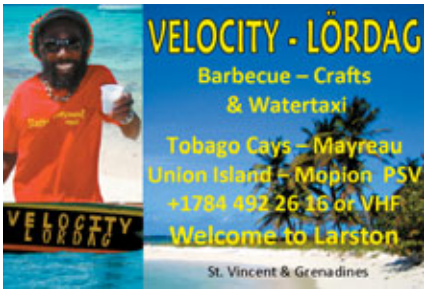
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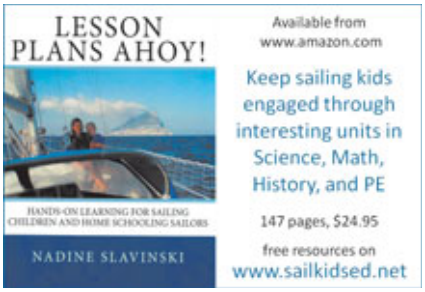




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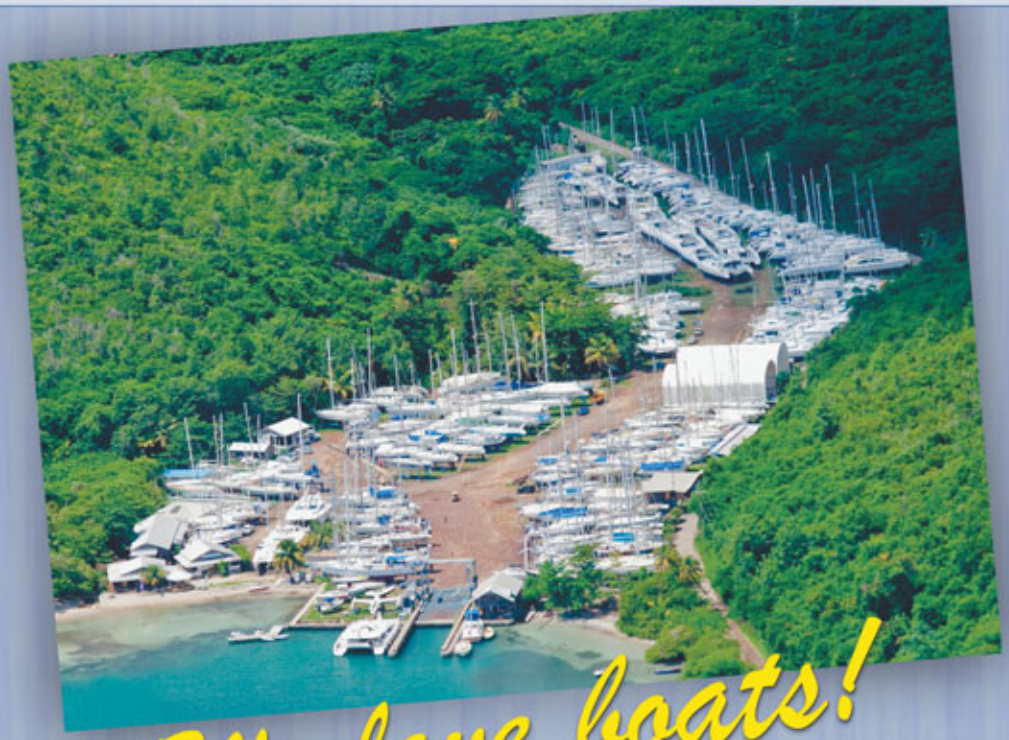
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MP = Market Place pages 42 to 45
CW = Caribbean-wide

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