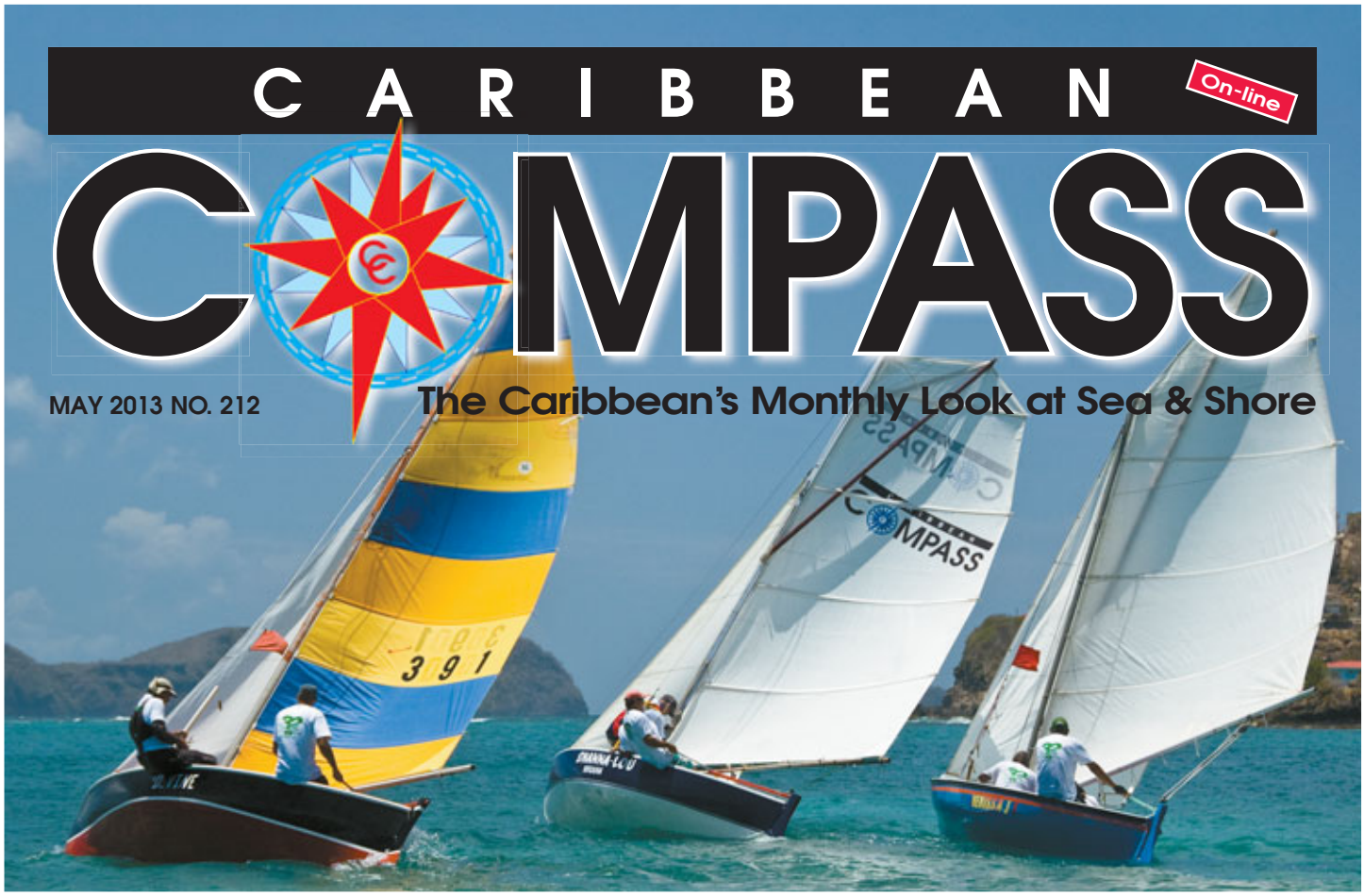
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The Caribbean's Monthly Look at Sea & Shore



BEQUIA HEINEKEN EASTER REGATTA 2013

Story on page 16



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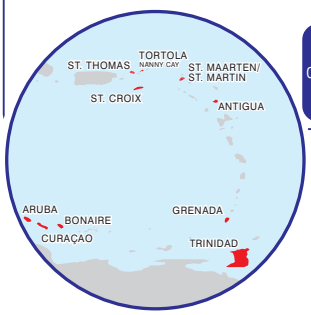
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CHRIS DOYLE



Les Saintes, Revisited

Doyle takes a look... 18

Hurricane Strategy?

Be prepared..... 22

JOHN LYTLE



Exodus Launching

Carriacou's latest sloop... 24

Meet 'Salty'!

Our new kids' column... 31



Pining Away

How sweet it is... 37

DEPARTMENTS

Info & Updates 4
Business Briefs 7
Eco-News 8
Regatta News..... 10
All Ashore... 20
Meridian Passage..... 29
Sailor's Horoscope..... 30
Island Poets..... 30
Cartoon 30
Book Reviews..... 32
The Caribbean Sky..... 35
Readers' Forum..... 38
Calendar of Events..... 41
Caribbean Market Place..... 42
Classified Ads 46
Advertisers' Index..... 46

Caribbean Compass is published monthly by Compass Publishing Ltd., P.O. Box 175 BQ, Bequia, St. Vincent and the Grenadines.
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ISSN 1605 - 1998

Cover photo: Bequia's 2013 Easter Regatta rocked a big fleet in big wind — and photographer Wilfred Dederer was on the water to catch the excitement



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.**

'Every month, lots of information of every kind! We get informed about the newest Customs and Immigration regulations, we can read about destinations we never have been to, we get ideas where to sail, where to climb a mountain, where will be a fiesta or some sort of entertainment. We can even write about our desires, our problems, what we would like to have changed. So, we look every month for the next edition — to see what's new!'
— Angelika Gruener
S/V Angelos

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Info & Updates

Reopening Haiti to Cruisers

Sam Altema has been appointed as the Seven Seas Cruising Association's Cruising Station Host for the anchorage of Ile-à-Vache, Haiti. Frank Virgintino, author of Free



FRANK VIRGINTINO

Meet Sam Altema, the international Seven Seas Cruising Association's new Station Host for Ile-à-Vache, Haiti

Cruising Guides, says, "This prestigious certification by SSCA marks the reopening of Haiti as a safe cruising area. Sam has been extremely helpful for many years to boats visiting this quaint island off the southwest corner of Haiti and this acknowledgement validates all of his work."

During 2013 Sam will also work with Frank on visiting four other good locations in Haiti for cruising boats and hopefully establishing more SSCA Cruising Stations. In addition to Ile-à-Vache, the proposed routing stops are Mole St. Nicholas, Grand Baie, Pestel and Anse D'Hainault.



Sam can be contacted at altema1986@hotmail.com. For more information on SSCA Cruising Station Hosts contact jeconover@sv-growltiger.com.

—Continued on next page

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—Continued from previous page

Clarification on Grenada Immigration

Following reports from cruisers of being confused by the seemingly arbitrary application of Grenada's Immigration laws when applying for extensions of stay at St. George's, Superintendent Jessmon Prince of Grenada's Immigration and Passport Department provided a statement to the Grenada Board of Tourism on April 16th.

In summary, a permit to stay for a period of less than 12 months may be extended up to a maximum of 12 months from the date of entry. At that point you must leave, but may return and stay for another 12 months and so on.

Yachting visitors are reminded that employment is prohibited.

Eight Bells

Yachting writer and magazine publisher Bruce MacDonald, 58, who lived aboard his yacht at St. Lucia's Rodney Bay Marina, died on Easter Sunday, March 31st after a brief illness.

Born in England, Bruce worked at newspapers in Tanzania, Lebanon, New Zealand, Australia, Singapore and the United Arab Emirates before settling in St. Lucia. An occasional contributor to *Caribbean Compass*, Bruce also worked for other newspapers and magazines, and published *Caruiser Magazine*. Editor and publisher of the *St. Lucia Star* newspaper, Rick Wayne, said, "When Bruce worked here he was loved by all he came into contact with. He will be missed."

Grenada Grooves with Dinghy Concerts

A series of musical events in Grenada has evolved into a phenomenon!

The "Dinghy Concerts", created by Dieter Burkhalter, a playful musician, passionate sailor and energetic owner of Le Phare Bleu Marina & Boutique Hotel, are becoming ever more popular. A Dinghy Concert is a concert that has to be attended by dinghy — a gig held at sea.



DIETER BURKHALTER (2)

The "stage" is an old tugboat, *Calico*, which is surrounded by the audience in their dinghies. For landlubbers there is a shuttle for transportation and a barge for seating, so the Dinghy Concerts are not exclusively for sailors. And there is a bar, so nobody has to be thirsty when the band is rocking the boat.

Each Dinghy Concert features a different band playing a different style of music. Whether Grenadian bands or musicians visiting Grenada from all over the world, they are enthusiastic about playing in this exotic ambiance, a first-time experience for all of them that is also key to the success of the Dinghy Concerts.



Dieter's philosophy with each project he undertakes is that he is only doing what he likes to do. And although there is a lot of work behind each Dinghy Concert, Dieter loves sharing his passions — it was always his dream to combine what he loves most: music and the Caribbean waters for sailing.

One song of each concert has to be about Grenada. This song is recorded on a professional level and uploaded on YouTube, documenting the history of an outstanding project.

For more information visit www.dinghyconcert.com.

Caribbean Security Index Annual Review

The Caribbean Security Index (CSI) was created as a tool to assist cruisers in assessing the risk from crime at ports of call in the Caribbean. The CSI provides a means of assessing risk in a given area as well as ensuing changes in those risks.

—Continued on next page



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The index is stated in a numerical scale (1 to 10) with mitigating factors listed. The CSI index is driven by data but presented in terms of probabilities. Using probabilities, the cruiser can route accordingly.

The index is derived from the examination of the relationship between crime, unemployment, levels of education and literacy. Additional factors include average income, distribution of income, presence of security, infrastructure, and past record of crimes in a given area.

The Caribbean Security Index has completed its review of the entire year of 2012. *The CSI's 2012 year in review is now available at www.freecruisingguides.com.*

Free Weather App

My name is Ahti Aho, and I built a marine weather-app for myself called NauticWeather. Here's why it's cool: just wind and waves, simple graphic interface, works off-line (read: at sea). Here is a link to Google Play store: http://bit.ly/SPUR8a. You can download it free to Android phone or tablet and login with your e-mail.

Greetings from Belize!

Jason Pearce writes: The last time I looked, Belize was in the Caribbean!

Belize has an active traditional fishing fleet (22- to 30-foot flat bottomed sailboats)



JASON PEARCE (2)

and each Easter they hold a regatta at Sarteneja on the north coast. We have a number of sailing clubs, the first one being formed about four years ago in the little fishing village of Consejo, where I live. About two months later the Belize Sailing Association was formed and now represents us one the international stage. We now have clubs in San Pedro and Placentia. We have a total fleet of 25 Optimists for teaching, racing and holding regattas, of which we have about eight a year.



I sailed from Ft. Lauderdale through the Leewards to Venezuela 25 years ago with my wife (still) and three children, then aged six, ten and 12. My cruising days are over and I have a Hobie Getaway for storming up and down Chetumal Bay. I am also a SSCA Cruising Station Host.

I put out a newsletter about ten times a year called "Your Man in Belize". It is not about sailing per se, but about living in Belize of which sailing is a big part. To get on the mailing list contact me at jasontpearce@gmail.com."

Ahoy, Leonard!

Leonard Booisth of St. Martin, please contact Sally at sally@caribbeancompass.com. Thanks!

Welcome Aboard!

In this issue of *Compass*, we welcome new advertisers X Marine of Grenada, on page 45; Sant's Equipment and Rentals of Trinidad in the Market Place section, pages 42 through 44.

We also welcome a new member of our intrepid Cartoon Crew — see Seaweed, on page 30 — and welcome back Nathalie Ward with a fresh educational series, Salty's Beat, on page 31.

Good to have you with us!



BUSINESS BRIEFS

Upgrades at Grenada Marine

Recent facility upgrades at Grenada Marine include construction of a new floating dinghy dock, ensuring safe and convenient access for both clients and visitors. The upgrade also includes reinforcement of the boatyard's seawall and installation of three stern-to service berths, complete with utilities.



"Just a couple of the many improvements on the to-do list," says Yard Manager Jason Fletcher. "The future looks bright and we're enjoying the journey with our customers."

For more information on Grenada Marine see ad on page 47.

Sea Hawk-Sponsored Regattas Energize the Caribbean

The St. Maarten Heineken Regatta, Antigua's Jolly Harbour Valentine's Regatta and Grenada Sailing Week were some of the outstanding events sponsored by Sea Hawk Paints so far this year.

"Sea Hawk is one of many sponsors who make this all possible through funding and materials," reported Denis Laesker who, together with Tommy Craft, represented Sea Hawk at the St. Maarten Heineken Regatta. "We donate thousands of dollars for logos and uniforms for the judges, staff and volunteers who keep these events going so the boats come back each year."

For more information on Sea Hawk Paint see ad on page 23.

New Spa Opens at Port Louis Marina, Grenada

Spice Isle Retreat Spa recently welcomed clients to their air conditioned, state-of-the-art Salon and Spa in Grenada's Port Louis Marina, offering new-to-the-island products such as Dermalogica skin care, Argan Secret Moroccan oil and TIGI Bed Head, as well as Paul Mitchell, Tea Tree and Mitch for Men.



Owner Michelle Phillip was trained by Vidal Sassoon in London and brings with her 21 years of spa and salon experience. She is also a qualified therapist and has a BSc. (Hons) degree in Nutrition. Spice Isle Retreat Spa's custom-built facility at the Peter de Savary development in Port Louis, with its private internal garden, offers a calm and secluded environment where the focus is on offering quality services with professional products in a relaxing atmosphere.

Spice Isle Retreat Spa's comprehensive range of Hairdressing and Spa Services includes hair styling and weaving, facials, massage, body therapies, nail treatments, manicures, pedicures, waxing and a selection of Spa Packages that make the ideal gift for someone special.

By way of introduction, spa services are being offered at half price on Mondays only. Treat yourself and re-vitalize the way you look and feel at this premium spa.

For more information on Spice Isle Retreat Spa visit www.spiceisleretreat.com.

For more information on Port Louis Marina see ad on page 13.

Technical Yacht Services in Grenada

X Marine Yacht Services are pleased to announce their second year of operation offering technical yacht services on the lagoon, St. Georges, Grenada. They now have a team of 16 staff offering a wide range of services.

Their enlarged and improved workshops offer a dedicated marine mechanic workshop, an electrical facility dealing with electronics, satellite phone communications and water-makers. They have added 2,400 square feet to their workshop, creating the largest dedicated composite shop in the Southern Caribbean. X Marine offers a full range of construction and fabrication techniques, infusion, vacuum bagging and post curing, working with fiberglass and more exotic materials such as carbon fiber, Kevlar, vinylester and epoxy resins.

Technical Manager Nicholas Roelens says, "We are constantly pushing the boundaries to offer new services and facilities. If we don't have the tools in Grenada, we build them or buy them. We are not afraid to go the extra mile to offer our customers a top-quality repair or finish. It's the philosophy of X Marine since our inception last year."

X Marine has recently designed and constructed a prototype fixed-keel 16-foot racing dinghy. This manufacture of a new one-design class in Grenada offers a platform for continued training for Optimist sailors and match racing. The XM16 is a miniature race yacht, offering competitive tuning and rigorous demands. They have orders for three and this will start a new one-design fleet.

Operations Manager Mark Solomon says, "We are excited that, having proven that the boat was competitive during the Grenada Sailing Week, other parties have invested with us to make this project a reality. We are now able to offer training for youngsters to enable them to become more competitive on the world sailing circuit."

X Marine's main objective is to exceed expectations and to find new challenges and apply the dedication, design and energy to ensure that they are completed on time, within budget. They are always looking for new staff members to join their young, dynamic team.

For more information on X Marine Yacht Services see ad on page 45.

Dockwise Yacht Transport Around the World

Whether transporting 50-foot sport fishing boats or 250-foot luxury yachts, Dockwise Yacht Transport (DYT) and its fleet of semi-submersible ships give clients access to many of the world's major shipping ports, which in turn lead to some of the most desirable travel destinations around the globe.

In early February, DYT's 556-foot (169.49 meter) *Super Servant 4* started its annual passage to Australia and New Zealand, a sailing that originated in Palma de Mallorca in late November, 2012 and stopped in Le Marin, Martinique on its way to the South Pacific.

Super Servant 4 is one of DYT's owned and operated "float-on/float-off" yacht carriers. It uses a unique de-ballasting process that allows seawater to flood the ship's dock bay to a draft required by the yachts to safely motor in from the stern of the ship.

—Continued on page 45

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Caribbean ECO-News

Reef Decline: Is Coral 'Seeding' the Answer?

Conservationists on islands from Jamaica to Bonaire are planting fast-growing coral species to try to reverse the decline of Caribbean corals by "seeding" reefs.

Across the globe, reefs that have proven resilient for thousands of years are in serious decline, degraded by overfishing, pollution, coastal development and warming ocean waters. Threats to coral are expected to intensify, moreover, as a consequence of climate change and ocean acidification due to greenhouse gases.

The Caribbean is especially vulnerable, with nearly 8,000 square miles (20,720 square kilometres) of coral reefs that protect fragile coastlines from storm surge and are essential to the region's multibillion-dollar tourism and fishing industries. In Jamaica alone, fisheries support up to 20,000 fishermen and provide an irreplaceable food source.

But Caribbean coral has deteriorated so badly in recent years that a new report from a team of international researchers conducting a study with Australia's University of Queensland says that many Caribbean reefs are on the verge of being exterminated, with potential impacts on millions of people.

According to the International Union for Conservation of Nature, live coral coverage on Caribbean reefs is down to an average of just eight percent, from 50 percent in the 1970s.



In response to this decline, Seascape Caribbean, a company that bills itself as the region's first and only private coral restoration business, uses low-tech coral nurseries consisting of buoys and weights with small fragments of staghorn coral suspended from them on strings. These fragments grow on the strings until pieces of coral with the beginnings of antler-like branches are ready to be planted onto reefs. Other conservation specialists grow coral fragments on concrete pedestals placed on the ocean floor. Advocates believe that this work, which is focused on the region's fast growing but threatened staghorn and elkhorn coral species, can boost rates of recovery and improve the outlook for coral.

Scientists with The Nature Conservancy in the US Virgin Islands have reared some 2,500 coral colonies and transplanted over 1,000 fragments to local reefs with the aid of US stimulus money. In the Dominican Republic, the Puntacana Ecological Foundation in the town of Punta Cana has planted some 1,200 fragments of *Acropora* coral, a genus that includes staghorn and elkhorn. The Florida-based Coral Restoration Foundation, a pioneer in efforts to revitalize stressed reefs, has assisted Bonaire in setting up coral nurseries.

In southern Jamaica, meanwhile, researchers are boosting their restoration efforts by feeding low-voltage electricity to young coral to try and spur growth, a method that has been used in Indonesia and Malaysia.

In tandem with the various restoration efforts, some regional governments are taking action to protect key species on the reefs. Belize, with the largest barrier reef in the Western Hemisphere, has banned the harvesting of parrotfish, an herbivore that grazes on algae and seaweeds that smother coral.

Some coral experts say restoration efforts don't address the underlying, accelerating forces that are causing reefs to collapse. Roger Bradbury, an ecologist and adjunct professor of resource management at Australian National University in Canberra, argues that coral restoration actually diverts scarce resources away from what should be researchers' main focus, which is what to do with reef regions after the reefs are gone. "The reefs just won't be there, but something will — a new sort of ecosystem," he said.

Meanwhile, Phil Kramer, a marine geologist who is director of The Nature Conservancy's Caribbean program, acknowledges that the long-term outlook for coral reefs is poor in the face of current threats and projected increases in temperature and ocean acidification. But he says that can't justify the "abandonment" of reefs.

Meanwhile we can all give reefs a break by not anchoring on or near them, not buying or catching any reef fish, and not purchasing any jewelry or other items made of coral.

BVI: First Carbon Neutral Regatta on the Planet!

The BVI Spring Regatta has been awarded a Gold Certificate by Sailors for the Sea Clean Regatta Program — the world's first regatta to be deemed carbon neutral!

Dan Pingaro, CEO of Sailors for the Sea Clean Regatta Program, says, "Last year, the BVI Spring Regatta offset all of their carbon, and other regattas around the world were inspired by this. The America's Cup, for example, was inspired to offset its own carbon neutrality and that's a big stretch. But, it all started here in the British Virgin islands with local recycling and working sustainably to make sure that we're not impacting on the planet right here in the BVI.

"Every year the Spring Regatta betters itself. We have best management practices at Sailors for the Sea, where we are focused on ocean conservation and our goal is to help all regattas reduce their environmental footprint. We have 19 best practices and the BVI Spring Regatta has reached more than 15, which means they are at Gold level. A stunning achievement! There are fewer than half a dozen regattas worldwide to have done that, and the Spring Regatta was the first ever to be carbon neutral."

BVI Governor Boyd McCleary says, "The Spring Regatta is very much part of the BVI. It's the premiere event as far as the local sailing programme is concerned. Everyone does a fantastic job: The RBVI Yacht Club, the Regatta Committee, the village organizers and sponsors.

"The environment is important to all of us in the BVI. I'm pleased that the BVI Spring Regatta is once again being awarded a Gold award from Sailors for the Sea Clean Regatta Program. I know that Sailors for the Sea is very pleased with the way in which this particular regatta has taken to environmentally friendly use of water bottles and other initiatives."

For more information on the Clean Regatta Program visit http://sailorsforthesea.org/programs-and-projects/clean-regattas.aspx.

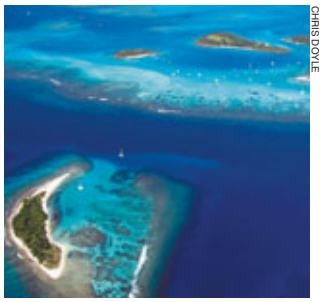
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More Support for MPAs on the Grenada Bank

Two years ago, the marine protected areas (MPAs) of the Grenadines and their partner agencies formed a network to collaborate for effective management and to share experiences in conservation and the sustainable use of marine resources.

Thanks to new cooperation with the Organization of American States (OAS) in support of migratory species in the Caribbean in 2013, the Grenadines Network of Marine Protected Areas will continue to share best management practices for coral reef and mangrove conservation in Grenada and St. Vincent & the Grenadines. This will include a regional networking meeting for members of the network, training for marine park staff and local allies in the capture and handling of invasive lionfish, and enhancement of procedures for the maintenance of moorings.



CHRIS DOYLE

There will also be a focus on environmental education and communications in support of conservation. The participating marine parks include the Tobago Cays Marine Park, the Mustique Marine Conservation Area, the Sandy Island/Oyster Bed Marine Protected Area in Carriacou and the Moliniere/Beausejour Marine Protected Area in Grenada.

From February 28th through March 8th at the Ashton Resource Centre on Union Island, community members, representatives from different organizations in the Caribbean and students from the Geography class of the Union Island Secondary School (UISS) were engaged in a mapping exercise. The process is known as participatory Three Dimensional Modeling or P3DM. It is a tool that brings communities together and empowers them to make decisions relating to their livelihoods, natural resources, culture and heritage with regards to climate change and coming up with solutions to help them adapt.

The three-dimensional map of Union Island was built by using a large base map of the island and then having students of the UISS trace out each contour line on the map. Each contour line was then printed on a sheet of four-by-eight-foot cardboard. The sheets of cardboard were then cut out and glued on top of each other. After all the sheets of cardboard were layered on each other, tissue paper was glued all over the map for smoothness and painted white to allow community members to come in and populate the model with information using pins, yarns and different colours to identify the different features on the map.

The project, implemented by the Sustainable Grenadines Inc. (SusGren) with support from the SVG government, saw more than a hundred community members adding their information. The project has been supported by The Nature Conservancy, At the Water's Edge project and the Technical Centre for Agriculture and Rural Cooperation. The introduction of Participatory 3D Modelling in the Caribbean took place in Tobago in October 2012.

For more information please contact SusGren at susgrenpm@vincysurf.com.

How to Be a Good Seabird Neighbor

Millions of seabirds have begun their amazing and often raucous breeding season here in the Caribbean. Katharine and David Lowrie sailed throughout the region, documenting seabird breeding colonies on every island in the Lesser Antilles to provide data for Environmental Protection in the Caribbean (EPIC). They recently published the *Seabird Breeding Atlas of the Lesser Antilles*.

With so many seabirds now arriving to raise the next generation, the Lowries want to provide a few tips on being a good seabird neighbor.

• PACK UP YOUR PET. Do not walk dogs (or cats or any domestic animals) on seabird islands, intentionally or otherwise. They cause commotion that interferes with breeding and nesting. They are a foe to seabirds, who have been forced to evolve coping skills. Plus, researchers like us have a habit of putting rat traps out to monitor invasive species. These can hurt when triggered on Fido's nose!



EPIC

• GIVE BIRDS THEIR SPACE. If you're walking on an island and birds are screeching above your head, going nuts, it's likely you have stumbled upon a breeding colony. Immediately return the way you came. Carefully avoid stepping on nests or camouflaged eggs. The birds will not return to their nests when you are around.

It's a struggle for seabirds to keep the temperature of eggs consistent in the tropics. You have about five minutes to vacate the area before the eggs will boil in the hot Caribbean sun.

• LET NATURE LOOK AFTER THE BIRDS. We love to step in and play Mother Nature but, truth be told, she's been at it for a few millennia and knows a thing or two about her brood! If people find a chick alone, the best thing to do in the vast majority of cases is to leave it alone. It's likely that the parent is close, watching and waiting, or has gone hunting to bring food back for the chick. In some cases (i.e. with tropicbirds) the chick needs to spend a day or two losing its protective fat before it can fly — being alone is part of the natural process.

• TAKE CARE WHEN ANCHORING. Obviously, avoid anchoring on corals and seagrass beds. Both are important habitats that promote feeding areas for hungry parent seabirds. Their calorific requirement is high year-round, but especially during breeding and nesting periods. Careful anchoring is essential to good yachting etiquette, anyway!

• BE A SUPER SLEUTH. You can help with research efforts by reporting bird sightings via eBird.org. This will assist researchers in learning more about where seabirds travel at sea and locate new breeding colonies.

If you observe people harvesting seabirds or their eggs and chicks, you can report your sightings to EPIC at ncollier@epicislands.org. EPIC is actively collecting data on this topic and working on community-based management solutions.

Find out more about EPIC's seabird conservation work, seabird ecology, tips on identification, and more in the *Seabird Breeding Atlas of the Lesser Antilles*. Purchase it at www.epicislands.org/programs/conservation-of-key-marine-and-bird-habitats/5-seabird-breeding-atlas-of-the-lesser-antilles.

• FINALLY, ENJOY! Each of the 21 different seabird species that breed in the Caribbean has a unique life story. The flocks offer extraordinary sights when they arrive on the islands to breed. Let's respect their remaining safe havens and make sure there will be many more generations of spectacular seabirds!

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REGATTA NEWS

First-Ever Rolex Swan Cup Caribbean a Hit

More than 20 Nautor's Swan yachts, representing nearly ten countries and territories, gathered in Virgin Gorda, BVI for the first-ever Rolex Swan Cup Caribbean, hosted by the Yacht Club Costa Smeralda (YCCS), which concluded on March 15th after four days of sailing competition.



ROLEX / CARLO BORLENGHI

Recipients of the Rolex Swan Cup Caribbean Trophy and Rolex timepieces were the Swan 601 *Stark Raving Mad* USA in Class A (for yachts over 18.29 metres/60 feet) and the Swan 42 *Arethusa* in Class B (yachts under 18.29 metres).

Tony Rey, tactician on *Stark Raving Mad*, said of the BVI venue, "It is an absolutely spectacular place, a stunning place to sail. The wind is always shifting, providing many challenges."

YCCS Commodore Riccardo Bonadeo says, "The inaugural edition of the event has been a resounding success: beautiful boats, great conditions and excellent sailing; we couldn't have asked for anything more. The events that the Club organizes together with Rolex and Nautor's Swan always have a special atmosphere and this new regatta is no exception. After this wonderful week of sportsmanship and camaraderie we are already looking forward to the return of the fleet to Virgin Gorda in two years' time."

For full results visit www.yccsresults.com.

Big Powerade Multi-Class Regatta, St. Maarten

With 43 teams from five countries, the annual Powerade Multi-Class Regatta has established itself as the third biggest mixed-fleet regatta held on St. Maarten.

The shifty, sometimes fickle breezes during the 2013 edition, held March 16th, challenged the sailors in the six classes in the morning session, but as the conditions improved late in the morning with the breeze settling to a near-perfect 11 knots, the racing got better and better. By the afternoon session, when enough races had been sailed for each class to ensure a discard, the leaders were looking hard to beat — except in the LSR Class, where the seventh and final race determined the winner by a tie-break, with Robbie Ferron's team besting Carlos Beckman and family, leaving Ian Paxton and crew in third.

Local sailor Rhône Findlay dominated the Laser Class, which was complemented by five sailors from St. Barths and two from Anguilla. The competition for second and third was tight, with Hervé Brin only taking the lead by discarding the first result of the day to take second just ahead of Bodine Beentjes.

In the light air of the first races, the RS Visions struggled to use their spinnakers, but as the wind increased, the four teams flew around the course and into the reaching finish. Oscar Langenius of Sweden and his crew sailed a near-faultless series to take first, but again second and third were fought out to the end with Khawmi Hughes and crew from Anguilla confirming second place only in the last race, ahead of Lam Hugo and crew from St. Maarten.

In the three-boat Opti Red fleet, Leonardo Knol from St. Maarten sailed a perfect series to beat Jimmy Jalle from Anguilla and Julien Reboullet from St. Barths in this most international of all classes. In Opti Blue, the biggest class of all with 12 entries, Rayne Duff from the BVI sailed a near-perfect series to assure first over Nathan Smith and Luke Bacon, both from St. Maarten. In the five-boat Opti White Class, the leaders swapped wins throughout the day with the final race deciding all three top spots: Magras Keivan from St. Barths in first, Jean-Baptiste Aubin from St. Barths in second, and Kevin Tjade from St. Maarten in third.

As the prizes and goodies, including sports drinks and competitors shirts provided by Powerade, were given out at the Sint Maarten Yacht Club, it was clear that this event's success will ensure an even bigger turnout next year.

The Board of the SMYC thanks Maaike and Neil for coordinating this event, and thanks all volunteers, too numerous to mention, for their time and assistance.

Classic S&S *Bolero* Shines at Superyacht Regatta

A fleet of 20 sailing superyachts raced at the Loro Piana Caribbean Superyacht Regatta & Rendezvous held March 20th through 23rd in Virgin Gorda, BVI.

The 45-metre Fitzroy *Salperton* nailed a bullet in the last race on corrected time to secure the win in Division A overall, Division A's cruising division, and the Boat International Media Trophy. In Division B, a strong third race meant that the classic ketch *Bolero* took the series.

Ed and Marty Kane, owners of the 63-year-old *Bolero*



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— the oldest and smallest boat in the fleet at 22.4 metres (73.5 feet) — won Division B by scoring bullets in the final two days of racing after starting with a fourth. *Bolero* was designed by Sparkman & Stephens and built at Harry Nevins boatyard in New York.

For full results visit www.yccsresults.com.

—Continued on next page



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It's All About Time at St. Thomas's 40th Rolex

It was make or break time on the third and final day of racing at the 40th International Rolex Regatta (IRR), held March 22nd through 24th in St. Thomas, USVI. Rick Wesslund, who pocketed a precision Rolex timepiece for his class win in CSA Racing 1 aboard his J/120, *El Ocaso*, sums up the fun this way: "After three days and six races total, it came down to the last race on the last day to determine the winner in our class. In the last race, we were in a dead heat with *Lazy Dog*. Sometimes we were in the lead, and other times they were. It was a real emotional roller coaster, but we just hung in there. We stayed on it and we won."



STYC / INGRID ABERY

The 72-boat fleet with crews hailing from the Caribbean, US and Europe, reveled in the 12 to 15 knots of breeze under clear sunny skies. The one-design Melges 32 Class and the one-design IC-24 Class along with the beach cats both competed on their own one-design courses, while the rest of the fleet raced round the islands in Pillsbury Sound.

Youth triumphed in the Melges 32 Class, where 21-year-old Dalton DeVos, of Grand Rapids, Michigan, held his first-day lead straight through to the finish, aboard *Delta*. "Getting into clear lanes and around the top of the fleet first was the formula we used all three days. It worked," says DeVos, who got his love of sailing from his father, Doug DeVos, who took Dalton sailing aboard one-design 35s and 48s.

Kid-power prevailed in CSA Racing 2. St. Croix's Jack Bishop, with a crew of 14- to 17-year-old sailors aboard the J/100 *Bad Girl* took home the prize. "The boat was out of the water for a few years. The owner, Rob Armstrong, wanted to get it back in — primarily so the kids could sail," says Bishop, the lone adult, who drove. "We finished the first and second days with a one-point lead. Today, it was good crew work and staying out of the currents that paid off."

A double-bullet day secured the lead for the J/39 *Crystal* in the CSA Non-Spinnaker Class. "The first day we were in a three-way tie for first with *Three Harkoms* and *Paladin*," explains Puerto Rico's Jerome O'Neill, who skippered *Crystal*. The second day, we won the only race of the day and it eked us into first. Our mission today was to cover *Three Harkoms*. We got another two firsts and that put the nail in their coffin."

In the sleek-sailing IRC Class, it was the UK's Jeremy Pilkington's Baltic 78, *Lupa of London*, which finished with a flawless series of six wins. "We've always cruised, but this season we decided to race," says Pilkington. "We came to the Rolex because of its reputation, the prominence of the event, and good boats that put us through our paces. For example, even though *Donnybrook* had to give us time, we ended up match racing them on the course in real time. It's something you can't always expect. It keeps the crew focused and the racing exciting."

Puerto Rico's Efrain 'Fraito' Lugo picked up his tenth Rolex timepiece. This year, it was in the IC-24 Class. "The boats from Puerto Rico, and all the kids here, make this class really competitive," says Lugo, who drives *Orion*. "The first two races today we didn't do too well and we lost our advantage. The last race we concentrated on doing all the right things like good starts, good crew work and boat speed."

It was the father-and-son team of St. Thomas' John and 14-year-old Kai Holmberg that championed the Beach Cat Class aboard their Hobie 16, *Humbug*. "In the early '70s, when Rolex started, I was his (Kai's) age doing the exact same thing," explains John Holmberg. The duo has been sailing together since 2010, including representing the US Virgin Islands at the Central American and Caribbean Games in 2010. "We have a lot of fun. Fast is fun. Plus, multihulls allow you to learn a whole other type of sailing."

Lastly, the BVI's Peter Haycraft was awarded the Commodore's Trophy. Haycraft's boats, including his current Sirena 38, *Pipedream*, have raced in all 40 IRRs. "I have only raced 39," says Haycraft, 80, who will retire from racing after next weekend's BVI Spring Regatta & Sailing Festival. "My son, Chris, sailed the boat the year I didn't and he won a Rolex. This regatta is always great fun."

The St. Thomas Yacht Club-hosted IRR is the oldest regatta in Rolex's portfolio of international sailing events and dates back to 1974.

For more information, results and video highlights produced by T2P TV, visit: www.rolexcupregatta.com. Visit the IRR on Facebook and follow the action on Twitter at: #irr40.

Melges 32 (One Design - 9 Boats)
1) *Delta*, Dalton DeVos, USA, 27 points
2) *ARGO*, Jason Carroll, USA, 31
3) *Inga from Sweden*, Richard Goransson, Sweden, 35

CSA - Racing 1 (CSA - 9 Boats)
1) *El Ocaso*, J/120, Richard Wesslund, USA, 8
2) *Lazy Dog*, J/122, Sergio Sagramoso, Puerto Rico, 10
3) *White Rhino*, Swan 56, Jack Desmond, USA, 20

CSA - Racing 2 (CSA - 11 Boats)
1) *Bad Girl*, J/100, Robert W Armstrong, USVI, 14
2) *Rushin Rowlette*, Olson 30, Kevin Rowlette, BVI, 20
3) *Dark Star*, J/105, Jonathan Lipuscek, Puerto Rico, 23

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CSA - Non-Spinnaker (CSA - 10 Boats)
1) *Crystal*, J/39, Jerome O'Neill, Puerto Rico, 8
2) *Three Harkoms*, Oceanis 440 Mod, Tim Snow, USVI, 20
3) *Paladin*, J/36, Stanford Joines, USVI, 21

IRC (IRC - 5 Boats)
1) *Lupa of London*, Baltic 78, Jeremy Pilkington, UK, 6
2) *Island Water World*, Swan 45, Peter Houtzagers, Netherlands, 13
3) *Husaria*, Farr 47, Krzysztof Kaminski/Irek Zubko, USA, 17

Beach Cats (Portsmouth - 8 Boats)
1) *Humbug*, Hobie 16, John Holmberg, USVI, 25
2) *Island Sol*, Hobie 16, Paul Stoeken, USVI, 28
3) *Blame it on Rhea*, Nacra 20, Mark Chong, USVI, 31

IC-24 (One Design - 16 Boats)
1) *Orion*, Fraito Lugo, Puerto Rico, 38
2) *Magic Bus*, Phillip Shannon, USVI, 54
3) *Cachondo*, Marco Teixidor, Puerto Rico, 55

ProKids Bonaire Slalom & Freestyle Champs in May

Bonaire's ninth ProKids Bonaire Slalom & Freestyle Championship 2013 will run from May 31st through June 2nd, 2013 at the beach of Sorobon. The participants petitioned this year for the event to be moved to a different date, mainly because of the lack of wind during the months of July and August.



Registration day will be on Friday, May 31st, starting from 12 noon until late in the afternoon.

This event, dedicated to the youth of the island, welcomes participants from all over the world. Some of the youngsters started windsurfing at ages as young as four years.

For more information and to register visit www.prokidsfreestyle.com. You can also visit their Facebook page, become a fan and follow Prokids Windsurfing Bonaire.

Impressive Junior Sailing Action in Grenada

Grenada's junior sailors took to the water in Grand Anse Bay on March 23rd the Budget Marine Junior Sailing Championship. Near-perfect conditions allowed the young sailors to show their competitive racing skills.

The event, sponsored by Budget Marine, was supported by the Grenada Sailing Festival, Grenada Sailing Association, Grenada Yacht Club and Gouyave Sailing School. Nineteen sailors ranging in age from six to 18 years raced in Optimist, Mosquito and Laser Classes.

Competition was tight across seven races, thanks to the disciplined race organization of instructors Kevin Banfield and Michael McQueen, and there was uncertainty about final places right up until the last race.

This was the year's second Junior Sailing event, and part of a growing calendar of race days. The organizers especially thank Budget Marine for their title sponsorship of this event. The company has been a long-term supporter of Junior Sailing and its continued involvement and encouragement is extremely valued. Thanks go particularly to Nicholas George, out on the water all day providing safety boat services, and to Lucille Pierre and Lera Griffith, who worked hard providing drinks and refreshments in the HQ tent.

Thanks also go to Kevin Banfield, Gouyave Sailing School; Michael McQueen, Grenada Yacht Club; and



Jacqui Pascall, Grenada Sailing Association, for their help and support, and to Oscar, Wayne and Andre in Oscar's Water Taxi, in charge of mark laying and courses. Rene Froehlich, Sailing School Grenada, provided the unique hand-made trophies, and refreshments were provided by The Victory Bar & Restaurant, Bryden & Minors with Orchard Juice, Glenelg Natural Spring Water, Grenada Bottling Ltd and Juicy Cool.

Plans are now starting for an even bigger event in 2014. For more information, follow Grenada Sailing Festival's Facebook page.

Mosquito Class
1) Karzim James
2) Trevell James
3) Michael Chiddick

Optimist Class
1) Brent McQueen
2) Noah Bullen
3) Ralph Francis

Laser Class
1) Qwesi Paul and Justin James
2) Dennis Bernadine and Romario Bernadine
3) Rondel Ferguson and Christon Henry

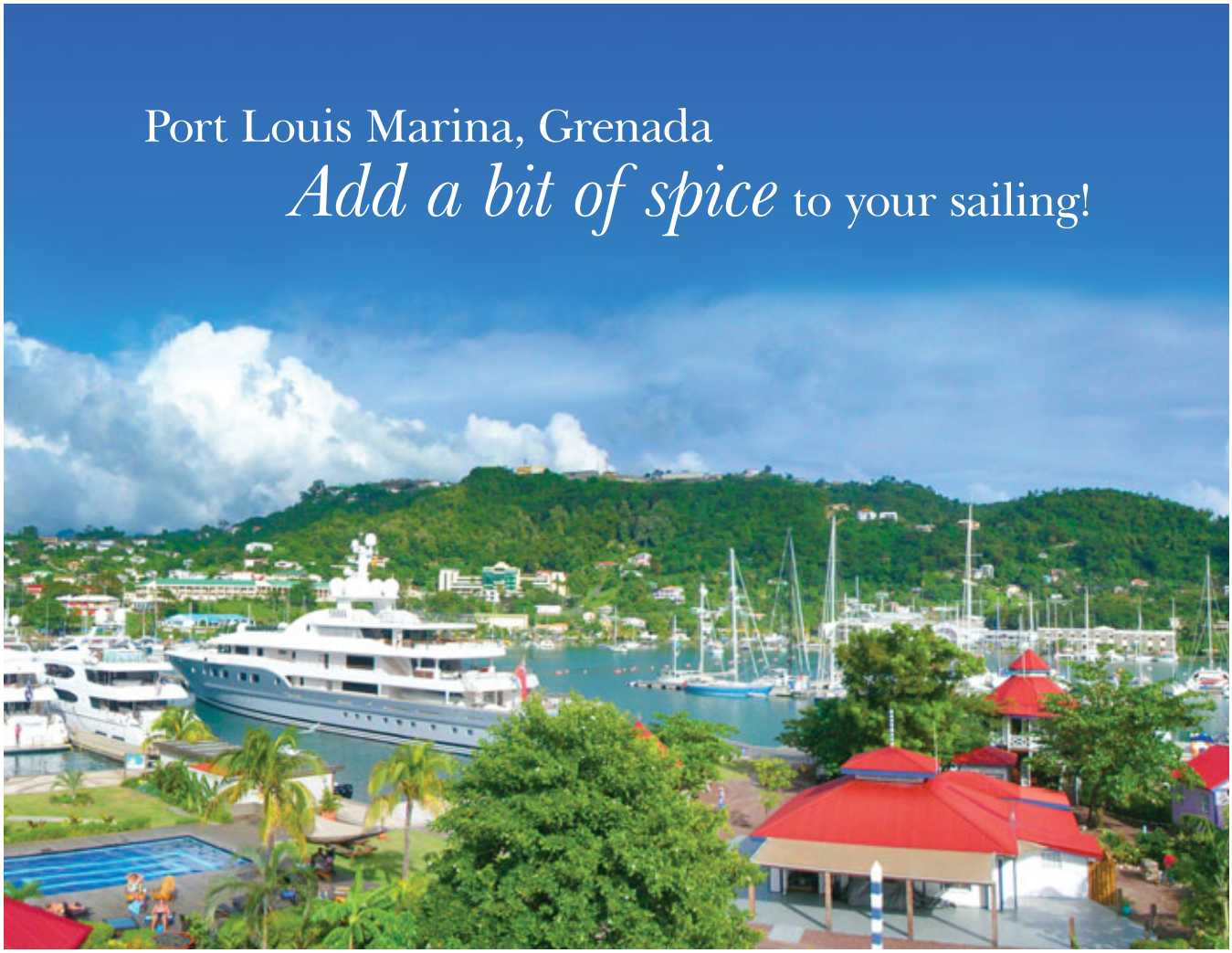
Special Achievement Award: Shavin Joseph

—Continued on page 45



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up to 50	$1.19	$1.07	$1.01
up to 60	$1.30	$1.17	$1.11
up to 65	$1.46	$1.31	$1.24
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up to 80	$1.84	$1.65	$1.56
up to 100	$1.89	$1.70	$1.61

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Unique Event Format Draws International Crowd

by Louay Habib

Yacht racers from the USA, Canada, Germany, the Netherlands, Belgium, Luxembourg, Australia, the UK, South Africa and Russia joined their Caribbean-based counterparts from the US and British Virgin islands, Puerto Rico, Antigua and St. Barths at the 42nd running of the BVI Spring Regatta & Sailing Festival — the biggest sporting event held in the British Virgin Islands.

The event, held this year from March 25th through 31st, has an unusual two-part format. The first portion — dubbed the Sailing Festival — comprises two passage races (a Round Tortola Race and a race to Norman Island) with the last day reserved for fun ashore. The Festival has a laid-back atmosphere suitable for all the family; it is a great occasion for people new to yacht racing to get some experience and for experienced sailors to put in some time on the water before the more competitive racing kicks off with the BVI Spring Regatta. This is a unique format in the Caribbean, which allows participants flexibility in their time commitment, allowing them to have a whole week of racing or just a few days in one of two different styles of competition.

The BVI Sailing Festival

The Festival's first race got things off with a bang. Despite having only eight knots of wind at the start, and having to do a restart to boot, the largest boat competing in the Festival, Peter Corr's Australian Alia 82, *Aiyana*, used a rising breeze to the full, shattering the monohull Round Tortola Race record by nearly half an hour to set a new record of three hours, 29 minutes and 44 seconds for the 37-mile course. Nanny Cay Resort & Marina offered the triumphant *Aiyana* crew dinner — for all 15 of them! — plus a jeroboam of champagne.

The second day of racing was a short passage race to Norman Island with a pursuit style start with yachts taking turns to start according to their speed. The pursuit race went to plan with most of the yachts arriving at Norman Island en mass for a fantastic beachside party. There were prizes for each class but the overall honours should have gone to the beautiful vintage sloop *The Blue Peter*, skippered by Briton Mathew Barker. The 1930-vintage classic was the first yacht to finish and get the party on Norman Island started. Many yachts returned to Nanny Cay after the festivities, but a good number stayed the night on Norman Island, no doubt visiting the famous *Willy T* bar!

—*Continued on next page*



ALL PHOTOS: BVI SPRING REGATTA / TODD VAN SICKLE



Above: The J/122 Lazy Dog *romped to a Spinnaker Racing I win*

Left: Spinnaker Class 3 victor, the Melges 32 INTAC, *was dubbed 'Best BVI Boat' of the Regatta*



—Continued from previous page

The Festival's Lay Day featured the Sol Optimist Challenge, a relay-type dinghy race among eight teams each comprising one racer, one beginner and one adult, with the racers racing racers, beginners racing beginners and adults racing adults. The race was organized by the Royal BVI Yacht Club to showcase their youth programme, funded by Sol Petroleum. The winning team included Rayne Duff (Racer), William Dawson (Beginner) and Richard Wooldridge (Adult).

The 2013 BVI Spring Regatta

Hot on the heels of the Festival fun, this year's competitive Spring Regatta attracted a formidable fleet of 70 boats, ranging from Melges 24s to the 82-foot *Aiyana*, racing in 11 classes under CSA and one-design rules. The light airs of the first day were followed by two 20-knot days with correspondingly boisterous seas. In the Sir Francis Drake Channel's resulting high-speed, action-packed race arena, some competitors thought the programme of up to three races a day in the cruiser divisions was a little over the top!

Sergio Sagramoso's J/122, *Lazy Dog*, won Spinnaker Racing 1, but the Puerto Rican team had no competition after Richard Wesslund's US-flagged J/120, *El Ocaso*, had a collision on the start line, outing them from the last four races in the series.

To my mind, Debbie and Dave Clasen's Tartan 10, *Windemon*, of the hometown Royal BVI Yacht Club, put in the best performance of the entire regatta. With six bullets in seven races, *Windemon* firmly dominated Spinnaker Racing 2. David says, "Two days of solid practice helped us tweak the boat and allowed us to nail boat handling, especially starts, and this really improved our performance."

Spinnaker Racing 3 was all Melges, with the BVI-based Melges 32, *INTAC*, skippered by Mark Plaxton, scoring five wins in a ten-race series. *INTAC* was also awarded best BVI boat of the regatta. Mark was on home waters and his team's rig set-up combined with Plaxton's knowledge of the tides and currents was a big advantage. It was only a five-boat field, but beating Russian entry, Valentin Zavadnikov's Team Synergy, with tactician Tommaso Chieffi calling the shots, should be applauded.

In Performance Cruiser 1, the surfing conditions and reaching courses suited Hamnett Hill's *Defiance* over her heavier displacement rivals. The Canadian-flagged Marten 49 scored five wins out of six races to win the class by a big margin. Although Christian Reynolds' UK-based Swan 51, *Northern Child*, sailed well all week, it was unlikely that a heavy Swan was going to beat a lightweight Marten 49 without significant upwind legs.

Harold Keating's US-flagged J/95, *Shamrock VII*, had a perfect score for the last two days in Performance Cruiser 2 to handily win the class. But the real story here was Stanford Joines' J/36, *Paladin*, which achieved second place. The schoolteacher's crew consisted of pupils from St. Croix Central High School with an average age of just 14 — and prior to a collision, the young team was winning the class.

A perfect string of bullets catapulted Chuck Pessler's Team Island Water World Racing from St. Thomas, USVI to one-design division victory in the five-boat IC 24 Class.

The Bareboat 1 Class podium was crowded with three teams from Holland. Rene Van Dop's Team Aquaholics sealed the class win, but Rene said winning wasn't that important. "We are a group of friends who come over from Holland to enjoy sailing in the Caribbean and we have absolutely loved coming to these beautiful islands, everybody has been so friendly, it just doesn't get better. Especially as it is freezing cold in Holland right now!"



Above: Windemon, *a BVI-based Tartan 10, dominated the Regatta's Spinnaker Racing 2*



Right: Big crew, big win! Aiyana's *crew celebrates a record-breaking Round Tortola win in the Festival*

In Bareboat 2, *Sail Magazine* editor Peter Nielson, racing the Jeanneau 41 *Merlin Kief*, won the class by two points from Radboud Crul's all-Dutch team on the Jeanneau 44 *Dundee*. It was great battle between the two, who were barely more than a few boat lengths apart in every race. John Pinheiro's American team, The Whalers from New Bedford Yacht Club, took third on another Jeanneau 41.

The BVI Spring Regatta Awards Ceremony was held at the Regatta Village at Nanny Cay Marina. The British Virgin Islands' Premier, Dr. the Honourable D. Orlando Smith, OBE, was the guest of honour, along with representatives from all of the event's top sponsors. Dr. Smith presented the Best BVI Boat award to Mark Plaxton's Team INTAC. Chief Judge Tom Rinda accepted the Guy Eldridge Award for Spirit and Enthusiasm, awarded posthumously to Arthur J. "Tuna" Wullschleger.

It is interesting to note that the BVI Spring Regatta and Sailing Festival attracted approximately the same number of boats as last year, with the same broadly international mix, while some other regattas in the area are struggling for entries and relying on local boats to make up the numbers. There is no doubt that this regatta has gathered momentum in recent years, and the support of the tourist board and local businesses is a big reason for that.

For full results visit www.bvispringregatta.org



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Above: Dueling Melges 24s in Racing Class, Regis Guillemot Charter *and* Caraibe Marine

Top right: The fleet heads downwind on a windy Easter Monday

83 BOATS FOR BLOCKBUSTER 32ND EDITION

WHAT has 83 hulls, at least 600 legs and comes out at Easter?

With 54 boats registered in the international yacht division and 29 in the Grenadines' double-ender division, the 32nd edition of the Bequia Heineken Easter Regatta was a blockbuster. The previous yacht division entry record was set in 2010 with 53 registered.

Yacht races are big. How many other small-island amateur sporting events involve hundreds of competitors at one time? But little Bequia outdoes itself. Assuming a very conservative average of four crewmembers per boat, from March 29th through April 1st, Bequia saw more than 300 people racing sailboats on an island with a population of 5,000 — six percent of the population. For comparison, the monster St. Maarten Heineken Regatta 2013 drew 202 boats. Again assuming an average of four crewmembers per boat, that would be just over 800 racers taking part. But six percent of St. Martin/St. Maarten's population would be nearly 5,000!

In Bequia, add more than a hundred non-competing boats come for the festivities, plus shore-based race fans and Bequians in the diaspora who return home especially for Easter Regatta, and the seven-square-mile island tilts.

An impressive fleet of 14 yachts from Martinique was joined by boats from Barbados, Grenada, Carriacou, St. Lucia, St. Vincent & the Grenadines, Antigua, Trinidad, the UK, USA, Netherlands, Cayman Islands and Canada. The Bequia double-enders fleet was swelled by boats from Canouan, Mayreau and Carriacou.

Regatta organizers from other islands have asked, "Why is the Bequia Regatta so popular?"

First-time competitor David Onyons, skipper of the Sigma 36 *Happy Morning*, says, "The defining factor in my decision to take part was quite simply the organizers' tremendous and infectious enthusiasm and support, starting with a swift response to my very first e-mail. The whole thing was incredibly well run and organized, right from the information available on the website through to the reception and registration, sign-up process and skippers' briefing. The parties were fantastic, and the whole ambiance was just… well, really lovely and friendly. Everyone was so helpful, accommodating, and genuinely pleased that we had come. Overall I would rate the regatta as a 'must do' event: ten out of ten. It really was fun, and we all love the island and its people. There is just something special about it — a real feel-good factor."

This year yachts raced in CSA-handicapped Racing, Cruising I and Cruising II Classes, plus one-design J/24 and Surprise Classes. All classes completed three races in the series, except for the J/24s who, competing for the title of Southern Caribbean J/24 Champion, did six. The single-handed Round the Island Race on Easter Sunday, while hotly contended by 11 yachts, did not score in the series. Conditions ranged from "windy" at the start to "I don't really want to go out there today!" on Easter Monday.

—Continued on next page



Above: Frolic *(at far right) came from Antigua to lead the pack in Cruising I*

Below: The Barbados-based Leonora *topped the 17-boat Cruising II class*



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The yacht races were officiated for the 14th year running by Principal Race Officer James Benoit from Grenada, working alongside the Bequia Sailing Club Race Committee. Protests were heard by a jury comprising Jean-Michel Criquet from Martinique, Harry Keith from the USA and Jimmy Bristol from Grenada.

Overall winner in Racing Class was James Dobbs' J/122, *Lost Horizon* from Antigua





Above: The Surprise Class boats from Martinique get hot

Left: Great teamwork won the young Bad Attitude *crew the J/24 victory*

with two firsts and a second. In Cruising I, Hans Lammers' Luders 44, *Frolic*, also from Antigua, was unbeatable with two firsts and a fifth place. Cruising II saw David Spieler's Beneteau Oceanis 473, *Leonora*, from Barbados, in a closely fought battle on points with the Van de Stadt 30 *Fiesta* and the Bermuda 40 *Concinnity* going down to the wire on the final day. And in the Surprise Class, Nicolas Gillet's *GFA Caraibes* from Martinique was runaway winner yet again with three first places.

The nine-boat J/24 Class had a three-race series on the Saturday, with the United Insurance Challenge Trophy going to a young crew from St. Lucia on *Bad Attitude*, skippered by 24-year-old St. Lucia Yacht Club Sailing Captain Frederic Sweeney. Fredric is not new to Bequia, having won the J/24 Class in 2007 when he was just 17. His youngest crewmember in Bequia this year was 13. In the final day's first race, *Bad Attitude* tied for second in a photo-finish dead heat, with just half a second



On Good Friday, the 27-foot double-enders' First Citizens Big Boat Challenge

separating the first four boats. When the final regatta results were tallied, *Bad Attitude* was the Overall J/24 Winner, thereby also taking the J/24 Southern Caribbean Champion Trophy for 2013. St. Vincent's *Saltfish*, skippered by Philip Barnard, took a well-earned second overall, just nudging last year's champion, *Fadeaway* from Barbados, into overall third place on a points tie-break.

In the double-enders' division, excitement ran at fever pitch on Good Friday as nine 28-footers took part in the stand-alone First Citizens Big Boat Challenge. Although admirers flocked to see the sleek new 28-footer *Fo' True*, owned by Dylan Ferry from the Virgin Islands and built and skippered by Bequian Arnold Hazell, the race was won by long-time competitor *Double Bluff*, skippered by Lachie King.

The double-ender fleet's scoring series consisted of three other races — two Heineken Challenges and a Mount Gay Challenge. With Monday's Mount Gay Challenge race for the largest boats postponed because of the risky weather (double-enders can roll and



Above: Hans Lammers accepts a quintessential Bequia trophy



Right: The jubilant yacht crew of Racing Class winner, Lost Horizon

Below: Huge smiles for the smallest boats: O Connie *crew raced a 12-foot double-ender*



sink), the overall winner of the Bank of SVG Trophy in the keenly contested 28-foot Class 7 is yet to be decided. The other overall winners were *O Connie* from Bequia, skippered by Evan John, in Class I; *My Way* from Bequia, skippered by Mike Marks, in Class 2; *Lightning* from Mayreau, skippered by Adolphus Forde, in Class 4; *Nerissa J 2* from Canouan, skippered by Vernon Laidlow, in Class 5; and Bequia's historic 140-year-old seine boat, *Iron Duke*, skippered by Alllick Daniel, taking top honours in Class 6.

Overheard at the Bequia Heineken Easter Regatta 2013 Grand Prizegiving, held in the gardens of the Gingerbread Hotel, was perhaps the ultimate accolade, coming from a racing crew grinning ear to ear: "We didn't win anything, but we had a GREAT time!"

The Bequia Sailing Club thanks Title Sponsor Heineken (Coreas Hazells Inc.), Premier Sponsor First Citizens, main sponsor Mount Gay Rum (Vintages, Bequia), and sponsors United Insurance, Mountain Top Water, the Frangipani Hotel, Bequia Beach Hotel, De Reef, C. K. Greaves and Karib Cable for their generous support. Thanks also go to the SVG Tourism Authority, Customs and Immigration, the SVG Coastguard, the Bequia Tourism Association, all business and private donors and all the volunteers within the Sailing Club who worked so hard to make Regatta 2013 the biggest and best Bequia Easter Regatta ever!

Thanks to the Bequia Sailing Club for information in this report.

For full results visit www.begos.com/easterregatta

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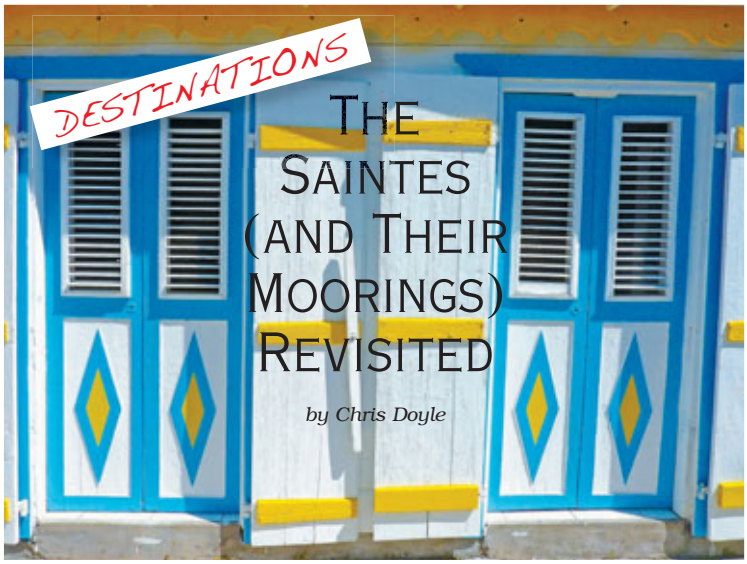


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DESTINATIONS

The Saintes (and Their Moorings) Revisited

by Chris Doyle

Doorways to delight, the Saintes provide old-time Caribbean charm with modern amenities

I remember reading an early restaurant guide to Les Iles des Saintes. It was translated by the author, who said, "I came to the Saintes and was passionated." I cannot claim to be quite that lucky, but calm sunny weather might have helped me become enthralled by this little group of islands with its green to red-brown hills, and its picture-perfect red-roofed town dotted with flowers and trees. It is all on a very human scale and the authorities have taken some very people-kindly decisions. One of the first was to ban traffic from the center of the town for most of the time, resulting in a friendly area where people stroll around, sit, or hang out in bars, and relax. Another was to put a limit on the number of cars coming in, and encourage people to use scooters or bikes instead, so that walking along any road is pleasant and easy.

One cannot but help like an island whose only gas station is on a peninsular with only a tiny rough track leading to it and no road of any sort, so all the gas for scooters and cars has to be carried by a local boat. The mayor has fixed many of the old problems, including the toxic smoking garbage pit on the road to the island's tallest peak, Chameau.

For the whole of this season, starting around October, a dolphin called Notched Tail and her offspring, called Jojo, decided to make the anchorage in Grand Bourg their residence and they spend each the day swimming slowly between all the moored yachts, presumably sleeping one side of their brain at a time. How cool is that? They seem very tolerant of the crowd of excited kids who snorkel and paddleboard to watch them at a respectable distance.

The Saintes makes its living from visitors and you will not find a more relaxed holiday-style atmosphere, or better collection of waterfront restaurants and shops. The locals appreciate the visitors, too; people are universally friendly.

One of the attractions in the Saintes is Fort Napoleon, a beautifully restored old fort complete with a deep moat. Within the walls, all open areas have been turned into delightful gardens featuring cacti and succulent types of vegetation. You often see hummingbirds and iguanas. It does not hurt that from up on the ramparts, if you point your camera in practically any direction and take a picture it will look like a postcard. Another attraction is great hikes.

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ALL PHOTOS: CHRIS DOYLE

The bay at Bourg des Saintes provides moorings as well and room to anchor



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This is the first time I have been here since the moorings have been installed, and I have to admit I like them… for now. Unlike so many attempts at moorings in the Caribbean, these have been carefully planned, organized, put in where they are doing good, priced reasonably and above all, are safe.



Anchoring in the Saintes was always a bit of a nightmare. The seabed is variable, often rock or coral, and where there is sand, the water tends to be deep. It is one of the few places I would have wanted to rent a mooring before, had one been available. I always did manage to anchor, but it was not always easy. The new moorings are properly organized and designed to protect the seabed. At the bottom is a 5.5-ton concrete block. Chain comes off the block to a buoy under the water. This keeps it off the seabed. From here runs a long multi-strand plastic cable (this is something quite new) about an inch and half thick, which comes up to the surface buoy. The buoy has through it a massive iron ring that stands about two feet off the water, so it is child's play to come alongside and slip your line through. The moorings are inspected four times a year and so far there have been no problems. The multi-strand cable probably helps, because should a few strands get cut, they would fly apart and it would be very obvious. The price is fixed by the mayor and at the moment is 60 Euro for a week, or 11 Euro a night for a 12-meter boat; they accept credit cards. If you think of this as dollars (which is about the purchase equivalent of a Euro) rather than making the conversion, the rates are quite reasonable. Even with the added rate of conversion the rates are not too bad.

At first it seemed the authorities were making the use of moorings compulsory, but now they have delineated the mooring area and you may anchor outside it. I personally think this area could be brought in closer to the moorings, but at least you are allowed to anchor.

Putting in the moorings has apparently allowed the town to think harder about yachting and to organize support services. You can now come alongside the ferry dock to take on water, and Saintes Multiservices, the company that collects the mooring fees, has put in a handy laundry and delivers morning bread and croissants. The Mayor now makes the ferries enter and leave by a channel, keeping them clear of the moorings. People are generally good at obeying the three-knot speed limit among the moorings, which has made it safe for all the dolphin watchers.

Because of the difficulties of anchoring in a good spot, I find myself happy to take one of these moorings and many other yachties feel the same way. The businesses ashore have had an excellent year.

I don't think it will last forever; the complaints will come (and not far in the future) when there are not enough moorings to fill the demand. Let us hope the authorities have a plan for this. Until then, this is one of the places where I think moorings work well and are a benefit overall rather than a nuisance, at least for now.

Left: Fort Napoleon has flora, fauna and picture-postcard views

Below: The yacht moorings are well maintained and easy to use





Terre-de-Haut and Ilet à Cabrit, les Saintes



View from the trail to Fort Caroline

Hiking in the Saintes, whether on roads or trails, is good. There are very few cars (though quite a number of scooters), and in general drivers give pedestrians priority, sometimes being exceptionally patient. The authorities have put in quite a few helpful signposts, both on roads and trails.

Le Chameau

Le Chameau is the Saintes' signature hike, taking you just over one thousand feet high, to the tallest peak on the island of Terre-de-Haut, where stands a fortified watchtower from Napoleonic days. Going up is along a small road and while any motorized vehicle or assisted propulsion is banned, you may cycle up on a pedal bike. (This is quite a challenge; I tried and failed.) You can return the same way (and will have to if you cycle) but an alternative is to continue down the other side. From the tower a rocky trail continues down to Plage de Crawen.

It takes about 45 minutes to hike from the Chameau turn-off to the top, and it is about 20 extra minutes to hike from the dock to the beginning of the road. Fast hikers say it is 45 minutes from town to the top. Coming from the dock you turn right (south) and follow the coast road round to the commercial dock and La Case aux Epice. Here the road you are on is going to finish at Tête Rouge, so you turn left and then shortly right, following the signs to Pain de Sucre, Anse à Cointre, or Bois Joli. Soon you start climbing and when you reach close to the road's highest point you will see a sharp left turn signposted to "Le Chameau". The road is barred fairly thoroughly, which is to stop motorized vehicles, but there is just room to walk around the barrier; it is not there to bar pedestrians.

You wind up the hill — enjoy any views you get down over Pain de Sucre, as these will not be repeated at the top. You will pass a big water tower, where you can wander over to the hill's edge for more views. The old garbage dump is about halfway up from the last turn-off. It has been beautifully cleaned up and no longer assails you with toxic smoke. The road ends shortly below the tower, and a path takes you up the last few hundred feet. The town has cleared sufficient vegetation to offer an excellent view, running from Ilet a Cabrit right round to Bourg des Saintes and the airport.

The view from the top of the tower was, by comparison, breathtaking — a 360-degree view taking in everything in the Saintes. It was like being in a plane, but without the wing getting in the way. You used to be able to get to the top of the tower by climbing an old iron ladder, which was presumably original. But nothing lasts forever, and one side broke. Even then, you could still get up if you were very careful. But before someone was killed, the mayor's office cut off the top of the ladder from the break so you can no longer climb up. I am told they have a plan to restore the ladder. I hope it is true, because standing up there was truly amazing.

The trail back down the other side of the mountain starts at the tower and is obvious. I have only been a short way down it.

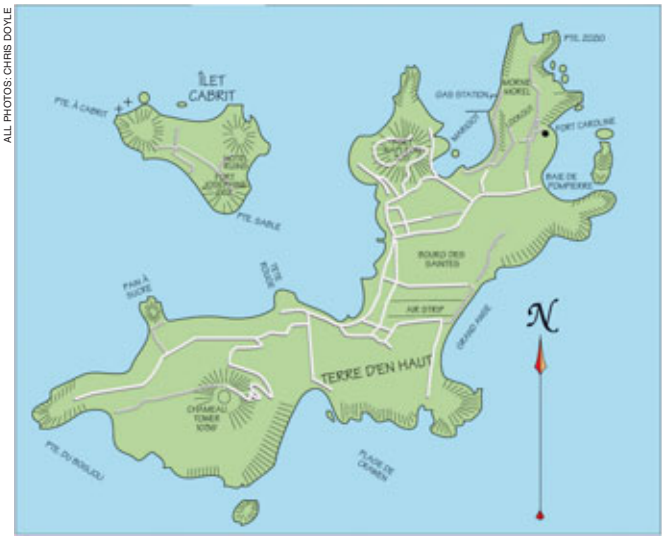
Morne Morel, Fort Caroline

The main area of laid-out trails on Terre-de-Haut starts from Marigot and goes into Morne Morel. The hikes here are on rocky and stony paths that are quite well blazed with paint. The distances are not great; an hour would be a leisurely hike to Fort Caroline and back. If you have a couple of hours you should be able to cover everything.

The nicest place to start is at the head of the Baie de Marigot by La Paillote Restaurant. You can take a drink here before you set off and eat when you return. The path starts just beside the restaurant and climbs up over the rocks with some great views. You will come to a junction where they seem to be building a road and presumably a car park for the hikes. I personally find this a shame; it was prettier before. This is a choice point: upward into the hills or downward to the fuel dock and boatyards? It is only ten minutes down into the boatyards and I highly recommend this extra hike as it follows the coast at some elevation and has lovely views. It is not as well blazed as the other trails but so many people have walked along here it is hard to lose your way. As you go along you cannot help notice the dramatic cliffs towering above you on the landward side. You will soon come to the ruined haul-out, with a fascinating collection of abandoned boats and bits. This was all part of an artisanal development that failed on first attempt, and the ruins in the bush have a distinct feel of "into the heart of darkness".

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ALL PHOTOS: CHRIS DOYLE







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Farther along you come to Eurl Carburant Santoise, the little fuel dock, which also sells fishing gear. The dock is small but good, as anyone who needs gas has to come by boat. (This is definitely encouraging the switch from gas to electric vehicles on the island.) Behind the gas station are two active boatyards.

You have to return the same way as far as the road and car-park site, and then take the road up the hill. Remember those towering cliffs? Well this is where you are headed. The trail leads steeply up. You come to an open rocky area where you get some good views back over the island. Continue along the trail until you come to a fenced field. There is a short side trail here to The Viewpoint, the path follows the fence to the left (north). At the end you stand on the very edge of those dramatic cliffs and look right down on the fuel dock. Return the same way and now follow the trail along the south side of the fence up hill. The path splits at the top of the fence, one way goes to Fort Caroline and Baie de Pompiere, the other to Point Zozio.

Take the Point Zozio trail whichever way you plan to hike; it is a prettier route and not much longer. It takes you to a little pond that attracts birds. Take the left turn around the pond and follow it around till you arrive at the eastern hilltops looking out to sea. At this point you come to a T junction. Here you can turn left and head down to Point Zozio, or you can turn right and back up to Fort Caroline. Distances are not huge, so you can happily follow the trail to Point Zozio and then return. The right turn takes you up the hill and very shortly to Fort Caroline; it is a good way to approach as you see the buildings from a distance and it gives an idea of how big an area it covered. All that is left of Fort Caroline are some old ruins and farther down some ramparts, from where you get a straight-down view over Baie de Pompiere.

As you come back out of Fort Caroline you can turn left and continue down to a road that leads into Baie de Pompiere, or you can head back to Marigot. If you follow the route to Marigot it will be a little quicker this time and bring you down by a fence.

Ilet à Cabrit

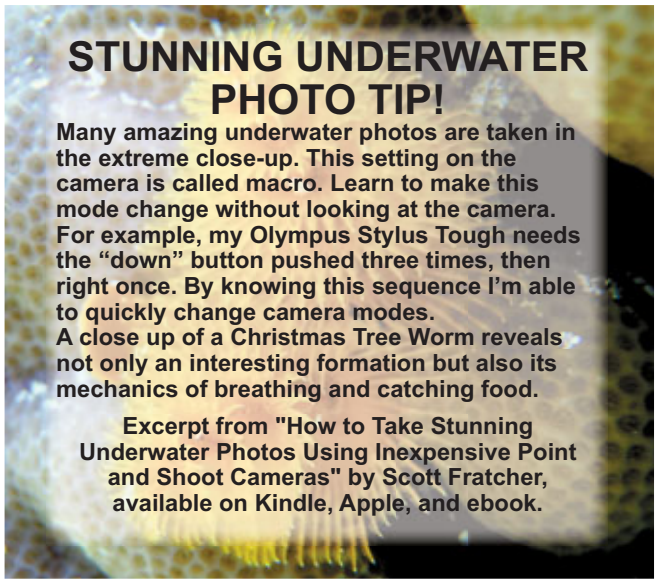
A lot of clearing has been done at Ilet à Cabrit, a smaller island off Terre-de-Haut. The trail, which is mainly a single strand of concrete, starts right behind the beach. It goes up the hill and then zigs round to the right to go up to the top. At this point there is a side trail to the left, which takes you among numerous old ruins and buildings. You can check these out now or on your way down. If you take the zig and continue up the trail you come to the top of the hill. Just before you bear right up towards Fort Josephine, a road leads left downhill to some old hotel ruins; you can explore these also. Fort Josephine is a simple but quite sizeable fort with a big water cistern inside and not much else. If you walk eastwards you come to the sheer drop, some more parts of the fort, and an excellent view back over Bourg des Saintes. The distances here are really short, so you can get up to the fort, do some exploring, and get back in about half an hour.

Clockwise from left: View from Le Chameau, part of Fort Josephine, and view from Fort Josephine











HURRICANE SURVIVAL STRATEGY

by David H. Lyman

How can we as boat owners, skippers, crew, marine operators and harbormasters, prepare for a major weather event? From my research, conversations with fellow mariners, from 60 years at sea and surviving three Caribbean hurricanes at anchor, here are a few thoughts and recommendations to consider — some are mine, many are from my fellow mariners, most I've even put to good use.

Study hurricane theory — read up on the history of storms that pass through the Caribbean, and understand their mechanics. Read NOAA's Hurricane Basics, download BoatUS's articles on hurricane preparation. Read Don Street's reflections on Hurricane Hugo in his guidebooks and on his website. Your ship's library will have stories of crews that survived storms, or did not. Listen to the experiences of other sailors who have lived through hurricanes. Knowledge comes in many forms, and knowledge is a tool you can use to save your boat and your life

What will the wind direction be as the eye passes? What's the wind strength on the right and left side of the low? How far out are the winds from the center? What steers a hurricane? Can you predict a storm's possible track? What effects will wave height, frequency and surge have on your boat? What sources of information are available?

NOAA's Hurricane Center has hourly position reports, prediction maps, and forecasts. Download the wind charts from www.PassageWeather.com. Study them. What do they tell you? Listening to the canned forecasts on your local VHF weather channel is of little help. Offshore buoy reports (you can get an App from iTunes that has them) provide important information on wind speeds, direction, wave heights and period and atmospheric pressure. If there is a VHF or SSB radio net active during the storm, listen — if for no other reason than the companionship. The net bonds the maritime community.

Anchoring is not like KitchenMagician — you do not "set it and forget it". Constant checking is needed to make sure your system is working. As you do, you learn what's working and what's not, which then comes in handy the next time.

Hurricane Avoidance

Preventing the loss or damage to your boat from a hurricane is simple: Don't own a boat.

Those of us who find this unthinkable have to make plans and preparations far in advance of a storm. It goes with the territory. You own a boat, any size boat, anywhere from Grenada to Cape Cod, and you can begin worrying June first, and keep worrying until the end of November.

How to avoid hurricanes altogether:

• Get out of the way early. Sail your boat to the Mediterranean for the summer.

• Go to Trinidad, the ABCs, Cartagena or Panama.

• Spend the summer in Maine. While not out of the hurricane belt, it is far safer than anywhere south. Maine has experienced only one direct hit in a hundred years. Maine also has lots of places to explore, numerous places to hide when a blow threatens and lots of yards to haul you out. And while the shore is hard granite, the shore is high enough to provide some protection for yachts anchored in a hurricane hole. If hauled out, the land is high enough to escape the effects of surge, which was a major problem for boats on the hard along the Long Island and New Jersey shores when Hurricane Sandy arrived.

• If your boat is trailerable, get it out of the water, but take care where you park it. Trees can topple, buildings collapse, stuff flies around. Flooding in low-lying areas can re-float your boat and its trailer and take them away.

Put to sea, or remain in port?

The US Navy sends its fleet to sea when a hurricane threatens. A Navy carrier, cruiser or destroyer, traveling at 30 knots, can out-run a hurricane and reach safe waters in a day. Military ships are built to handle large seas, should they be caught. Today's modern yachts, especially those in the charter fleets, are not built to withstand heavy weather and prolonged battering from 50-foot breaking seas. Also, few of today's yachtsmen have the experience or the savvy to deal with a major storm at sea. Smaller vessels, even those traveling at ten knots, may put enough distance between them and the effects of a hurricane in three days, but where would you go?

Out to sea?

What if the system turns to the right and chases you? Sailing at six knots, it will take you four days to escape the hurricane's cone of probability. So, you head out, and within four days another system develops, heading to where you are trying to hide.

A Storm Too Soon is the recently published account of a Coast Guard helicopter's crew and their rescue of three sailors in 80-foot seas in the Gulf Stream from an early season hurricane that went astray and defied all the laws.

Adlard Coles' famous book *Heavy Weather Sailing* contains a dramatic chapter by Bermuda yachtsman Warren Brown, called *September Hurricane* (Chapter 19). Brown was sailing his 40-foot sloop, *Force Seven*, from Bermuda to Newport with a crew of eight on board. They left for the four-day trip as Hurricane Cleo was running out of steam over North Carolina, and was downgraded to a "disturbance." Then Cleo turned east and, once back over the Gulf Stream, regained strength and was declared a hurricane again. It was on a collision course with *Force Seven*, in the Gulf Stream. Brown, his boat and crew survived, thanks to some very smart and fortunate tactics and a lot of luck. His conclusions are valuable reading.

There are dozens of harrowing stories of yachts and crews surviving hurricanes at sea, as well as many more who were not so lucky and were lost without a trace. No prudent seaman would go to sea knowing a hurricane was lurking about. One captain did last fall and his floating movie set sank, along with him.

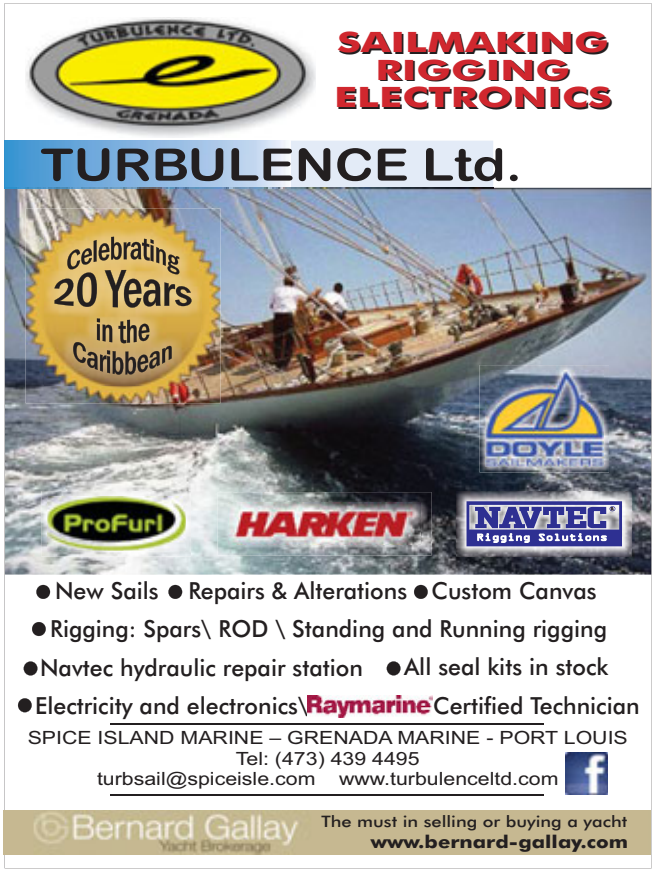
Putting to sea to outrun a hurricane is risky, but so is remaining in port. However, if a boat at anchor is blown onto the beach, the crew can step off onto dry land. At sea, you put your crew and the Coast Guard helicopter's crew in jeopardy during a rescue attempt.

The Eastern Caribbean

If you are cruising the Eastern Caribbean when a hurricane is spotted in mid-Atlantic, the prudent skipper may up anchor and beat it to Grenada, or farther south to Trinidad. From Antigua to Grenada is 300 nautical miles. At 6.5 knots, that's two days of sailing. Add another day to Trinidad. Don Street described this as an option in a *Caribbean Compass* article years ago.

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But that mid-Atlantic hurricane or tropical storm you are trying to escape may decide to head slightly south of normal and impact the very place where you are trying to hide.

So, heading south, while an option, needs to be weighed against other possible dangers. The storm may meet you there. Where do you park your boat? The hurricane holes in Grenada will be well filled, and hurricane holes (albeit as well as hurricanes) are few in Trinidad. Haul out? You could have done that farther north. Trouble is, hauling out is still risky, though less so than riding out a hurricane on the hook. Head north? Not wise.

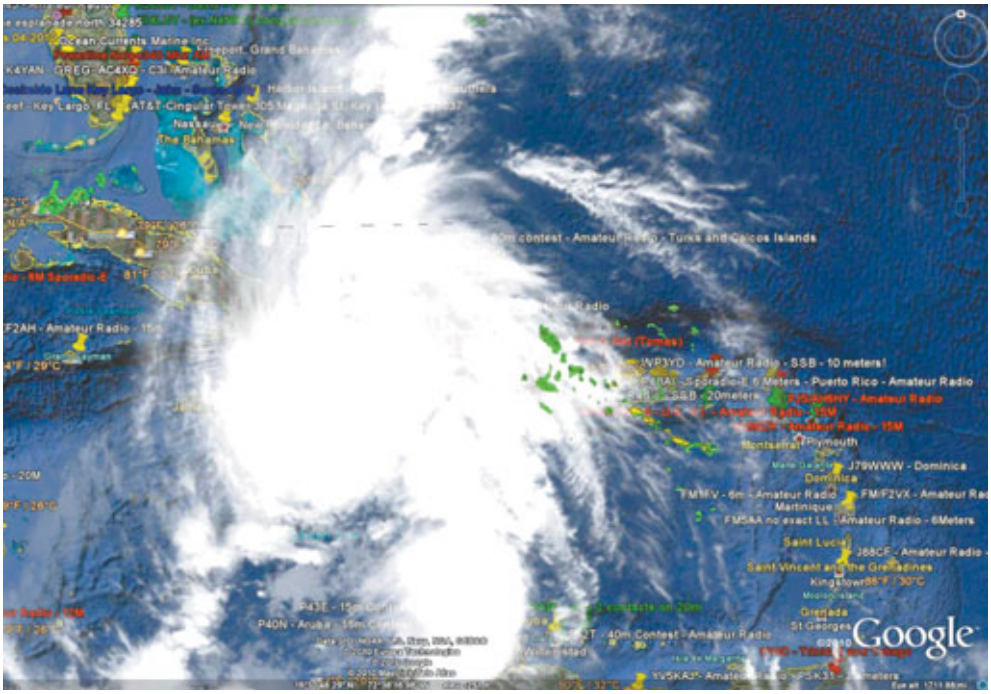
In Conclusion

The factors that help you make the decision to stay or go offshore include your boat, where you are, your seamanship skills and experience, your physical and mental condition, the hurricane itself, the availability of suitable anchorages, condition of your mooring or storm anchor system, marina policy, and your insurance policy, or the lack of any one or more of these. The decision is yours.

So, have I persuaded you to not try to either outrun a hurricane or put to sea to ride it out? If so, what next? Plan what to do. List your options. Do the research. Talk to your insurance company.

I'll discuss where and how to prepare your boat to ride out a hurricane in next month's edition.

David H. Lyman is a mariner from Camden, Maine who has made the New England to the Eastern Caribbean voyage more than ten times, surviving three hurricanes at anchor on various sailboats. You can read his account of those three hurricanes on his website, www.DHLyman.com. He is writing a book, Hurricane Comin'!, *about how to avoid, prepare for and survive hurricanes. He is looking for stories that illustrate seamanship solutions to storm survival to include. You may e-mail him at DHLyman@mac.com.*



This satellite photo shows that the effects of a single storm can be felt from the Bahamas to Curaçao. But being in the outer rain bands is an entirely different experience from being near a hurricane's eye wall. Study hurricanes' behavior and make plans to avoid the worst

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The Launching of *Exodus* at Windward, Carriacou Easter Sunday, March 31st, 2013

by John Lytle

LIKE an exotic tropical fruit, ripe and ready to be picked from the tree, she stood on the beach waiting for the launching crew to start their work. The last few finishing touches to the keel were being completed and the latest Carriacou sloop to be built at Windward was ready for launching.

Alwyn Enoe, the proud owner and builder, and his two sons appeared really cool but no doubt well hidden were the concerns that attend the beach launch.

The blood sacrifice had already been made and the foredeck was well anointed. The church congregation, fresh from their Easter Sunday devotions, arrived on the scene with the choir and priest who climbed up onto the deck to perform the blessing of the new ship using a prayer from 1886 — about the time when the first Carriacou sloops and schooners were built. The flag announcing her name was unfurled, revealing the new sloop as "EXODUS".

For a Carriacou sloop she has a finer entry and a modern more vertical blunt bow to give a longer waterline for her 42-foot length overall. Inside the hull she is still bare. An inspection below revealed the skilled work of the shipwrights, with beautifully shaped ribs and fine planking.







Above: She floats!

Top to bottom right: The blessing, Nailing the skid with staves in place, Ready to heave

Below: Musicians accompany the choir





For the launch, four supporting staves were cut for the port side, shaped with axes to the angle of the hull, with pads nailed to the gleaming paintwork to secure them. Ropes were slung around the hull and attached to a four-part tackle and an anchor laid out in the bay. The keel was lifted with a jack and log rollers slid underneath. A wide plank was then nailed along the turn of the bilge to act as a skid, for the boat lies on her side for the launch. Planks are laid on the beach to aid the passage of the rollers.

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All the time the choir was singing beautifully and melodically with instrumental accompaniment from guitars and violin. When all was ready the choir processed round the boat, sprinkling rum over her as they went. Gradually and carefully the supporting staves on the port side were "cut down" with axes and the boat slowly settled onto her port side, giving a slight lurch at the end as she lay down on the sandbags. These were then slit to drain away the sand so she was resting on the skid. The skid, nailed to the boat, in turn rested on the rollers and those rested on the planks laid on the sand.

All was ready for the heaving team to harness their weight to the tackle. A brake rope was secured to a strong point higher up the beach to control the speed of descent.





As the team heaved, *Exodus* gradually slid towards the water, giving an occasional impatient run, which was quickly checked by the brakemen. The rollers and planks were re-laid as they became free and eventually the bow touched the water. With much pushing and pulling and shouting she slowly slid through the shallows and eventually floated upright in deep water amidst much cheering and applause.

By this time a large crowd of locals and visitors had gathered; there was food and drink for everyone and the party started.

After two years of skilled labour, and a well-organized and well-executed launch, *Exodus* lay to a mooring in Watering Bay. The whole launching process had taken a mere two hours. A tree, which is to become her mast, was carried onto the beach slipway for work to begin after the Easter holiday.

Whether she will get to Antigua for the Classics Regatta this year remains to be seen.

We understand that *Exodus* is the last sloop to be built by Alwyn and has been followed photographically by Alexis Andrews. We hope and expect that Alwyn will be there in a consultative role to assist his sons in the next building project of the Enoe family. We look forward to seeing *Exodus* sailing and seeing the fruits of Alexis's photographic work.

Long may the tradition of building wooden boats at Windward continue.







Top left: A shipwright's skills

Left: Proud shipwright Alwyn Enoe

Bottom left: Down on the skid

NEW SLOOP

The ribs stood gaunt against the sky
Awaiting the beating heart
The sap drying, the colour grey

Then came the body of the boat
Enveloping the ribs
Planks sweated shapes and smell of tar

The backbone keel taking the weight
A grizzled builder with his keen eye
And tools of chain saw and adze

The chest enclosed with deck and stern
Paint to protect, spars to collect
At last, a new sloop is born.

— Chris Burnett



Cruising by Quadrants:

THE SOUTHWEST

by Frank Virgintino



NADINE SLAVINSKI

This quadrant is beautiful to cruise. In the San Blas Islands, or Kuna Yala, you get a sense of being in the Pacific

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

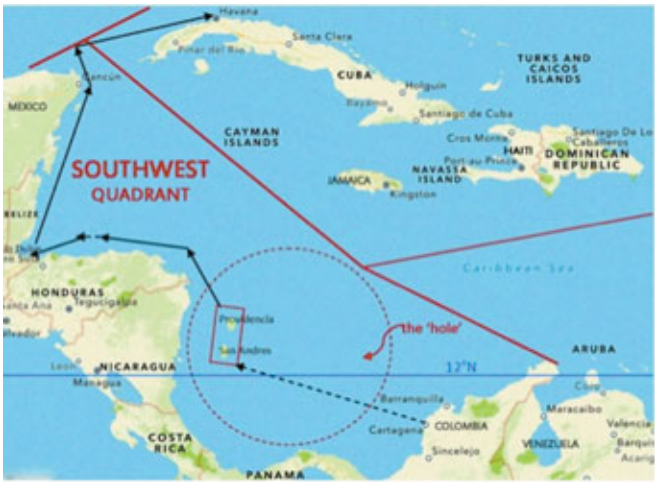
The Southwest Quadrant is a very large and can be a very complicated quadrant. Contained within it are Colombia, the San Blas Islands, Panama, Costa Rica, Nicaragua, Honduras, Guatemala, Belize and Mexico. The distance as the crow flies from the eastern side of Colombia to the northeast end of Mexico is over 1,000 nautical miles.

There are two cruising guides that are indispensable for this quadrant: *Cruising Ports: the Central American Route* by Capt. Pat Rains and *Belize and Mexico's Caribbean Coast* by Capt. Freya Rauscher. Each affords very detailed coverage of the areas and both are very well written.

'The Hole'

The southwest quadrant, especially the area west of Aruba and east of Nicaragua is not for novices. I refer to this area as "the Hole" because once you enter it you will not be able to sail out of it except west by northwest or perhaps north. Many have tried to return east and have given up. Heading west from this area, the seas are above average and can be quite high. The current will be against you and the winds generally above average for the Caribbean — above 20 knots. Sometimes the area has strong conditions solely because the tradewinds have been blowing hard and the fetch is over 1,000 nautical miles from the Lesser Antilles, unblocked. Other times, early in the tradewind season, a big norther comes down from North America and reaches all the way down to this area. It is at times like this when the area becomes most challenging because the seas build even larger and can come at you from a number of directions, especially if the norther and the trades are strong (these winds are called "intensified tradewinds").

Before you decide for or against cruising this area, you should know that it is beautiful to cruise. To cruise it well, your boat and its rigging must be beyond any doubt and the crew must have some experience in "heavier" (not heavy weather sailing but certainly heavier) weather sailing. Hopefully, your boat has a device that will prevent or at least control an accidental gybe. With big following seas, you can blame the helmsman all you like, but sometimes a gybe in such conditions is almost



unavoidable. Most autopilots cannot hold the course and you will find yourself taking the helm and tacking downwind.

Colombia

The first country in the quadrant east of "the Hole" is Colombia, whose coast has become much safer in recent years. The two stops that are most supportive and safe for cruising boats are Santa Marta and Cartagena.

Santa Marta has a new marina where one can clear in and out. The town of Santa Marta is an old (established in 1525) and beautiful place filled with colonial streets, quaint restaurants and wonderful sights.

Cartagena is the quintessential Spanish colonial city in the Americas, second to none. If you want to go to Europe but do not want to spend the time and the money, Cartagena is Europe in the New World. The harbor is accustomed to receiving cruising boats and the yacht club is hospitable.

Colombia does not end here. Aside from its continuing coastline, approximately 400 nautical miles to the west-northwest, off the coast of Nicaragua, are two islands that are owned by Colombia: San Andrés and Providencia. They are extraordinary, and if you take this route west, they are a "must stop". Untouched and pristine, they are safe and welcoming to cruising boats. The scuba and snorkeling in these two islands are among the best in the world. The water is clear and sea life abounds. The air is so clean that your lungs will hurt from it; do breathe deeply!

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Panama

Beyond Colombia, if you do not choose to go directly to San Andrés and Providencia, are Panama and the San Blas Islands. The San Blas islands, known locally as Kuna Yala, are more than 300 small islands and cays that extend over 80 nautical miles. The area is part of Panama but is governed independently by the indigenous Kuna people. You get a sense of being in the Pacific when you cruise through this archipelago. They are accustomed to cruising boats; however, there are requirements that have to be met to visit. These include being courteous and asking permission from the local "mayor or chief" to stay on the island after dark. The local women make and sell *molas* (reverse appliquéd cloth panels) and jewelry; your supporting the local economy will make you "persona grata".

If you cruise the Panama coast, you will pass through the San Blas Islands before you continue west. If you do not want to transit the Panama Canal, there are some stops you can make that include offlying islands (Isla Linton), Portobelo and the Bocas del Toro.

Avoiding the Mosquito Coast

However, unless you have a desire to see all of the "Atlantic" side of Panama, once you get to the San Blas Islands, it is best to turn northwest and run the 250 nautical miles straight to San Andrés. This is best because Nicaragua's Mosquito Coast has a large bank towards the north called the Nicaragua Bank. This bank and the Mosquito Channel are not well marked and, in addition, require you to cruise through an area where there are few cruising boats, no facilities and a chance to get caught up in local fishing nets (set by accident and sometimes on purpose). By heading for San Andrés and then north to Providencia, you set yourself up to "turn the corner" around Cabo Gracias a Dios, Nicaragua by standing off and perhaps calling at the Hobbies Cays (a.k.a. Cayos Cajones, 16°2.06'N, 83°11.35'W at the anchorage). From the Hobbies it is just a little more than 150 nautical miles to Isla Guanaja, one of a group of offlying Honduran islands that you can visit on your way to the Rio Dulce.

Crisscrossing

There is a very good alternative if you do not want to cruise through "the Hole", either from the ABC islands or from Colombia, which can route you to the islands of Honduras and the Rio Dulce as well. Cross the Caribbean and make for Hispaniola from the ABCs, or to Jamaica from Colombia.

From the north side of the Caribbean and under the lee of the Greater Antilles, you can proceed westward until you reach the west end of Jamaica or Grand Cayman, where you can turn south and cross back across the Caribbean Sea to make for the Honduran islands. This makes for much easier sailing conditions for those who desire less of a challenge for boat and crew. The islands of Honduras are noteworthy and well worth visiting. Many cruising boats overlook a small national park that is in this area: the Cayos Cochinos (see Brenda Webb's article on the Cayos Cochinos in the March 2013 issue of *Compass*). It is less than 20 nautical miles south of the west end of Isla Roatan. Take the small detour; I believe you will agree that it was worth it.

Rio Dulce & Mexico

From the west end of Isla Utila to the Rio Dulce is just over 100 nautical miles of easy sailing. The Rio Dulce lives in a time warp. As you head up the river, you will keep pinching yourself to see if it is just a dream. There are a great number of marinas on the river; take your pick. Whatever you do, do not anchor out on the river; it is not a safe anchorage owing to a past history of random attacks against cruising boats, some violent.

When you depart the Rio Dulce, you can make for Belize and then Mexico or even Cuba. Some may disagree, but I do not think that Belize can be considered a great cruising area. However, Belize's Barrier Reef, a series of coral reefs straddling the coast close to shore in the north and 25 miles offshore in the south, is 190 miles long, making it one of the largest coral reef systems in the world. For those who like scuba and snorkeling, it could be paradise.

As you continue north and cross the border into Mexico, you will locate the Chinchorro Bank on your starboard side. It is a biosphere reserve and there is a park ranger there who will charge a small fee per person. You get the sense that you are anchored in the middle of the sea, in a very beautiful environment. The diving here is excellent.

Some cruising boats like to clear in at Xcalac just southwest of Chinchorro, but given the entry, the seas must be very calm. Just north of Chinchorro are Bahia del Espiritu Santo and Bahia de la Ascension. These offer nice anchorages but must only be entered during the day in good light and reasonable conditions. Technically, to anchor here you must have cleared in.

Farther north is Tulum, the site of world-class Mayan ruins. Still farther north is the island of Cozumel. Cozumel has great swimming and snorkeling, and there are plenty of stores to shop in. However, this island caters to cruise ships and I always get the feeling that clearing my boat in is more of a nuisance for the local authorities than it was worth — in order words, they did not make us feel all that welcome.

One dark night at about 2:00AM, heading north towards Isla Mujeres, I saw a rather large, unlit black boat shadowing us off our starboard side. Imagining the worst, I called on the radio to alert Mexican Coast Guard and had to repeat the call three times to get them to answer. Finally, an officer with a mild accent, who spoke perfect English, told me that the boat shadowing the sailboat WAS the Mexican Coast Guard. He was a graduate of an American university who was on drug patrol that night.

Just north of Cancun is the small island of Isla Mujeres. For cruising boats, this is a wonderful place. There is an opportunity to anchor and additionally two marinas; one of which is like a "yachtie heaven". If you get bored you can take the ferry over to Cancun and "visit the sites".

From Isla Mujeres, you can enter the Gulf of Mexico, head up to Florida or head over to Cuba.

The Yucatan Channel can be entered here and you can follow it (with a very favorable current) easily to southern Florida.



The southwestern part of the Caribbean is colorful and diverse; you could spend years exploring it

Onward

You can detour and call at Marina Hemingway, just outside Havana at the northwest corner of Cuba, if you are so inclined. (Note: US citizens you MAY enter Cuba; however you are not allowed to spend any money there. You might be asked to prove it upon re-entering the United States; you must be able to do so or risk a fine).

If you are not ready to depart the Caribbean, you can make for the southwest coast of Cuba and then turn east, using Cuba to make your easting in the lee that it affords. The southwestern portion of Cuba does not produce as much katabatic wind as the eastern portion but there is a long string of cays you can anchor behind if the wind is too strong for your liking. As you come to the eastern end of Cuba, their mountain range as well as those in Jamaica and then the Dominican Republic as well as Puerto Rico, will all produce wind off the land (katabatic wind). The only time the katabatic winds are not usable is when the tradewinds are so strong during the day that the wind off the land cannot adequately stall them at night.

You can also exit the Caribbean through the Windward Passage and cruise up the Bahamas' chain of islands.

This southwest quadrant is so large, and in many places so remote, that one could spend a number of years exploring only this area to fully appreciate its natural beauty and diversity.

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



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The Plans They Are A-Changing:

Sailing from St. Lucia to ~~Florida~~ Nassau

Part Two:

THE VIRGINS, DR AND BAHAMAS

by Sean Fuller

I departed St. Lucia intending to return my Sovereign 40, Kaiso, *to Europe. After arriving in St. Martin via Guadeloupe and Antigua, I became worried about* Kaiso's *readiness for a long transatlantic passage. I decided to take the boat to Florida and keep it there for a season instead. My crew, Stefano, decided to stay in St. Maarten to try to find a passage to Europe, so I became a single-hander.*

I set off from St. Martin at dawn for Tortola, approximately 90 miles downwind. In 12 knots the autopilot refused to maintain course. I tried all the settings and trouble-shooting but to no avail, so I hand steered. Occasionally I had to leave the helm but this became hazardous as the boat quickly wanted to gybe, although there was a preventer line on the boom. It became a test of wits. If I had to grab something to eat, the emphasis was on "grab". Once I took just a little too long. The wind came on the lee side, the boom tried to gybe with the preventer on, and the force ripped the rod kicker fitting from the boom. Another job on the list!

By nightfall I could make out distant lights. I planned to find a mooring on Cooper Island; the following day in good light I could make my way to Road Town and clear Customs. But at Cooper Island there were no available moorings, and anchoring is not permitted, so even though I was dead beat, I headed towards Fat Hog Bay on Tortola. By 0220 hours I was tied up to a mooring buoy. Thankful to be safe and secure, I had a cold beer and savoured every sip.

Tortola for Repairs

The following morning a tap on the hull woke me from deep slumber. "Morning, Skip!" said a man in a dinghy. "How long you staying, and when did you arrive?" I mumbled something about just arriving. He responded that the amount owed was US$20. Having no US dollars, I unsuccessfully tried offering food and drink. I needed to go to an ATM. "No problem," was his reply. "There's one just ashore." He took me there and back to the boat.

Heading to Road Town, I radioed one of the marinas run by a charter operation and they kindly gave me a hammerhead berth, as I was single-handed. Customs was about a half hour walk, a good way to get my bearings.

My cruising guide described Road Town as a smart colonial town where chickens freely cross the road. My first impression upon seeing a dual carriageway with fast-moving trucks was that any chicken crossing this road was likely to end up dead. I found the Customs and Immigration office in the ferry terminal. I somehow expected a reasonably smart office, but not so. The large lady at Immigration seemed more interested in getting the attention of a man, perhaps her boyfriend, but after a little while ushered me in. The Customs lady was also chatting with her boyfriend. All very laid-back, but not what I expected for a busy yachting destination. Walking back in the strong heat of the midday sun, I was drawn into Pussers bar where an ice-cold beer hardly touched the sides of my throat.

I spent a couple of nights at the marina in Road Town and among Tortola's very good marine services found an electronics company to look at the autopilot and a rigger for the boom. I then headed to the very well sheltered Nanny Cay Marina, a few miles down the coast.

I wanted to head north and needed crew. I had left Stefano in St. Martin looking for a crewing opportunity to Europe, but none had materialized. I sent him an e-mail and asked if he wanted to sail with me to the States. He replied that he did, so I arranged a flight for him to join me in just over a week's time.

The rigging company fit a new stainless steel plate quickly and professionally.

I ran through the autopilot problem with the electronics guy and the fault was discovered to be the tiller arm rotating on its base. The sealant had failed, something I couldn't check under sail. Removing the fitting, rebedding it and drilling a screw through the fitting hopefully would cure the problem.

The next job was the cooking gas system. I would need to replace the British regulator with a US fitting in order to fill up with cooking gas in the US. It would also be good to replace my rusting European steel bottles with a composite bottle. None of the US gas bottles would fit the gas compartment, so it meant fitting an external system. I arranged for a carpenter to make a box and had some threaded rod bent to make a fitting to secure it to the pushpit.

It was necessary to get US visas, as Stefano and I were foreigners arriving by boat in the US. The nearest US embassy was in Nassau, Bahamas. After a protracted conversation, I finally spoke to an agent who gave me 30 seconds to confirm the choice of three dates and times. Fixing firm appointments when arriving by sailboat is always a tricky affair.

At the sleepy airport at Beef Island, Stefano and I greeted each other like long-lost buddies. We'd only known each other a week, but had a good bond. Driving back through town, we stopped at Customs to clear out. It was straightforward this time round, with good service.

Returning to the boat, we fixed the new box to the pushpit and connected the gas. The pressure gauge turned out to be unnecessary as a composite bottle is translucent and in good light you can see how empty it is. So many times in Europe, I had shaken that damn steel bottle, lifted and weighed it, guessed the level and so on. Here was the solution!

Stefano and I secured and stored all items, did all the last-minute checks, used the WiFi for the last time and checked out of the marina.

'Pan' on Passage

Up at dawn, I was exuberant in anticipation of our trip west. The intention was to stop in the Dominican Republic for two days and then head north to Nassau. If we were lucky with the conditions we could stop at one of the numerous cays along the way. We hoisted the sails and soon were on a broad reach, the sun slowly rising behind us as we followed the channel that separates the US and British Virgin Islands. I estimated we would be at sea for three to four days. During much of this trip we would be within sight of land, making for an interesting sail.

We carried onto a run, setting the preventer on the boom but occasionally having to gybe to maintain our course. We were making good progress and the wind remained steady the next few days; clear skies and a full moon assisted navigation at night. We did three-hour watches. During this passage we only saw two other sailboats and both from afar.

One evening, aided by a little beer and the motion of the waves, Stefano and I developed a "pan" orchestra using kitchen pans and wooden spoons. It was noisy and fun but I'm pretty sure there is no musical career ahead for either of us!

We kept within sight of Puerto Rico as we proceeded along the north coast, occasionally gybing in to the shore. The Mona Passage between Puerto Rico and the DR can be very rough, but on this day it was tranquil with light wind and sunshine.

Two Sides of the DR

The northeast coast of the DR is wild and beautiful with few settlements. Lush hills and mountains cover its length. Given more time, it would have been great to explore. We carried on to Luperón, which is located in a sheltered estuary. A yacht broker in Tortola had warned me with a wry smile that Luperón was where many cruisers finished up for good — something to do with the low cost of living and Dominican women. We arrived at the entrance to the large creek at dawn. I checked the charts to be sure of the deepest part of the channel, as much of it was very shallow. The whole bay is unsuitable for boats drawing more than seven feet.



Above: The British Virgin Islands are famous for chartering, but back at the dock the author found Tortola a good place for repairs

Below: Stefano and Sean enjoy a Carib moment aboard Kaiso



A small fishing boat came close and seemed to be observing our progress, possibly ready to help out if we did go aground. We motored along the mangrove-lined river. It was silent except for the gentle hum of the engine and the odd birds whistling from their perches. As we turned a corner, the anchorage came into view. Some boats looked occupied and others semi- or fully abandoned.

We proceeded to a clearing between several boats, then — *calummp*! We hit the "putty". Going astern got us free, and we then tied to a mooring. We absorbed our new surroundings. In contrast to the Virgin Islands, there was not a single charter boat or modern cruiser; every boat looked "well seasoned" — some in the extreme.

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After some coffee and a rest, Stefano and I took the dinghy ashore. In a corner of the creek, to my surprise I saw a small boatyard with some boats docked stern-to. We met the American owner, who gave us directions to Customs, about a 15-minute walk. We proceeded along a track and then walked across a field as directed, with cows looking at us curiously. After a short time we arrived at a house with no markings. A man in a vest and shorts was lounging in a hammock. I greeted him and Stefano, who speaks fluent Spanish, did the translation. I got out the ship's papers and passports. Another man appeared, also in very casual attire. It seemed like we had strayed into someone's house, but then a man in army uniform appeared from the building and took charge. We were directed to visit another building near the docks. There we found the Customs office, where had to pay a small fee. We then had to visit the Immigration office, followed by the Ministry of Agriculture. Finally we had to take a man from the Marina de Guerra (Navy) in the dinghy to inspect the boat. He had a cursory look around and then we dropped him back on shore. The whole process took up most of the morning. I was hoping it wouldn't take this long when leaving the country, as we were only planning to stay for two days.

Later we returned to the small town of Luperón, which consists of a main street lined with shops and bars. I changed some dollars for pesos in the bank. By the entrance, a security guard stood with a big, antique-looking shotgun by his side. This, along with the dusty road and clapboard buildings, gave a bit of a Wild West feel. We found Wendy's Bar with a sign in English reading "gringos welcome", which was our invitation. We were served cold Presidente beers in bamboo mugs (used to insulate the bottle) about the size of a German stein, and had a very tasty *pollo y fritos*.

We stayed in Luperón two nights and then decided to head to Ocean World Marina, a distance of about 15 miles east, and clear out of the country there. We had to beat



A sinkhole on the shoreline. 'During much of this trip we would be within sight of land, making for an interesting sail'

most of the way, tacking towards the coast and then offshore again. Finally I could make out the channel for the marina, red buoys bobbing up and down in the large swell. As we approached in daylight, I felt the decision to avoid this port at night had been the right one. Just outside the markers is a reef with the shore less than 150 yards away, leaving very little room for error. There was a tight turn into the marina itself and the dockmaster soon directed us to a dock with a concrete finger. Dominating the marina is a large building with a casino advertising "the best cabaret performance in the Dominican Republic". The smart marina was a world away from the Wild West of Luperón. but we were fortunate to see both sides of the DR, briefly.

Shortly after we tied up, officials arrived in a golf cart to have a look around the boat. The men in fatigues from the Marina de Guerra took us with our ship's papers to the marina office to clear in and register at the marina. After a little while we saw the Customs officer, followed by Immigration. The pretty lady in the Customs office was elegantly dressed and, although the procedures were formal, filling out the paperwork here seemed easier and certainly better designed for short-stay visitors than at Luperón.

All the officials and marina staff were very friendly and amenable. The main advantage of the location is as a stopover for crew to chill out for a few days on the way north or south. It serves that purpose well. Some boats appeared to be left there for the season by foreign owners.

Four Days to Nassau

The following morning we set off on a northwesterly course. We had four days to reach Nassau and make our appointment at the US embassy. The wind was a steady 15 or 16 knots on Day One and we made good progress.

Stefano and I settled into a watch system and took turns in the galley. We had a big stock of staples including rice, potatoes and onions. I had tied a sack of onions to a hook in the spare aft cabin, the idea being to get more air circulating around them and preserve them longer in the hot, humid conditions. In the waves, the sack would dance around, and when hit by a large wave it would bounce wildly and hit the cabin side, bruising some of the onions. Attempts to lash it down were not successful and it became necessary to have least one onion with every meal.

By the end of Day Two we were just east of Acklins Island. In the early afternoon the wind dropped until we were barely moving. I jumped in for a swim to cool off and swam round the boat several times for exercise. For the next 24 hours, we had to motor-sail. Despite passing close to the islands, we didn't sight land until we were close to Long Island. I was very glad to have invested in multiple charts of the islands and Waterway Guides, since the rhumb line turned out to be very different from the navigation route, owing to the number of shoal areas.

I was becoming concerned about whether we would be able to motor all the way to Nassau. We had not taken extra fuel onboard, as I had optimistically assumed there would be enough wind and the fuel attendant had cheerily advised that prices were keener in the Bahamas and the US — but we still had to get there. The wind dropped to less than five knots as we motored toward Cat Island, a sliver of an island with glorious beaches stretching for an eternity. It was such a pity not to be able to take the time to explore these sun-blessed islands. It felt like the wind gods were teasing us as we drifted ever so slowly in a northerly direction.

By midday on Sunday June 3rd, we were still nearly 50 miles away from Nassau. Our appointment was for 7 o'clock Monday morning. As we approached Eleuthera, I called the Spanish Town marina to see if there was any chance of getting any diesel. There were two problems: it was Sunday and they had no diesel. So we were resigned to carrying on. As we turned the island's north tip, we altered course 90 degrees to a southeast course direct to Nassau. The night was calm and still the wind remained light. There was no chance of making the appointment, and no chance of calling ahead to cancel either.

Dawn of Monday was overcast with still no sign of wind. At about 20 miles distant on our heading, there were two large objects on the horizon that neither of us could make out. At first Stefano thought they were trees, but these trees would have to be giant redwoods and even my little knowledge of trees told me that no redwoods grow in this region! As we slowly edged closer, we looked through the binoculars. The objects turned out to be two huge buildings, the like of which I had never seen. Their scale dwarfed every other structure around. They were part of the Atlantis Resort and seemed straight out of Las Vegas.

Nassau, or New Providence Island as it is officially called, is low-lying and featureless. As we approached the bustling port, we could make out more buildings, port cranes and such like. The channel between Nassau and Paradise Island is very busy with cruise liners and other smaller ships going back and forwards. As required by the regulations, we called ahead to the Port Authority to get clearance to proceed into the port. The current runs very strong in the channel and we whipped through in no time. Soon we found a berth at Nassau Yacht Haven among some cruisers. Close by there were big white floating palaces with tinted windows and dapper crew.

A Surprise Ending

We checked in and the marina office called Customs, who said they would come to the boat. We had a good clear up and Stefano went for a walkabout while I went to catch up on e-mails and try to get hold of the embassy.

Not being able to get another appointment for at least three weeks, I called a friend of a friend in Fort Lauderdale and he agreed to come collect the boat and deliver it to Fort Lauderdale for me.

Suddenly and unexpectedly, the trip was over… until the next voyage.



MERIDIAN PASSAGE OF THE MOON

MAY - JUNE 2013

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

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

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

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

May 2013					
DATE	TIME	21	2056	10	1328
1	0505	22	2149	11	1414
2	0559	23	2246	12	1500
3	0651	24	2347	13	1545
4	0740	25	0000 (full moon)	14	1629
5	0827	26	0049	15	1713
6	0913	27	0153	16	1758
7	0959	28	0254	17	1846
8	1045	29	0352	18	1936
9	1132	30	0446	19	2029
10	1220 (new moon)	31	0537	20	2127
11	1308			21	2228
12	1356	**June 2013**		22	2331
13	1444	1	0625	23	0000 (full moon)
14	1531	2	0711	24	0035
15	1617	3	0757	25	0136
16	1703	4	0843	26	0234
17	1748	5	0929	27	0328
18	1833	6	1014	28	0419
19	1919	7	1104	29	0508
20	2006	8	1157 (new moon)	30	0555
		9	1240		



MAY 2013

♈ ARIES (21 Mar - 20 Apr)
You might have inspirational dreams around the 8th. Pay attention to them, as you could receive important information regarding which course is best to lay.

♉ TAURUS (21 Apr - 21 May)
The passion of last month will be waning. After the 10th it will have sailed away, so turn the helm towards a creative course and use your verbal skills to make progress in that sector of your life.

♊ GEMINI (22 May - 21 Jun)
The advice of a female crewmember or boat buddy will help you make successful choices for a voyage that is free of foul weather.

CANCER ♋ (22 Jun - 23 Jul)
Concentrate on life aboard and on keeping relationships sailing smoothly. Love is on the horizon and headed in your direction so clear the decks so you will have no distractions next month.

♌ LEO (24 Jul - 23 Aug)
Any innovative boat projects you attempt this month will only lead to frustration, so just put them in the sail locker for a while and hang out in the hammock on deck with a good book.

♍ VIRGO (24 Aug - 23 Sep)
Focus on ingenuity this month to distract you from choppy seas in your love life, where small annoyances could make you crazy.

♎ LIBRA (24 Sep - 23 Oct)
There will be a lot of romantic temptations and lusty fantasies to lure you from your plotted course, especially in the second and third weeks. These will make keeping your emotional sea legs a challenge.

♏ SCORPIO (24 Oct - 22 Nov)
It will seem that whatever tack you take on the creative front will meet with headwinds for the first two weeks. Be wary of getting into arguments with crew or cruising pals, as you could do lasting damage.

♐ SAGITTARIUS (23 Nov - 21 Dec)
Keep your arrows in your quiver this month, as aspects look like you're in for a spell of confused seas with the opposite sex. Squalls might abound, but will eventually pass.

♑ CAPRICORN (22 Dec - 20 Jan)
New boat projects will be the order of the month. Take this opportunity to get as much done on board as possible before a low-pressure system passes over your emotional life.

♒ AQUARIUS (21 Jan - 19 Feb)
Don't let obstacles in your creative course distract you from enjoying a shipboard romance after the 10th.

♓ PISCES (20 Feb - 20 Mar)
Countercurrents in the form of difficulty expressing yourself to a love interest will have your imagination in irons by the end of the month.

Island Poets

MOONHOLE PART 1

The wind that refreshes us and gently strokes our bodies
Blows cobwebs from our minds
The rise and fall of the sea
Matches the rhythms of our lives
The ambient soothing sound of breaking waves
Is music in our ears
The changing colors of sky and sea
Light up our environment
The sun warms our skin and
The surrounding hills
Promise a safe harbor
All the senses
Forming a relationship stronger than blood.

— Charles Brewer





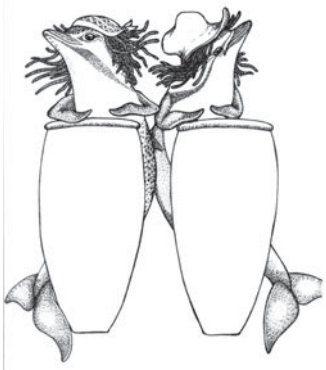
WHAT'S THE COMMOTION?

SOUNDS ABOUND IN THE OCEAN!

Noise Pollution and Whale Behavior

Usually when people think of pollution they conjure up images of sewage spilling into the oceans, massive oil spills, floating trash and maybe even toxic chemicals. Noise pollution, however, is easily left out of such thoughts.

In the oceans, where distances can be long and visibility can be short, many animal species rely on sound to communicate, navigate, and monitor their surroundings. Historically, ambient ocean noise levels were low enough that blue and fin whales were able to communicate with each other across entire ocean basins. The clicks of sperm whales are both beautiful and vital to their survival. Using "songs", humpback whales can communicate with one another across several hundred kilometres of ocean. Dolphin sonar allows the animals to find food, safely travel along irregular coastlines, and migrate to and from breeding and feeding grounds. Some whales use bursts of loud noise to drive and confuse their prey.



These activities are becoming increasingly difficult as manmade noise in the sea has increased dramatically. Ocean noise is not contained within localized areas. Ship traffic, oil and gas exploration, scientific research activities, and the use of military sonar and communications equipment have caused an increase in ambient marine noise of two orders of magnitude in the last 60 years. Its impact is widespread over vast areas of ocean that will affect many aspects of marine life. Noise from just a single seismic survey can flood a region of almost 300,000 square kilometres, raising noise levels 100 times higher, continuously for days at a time.

Recent studies suggest that noise pollution can harm whales directly by damaging their hearing, and in extreme cases, causing internal bleeding and death. More commonly, it appears that excessive or prolonged noise can cause behavioral changes that disrupt mating behavior or cause animals to abandon feeding areas, detour migration routes or interfere with communication — behaviors that interfere with the health and survival of the animals.

Unfortunately for many marine species, boat traffic creates incredibly loud noises. Modern day supertankers cruise the oceans creating a sound pulse of 190 decibels (dB) or more at or below the 500 Hz range. Smaller boats such as tugs and ferries typically create a sound wave of 160 to 170 decibels. These ships create a virtual wall of "white noise" that has a constant loudness. The problem with this noise is that it dominates the frequency ranges of 20 to 300Hz, the same range used by many species of whale. This white noise can block or "mask" communication attempts between cetaceans (whales or dolphins) or limit them to very small areas.

Imagine acoustic (sound) smog over an entire island — having to shout over incredibly loud noise in order to communicate with someone close by. A person's hearing can be damaged if exposed to noise levels over 75 dB over a prolonged period of time. The World Health Organization recommends that the sound level indoors should be less than 30 dB. For whales and other ocean animals that rely on echolocation sonar to communicate and locate food, noise pollution created solely by humans has taken a toll.

For Debate!

Climate researchers are using a technique called acoustic thermometry to track changes in ocean conditions due to global warming. Since the speed of sound in water varies with temperature, by transmitting and measuring low frequency sounds across ocean basins, scientists can monitor water temperature. But while this research may ultimately help protect ocean ecosystems, it may harm sound-sensitive animals like whales in the process. How should scientists balance the potential hazard to whales against the possible benefit to the marine environment?

OUCH!

You can damage your ears from listening to very loud music. Whales' and dolphins' sensitive ears can be damaged too. Their underwater world is not a silent place. Besides all the animal noises, humans make plenty of noise too. Motorboat engines whine. The dredging of a harbor makes loud bangs and clangs. And dynamite blasts BOOM. Ouch!

Over the years, Compass *has been proud to offer our younger readers a number of educational columns focusing on Caribbean marine life, including Octo's Ocean by Lisa Karnofsky, Sea Soup by Nathalie Ward, and Dolly's Deep Secrets by Elaine Ollivierre.*

Marine biologist Nathalie Ward, PhD is a consultant for the United Nations Environment Programme's Caribbean Marine Mammal Programme. She has a home in the Grenadines, and while in the United States works for the US Marine Sanctuary Program. Now Nathalie is back with a new series, Salty's Beat. We hope you enjoy it!





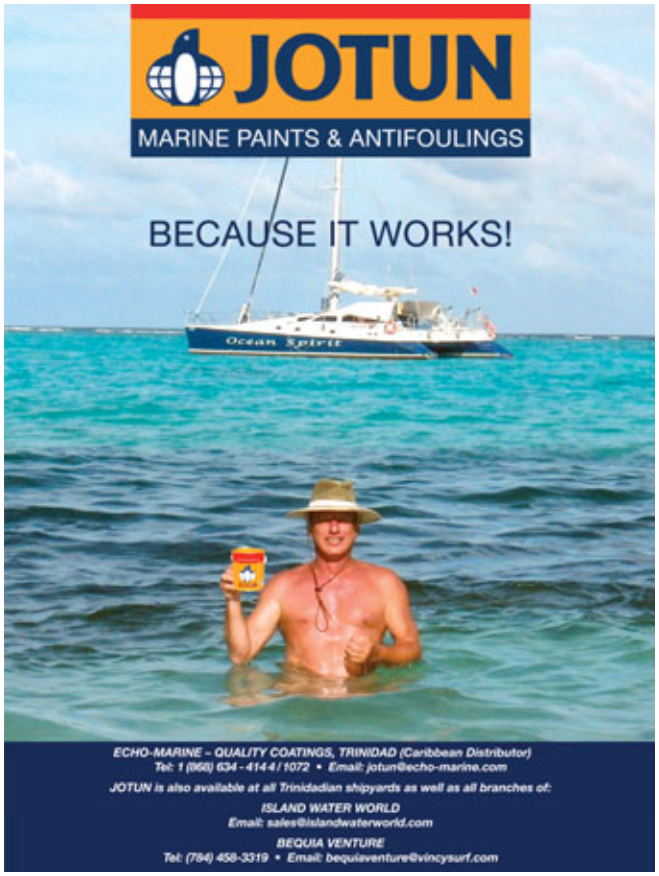
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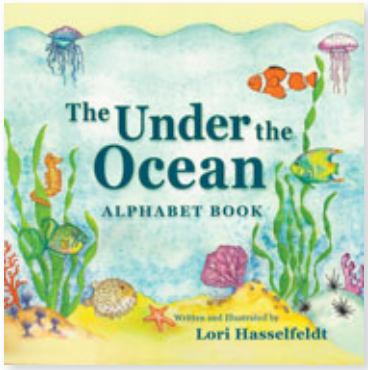
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BOOK REVIEW BY TANYA POWER-STEVENS

'Hey, We've Seen One of Those!'

The Under the Ocean Alphabet Book, *written and illustrated by Lori Haselfeldt, ©2013 Peppertree Press. 31 pages. ISBN 978-1-61493-154-6, US$14.99*



"The slithery Eel is swimming near the fish Eggs." So says the page for "Ee" of Lori Hasselfeldt's new book, *The Under the Ocean Alphabet Book*. It's my kids' favourite page because they've seen eels here in the Caribbean and they think it's funny that Lori chose to paint the eel pink. Lori told us she painted it pink because the browns and greens of eels were "a bit too boring" and she admitted she loves bright colours, especially pink! And I think the little fish swimming above the fish eggs on this page are adorable because they have eyelashes: I guess because they are the mummy fish watching over the eggs?

In fact, having been cruising in the Caribbean for two years now, we have seen most of the creatures and reef life beautifully painted in this book. And that's what makes it all the more adorable. What a delight to look through a simple ABC book and be able to say, "Hey, we've seen one of those! Where was it, Dominica?" or "Remember the flounder we saw when we were snorkelling in the Saints?"

Whether your child can read or is learning the basics, he or she will find this book full of interesting and accurate detail (the pink eel and eyelashes aside!). Lori's partner jokes that she paints with a three-hair brush. Whether this is true or not, Lori certainly uses a very fine brush for her watercolour illustrations. There is great detail throughout the artwork in this book, from the hairs on the diver's legs, to the suckers and veins running through the octopus, to the colours and scales on the parrotfish. There is also good detail in the gold on the seabed. It almost looks like writing on the coins but, unfortunately, we can't comment having never been lucky enough to spot any treasure, gold or otherwise, despite the Caribbean's rich pirate history!



The book has a page per letter, with the exception of U, V and W, which are combined over two pages, and the same for X, Y and Z, which, let's face it, are difficult to find sea life examples for. At the back there is a picture glossary of all the individual creatures and items found throughout the book. Each letter also has a sentence or two to draw the reader's attention to the individual plant or sea life illustrated as well as the non-sea life often found on the seabed: treasure, anchor, or rope on a mooring. It's not rhyming, which is refreshing and enables the author to say what she wants rather than be constrained by rhymes.

For my four-year-old, it is all the more interesting to learn his ABCs when he has his own experience snorkelling and seeing many of the creatures. So for him, learning his letters with this book is much more fun than many of the conventional ABC books.

If I had one criticism of the book it would be that the text does not use a handwriting font. For children learning their letters, it is always easier if the letters in a book look the same as the ones they are simultaneously learning to write.

This is Lori's first book. She is a certified Master Gardener in Minnesota now living in the BVI. Watercolour is her medium and she has been a botanical artist for many years. Now, focusing her love of nature on the sea, she has spent the last two years working on this children's book. Recently she moved aboard *Reality Check*, a Beneteau 36, and is pursuing her dream: cruising the Caribbean while painting and writing about her experiences along the way. And she is full of ideas for future projects including two more children's books that she plans to write and illustrate: stories of animals and sailing. What cruising kid is not going to love that?

We were lucky enough to meet Lori in St. Maarten. She attended the cruising kids' activity arranged to mark International Book Day in March. With her book hot off the press, she entertained the children with a reading. She was lively and engaging and connected with the children who were proud to put up their hands that they too had seen different creatures in her book. (See photo above.)

This book is especially charming if you are cruising and have small children. But don't be put off if you don't have children. This is a great book to send home to the grandchildren or friends' children. If you are a cruiser and lucky enough to be in the waters of the Caribbean, you can now share the beauty of your snorkelling adventures and help children learn their ABCs along the way.

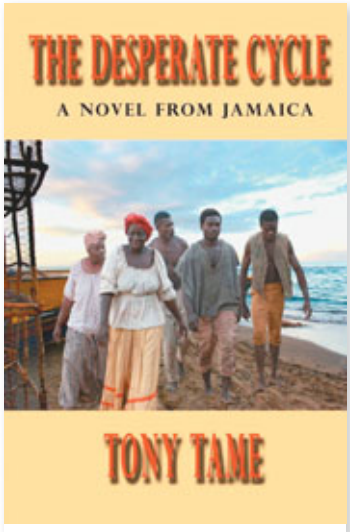
You can buy The Under the Ocean Alphabet Book *online at Amazon, Barnes & Noble and the Peppertree Press Bookstore. In the Caribbean, you can find copies on St. Thomas at Fish Face, at the Cooper Island Resort, and in St. Martin/St. Maarten at the Shipwreck Shops.*

BOOK REVIEW BY J. WYNNER

Like Father, Like Son

The Desperate Cycle: A Novel from Jamaica, *by Tony Tame. Savant Books and Publications, First Edition 2013, 248 pages. ISBN 987-0-9852506-9-0.*

"Jamaica, No Problem!" is the title of the penultimate chapter in Tony Tame's enlightening book, *The Desperate Cycle*. But the preceding chapters read more like a discourse on "Jamaica, Yes Problem!" than a novel, as Tame elucidates some Jamaican issues.



Nicely laid out, with easy-to-read print, *The Desperate Cycle* is no lyrical offering. Protracted as the writing is, Tame writes with authority and understanding on Jamaica's dilemmas, foremost among them the fishing industry, having had a lifelong interest in "the methods used in various types of fishing and the people who work in this field" and being "directly involved in the supply of service and equipment to the commercial fishing industry of Jamaica" since 1970.

However, the first few chapters are thin on story line, as Tame takes us behind the scenes of a coffee farm, a Member of Parliament's visit to his constituency, and a water treatment plant. Further on, Tame explores island politics, the fishing industry, and fishing grounds as well. Not to be left out is Tame's narrative about the gangs and the drug trade in Jamaica, and the effects of pollution on the environment, mainly as it affects the sea — one of the "desperate cycles" he deals with in the book, another being about an impoverished fishing family.

For readers who like a book packed with information, this one's for you. The book opens in the vicinity of the Blue Mountains, Jamaica's well-known coffee-producing region. Mr. Akiyama, a Japanese manager of a coffee farm owned by a Japanese conglomerate, compares the working habits of "his orderly nation" with the "less disciplined society in which he now lived". In this first chapter, "Poison and Power in High Places", Mr. Akiyama also has to deal with the pest known as the coffee borer and the pros and cons of chemically treating the coffee.

We meet the nameless "new Member of Parliament" in Chapter Two, tasked with "Tidying Up" as he tours his constituency area with "two bored-looking representatives from the Public Works Division". The three undertake their unpleasant assignment amidst horrible smells and sights of "garbage and discarded appliances, tins, and less identifiable objects which littered the floor of the drain. Sheets of cardboard, strands of fiberglass matting, cloth and plastic bags", and decide the best option is to push the offending garbage out to sea.

"And the sea took it. That's what it does. Most of mankind has always reasonably assumed that is what the sea is there for. It looks big enough to take care of us and itself as well. And it has been there for an awfully long time. It is patient and forgiving to insults."

It is only in Chapter Four, when certain named characters begin to appear on the scene, that a plot emerges. In this chapter titled "The Social and Economic Scene", Tame introduces his readers to the world of fishing and the hardships of the men who earn their living by this means. This is the chapter that sets in motion "the desperate cycle", when on his way home one night with his son Splinter, Pedro, a sick fisherman who did not have the means to buy his medication, was mistaken for a gang member by the police who severely beat him up. Splinter always remembered the humiliation. When the sea became polluted and the fishing wasn't going well, Splinter became involved with drugs and a life of crime. Years later, when Splinter was executed by the police in a roadblock, the act was witnessed by Peter, Splinter's six-year-old son.

While still at school, which was of no interest to him, Peter built a little skiff for himself and ventured out to sea, thus carrying on the tradition of his father and grandfather.

At first, he sold his fish only to his father's friend Joyce and the guest-house owner who employed Peter's mother and put them both up after Splinter was killed. But with Peter's first big catch, "He rowed towards the marina where he knew foreign yachts moored." There he met a young yacht owner from Colombia, Alberto Martinez, who gave Peter more money for a few of his fish than Peter had ever received before.

Martinez "thought Peter was a very bright-looking youngster and he was keen on getting to know a few youngsters just like him. Peter must stop by any time, whether he had fish to sell or not. He was quite sure that one day soon he could tell Peter about things that would interest him... Mr. Martinez felt sure that Peter was a kid with ambition and, sooner or later, this business of catching a few dozen fish for a whole night's work would begin to get boring. But one could never be certain." And so, Mr. Martinez sets in motion the perpetuating of one of the desperate cycles.

Just when the sea was beginning to heal and fishing was on the rise, a shipping accident in the harbour caused, "Oil. Oil on water. Thick oil. Heavy, killing oil. Suffocating, blanketing oil," and the sea once more became polluted, again heralding an environmental disaster. "Even the sparkling *Viking* had a thick black coat of oil running along the water line....

"The boy had gone abroad, apparently at the invitation of Mr. Martinez. That was not surprising because the two seemed to have developed a rather unlikely friendship. The watchman hoped that Mr. Martinez might be able to suggest something to the boy now that harbour fishing was surely destroyed. Perhaps Mr. Martinez could think of something. Something interesting."

There is no doubt that Tame knows the fishing scene in Jamaica inside out. In relating the tale of an impoverished fishing family, he makes clear the factors that negatively impact on the industry and the people who earn their livelihood in it. *The Desperate Cycle* is a meaningful and interesting narrative that gives readers the picture.

This book is available from www.savantbooksandpublications.com.



info@marigotbeachclub.com www.marigotbeachclub.com

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.



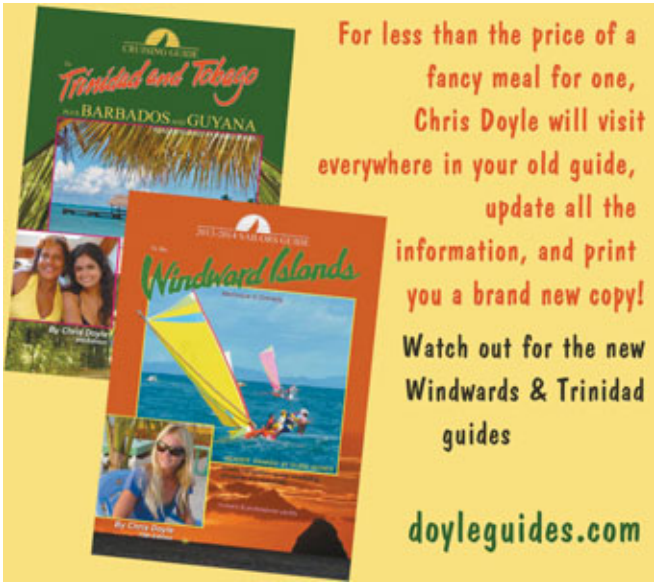
Real sailors use Street's Guides for inter-island and harbor piloting directions, plus interesting anecdotes of people, places and history. Street's Guides are the only ones that describe **ALL** the anchorages in the Eastern Caribbean.

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



17th Annual *Compass* Writers' Brunch

On March 28th, 34 *Compass* contributors, staff and their special guests gathered for the 17th Annual Compass Writers' Brunch at the popular 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 "must read" for anyone concerned about yachting in the Caribbean.



WILFRED DEDERER (2)

Above: After 12 magazine issues, contributing writers contemplate the current yachting issues.

Right: As a former Prime Minister of St. Vincent & the Grenadines, Sir James Mitchell gave an insider's view of actions taken to develop the yachting sector

Appropriately for Bequia's big regatta weekend, two of our special guests had recently helped organize signature regattas in neighboring islands. Anne Purvis, Membership Secretary of the St. Lucia Yacht Club, was instrumental, along with other SLYC members, in launching that island's inaugural Mango Bowl Regatta last December. And Lynn Fletcher, manager of Le Phare Bleu Marina in Grenada, was among the tireless committee members who organized the very successful new Grenada Sailing Week, held January 31st through February 5th, 2013, as well as the well-established South Grenada Regatta at the end of February. Also present was Cheryl Johnson, manager of the Bequia Bookshop and proprietor of the Fig Tree Restaurant, who oversees the morning VHF Cruisers' Net for Admiralty Bay.

The *Compass* Cockpit Crew — Managing Director Tom Hopman, Editor Sally Erdle, Assistant Editor Elaine Ollivierre and Production Manager Wilfred Dederer — took the opportunity to publicly thank Bookkeeper Shellese Craigg for being an excellent part of the office team for the past two years. Shellese is planning to go abroad to pursue further education.

The stars of every Compass Writers' Brunch are, of course, our contributors. Our main content comes from people who really are "out there": living and sailing in the Caribbean. We don't assign stories to a staff of reporters in order to get a predictable result, but instead we provide a venue where those in the yachting community and others concerned with the Caribbean Sea and shore can share their news, views, experiences and opinions. Attending this year, with their guests, were (in alphabetical order) book reviewer and former charter skipper Bob Berlinghof, poets and circumnavigators Cornelia and Charles Brewer, poet and sailor Nan Hatch, feature writer and 40-year cruiser Jeremy Hobday, feature writer and long-time liveaboard sailor Ruth Lund, poet and cruising sailor John Lytle, regatta reporter and Vice-President of the Grenada Sailing Association Frank Pearce, regatta reporter and yacht racer Jerry Stewart, and feature writer and cruising sailor Christine Webster. To those many contributors unable to attend this year, we thank you, too, for all your talent and efforts.

Editor Sally Erdle introduced this year's guest speaker with an anecdote: "Once upon a time, about 30 years ago, when Tom and I were living aboard our sloop *So Long*, we were moored near the Gingerbread dock. We were sitting in the cockpit one afternoon when a windsurfer who had been sailing up and down the harbor pulled up alongside. The fellow proceeded to chat, so we invited him to come aboard for tea. Our bearded windsurfing visitor in the salty swim trunks was none other than Son Mitchell, the Prime Minister of St Vincent & the Grenadines. I think that incident helped to cement our decision to live here in Bequia — in how many places in the world does the Prime Minister windsurf over to your boat?"

Now known as Sir James (having been appointed Knight Commander of the Order of St. Michael and St. George, which honors individuals for services in relation to the Commonwealth of Nations), the former prime minister comes from a seafaring family. His father built the 165-foot, three-masted *Gloria Colita*, the largest cargo schooner ever to be constructed in Bequia, near what is now the Frangipani Hotel and the Easter Regatta headquarters. Sir James has been a yachtsman and was a founding member of the Bequia Sailing Club, insisting on the name Sailing Club rather than Yacht Club. His knowledge of what both professional and recreational sailors face led him to pioneer the introduction of yacht-friendly regulations in St. Vincent & the Grenadines. Sir James spoke to the group about his experiences both in and out of government, and locally, regionally and internationally, in trying to foster a beneficial environment for the yachting industry in the Eastern Caribbean, especially after the demise of the banana industry knocked out one of the island chain's major foreign revenue earners. His efforts have ranged from the SVG government's acquisition of the Tobago Cays from private owners to be preserved for non-commercial use, to encouraging the adoption of in-and-out clearance for yachts arriving for regattas.



His remarks were well received, with one listener commenting, "It's really interesting for me to hear from someone who is both knowledgeable and involved at that level; usually we hear from our sailing peers who have no experience with government, or from authorities who have no yachting experience."

After a lively question-and-answer and discussion period, convivial conversations continued over drinks and 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!



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The Sky in May 2013

by Scott Welty

The Planets in May

Well, they're mostly hiding (see Figures 1 and 2). As you can see, on May 15th Mercury, Venus, Mars and Jupiter are all within 30 degrees of the Sun. So Mars will not be visible at all as it plays peek-a-boo with the Earth from behind the Sun. Jupiter, Venus and Mercury will become evening stars with a special grouping in the last week of the month.

EARTH - Thinks it might be getting a wee bit crowded here!

SATURN - Rising in the early evening all month and then up all night.

Sky Events This Month

9th - New Moon

11th - Crescent moon inserts itself between Jupiter and Venus just after sunset.

22nd - Saturn is easy to locate just east of the moon.

24th - Penumbral Lunar Eclipse. Basically invisible, as the moon just barely slips into and out of the penumbral shadow of the Earth.

24th - Full Moon

23rd - 31st - Nice grouping of Mercury, Venus, and Jupiter in the evening sky (see Figure 3).

Time and Tide

All sailors are well acquainted with the rhythms of the moon and tides — but has it always been this way and what does the future hold? We measure things on the scale of a lifetime and in a lifetime the moon's orbit and the resulting tides don't really change. You could print a tide table for the next 1,000 years based on current patterns and be very accurate. But the Earth-moon system is dynamic and slowly changing over staggeringly long time periods.

The reason for the tides in the first place (thank you Isaac!) is the moon's pulling a bulge of water out on the Earth (and a similar bulge 180 degrees around on the other side of the Earth: see Figure 4). But the Earth is also spinning and this drags the bulge a little ahead of the moon itself. So the moon is always chasing this bulge and the bulge accelerates the moon a little in its orbit. The result is that the moon speeds up and as a result moves out a little farther away from the Earth. Conservation laws being what they are tell us that you have to pay for this increase somewhere else and the somewhere else is in the length of the day on Earth. The drag caused by the tidal bulge is slowing down the Earth's spin.

What does all this mean and where does it end? The moon will continue to speed up and move away and the Earth will continue to slow down. At some point the moon will be fixed above one point on the Earth (so you might have to go to France, for example, to see the moon!) and the orbital period of the moon will be the same as the rotational period of the Earth.

Now for the time scales: The moon moves away about three to four centimeters per year while the length of the day lengthens by about 0.0016 seconds PER CENTURY. Look at it this way — a dinosaur day was only 23.5 hours long. The synchronous orbit predicted above will happen many *billions* of years from now and at that point the Earth day will be 47 hours long. Think how much more you could get done!

To Contemplate While Having a Glass of Wine on Deck

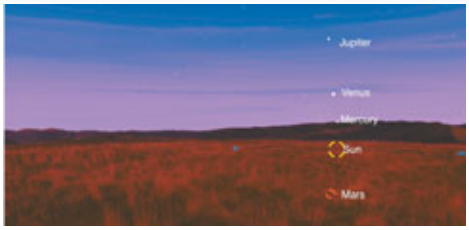
So the next time you're just watching the tide roll in, think of how that is slowing down the Earth… hey… longer to closing time! "BEER TENDER!"

Website of the Month

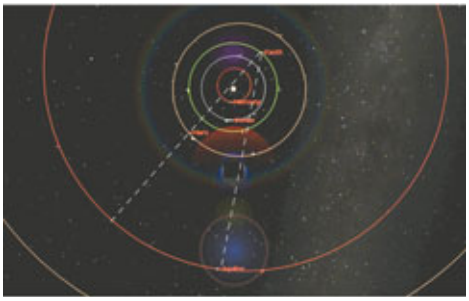
One of the sites I like to use is the NASA - SKYCAL site to get a basic overview of what's happening in a particular month. You put in your time zone and some other info and then you can get a calendar for the week, month or year with sky events. Check it out — but don't stop reading the column!

http://eclipse.gsfc.nasa.gov/SKYCAL/SKYCAL.html

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



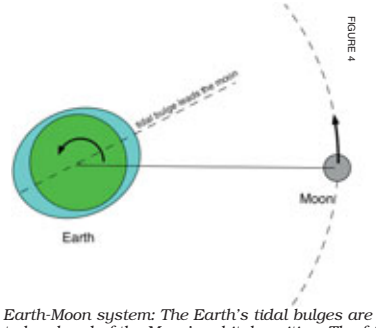
The relative positions of the planets at sunset on May 15th



The planets from space on May 15th



Nice grouping of Venus, Mercury and Jupiter on May 29th, just after sunset



Earth-Moon system: The Earth's tidal bulges are driven by friction to be ahead of the Moon's orbital position. The friction slows the Earth's rotation, and the bulges accelerate the Moon in its orbit



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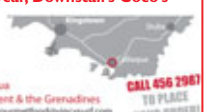
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THE HEALTHY SAILOR

by Marissa Nieves

Do you enjoy each day filled with energy and vitality? Are you fit to carry out the tasks on board the boat? How would you physically respond to an emergency situation? Are you active both near and far from the sea? Do you seek out and eat optimum food types while sailing?

As we leave the shores on our adventures, we generally never leave without our special concoction of equipment to ensure the safety of our crew and ourselves. Though, how often do we consider our health?

Exercise and nutrition are both vital components of effective sailing, and if we aren't prepared it could mean the difference between easy smooth sailing and over-exertion, dehydration, lethargy or injury.

Your functionality and level of enjoyment can improve with increased flexibility or range of motion, cardiovascular output, strength and endurance activities or nutritional change.

Exercise is important for all of us and we need to look after our bodies to ensure good health throughout our lives. Exercise can assist even the weakest person to perform tasks with greater ease. On board the boat, it is a common habit to rely upon sailing for physical activity and become otherwise sedentary. But every sailor knows the importance of being able to act and react to any given situation out on the water.

It is easy to perform a little resistance training each day for strength and cardiovascular endurance. These exercises target our heart, lungs and circulation while strengthening muscles that assist with our daily activities. Walking, rowing, swimming, skipping and strength training in the cockpit or companionway are all easy and effective cardiovascular and endurance-based activities that can increase your level of fitness. Did you know just ten minutes of swimming can burn more calories than jogging for the same length of time and it may also increase your lung capacity by up to 20 to 30 percent?

> 'Did you know just ten minutes of swimming can burn more calories than jogging for the same length of time?'

While exercises are the building blocks of a strong, stable and able body, the quality of your nutritional fuel determines how well your body will be able to function.

Muscles require contraction through specific nerve patterns that allow us to move, other chemicals require active release in the brain to make us feel happy, and certain vitamins and minerals need to be absorbed to give us the energy to undertake our daily activities. These are all directly related to the food we consume.

So much of the food available to us today revolves around ease and fast fixes. In order to obtain mass production, longer shelf life, higher sales and increased monetary returns, food companies are using fewer optimum ingredients, and more additives and preservatives in what would otherwise be natural food products. So what can we do about this? We can make a choice to put only quality and premium fuel into our bodies and reap the benefits of a better body!

Here are a few simple tips for us sailors to ensure we are doing the best for our health on a daily basis:

• WARM UP. Always spend some time warming your muscles with light activity before performing intense exercise. This will allow for smooth recovery and faster results.

• USE CONTROL. Perform all exercises with controlled movement (i.e. try not to use momentum).

• CHOOSE FULL BODY WORKOUTS. Create a program that helps to achieve overall muscle balance. Ensure both upper and lower body are worked.

• DYNAMIC PLAN. Create an exercise plan that works in alignment with your preferences and includes a variety of equipment such as resistance bands, free weights and body weight activities (use two or more of these in the same plan to further improve muscle strength).

• EXERCISE OFTEN. Work out each muscle group at least two times per week, with one to two days rest between workouts.

• EAT OFTEN. To increase metabolism and our body's ability to burn fat, it is important to eat frequently. By eating small, palm-sized meals every one to two hours, we are aiding a healthy metabolism and giving our bodies sustained energy to get through our day.

• EAT YOUR GREENS. This is a quick way of knowing our fuel contains a variety of the necessary nutrients it requires to perform well at work, rest and play.

• HYDRATE. Dehydration is one of the leading causes of death in survival-at-sea situations. It is readily overlooked and even deemed unimportant, but the simple task of hydrating will not only increase alertness and energy levels, it could save your life. Drink plenty of water (add 500mls to your normal intake) in the days leading up to your long sail or race. Always use fresh clean water to replenish fluids that were lost through breathing, sweating, sea salt and urination.

• EAT LOCAL. Seek organic or farmed produce from local markets wherever possible and always wash your fruits and vegetables in a one-to-three vinegar/water solution to ensure you reduce consumption of bacteria and harmful chemicals.

• INCREASE NUTRIENT VALUE OF MEALS. In addition to a wide variety of fruits and vegetables, adding a combination of proteins from nuts, seeds, lean meats and legumes to your intake will help to create a diet that is filled with nutrient-rich foods.

• EAT REGULARLY. Skipping meals can lead to a decrease in metabolism, making it more challenging for your body to burn body fat and of course utilize energy. If you are on the run and don't have time, take a snack with you to eat on the way. A handful of nuts and a combination of seeds is a perfect snack for on the go.

• AVOID STARVATION. Once we feel hungry, the hunger mechanism in our brain has already commenced work and our body is under the impression that food is unavailable. It will begin storing fats just in case it needs to convert it them into energy at a later time. Without energy we may find our muscles become depleted and we become weak and tired often. Avoid starvation at all costs.

You have taken up the lifestyle of a chosen few, and the most important time is now. Think of your body as your own vehicle to a better life. Decide to be the recipient of ongoing health and vitality. Allow yourself to wake up fresh and energized each day, able to enjoy each new beginning with the zest for life you seek through sailing.

Marissa Nieves, a personal trainer and nutritional consultant, is currently sailing in the Caribbean. Visit her website at www.marissanieves.com.

A PASSION FOR PINEAPPLE

Pineapple is one of God's best tasting, yet strangest creations. This fruit does not grow on a tree or a bush, but on a bromeliad with stiff leathery leaves with a serrated edge that can cut you. These leaves grow around a center spike we call the core. Although it looks like a cactus, a pineapple (*ananas comosus*) is actually made up of the fruits of hundreds of individual flowers that cluster on the center spike of the plant. When mature, the pineapple's fleshy tissues swell with juice. Pineapples are usually two to four pounds, but the Giant Kew type can be more than 20 pounds.

The pineapple originated in southern Brazil where Indians named it "anana", meaning excellent fruit. These native Indians planted pineapples with their sharp prickly leaves around their villages to keep out intruders. In 1493 Columbus discovered the Carib Indians growing pineapples on the island of Guadeloupe. His sailors called it *piña* because the exterior appeared as a pinecone, yet the interior tasted like an apple so in English it became "pine apple". Two centuries later, pineapples were being grown throughout the Caribbean chain. French King Louis XIV loved the sweet fruit's taste so much he forgot his manners and cut his mouth trying to bite an unpeeled pineapple. He treasured the fruit so much that glass "greenhouses" were created to grow them. Pineapples became a status symbol, both as a party decoration and as a dessert.

Hawaii is almost synonymous with pineapple. Captain Cook is credited for bringing the pineapple to Hawaii in 1790, but it was probably brought by Spanish explorers much earlier. Steamship transport in the mid-1800s made commercial production feasible. Canned pineapple wasn't financially feasible until an engineer, Henry Ginaca, invented a machine in 1911 that could remove the outer shell, inner core and both ends of 35 pineapples in less than a minute. In 1922, because of the demand for pineapple, James Dole bought the entire Hawaiian island of Lanai and converted it into the world's largest pineapple plantation with 20,000 pineapple-producing acres.

After bananas, pineapple is the second most popular tropical fruit. Pineapple is the third most canned fruit, after apples (i.e. applesauce) and peaches.

Pineapples are usually grown from the suckers that form around the stem at the base of the fruit. A popular children's garden project is to plant the top of a pineapple in a pot of soil.

If you are buying, a ripe pineapple should be firm and sweet smelling, with a fresh green top. It is ripe if one of its top leaves can easily be pulled out. To reduce the acid content, permit the pineapple to sit for three days before using. To increase its sweetness, lightly salt the cut fruit and let sit before eating.

Pineapple not only tastes good, but also is good for you. Pineapple juice is chemically close to our stomach juices. Consumed moderately, pineapple aids digestion. It has plenty of fiber and helps the body relieve fluids, especially mucus from nasal passages. Never consume an unripe pineapple, as it can cause throat irritations and diarrhea.

Two slices of a regular-sized pineapple has about 60 calories with no fat or cholesterol. Pineapple contains vitamin A, vitamin C, calcium, phosphorus, manganese and potassium. This fruit is a good source of fiber. Since it has a lot of carbs, it's great for an energy boost.

The juice is an excellent marinade, tenderizing meats while adding a tropical flavor.

Pineapple Salad
1 pineapple, peeled, cored and chopped small
1/2 medium mild onion, sliced thin and chopped
1 stalk celery, chopped
1 pimento seasoning pepper, seeded and minced
1 Cup of one of the following: cooked or canned tuna; boneless cooked chicken, chopped; or boneless cooked pork, chopped
Salt and spices to taste

Crush a few pieces of the pineapple for the juice. Mix everything together in a bowl. It is best to let sit for at least an hour in the fridge. Great for a sandwich or as a healthy snack on toasted bread, roast bake, or biscuits.

Pineapple and Sweet Potatoes
4 pounds of sweet potatoes, peeled and chopped
1 medium onion, chopped as finely as possible
1 clove garlic, minced
1/2 pineapple, peeled, cored and chopped
salt and spice to taste

Put sweet potato pieces into a medium pot with four Cups of water and a pinch of salt. Bring to a boil and lower heat. Simmer covered for 20 minutes or until tender. Drain. In the same pot combine with all remaining ingredients. Cover and let sit for half an hour before serving.

'Half-Baked' Pineapple
1 pineapple, peeled
pinch of salt
1/4 of a ripe coconut
2 Tablespoons brown sugar
1/2 teaspoon cinnamon
pinch of nutmeg
2 ounces of dark rum (optional)
My husband created this wonderful dessert.

Cut peeled pineapple in half, making two cylinders. Carefully core each, leaving a hollow pineapple. Do not pierce top or bottom with knife. Slice off the soft meat from the harder core and chop as small as possible.

Rub cavities with a pinch of salt and let sit for about 20 minutes while you remove the meat from the dry coconut, pare off and discard the brown part, and grate the white part.



Mix grated coconut with pineapple from core pieces, sugar, cinnamon, and nutmeg. Pack the hollow cylinders to the top with coconut mixture. Pour in rum if desired, one ounce to a piece. Wrap pineapple cylinders in foil so they stand upright and bake at 350°F for 20 to 30 minutes depending on size of pine.

Allow to cool and serve with a spring of mint.

Pineapples of the Caribbean

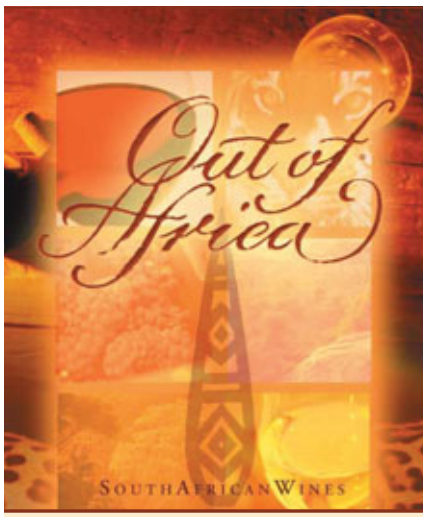
Lucky us — pineapples thrive in most parts of the Caribbean.

According to Cleremont Farms in Antigua, few other crops can boast the pineapple's tolerance to hurricanes. Two major factors contribute to this amazing ability of pineapple plants to continue to grow and produce after a storm.

The first factor is the resilience of the pineapple leaf to mechanical damage, thanks to the form of the pineapple leaf, their strong fibrous structure and tough cuticle surface. Secondly, the roots of the pineapple are of two types. The first roots to establish are thick, tough anchoring roots reaching to 16 inches depth. These keep the plant anchored in high winds so that the fine fibrous roots, responsible for most of the nutrient uptake, are kept intact and functioning.

For 250 years, pineapples have been grown in the Bahama Islands. At one time plantings on Eleuthera, Cat Island and Long Island totaled about 12,000 acres. In Martinique, a cannery was built in 1906, and in 1959 eight factories processed 22,000 tons. As of 1971, Puerto Rico and Martinique were among the world's ten leading exporters of fresh pineapples. In Puerto Rico, the pineapple is the leading fruit crop. Two vigorous hybrids of the popular Smooth Cayenne and Red Spanish varieties were developed at the Agricultural Experiment Station of the University of Puerto Rico and released in 1970. With excellent fruit quality, a high yield, sweeter, less fibrous and good for marketing fresh and for canned juice, they were introduced into Venezuela about 1979.

The pineapple is also one of the most important fruit crops in Guyana, both for the domestic and export markets; the Sugar Loaf variety is currently being produced organically and processed into chunks and juices. Trinidad's pineapples are of a superior quality and desired by the European markets. Antigua produces the unique Antigua Black variety of pineapple, which belongs to the "Queen" group. Queen pineapples produce small (two-pound), conical fruit renowned for their golden yellow flesh, crisp texture, low fibre, low acid, high sugar content and delicious taste.



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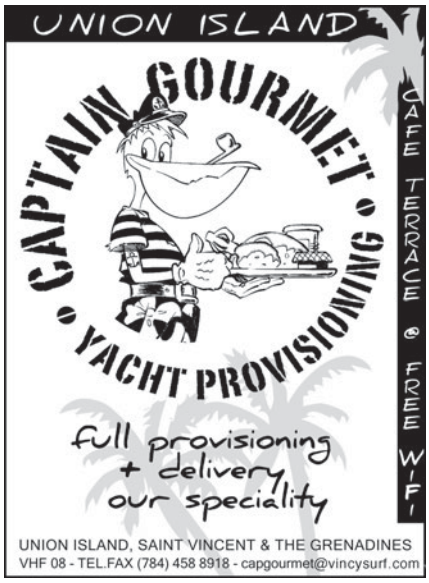
Read in Next Month's *Compass:*

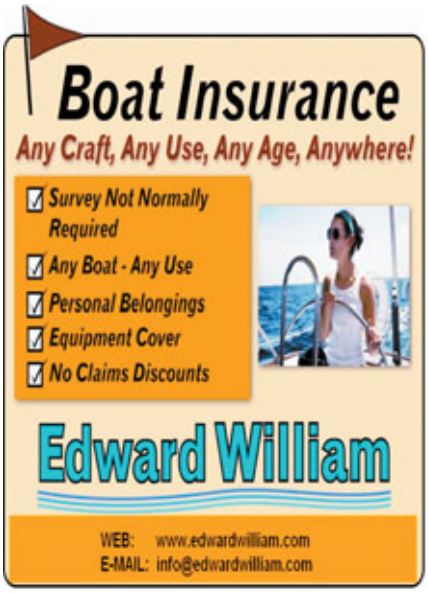
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WHY NOT WINDWARD?

Dear *Compass*,

Looking at the cover of the December issue of *Compass* with a photo of the uncrowded, sheltered anchorage of Windward, Carriacou, I see that the cruising yachtsman is not thinking.

Why do cruising yachtsmen, and especially charter parties with limited time, fight from the southern end of Grenada all the way to the over-rated, over-crowded Tobago Cays? To do this they have to go through the hassle of clearing Customs and Immigration out of Grenada and into St. Vincent & the Grenadines.

On the Windward side of Carriacou there are four miles of superb anchorage at Watering and Grand Bays (pages 133 to 135 *Street's Guide*), protected by a barrier reef, where they can enjoy all the features of the Tobago Cays.

Don Street
Glandore, Ireland

ROSEAU MOORING CAVEAT

Dear *Compass*,

My wife, Joanne, and I had a very disturbing event in Roseau, Dominica recently. This event, which could have resulted in the loss of our boat, is reported here as a cautionary tale.

On arrival we engaged the services of a certain local boat assistant whom we had read of in a popular guidebook; we knew him to be a long-time mooring operator in the area. Our Tartan 3700 was doubly tied to a mooring that we were assured, upon asking, was new and in excellent condition. At our request we were also stern tied, as it was quite rolly, which is not particularly unusual at that location.

On the second day at 1730 hours, while preparing to attend happy hour at the Anchorage Hotel, we suddenly noticed the bow of the boat swinging sideways. Momentary disbelief was followed by the rapid realization that we had parted from the mooring. The float was proceeding down current and our two bow lines formed intact loops floating in the water. With dusk descending we called our mooring operator on the VHF and did receive a reply, presumably from his wife, who indicated he would be by shortly to assist us. We waited and waited and, despite seeing him tie another boat in the distance, he never came to us. We called again and received no reply. I should mention he carries both a VHF and a cell.

Finally, in order to prevent us from crashing back into the cement retaining wall of the hotel, I released the stern tie and moved ahead to drop anchor. There was poor holding in deep water, darkness coming, heavy seas pushing on shore and no mooring operator! A desperation call to Desmond of SeaCat services brought an immediate response and relocation to a new mooring. We missed happy hour but made dinner at the Evergreen.

There is a lesson and a reprimand in this situation. First, of course, no harm was done except to my coronary arteries but if the event had occurred only 20 minutes later our boat would likely have been lost as by then we would have been on shore, content that with a mooring and stern tie our boat was safe. The cement wall pounded by a surge looked unforgiving. The lesson is reinforced for me again to never, ever take a mooring, even if provided by a "reputable" recommended operator, unless there is no other option. There is nothing better than a properly deployed and visualized anchor. The reprimand is for the mooring operator who failed to provide badly needed assistance when requested. The next day he was all perplexed smiles and promised to return with our refund and to investigate the cause of the mooring failure and tell us. But he never appeared before our departure at 1300 hours.

Devlin McIntyre
Spray I

Editor's note: Chris Doyle has added a relevant note on Roseau moorings to his website. See www.doyle-guides.com, Leewards Updates section.

SECURITY REPORT!

Dear *Compass*,

A positive story for a change. My husband does web design for a living, to "keep us afloat" so to speak. On March 14th he had been working ashore at Bouillante, Guadeloupe all morning. When he returned to the dive shop dock about 2:30PM, he found our dinghy underneath the dock and our motor submerged in the water (between the waves and wakes, the bashing and the corroded metal plate that disintegrated with the poundings, we had a recipe for disaster).

Setting his waterproof backpack containing our only computer down, he got distracted with getting the motor out of the water with the help of some French cruising friends and hosing it down with gallons of fresh water (the guys at the dive shop were very kind to let him use their water). Anyway, he returned to our boat under tow and began to disassemble and clean the motor piece by little piece.

When the adrenaline began to wear off about an hour later, he remembered the backpack (along with images of a beach full of people and the continual flow of glass-bottom boat and dive tourists along the dock). Still dinghy-less, we called over to our French boat friends to go see about the backpack. Amazingly, our "bread and butter" was still sitting untouched on the dock right where he left it.

The result? Call it Divine intervention or not, by 6:00PM, our motor roared to life so we'll be able to keep the four to five "Boat Bucks" and much time it would have taken to replace it and the computer, not to mention a tarnished reputation while we scrambled to regain connectivity with our clients.

Cheers!

Lisa
Day Dreamer

OPEN LETTER RE: SECURITY INDEX

Dear Dr. Hebson,

Congratulations on your excellent report (Caribbean Security Index). My wife, Nell, and I have spent the last five years cruising full time in the Caribbean aboard *Moon Dance*, our Tayana 55. We have been almost everywhere in the Caribbean except Barbados, the Venezuelan mainland and Central America between Panama and Mexico. We concur fully with your report and vote with our sails, avoiding the dangerous areas. You have added numbers to our anecdotal assessment of crime statistics.

In Mexico we found El Cid marina in Puerto Morelosa to be the most security conscious marina we had visited and the town itself the safest place we had visited.

The only crime we were subjected to was in Bonaire, but not cruiser in nature: a camera was stolen from a rental car.

We return to the Caribbean soon and we will only visit the places you recommend.

Many thanks for your excellent work; we will disseminate it to all our cruising friends. In fact in January we gave a cruising safety lecture to over 50 people at the Coconut Grove Sailing Club in Miami. The theme was "how to avoid being a victim".

Best wishes,
Phil Kellett

Editor's note: Catherine Hebson is the author of the CSI (Caribbean Security Index at freecruisingguides.com/caribbean-security-index-csi). The CSI reports having nearly 2,000 registered users.

Catherine creates statistical probabilities for different types of crime in different parts of the Caribbean with the idea that the CSI index can be employed to "route around the crime, rather than through it". Along with the well established Caribbean Safety and Security Net (www.safetyandsecuritynet.com) the CSI is a useful tool for choosing cruising destinations.

A HUGE THANK YOU!

Dear *Compass*,

As regular yearly visitors to Bequia for almost 12 years now aboard our yacht, we have met many wonderful people, some of them locals, some just passing through. One night recently, aboard, just before midnight, my husband suddenly started developing a welt-like rash all over his body. He began sweating profusely and rapidly became less coherent. He was very close to going unconscious. I tried, to no avail, to request immediate emergency help via the VHF. Next I went up on deck, shone my flashlight at the yacht closest to me and shouted for help.

Fortunately, Shelly, aboard the yacht *Treviljor* came up, shouted back and within minutes, he was at my boat. I told him I needed a doctor; this was an emergency. He raced over to the Whaleboner restaurant and woke the proprietors, Carl and Ruth. They called for the doctor and while all this was taking place, I was with my husband, trying to keep him talking to me.

What seemed like ages was in fact a short time before Dr. Dany came aboard. On seeing my husband he promptly and confidently administered an injection, which possibly and most probably saved my husband's life. I am truly grateful to Ruth, Carl, Shelly and Dr. Dany, and from now on I will not think of them as "passers by" but true friends.

—Continued on next page

—*Continued from previous page*

I cannot thank them all enough.

Life is precious.

Helen
Yenrah II

DIVING WITH WHALES

Dear *Compass*,

On March 28th at 9:00AM, while taking divers to Carriacou's Point Cistern dive site, Lumbadive boat captain Vaughn noticed a humpback whale near Mabouya Island. Getting slowly closer, Vaughn saw that wasn't one but three whales swimming together. Three delighted divers jumped in the water to join the whales, who went below the surface upon hearing the approaching boat. The whales entered L'Esterre Bay to then returned to Sisters Rocks before finally heading toward Grenada. On the same day, three more whales were seen near Hillsborough, going north.

Diane Martino, General Manager
Lumbadive
Carriacou

OUR DANCING HOUSE

Dear *Compass* Readers,

My partner, Spencer, and I have been exploring the beautiful jewels and turquoise waters in the Caribbean Islands: blue sky, amazing sunsets and sunrises, happy people and adventurous hearts.

We started from St. Thomas in 2011 aboard our dancing house, *Adverse Conditions*, making our way down to Trinidad. Our first stop was in the British Virgin Island of Jost Van Dyke: what a pretty spot! We enjoyed the white beaches and the happy hours.

Norman Island: Another amazing spot full of history about pirate treasures hiding in the secret caves; it was another gem to enjoy with clear waters and wonderful weather.

Soper's Hole in Tortola invited us to hike in lovely hills and to have a great swim after the hike, finishing the day with a happy hour with tasty cocktails.

St. John: Great spot with picturesque shopping stores, and very friendly people too.



Then we sailed to Statia; this tiny island has amazing natural beauty, and very happy smiling faces.

St. Kitts: Here we stayed in the Port Zante marina at Basseterre. We saw astonishing sunsets and had a great time.

Nevis: We stayed here just for the night, took some pictures and went to sleep with the nice dancing waves.

At Montserrat, with its volcano and strong currents of water, we just stayed for the night.

Deshaies, Guadeloupe: We stopped here for the night, too, and our dolphin sea friends came very close to our bow, jumping and singing for us — what a lovely and spectacular show!

Portsmouth, Dominica: What a view! The green of natural plantations, hills and mountains, with great clean swimming water and friendly people. We picked up a mooring here — not too expensive — and enjoyed the beauty of the island and people.

After three nice days in Dominica, we untied the mooring and headed to Martinique, another treasure of the Caribbean islands, combining French-style food with the tropical atmosphere of the Caribbean.

By the time we arrived in St. Lucia the weather was bad, and unfortunately I am a Colombian, which means that I need to obtain a visa beforehand for most of the places in this world. Some of the Caribbean islands have been good to us, no trouble, but here.... We arrived in bad weather with more to come soon, so we didn't want to sail anywhere. The authorities gave me only a week, and I had to stay in the marina without opportunity to explore the island.

After the weather cleared, we sailed to Bequia, there to stay only for the night.

Then with the help of great winds we continued to Prickly Bay, Grenada.

We had been in a hurry because our grandchild was supposed to come to join us in Trinidad, so we really had very little time to enjoy the islands from St. Thomas to here. And then we read our e-mails and found that the child couldn't make it — what a frustrating trip!

Well, we had a glimpse of many places in the island chain and enjoyed them, even if it was for very short while. We lingered in beautiful Grenada, with the friendly people and extraordinary nature, and then set sail to Trinidad & Tobago.

Now still in Trinidad. We have been exploring and enjoying in group tours and by ourselves, meeting lovely people from around the world, sharing time and parties, "noodling" water aerobics in the pool of Coral Cove and practicing yoga.

It all has been wonderful time in the lovely Caribbean waters — truly a gift from nature and from life.

Luz Adriana Quintero ("Nana")
Adverse Conditions

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Cruiser Crew in Racing Disguise

by Ruth Lund

Most cruisers are not yacht racers. However, the captain and first mate on *Baraka* were keen racers long before we set off in our cruising boat to cross oceans. Starting in dinghies and graduating to keelboats during our student years, and participating in or assisting with sailboat racing, not only prepared us for, but also added a special magic to our years of living aboard. Romping back to Grenada in large swells and strong winds from a highly enjoyable 2013 Bequia Easter Regatta, I tried to analyze exactly why I love racing.

First thing that comes to mind is the adrenalin that pumps at the lead-up to the start. There is nothing like it, with yachts tacking and gybing all around, skippers and crews keyed up, timing and pacing themselves, straining to see the flags and hear the horn sounding. In the days of using cannons to start it must have been even more dramatic. This tension is also felt when helping with the start procedure on the committee boat, watching the sleek hulls flashing their bellies and lining up, hearing the calls of "starboard", "up, up", the countdown as bows hover and dip before the invisible line between committee boat and pin. Anything could happen and often does. There is never, ever a start that is exactly the same as any other. Different boats, different strategies, and of course the ever changing sea conditions are what makes sailboat racing endlessly challenging.

Then there is usually more excitement and — a favorite Caribbean word — confusion, at the first windward mark: the panic to get the spinnaker up and drawing without a tangle of sheets, guys, uphauls and downhauls and, if the crew is worth their salt, as much concentration on keeping the bag drawing on the downwind leg as there is in constantly playing jib and main upwind. Some folk say they don't want to enter a race they can't win, but for die-hard racers, even when last in the fleet, there is always someone to chase, foot by hard-fought foot, someone to overtake with gloating glee. There is also the satisfaction of great teamwork. When a well-oiled crew goes through its paces, each doing their (sometimes tiny) part to make the boat accelerate and perform its best, often without a word being spoken, sailing is pure pleasure. Especially when recovering from some goof-up, of which there are always a few — crew falling overboard, sails ripped to shreds in wild wind, or tricky current frustratingly misread.

Of course regattas are much more than time spent on the water. Lined up three deep on the dock at Trinidad & Tobago Sailing Association as part of a fleet of 20 Trini boats getting ready to sail to the Tobago Regatta was like getting ready for an expedition. Guys were borrowing tools, dumping excess weight, loading provisions and discussing threats from weather and likely competitors. Down in the bilge, up the mast and on the decks, last minute adjustments were being made. The collective anticipatory buzz at the bar, on the dock and on the way up the North Coast of Trinidad and across to Tobago was a high all in itself.



WILFRED DEDERER

Most cruisers are not racers, but taking the opportunity to crew on a racing boat or to enter your home in the cruising classes hones your ability to sail your boat to its fullest potential

> *'When a well-oiled crew goes through its paces, each doing their (sometimes tiny) part to make the boat perform its best, often without a word being spoken, sailing is pure pleasure'*

Every regatta we have been to has its own personality. Going to Antigua Race Week was the fulfillment of a lifetime dream, sailing out of historic English Harbour along with famous yachts and skippers to continue a tradition alive on this little island for centuries, was a unique, humbling experience. Just watching the parade of competitors going through the bridge at the yacht club for the St. Maarten Heineken Regatta was exciting, never mind competing with hundreds of hot shots and their hi-tech machines. And then there are the smaller events that have a flavor all of their own. The long haul up to Barbados at the end of the season is well worth the welcome received and opportunity to compete with some of the hardiest sailors in the Caribbean. Grenada's friendly Sailing Weeks provide some powerful competition in perfect sailing conditions, and we love to hop across to Carriacou for an intimate regatta with grilled lobster on the beach and impromptu parties in a crowded cockpit, despite hurricane threats.

At Bequia Easter Regatta 2013 there were crews of small double-enders doing feats of balance and grace and remarkable rescues of men and boats in rough waves. Enthusiastic youngsters sailed their tiny Surprise and J/24 yachts from afar, toughing it out in heavy winds, continually wet and bruised, promising to become more competent and committed than the veterans of the larger keelboat fleet. Being part of it all brought home to me what sailboat racing is all about. It's not about the prizes, the parties or the prestige. It's about the mysterious relationship between man and the ocean and the very special community you join when you race a boat to its limits on the high seas.

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CALENDAR

MAY

1 Public holiday in many places (Labour Day)
1 – 12 St. Lucia Jazz & Arts Festival. www.stluciajazz.org
2 – 5 Mayreau Regatta
3 – 5 5th West Indies Regatta, St. Barth's. www.westindiesregatta.com
3 – 5 Grenada Drum Festival. www.grenadagrenadines.com
4 Start of Atlantic Cup rally from Nanny Cay Marina, Tortola BVI to Bermuda and US East Coast ports. www.worldcruising.com
4 Start of ARC Europe, Tortola to Portugal. www.worldcruising.com
4 Dinghy and IC24 Races, San Juan, Puerto Rico. Club Nautico de San Juan, www.nauticodesanjuan.com
4 – 5 BVI Dinghy Championship, Tortola. Royal BVI Yacht Club (RBVIYC), www.royalbviyc.org
4 – 5 14th Annual Budget Marine Commodore's Cup, St John, USVI
5 Public holiday in Guyana (Arrival Day)
5 Round Booby Island Regatta, Nevis. Nevis Yacht Club (NYC), www.nevisyachtclub.com
6 Public holiday in St. Kitts & Nevis (Labour Day)
8 – 12 Triskell Tour Race, Guadeloupe and Dominica. www.triskellcup.com
9 Public holiday in some places (Ascension Day)
9 – 11 Combat de Coques, Martinique. Club Nautique du Marin (CNM), www.clubnautiquedumarin.com
9 – 12 Windsurf Challenge, Curaçao. cursailing@gmail.com
10 - 18 St. Barth's Theatre Festival. www.saintbarth-tourisme.com
11 – 12 Martinique Yole Festival, Ste. Anne, Martinique. http://yoles-rondes.net
12 Launching of Schooner Ruth, Barbados. NEW DATE!
16 – 19 Mount Gay Rum Barbados Regatta, www.sailbarbados.com
17 – 19 9th Annual Captain Oliver's Regatta, St. Maarten. www.coyc-sxm.com
18 Public holiday in Haiti (Flag Day)
18 – 20 Martinique to St. Lucia Race. www.clubnautiquedumarin.com, www.stluciayachtclub.com
20 Public holiday in many places (Whit Monday)
20 – June 14 Ride Antigua Kiteboarding Festival. www.nonsuchbayresort.com
21 Public holiday in Cayman Islands (Discovery Day)
24 FULL MOON Parties at Trellis Bay, Tortola; West End, Tortola; and Nevis
24 – 26 39th Annual Foxy's Wooden Boat Regatta, Jost Van Dyke. www.foxysbar.com/woodenRegatta.html
24 – 26 BVI Music Festival, Cane Garden Bay, Tortola. www.bvimusicfestival.com
24 – 27 Puerto Rico Heineken Intl Regatta. www.prheinekenregatta.com
26 Public holiday in Guyana (Independence Day)
26 Leverick Bay Poker Run, BVI. www.pokerrunbvi.com
26 St. Croix Reef Jam. www.reefjam.com
27 Public holiday in Belize (Sovereign's Day)
30 Public holiday in Trinidad & Tobago (Indian Arrival Day), Anguilla (Anguilla Day), Haiti (Mothers' Day), and many other places (Corpus Christi)
31 – June 2 ProKids Bonaire Slalom & Freestyle Championship, Bonaire. www.prokidsfreestyle.com
TBA Quantum IC24 International Regatta. RBVIYC
TBA Petite Martinique Whitsuntide Regatta. www.grenadagrenadines.com
TBA Canouan Whitsuntide Regatta

JUNE

3 – 7 63rd Ernest Hemingway International Billfishing Tournament, Marina Hemingway, Cuba. www.hemingwaycuba.com/hemingway-fishing-tournament.html
5 World Environment Day
7 Public holiday in the Bahamas (Labour Day)
8 – 9 Laser Championship, St. Maarten. St. Maarten Yacht Club (SMYC), tel (599) 544-2075, info@smyc.com, www.smyc.com
11 – 16 Bonaire Kiteboard Week. www.bonairekiteweek.com
15 – 16 St. Lucia Dinghy Champioship. St. Lucia Yacht Club (SLYC), tel (758) 452-8350, managerslyc@gmail.com, www.stluciayachtclub.com
16 J/24 Caribbean Championships, Barbados. Barbados Yacht Club (BYC), byc@sunbeach.net
16 Budget Marine Challenge, Curaçao
17 – 23 International Optimist Regatta, St. Thomas. St. Thomas Yacht Club (STYC), tel (340) 775-6320, info@styc.net, www.styc.net
19 Public holiday in Trinidad & Tobago (Labour Day)
20 Summer Solstice
22 Summer Sailstice. www.summersailstice.com
22 - 24 International Optimist Regatta, St. Thomas. internationaloptiregatta@gmail.com
22 – 23 Caribbean J/24 Open Championships, Barbados. J/24 Club of Barbados, info@j24barbados.com
23 FULL MOON Parties at Trellis Bay, Tortola; West End, Tortola; and Nevis
28 – July 9 Vincy Mas (St. Vincent Carnival). www.discoversvg.com
29 Fisherman's Birthday. Local boat racing in many communities
30 – July 7 Highland Spring HIHO windsurfing and SUP race. www.go-hiho.com
TBA Public holiday in BVI and Anguilla (Sovereign's Birthday)

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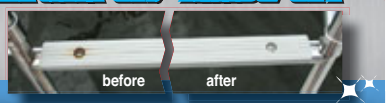
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—Continued from page 12 ...Regatta News

International Kite Event Coming to Bonaire

Between June 11th and 16th, Bonaire will be hosting the South and Middle American Kite Course Racing Championships. This event will award 100 ISAF points toward the world rankings, so it is a "must" for top-level sailors. With an estimated 90 top professional riders coming from all parts of the world, Bonaire will enjoy a unique spectacle. Competition will take place at the south end of the island at the area known as Atlantis or "Kite Beach". This site brings the action right up close to the spectators and photographers. After-race events will entertain not only the racers but also visiting sailors and other tourists.

There will also be a spectacular final race, to be called the Bonaire Classic, which will see as many as 70 kites racing from Atlantis into the bay of Kralendijk and rounding the island of Klein Bonaire before heading back upwind to the finish line at Atlantis; with a distance of more than 40 kilometres, this will be a race worth watching. This event will be open to amateurs and pros alike.

Kite Beach is a high-energy location where sailors can easily launch their kites and enjoy the perfect conditions. It is also the home to two mobile kite surfing schools and the Cactus Blue mobile restaurant. During the rest of the year, the schools offer lessons and rentals as well as sales of equipment to keep sailors of any level happy. There are several safety boats to give those who have not mastered upwind sailing or have equipment difficulties a ride back.

For more information on the event visit www.bonairekiteweek.com. Additional information can be found at www.infobonaire.com and www.tourismbonaire.com.



Budget Marine Curaçao Challenge 2013

"This is not just any race — it's the ninth Annual Budget Marine Challenge."

Budget Marine announces that one of the Caribbean's most challenging races will take place on June 16th. Every race is a challenge for sailors, but the Budget Marine Challenge is one of the few races that distinguish themselves by uncommon starting procedures. Unlike usual races, the first race starts downwind on the Spanish Waters, followed by an upwind leg between Caracas Bay and Fuik Bay, and a first finish in Fuik. This brings an extra challenge to avoid crossing the starting line early.

The second start showcases an outstanding anchor start, traditionally a peculiar situation in which all sailors get the chance to show their creativity. Fuik Bay is some 15 to 20 metres (50 to 65 feet) deep, so dragging anchors will be an additional challenge. At four minutes before the start, all crew has to go below deck. They are allowed to show their faces again only after the starting signal. Then they can hoist the sails, lift the anchor and sail away as fast as they can. Previous years, heavy winds created yet more challenge. The interest and participation have increased over the years and have made this one of Curaçao's most remarkable sailing events.

For more information contact Renata.Richardson@budgetmarine.com.

—Continued from page 7 ...Business Briefs

When the yachts are over their assigned positions and touch the wooden cribbing or rubber mat, divers place temporary supports upright as the ship slowly rises from the water until the deck is dry and the ship's crew can begin the docking operation. With its cargo secure, the DYT ship leaves for its next destination, a veritable moving marina.



Since its maiden voyage in 1987, the company has transported more than 12,000 motor and sailing yachts to various destinations around the globe. DYT's global yacht transport routes for its semi-submersibles include St. Thomas and Martinique in the Caribbean.

For more information on Dockwise Yacht Transport see ad on page 17.

Now Available: Noodling at Sea E-Book

Noodling at Sea, or Staying Fit with Water Aerobics by Willie Haskins is a fun, pictorially illustrated manual for learning how to perform water aerobics exercises in open water anchorages or in a pool. Primarily aimed at sailing cruisers, the book is loaded with photos and step-by-step instructions on more than 55 exercises that are designed to improve fitness while sailing and cruising.

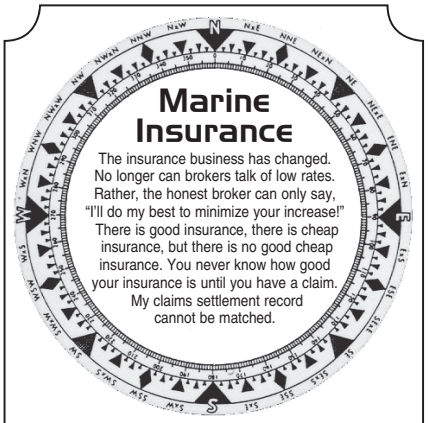
The introduction is a humorous review of tips and suggestions for having a fun and safe exercise experience in the open water or pool environment. Photos of actual cruisers and detailed instructions clarify each exercise. Charts at the end of the book summarize a suggested order of exercise, and a photo chart provides a handy, quick reference of the exercises.

As a physical therapist and former university professor, and a cruiser with close to 40 years' sailing experience, the author has created a practical, attractive and easy to understand manual that will help sailing cruisers stay fit and healthy.

Noodling at Sea, or Staying Fit With Water Aerobics is the author's first book. An abbreviated version can be found in the September 2012 issue of *Caribbean Compass.* A portion of the proceeds will be donated to Hands Across the Sea.

Noodling at Sea, or Staying Fit With Water Aerobics *is now available at Amazon.com.*





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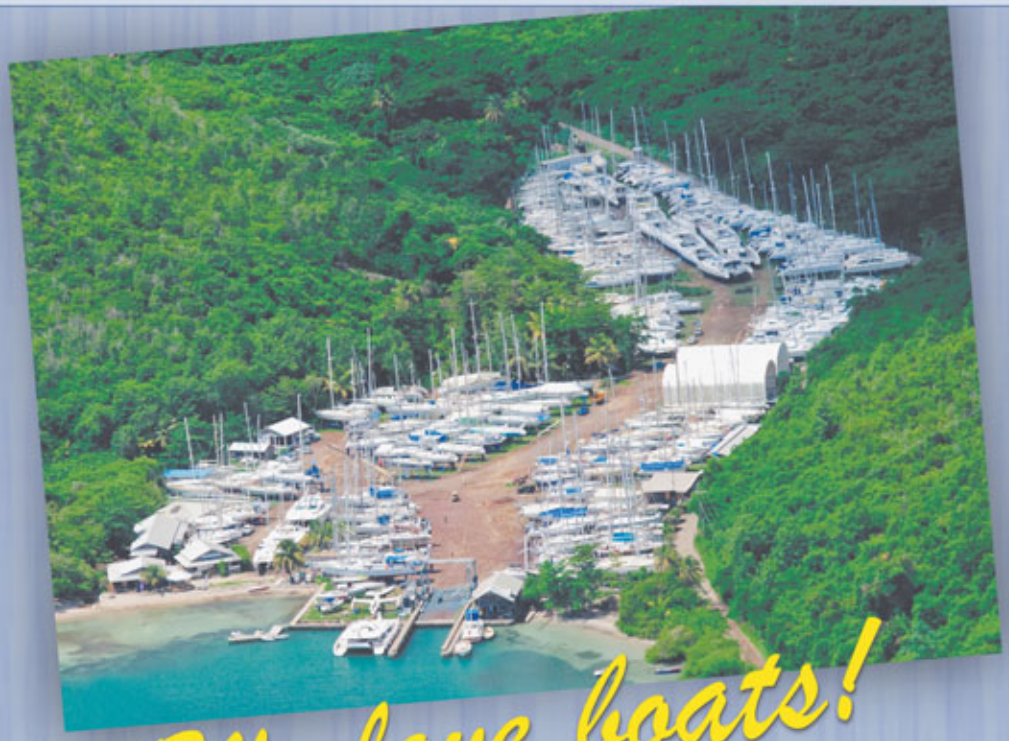
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Anjo Insurance	Antigua	20	Diginav	Martinique	39	Marc One Marine	Trinidad	MP	South African Wines	Grenada	37
Antigua and Barbuda Tourism	Antigua	5	Dockwise Yacht Transport	Martinique	17	Marigot Gourmet Pizza	St. Lucia	36	SpotlessStainless	USA	MP
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Art & Soul	Grenada	MP	Doolittle's Restaurant	St. Lucia	33	Marina Santa Marta	Colombia	19	St. Thomas Yacht Sales	St. Thomas	41
Art Fabrik	Grenada	MP	Down Island Real Estate	Grenada	MP	Marina Zar-Par	Dominican Rep.	27	Sunbay Marina	Puerto Rico	18
Assurances Maritimes Antilles	Martinique	31	Doyle Offshore Sails	Tortola	4	Marine Solar Tec	Panama	21	Sunsail Marine Center	SVG	16
Assurances Maritimes Antilles	Martinique	MP	Doyle's Guides	USA	33	McIntyre Bros. Ltd	Grenada	45	SuperYacht Shipping	C/W	39
B & C Fuel Dock	Grenada	26	Echo Marine - Jotun Special	Trinidad	32	Mid Atlantic Yacht Services	Azores	MP	Technick	Grenada	MP
Barefoot Yacht Charters	SVG	15	Edward William Insurance	International	38	Monsoon for sale	C/W	MP	Tikal Arts & Crafts	Grenada	MP
Bequia Marina	SVG	27	Electropics	Trinidad	MP	Multihull Company	C/W	41	Tortugal	Guatemala	MP
Bequia Venture	SVG	MP	Fernando's Hideaway	SVG	MP	Neil Pryde Sails	Grenada	MP	Townhouse Mega Store	Antigua	29
Boat Paint & Stuff	St. Maarten	MP	Food Fair	Grenada	37	Northern Lights Generators	Tortola	12	Turbulence Sails	Grenada	22/MP
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