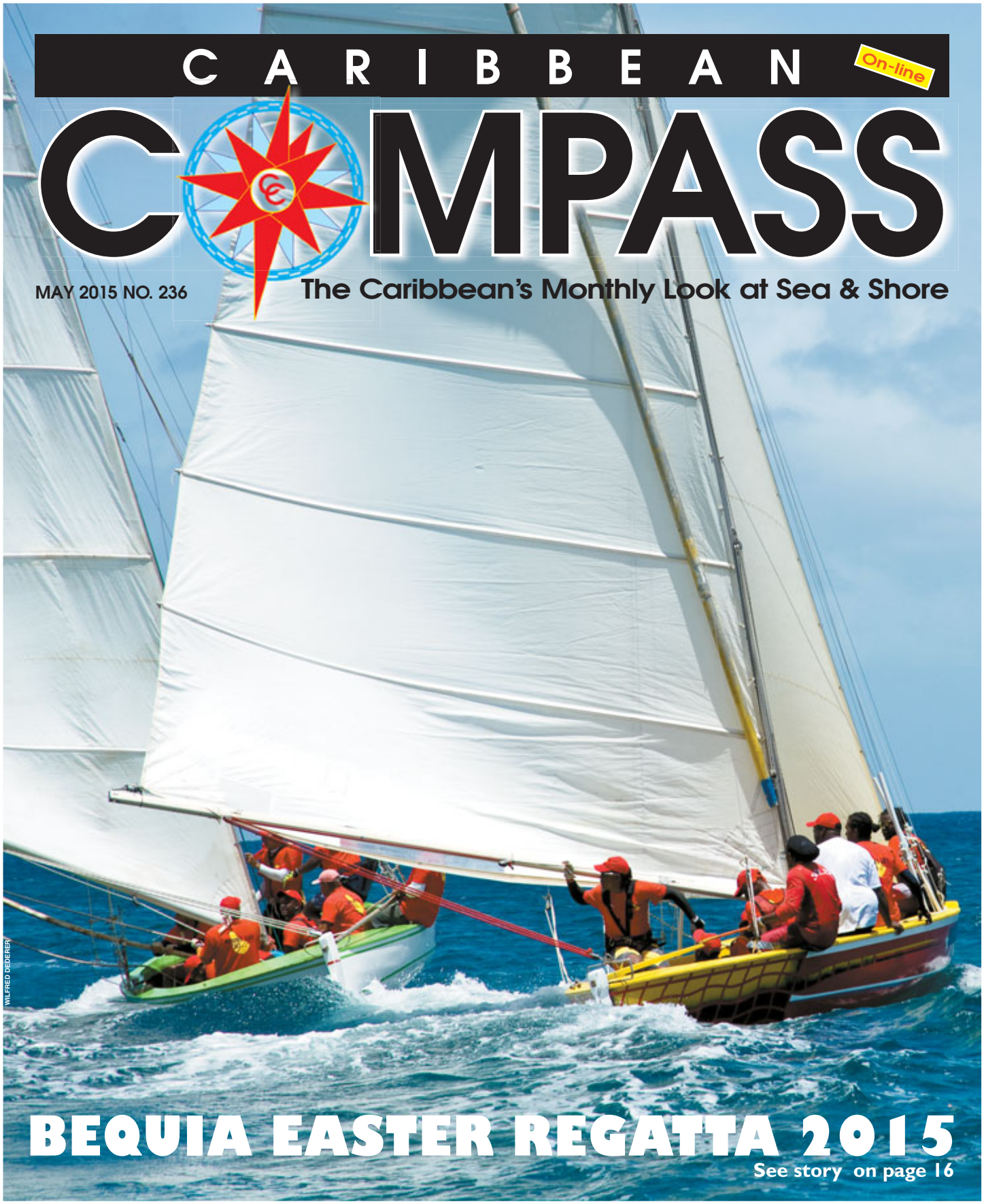
CARIBBEAN On-line
COMPASS
MAY 2015 NO. 236
The Caribbean's Monthly Look at Sea & Shore



WILFRED DEFERER

BEQUIA EASTER REGATTA 2015

See story on page 16



BUDGET MARINE

www.budgetmarine.com

SAFETY. COMMUNICATION. SURVIVAL.
BE PREPARED. BUDGET MARINE.

THE CARIBBEAN'S LEADING CHANDLERY

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

Subscribe to our Newsletter

CARIBBEAN COMPASS

The Caribbean's Monthly Look at Sea & Shore

www.caribbeancompass.com

MAY 2015 • NUMBER 236

Coming Up
Celebrating youth sailing 11

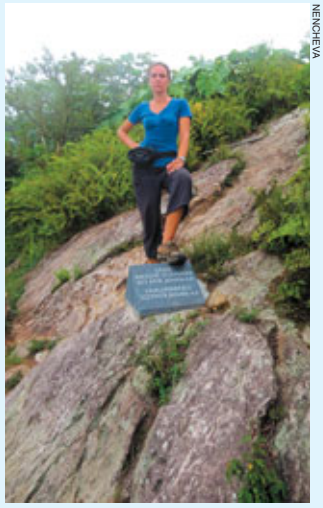
GOOCH

Somewhere Else!
St. Kitts a surprise 18

Another St. Thomas
It's not just cruise ships 22

MCGEARY

No More Bagging
Effective headsail reefing 24



NENCHEVA

Volcano Voyage
Loving the sleeping giants..... 28



HARRIS

Bill & JoAnne get their monthly dose of Compass *at the Flamenco Marina in Panama City, Panama*

DEPARTMENTS

Info & Updates	4	Salty's Beat	34
Business Briefs	8	Look Out For…	35
Eco-News	10	The Caribbean Sky	36
Regatta News	12	Readers' Forum	38
Destinations	18	Calendar of Events	40
Island Poets	31	What's on my Mind	40
Cartoons	31	Caribbean Market Place	41
Book Review	32	Classified Ads	45
Meridian Passage	34	Advertisers' Index	46

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

Editor.....**Sally Erdle**
sally@caribbeancompass.com
Assistant Editor.....**Elaine Ollivierre**
jsprat@vincysurf.com
Advertising & Distribution.....**Tom Hopman**
tom@caribbeancompass.com

Art, Design & Production.....**Wilfred Dederer**
wide@caribbeancompass.com
Accounting.....**Shellese Craigg**
shellese@caribbeancompass.com

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

ISSN 1605 - 1998

Cover Photo: Bequia Pride *and* Skyler *racing in Class 7 of Bequia Easter Regatta's double-ender division. Photographer Wilfred Dederer was there to capture this and the yacht division action, too. See page 16*



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.**

'We have always felt that the Compass has a great balance between being informative and entertaining.'
— Stephanie Martin and Tom Lane

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

Info & Updates

US Navy Pulling Out of the Caribbean

As published on March 18th at www.caribbeannewsnow.com, the two navy vessels the US currently deploys in the Caribbean will both be permanently withdrawn this summer.

At a Senate Armed Services Committee hearing, General John Kelly, commander of US Southern Command (USSOUTHCOM), said, "I don't have the assets (in the Caribbean). I have two navy ships right now; that will go to zero forever by the summer." Kelly also stated that SOUTHCOM has insufficient airborne intelligence, surveillance and reconnaissance (ISR) assets available in the area.

Although the US Coast Guard has made a commitment to double the number of Coast Guard cutters in the region, Kelly pointed out that this represents an increase from just three to six. Kelly told the senate committee that the US is largely dependent on other nations for maritime security assistance in the Caribbean.

"About six months out of the year we have a Canadian frigate that they turn over to us, so we use them in the same way we would use a Coast Guard cutter and a navy ship. The British occasionally have a ship down there; the Dutch are very cooperative but they don't have many ships in the region, and (there are) the French out of Martinique," he explained.

Meanwhile, the United States Coast Guard has announced the assignment of four special-purpose law enforcement boats to the US Virgin Islands. Two of the 33-foot high-speed vessels will be stationed on St. Thomas, and two will be stationed on St. Croix.

Governor Kenneth Mapp said he welcomes and appreciates the ongoing commitment of the Coast Guard to the safety and security of the people of the USVI. "Given the challenges we face in our efforts to secure our borders," the governor stated, "these boats, with their modern capabilities and highly trained crews, will enhance greatly our ability to combat the illegal trafficking of drugs, guns, and other contraband through this area of the Caribbean."

Captain Robert Warren, Coast Guard Sector San Juan commander, noted that the assignment of special purpose interceptor boats in the US Virgin Islands enhances law enforcement capabilities when responding to potential threats, as well as search and rescue calls. He said that this summer, the US Coast Guard would be adding to that capability with the arrival of the first of six fast response cutters to be assigned to Sector San Juan.

OECS Employs Boat Show Findings

The Organisation of Eastern Caribbean States (OECS) Tourism Desk has taken steps to address the challenge of lack of data to provide policy guidance to further develop the yachting sector in the Eastern Caribbean. This was done via a survey conducted at the 2014 United States Sailboat Show in Annapolis, to uncover information that could enhance the development of the yachting sector in the OECS. The respondents were mainly boatowners who visited the Eastern Caribbean Village at the show.



The findings of the study demonstrate potential for the further development of yachting in the OECS and revealed that there is a good chance that the region can benefit from a spike in yachting activity this year.

Among the yachtspersons likely to visit the OECS, 16 percent said that they intend to visit all of the territories of the OECS. While 26 percent are likely to visit the BVI, only three percent said that they would like to visit Antigua & Barbuda; and only one percent of yachtspersons surveyed indicated a desire to visit St. Kitts & Nevis or Grenada. Less than one percent said they intended to visit Dominica, St. Lucia and St. Vincent & the Grenadines. Three percent were undecided at the time of the survey which country in the OECS they would like to visit.

The survey suggests, therefore, that the OECS should promote lesser-known destinations aggressively to sustain a greater spread of visitors throughout the region. The survey also recommends a sustained campaign to ensure that post 2015, there is an average annual increase of yachtspersons visiting the region from the US and Canadian markets.

The OECS Commission is considering a marketing strategy to create an awareness of less-popular yachting destinations. The survey also recommends the undertaking of a comparative analysis of each yachting destination to determine their strengths and weaknesses and the reason(s) that some destinations are preferred over others.

Visit www.oecs.org/yachting for more information.

—Continued on next page

DOYLE CARIBBEAN

OCEAN PLUS 5/50,000

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

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

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

Antigua & Barbuda
Star Marine
Jolly Harbour

Curacao
Zeilmakerij Harms
Kapiteinsweg #4

Dominica
Dominica Marine Center
Roseau

Grenada
Turbulence Sails
True Blue St George

Martinique
Voilerie Du Marin
30 Bld Allegre

Panama
Regency Marine
Panama City

Puerto Rico
Atlantic Canvas & Sail
Fajardo, Puerto Rico

St Lucia
Rodney Bay Sails
Rodney Bay

St. Vincent
Barefoot Yacht Charters
Blue Lagoon

Trinidad & Tobago
AMD Sails
Chaguramas

USVI St Croix
Wilsons' Cruzan Canvas
Christiansted

Jamaica NEW
PJG
Kingston

Bonaire NEW
IBS b/v
Kaya Atom Z

www.doylecaribbean.com

—Continued from previous page

SMYC Regatta Foundation Raises Funds for Sea Rescue

The St. Maarten Yacht Club Regatta Foundation (SMYCRF) raised US$1,660 for the St. Maarten Sea Rescue Foundation (SSRF) during the 35th St. Maarten Heineken Regatta in March. The SSRF offers assistance to sailors and mariners. With two vessels and a well-trained group of volunteers, it ensures safety on the waters of St. Maarten. It is also responsible for the inspections required on St. Maarten before a private vessel can be registered. The non-profit organization relies solely on donations.



Regatta Assistant Michelle van der Werff with Sea Rescue members Frans van Nieuwenhoven and Serge Bakker

The SMYCRF is very keen to support this initiative. Michelle van der Werff, Regatta Assistant, says, "Without the support of organizations like the St. Maarten Sea Rescue Foundation, we wouldn't be able to make the event happen. With 200 boats on the water, racing against each other, maintaining safety is key. Presence on the water of organizations like Sea Rescue, the Coast Guard, the French SNSM and the Dutch Marines, ensure that participants feel safe and can enjoy a good time. We are looking forward to continue this cooperation for many years."

Grenada Cruisers Against Cancer

Wendy Ulik reports: Cruisers in Grenada held their third annual fundraiser for the Pink Ribbon Society of Grenada on March 29th. What began as a domino game to pay tribute to a deceased fellow cruiser has grown to a domino tournament with prizes and a raffle. Prickly Bay Marina was the venue this year with more than 35 domino players participating and many more people showing up to take part in the raffle. EC$2,091 (approximately US$780) was donated to the Pink Ribbon Society, double what was raised in the first two years of the event.



Thanks go to all the cruisers who joined us for this fabulous event and for your donations, to the musicians who provided music, and to Prickly Bay Marina for your support and the venue. And a big thank you to the businesses that gave so willingly to our raffle. We couldn't have done it without all of you!

New '12-Pack' Rule for USVI

As reported on March 23rd at www.tradeonlytoday.com, uninspected US Virgin Islands boats of less than 24 metres (78.7 feet) are now allowed to carry as many as a dozen passengers within the Virgin Islands and to international ports, including the BVI, but not to another port in the United States. The change from the former six-passenger ("six-pack") limit comes under the Howard Coble Coast Guard and Maritime Transportation Act of 2014.

The change is expected to revitalize the USVI's marine industry and bring back to St. Thomas boats that now operate in the BVI, where uninspected boats have been allowed to carry as many as 12 passengers for several years.

Jesse James Wins Awards in T&T

Jesse James of Members Only Maxi Taxi Service in Chaguaramas, Trinidad has recently been given two awards: the Trinidad & Tobago Coalition of Service Industries service provider of the year 2014 and the (UK) Ocean Cruising Club's port officer of the year 2014.

As a taxi driver, he began meeting with cruisers and doing regular weekly trips to the market in Port of Spain. This grew into a thriving business whereby he negotiated special concessions with Tru-Valu supermarket for the visiting cruisers. He established a wide network of reliable drivers and as he became more involved with the cruising community he began to see a real need for someone who could provide not only just a transport service, but also give advice and assistance in other areas. He arranged a wide variety of sightseeing tours, including hiking and beach visits, plus trips to cultural and sporting activities, shopping trips, a 24-hour airport service, and visits to restaurants and any special events happening in Trinidad. He is passionate about helping cruisers experience the diverse cultures of Trinidad.



In addition, Jesse serves as the Trinidad & Tobago Cruising Station Host of the Seven Seas Cruising Association (SSCA), the largest association of voyaging recreational sailors in the world. He freely gives of his time to help maintain the daily cruiser's radio net, and volunteers every year to visit Florida to extol the attractions of Trinidad to the SSCA Gam attendees.

Jesse is also a board member of the Yacht Services Association of Trinidad & Tobago (YSATT) and in that capacity he helps smooth the relationship between the yacht service providers and the yachting community.

—Continued on next page





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

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

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

www.CaribbeanNorthernLights.com

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

—*Continued from previous page*

Eight Bells

David W. Simmonds of Antigua died on March 26th.

"David arrived at Antigua Slipway in 1967, and in a few short years made it into the number-one yard in the Eastern Caribbean," writes Don Street. "And as a result, English Harbour and Falmouth Harbour were off to the races."

David Simmonds was born in 1921 in England. In 1938 he was apprenticed to James Taylor (Chertsey) Ltd., on the Thames. He had five years at this yard, building vessels up to 110 feet (33.5 metres) long.

He then became a Royal Navy Shipwright/Diver serving in the Levant Station. In 1946 he was de-mobbed, but as there was no work available he joined with a friend to repair boats at Bosham, near Chichester.

David was then contracted to design a 20-foot fishing boat. In 1950 he joined a small yard in Swanwick to design and build *Sarcelle*, a 25-foot sloop. About six of these boats were built, and much later he saw one as far afield as St. Lucia.

David joined Port Hamble in 1952 in the sales department, but they soon found he had other talents and he set up the production line for the Herreshoff "Islanders" and half-a-dozen strip-planked convertible motor and sailing boats for an American company in Maine. He designed and built the Pacemaker series of small power-boats, which he raced twice in the early Cowes Torquay powerboat races. He also designed many other craft built by the yard, including the Horizon class 32-foot (9.8 metre) motorsailers. He became Works Director and In-house Designer with two draughtsmen to help.

He was one of the key figures in setting up the Ship Building Industry Training Board to train new apprentices in the first year of their apprenticeship full time at a purpose-built training centre at Woolston, Southampton on the bombed-out site of SuperMarine's aircraft factory in 1966. This was the forerunner of all the yacht- and boatbuilding training schools that have appeared in the UK since.

Port Hamble during this period built several large wooden Fred Parker-designed motoryachts, along with Laurent Giles and Arthur Robb sailing yachts.

After leaving Port Hamble, in 1967 he set up a new enterprise in the Caribbean, Antigua Slipway Ltd., and as Managing Director prospered until his retirement at 65 years. He continued as a surveyor and consultant, however, and claimed to have finally retired in 2000. In 2009 he received Honorary Status of the Royal Institution of Naval Architects, having been a member continuously for 60 years.

He led a busy existence in Antigua, until failing health caught up with him. He leaves a widow, Maggie, son Paul and daughters Virginia and Sue.

EC International Yachting Conference Postponed

Well, it is "island time". The First Annual Eastern Caribbean International Yachting Conference, initially scheduled to be held on April 28th and 29th in St. Vincent & the Grenadines, has been postponed until December 2015, with exact dates to be announced.

Visit www.quaynote.com for more information.

Reef Jam, St. Croix on May 24th!

Celebrate the reef at the largest beach party on St. Croix! The Reef Jam 2015 event will take place on Sunday, May 24th from 1:00 to 10:00PM at Rhythms at Rainbow Beach in Frederiksted.

Reef Jam is a grassroots, non-profit organization with a mission to "encourage marine conservation and stewardship through community education and outreach." All proceeds from the annual musical fundraiser will be used to support local marine education and conservation efforts on St. Croix.

This eighth annual musical fundraiser has activities for the whole family, with solely live music featuring local musicians, a Reeftivity Zone (a family activity zone with



marine-related games and demonstrations), local and traditional food vendors, T-shirt sales and raffle items, Reef Rap (a lyrics and performance competition for local high school students), guest speakers and information booths, and much more!

Among other projects since its inception in 2008, Reef Jam has regularly offered free public snorkel clinics all over the island. These clinics are currently offered six months out of the year and are organized by the St. Croix Environmental Association (SEA). Reef Jam also offers free public Salt River National Park Adventures. Participants kayak through the "bio bay" on night trips or take a day trip wading in the mangroves while learning about their vital importance to the island. These trips are offered six months out of the year and organized by Bush Tribe Eco-Adventures. Come to Reef Jam and support these projects!

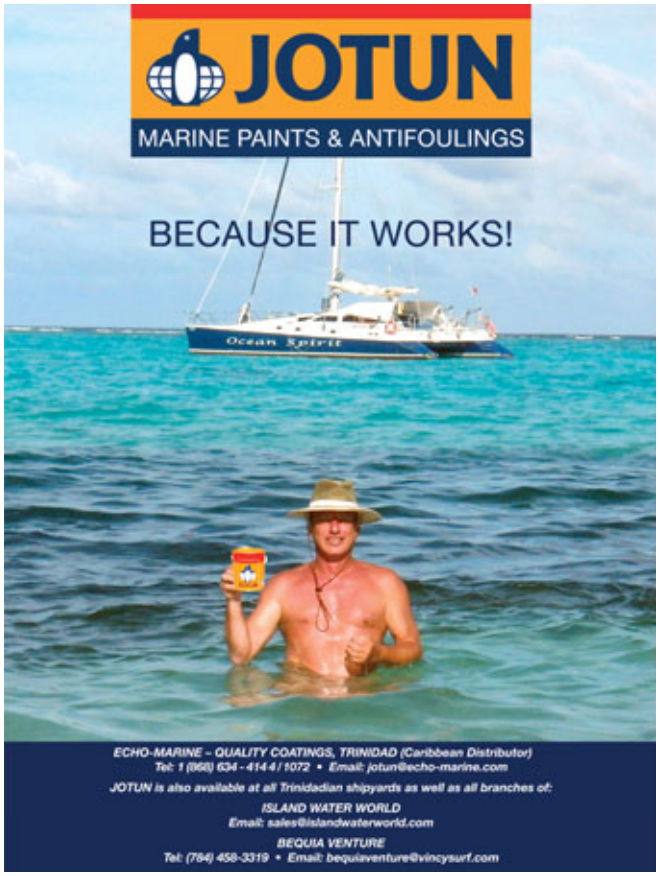
Visit www.ReefJam.com for more information.

Department of Corrections

Regarding the need for US citizens to obtain visas to visit Venezuela, as published in last month's issue, the address for the US Embassy in Grenada should be Grand Anse, not Upper Lucas Street.

Welcome Aboard!

In this issue of *Caribbean Compass* we welcome new advertisers the Nereid's Rally (T&T to the Guianas), on page 12; and Hydrovane of the US and Thomas Canvas of Curaçao, both in the Market Place section, pages 41 through 44. Good to have you with us!





SPICE ISLAND
MARINE SERVICES



KNOW-HOW.

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

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



IGY RODNEY BAY MARINA
AND BOATYARD, ST. LUCIA

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

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

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

BUSINESS BRIEFS

Parts & Power Shines at BVI Trade Expo

Parts & Power had a large stand at the most recent BVI Trade Expo, with featured products from Summit, Paint-Over-Rust, Eaton, Perkins generators and JCB machinery among many others. The CCT Buy BVI Trade Expo 2015, held at the Multi-Purpose Sports Complex in Road Town on March 21st and 22nd, saw increased traffic over last year's event. Keynote speaker Dr. the Hon. D. Orlando Smith, Premier of the British Virgin Islands, spoke about promoting businesses locally, investments and developing areas to market BVI businesses overseas, before declaring the Trade Expo open.

Parts & Power's Tony Tuckett was invited to speak on behalf of the exhibitors at the opening ceremony.

Visit www.partsandpower.com for more information.

Development Discussed at Cartagena Boat Show

In Colombia, the third Cartagena International Boat Show was held March 21st through 23rd. With 20 exhibitors, the US Pavilion sponsored by the National Marine Manufacturers' Association (NMMA) was 20 percent larger than last year, showcasing prominent nautical companies eager to do business in the region. "While still a relatively small market, indicators continue to suggest that Colombia's nautical industry will continue to grow, including plans for new and expanded marinas and continued government support. We believe that now is the time for our US members to establish those key relationships in this market that will serve as a solid foundation upon which to grow," says Julie Balzano, export development director for the NMMA.

ERDLE



Colombia's Cartagena Bay is lined with a variety of marine facilities; this the multi-faceted Todomar

According to reports in the local newspaper *El Universal*, more than 30 percent of the exhibitors at the show were foreign, coming from Spain, Italy, Venezuela, Panama and other countries, as well as from the United States, bringing products and services not seen before in Colombia.

Yachting writer Zuzana Prochazka, who was on hand to cover the event for *SAIL* magazine, tells *Compass* readers, "On the show's opening day, a combined group of government officials and private investors gathered to discuss Colombia's plan to develop the country's entire Caribbean coast. This includes the future development of marinas and the relaxation of taxes and fees for people bringing boats in, whether as cruisers or citizens looking to purchase a vessel. The targeted number of marinas seems to be a bit fluid depending on whom you talk to but within the next five years, I expect Colombia to have a very cruiser-friendly face."

Esteban Biondi, Associate Principal of Applied Technology and Management, Inc., who spoke to boat show attendees on responsible marina development, tells *Compass*, "I think that Colombia will enhance its boating infrastructure as a result of comprehensive efforts by many actors of both public and private sectors.

"Puerto Velero is probably the key facility for sailboats in the region, with its existing berthing and future dry storage," he says. "The managers of Marina Santa Marta also made the point that they welcome sailing cruisers, even if a lot of their advertising is also aimed at other yachting users; a number of natural attractions are very close to this professionally run marina. *Caribbean Compass* readers probably already know many of the facilities available in the Bay of Cartagena (interior and exterior), and the good news is that many of the established businesses with repair and storage facilities are planning expansions."

Biondi adds, "On the public sector front, the government is moving forward with its plans for new facilities in San Andrés, Providencia and Riohacha. All these facilities have the potential of becoming significant improvements for local communities and sailing cruisers alike, but the key planning stage is yet to come. Arguably, the issue is not technical or engineering. As discussed in the presentations of the academic forum at the boat show, comprehensive and integrated marina planning requires much more than engineering, and the proper experience and attention to detail may make a significant difference in the outcome."

Sea Hawk Paints Helps 5,000 Mile Row to Fight HIV/AIDS

Victor Mooney is a courageous and passionate man who is on a 5,000-mile journey rowing a boat from Africa to New York City in honor of his brother who died of AIDS in 1983. To battle this disease he has embarked on this journey to spread awareness and stop the discrimination against AIDS victims around the globe.

Sea Hawk Paints' CEO, Erik Norrie, met Victor at the Miami Boat Show 2015 and realized how special this man is and how important his mission is. Sea Hawk Paints is now sponsoring Victor by purchasing a water maker for his rowboat so Victor can have a source of fresh water during his long and arduous journey.

From being robbed by pirates to his boat being attacked by a shark, Victor has been through some challenging and amazing situations. All for a good cause!

Visit www.goreechallenge.com for more information on Victor Mooney.

For more information on Sea Hawk Paints see ads on pages 11, 13 and 15.

—Continued on next page

—Continued from previous page

Antigua Charter Yacht Show Registration Now Open

Yachts, agents, press and marine vendors can now register for the 2015 Antigua Charter Yacht Show, to be held from December 4th through 10th. Yachts registering and paying before July 31st will receive a ten-percent discount.



ANTIGUA CHARTER YACHT MEETING

If you have attended the show before, you can continue to use the same user name and password to reactivate your registration for this year's show. If you are new to the show please follow registration instructions.

Visit www.antiguayachtshow.com for more information.

Jolly Harbour Marina Purchases New Travelift

Marine Travelift Inc. has announced that Jolly Harbour Marina in Antigua has purchased a new 75 BFM II mobile boat hoist. This particular machine was on display at the Miami International Boat Show in February.

Jolly Harbour Marina provides 155 new concrete berths, storage for 200 boats, a dedicated cradle yard, and large work area for engine maintenance and repair, yacht painting, carpentry, and duty-free fueling services. Not only has the longtime Marine Travelift customer added the new 75-ton unit to its operation, it has received top dollar for its existing 70-ton mobile boat hoist, which was manufactured in 1985. According to Jason Johnson, Marine Travelift's sales manager, there are two major reasons for this.



"For a machine to remain in excellent condition after 30 years of continuous use and regular wear and tear, Jolly Harbour clearly has put extra TLC into it," he said. "That means the staff stayed up to date with routine maintenance, and they scheduled annual inspections with our factory-trained technicians."

Visit www.jolly-harbour-marina.com for more information about Jolly Harbour Marina.

Visit www.marinetravelift.com for more information about Marine Travelift.

IYT's Solution to Certification Fraud

Owing to the continued increase of counterfeit marine certificates, International Yacht Training (IYT) recognized the need for real-time verification of qualifications and has incorporated a verification QR code into certificates. Scanning the QR code using a smart phone takes you directly to a secure server that verifies the student's identity and IYT qualifications. Information regarding the school attended and instructor who taught the class is also available.

In 2011 IYT began to develop an online school and student database and anticipated the need for more sophisticated security measures. Certificates now include a photograph, unique QR code, hologram, holographic film overlay and signature strip.

The system was implemented early in 2014 and has been very well received by the industry. The ability to immediately verify certificates has proven ideal for crew agencies, yacht management companies, charter companies, marine surveyors, yacht captains and certificate holders. During a recent MCA audit of IYT the auditor was delighted with the security features, especially the QR code.

Ami Ira of Crew Unlimited, a crew placement agency in Fort Lauderdale, commented, "We do appreciate the login/QR code. I wish all the licensing authorities would offer the same."

IYT is a marine certification authority with almost 200 partner schools in 52 countries, including three in the Caribbean, and offers courses and qualifications for both recreational and commercial use.

Visit www.IYTworld.com for more information.

ATTENTION
Advantage Card Owners!



- 2.5 HP 2-stroke outboard
- spare parts worldwide!
- sleek design, 9.8 kg
- great back-up outboard



SUPER DEAL!
$499

Island Water World
keeps you sailing!

St. Maarten, Cole Bay + 721 544 5310 • Bobby's Marina + 721 543 7119
St Martin + 590 690 71 11 60 • St. Lucia + 758 452 1222
Grenada + 473 435 2150, +473 443 1028 • Curacao + 599 9 461 2144

GRENADA MARINE
Full Service Boatyard - Storage, Refits & Maintenance

THINK
GRENADA MARINE
THIS SUMMER!

• Grenada Marine continues its operations with quality services in storage, repairs and maintenance in accordance with international standards for yachts in the Wider Caribbean Region.

• This "one stop shop" boatyard is located on Grenada's southeast coast in the parish of St. David and has a 250-boat capacity.

• We also have an outpost office located on the J Dock of Camper Nicholson's Port Louis Marina in St. George's.

• Grenada Marine boasts a custom designed 70-ton marine travelift that has an inside width of 32 feet, making it possible to haul boats as wide as 31.5 feet.

• So, whether you are looking for summer storage, a top-side re-spray or a simple bottom job, a complete repower or a complete refit, Grenada Marine is the ideal choice for you.

GRENADA MARINE
Full Service Boatyard - Storage, Refits & Maintenance



SPECIALTY Storage!
One-piece Steel Cradles . Tiedown Anchors Yard-wide
Mast Removal & Storage . Storage Areas by Boat Type

70 ton, 32ft wide Marine Travelift
60 ton Marine Travelift Transporter
AwlGrip/AwlCraft Application Center
Exotic Composite & Fiberglass
Rigging / Canvas / Sail Loft
Marine Electronic / Electrical / HVAC
Marine Mechanical
Metal Fabrication & Welding
Custom Woodworking
Horvac Hull Drying/Osmosis Treatments
The Galley Restaurant & Bar
Island Water World onsite
Moorings
Diesel onsite
Free Wi-Fi

Sales & Service Agents for
VOLVO PENTA YANMAR NORTHERN LIGHTS Raymarine MASTERVOLT
and many more

www.grenadamarine.com . info@grenadamarine.com
Port Louis Location: 473 444-1667
St. David's Location: 473 443-1667 . Fax: 473 443-1668
MEMBER ABYC

CARIBBEAN ECO-NEWS

Rediscovering a 'Lost' Species

The last time the globally endangered Black-capped Petrel was recorded breeding on the island of Dominica was 150 years ago. A couple of birds have been found grounded near the capital city in recent years, raising hope this seabird might still be present.

Environmental Protection in the Caribbean (EPIC) biologist Adam Brown led an expedition in January to seek out this elusive petrel in the remote mountains of Dominica, including Morne Diablotin, which is named after the petrel. Using radar, the team partnered with the Department of Forestry to detect birds flying at night, which is when they return to land.

On their first night, the crew was thrilled and shocked to find dozens of "targets" moving across the radar screen. Every night for the next few weeks, as they moved to different sites around the island, more petrels were detected, not just through radar but also with night vision spotting scopes.

Using media and school presentations, the researchers helped to spread the word about this exciting find on The Nature Island.

The next major step is to hike the rugged mountainsides in search of petrel nesting burrows. The only confirmed nesting areas for this species are on the island of Hispaniola. Petrel nests in Dominica would offer great hope for this endangered seabird.

Visit www.epicislands.org for more information.

Moorings Restored in Carriacou

Davon Baker, Skeeta Carasco, Owen Day and Newton Eristhee report: A mooring restoration project at Sandy Island/Oyster Bed Marine Protected Area in Carriacou has set the stage for greater environmental protection and economic revitalization of local communities.

The restoration of 16 mooring systems at Sandy Island and installation of five new moorings at L'Esterre Bay in Carriacou, Grenada was completed on March 20th.





Moorings are recognized as being essential to protection of the marine environment from anchor damage, for providing safe and secure spots for yachts to moor and for setting a foundation for sustainable financing of Marine Protection Areas in the Eastern Caribbean. In line with these principles, this initiative promises greater environmental protection and economic revitalization to communities within the Sandy Island/Oyster Bed Marine Protected Area (SIOBMPA) located on the southwest coast of Carriacou, the largest of the Grenadine islands.

Buoyed by new management arrangements in 2014, SIOBMPA, a 659-hectare marine protection area, which aims to lower human impacts on the marine environment and provide benefits to fisheries, sustainable livelihoods and conservation, through protection of coral reefs, has come alive with this new initiative. The moorings at SIOBMPA were re-installed thanks to a grant from UKAID implemented by CARIBSAVE and the Caribbean Community Climate Change Centre as part of the Caribbean Fish Sanctuary Partnership Initiative (http://c-fish.org). The endeavour was also supported by private sector interest, including the Marine and Yachting Association of Grenada who, in the form of Russ Fielding, James Pascal and Anita Sutton, provided support and advice to SIOBMPA.

For SIOBMPA, this new beginning represents a solid departure from its past misfortunes where moorings installed in 2010 degraded over time, owing to deficiencies in the initial installation, lack of financing for maintenance and improper use. This time, no effort has been spared in ensuring sustainability of the mooring field, and measures aimed at addressing financial and operational efficiencies have been addressed.

Critical to the maintenance of the mooring system is the requirement for strong management and for sustainable streams of financing to cover operations and maintenance costs. In this regard, the high energy and initiative of the new SIOBMPA stakeholder co-management board, including Chairman Sebastian Stiell, as well as announced plans for hiring a full-time manager and administrative staff and restructuring user fees, augur well for the future.

The recent Cabinet approval of a dedicated bank account for deposit of coral conservation (yacht mooring) and other user fees, instead of the general consolidated fund, will also allow management greater control over user fees and ensure that funds are available for maintenance and support of SIOBMPA activities.

Additionally, training of wardens in installation, use and maintenance of moorings prior to this installation project is expected to significantly lessen the likelihood of mooring failure.

Installation of moorings for catamarans and small yachts with drafts of less than eight feet at L'Esterre Bay, a stone's throw away from the shoreline of Paradise Beach, has set the stage for yacht visitors to enjoy the local food, culture and spirits of Carriacou. With commitment from fishing communities that see potential for greater economic benefit from closer interaction with visiting yachts, all is set for the re-emergence of SIOBMPA as a yachting stop of choice.

—Continued on page 46

When does a child become a youth then become an adult? How important is this process? Youth2Adult — Y2A — is a new series of articles for *Compass* readers. Featuring the "Caribbean youth or adult next door", we celebrate junior sailing and its role in ushering local youth from childhood to gainful adult employment within the marine industry. Youth sailing can coax appreciation for the marine world and build seamanship skills, teamwork and self-esteem.

Junior sailing is made up of both "learn to sail", which the International Sailing Federation (ISAF) refers to as "recreational", and competitive sailing. Most Caribbean junior sailing programs offer both. Some community-based junior sailing clubs have relatively no interest in modern one-design racing. Instead, youths are encouraged to learn the skills of sailing and teamwork related to local wooden boats (a.k.a. double-enders, workboats, standing boats, etcetera). Most clubs are a mixture and some include getting youths crewing on sophisticated yachts.

Youth2Adult Highlighting Junior Sailing in the Caribbean

by Ellen Birrell

Whether for the outcome of gaining a deeper understanding of the marine world that surrounds them or simply engaging the brain and staying off the street, junior sailing programs play a part in uniting and strengthening communities. Once children learn about safety related to water and weather, learn how to rig and handle a dinghy or crew on a larger boat, they can go on to better appreciate the world in which they live. Against a backdrop of motorized vehicles (cars and boats) and electronics which blare quietly from handheld devices or loudly from speakers, sailing brings calm and allows one to get in touch with Nature and self. In a world where illiteracy, poverty and desperation can spawn despair, apathy and violence, junior sailing brings a positive dimension.

In this series, we'll check into what some Caribbean youth are learning and what adults have come to know working within marine-based livelihoods.

We get what we celebrate. Y2A is an ongoing series in which we'll celebrate what we have and what can be. So let's meet our first two featured Caribbean sailors:

Rufus Clement

Carriacou, Grenada. 15 years of age. Member: L'Esterre Junior Sailing (LJS)



Favorite boat: "All the boats: JAK, Topaz, Opti, double-ender."

Rufus Clement lives near Carriacou's airstrip. He is in Form 5 at Bishop's College high school. His favorite subject? Integrated Science.

He began sailing at ten years old. When a new junior sailing program started just down the road in 2012, Clement joined. He says that from the beginning he recognized the educational opportunities. He learned boat parts, swimming, knots, weather and safety.

Starting out sailing Optimists, he now usually skippers one of the club's two Topazes. At 13, he raced a Topaz with crew against Lasers in the Carriacou Regatta (his club has no Lasers in racing condition and the regatta does not offer a Topaz class). The next year, he again competed, this time racing the Topaz single-handed within the Laser class. "I was slower. The Topaz isn't as fast as a Laser. But, I loved it!"

He has crewed on *Jab-Jab*, a local J/105. The owner says, "Rufus has helmed and been crew, including when we have flown the big pink asymmetric from the retractable bowsprit!"

At 15, he has achieved the club's "Senior Sailor" status which affords him use of certain boats on Sundays, with permission but unattended.

Rufus' mother is a restaurant cook and his father a mechanic on inboard and outboard engines. Rufus indicates he'd like to develop himself in both the restaurant and marine engineering areas.

When asked what he'd like to do within the club going forward, "Drive the power safety boat!"

Ryan Alexander

St. Lucian. 26 years of age.



Employment: Yacht Caretaker/IGY Marina Rodney Bay and Assistant Coach/St. Lucia YC Junior Sailing

Ryan Alexander participated in St. Lucia Yacht Club's junior sailing program as a teenager. Once out of high school he worked in construction and plumbing, but remained involved with racing sailboats. Now he is assistant coach at SLYC and a yacht caretaker at IGY Marina Rodney Bay. In addition to his two jobs in the marine industry, he is on a J/24 race team and sails in regattas around the Caribbean.

Alexander's message to Caribbean youth: "The reason why I really love sailing is because I like to travel around the region and the world. You could also work on big cruise ships and travel."

Ellen Birrell cruises the Caribbean aboard Boldly Go *with her husband, Jim Hutchins. On the board of the Caribbean Sailing Association, Ellen's passion is junior sailing development. For more information visit http://caribbean-sailing.com/youth/youth-calendar.*



Nereid's Rally 2015
Trinidad & Tobago · Guyana · Suriname · French Guiana

Myths abound on sailing from the Caribbean to South America... Some say the ferocious currents and contrary winds make it nigh impossible, while others insist the seas are rife with pirates bent on pillage and plunder!

Well everyone likes a good myth, and while the reality is not nearly as exciting, the annual Nereid's Rally, scheduled for September, might be just the thing to spice up an otherwise dull maintenance season.

And so, rather than hunker down for six months waiting for the next sailing season, why not indulge in visiting some of the least known anchorages in the Atlantic...

TEMPTED?
For more information go to:
www.marinaslm.com/rally

TURBULENCE Ltd. GRENADA
SAILMAKING
RIGGING
ELECTRONICS
TURBULENCE Ltd.
Celebrating 20 Years in the Caribbean
DOYLE SAILMAKERS
NAVTEC Rigging Solutions
ProFurl HARKEN antal
● New Sails ● Repairs & Alterations ● Custom Canvas
● Rigging: Spars\ ROD \ Standing and Running rigging
● Navtec hydraulic repair station ● All seal kits in stock
● Electronics\ Raymarine Certified Technician
SPICE ISLAND MARINE – GRENADA MARINE - PORT LOUIS
Tel: (473) 439 4495
info@turbulenceltd.com www.turbulenceltd.com
Bernard Gallay Yacht Brokerage
www.bernard-gallay.com

REGATTA NEWS

St. Lucian Sailor Excels at Schoelcher Week

The 25th Edition of the International Schoelcher Nautical Week, held from February 13th to 17th in Martinique, attracted competitors from Europe, the Americas and around the Caribbean. Organized by the Nautical Circle of Schœlcher, the event is on the annual calendar of the French Sailing Federation. Races are held for various classes of dinghies, windsurfers and beach cats. New this year were races for rowing boats and kayaks.



Notable was the victory of St. Lucian sailor Stephanie Devaux-Lovell, who won first place in the Laser Radial category after 12 races, in front of Kevin Dufeal of Martinique and Jules Mitchell of Antigua.

Visit www.cnschoelcher.net for more information.

Teamwork Key in Rolex Swan Cup Caribbean

The second edition of the Rolex Swan Cup Caribbean, held March 3rd through 7th in the British Virgin Islands, attracted 21 yachts. Overall IRC winners of the event organized by the Yacht Club Costa Smeralda and Nautor's Swan in collaboration with Rolex were the Swan 80 *Selene* in Class A and the Swan 53 *Music* in Class B. Both received Rolex timepieces and were awarded the Rolex Swan Cup Caribbean Trophy. In the Class B boats sailing under CSA rules the Swan 53 *Nai'a*, owned by Bob and Kristin Beltrano, claimed the top spot.

The week was characterized by easterly winds of approximately 20 knots. On the final day, following a single start for all classes, the Class B yachts rounded the Dog Islands for a 21-mile course, while the larger Class A boats went on to complete a 25-nautical-mile course that brought them west to Great Camanoe Island and back to the finish off Necker Island. All three group winners claimed bullets on corrected to time to extend leads they had secured from the start of the event.

Terry Halpin (USA), skipper of *Selene*, put their success down to teamwork: "The secret of *Selene* is the fantastic team that we have been building up over the years. We've been able to identify the strengths among our crew and do maneuvers on the boat really well."

James Blakemore, owner of *Music*, also underlined the importance of having a tight-knit crew: "The conditions suited the boat and the boys sailed really well the whole week, no major mistakes or failures. We had a very good preparation, good solid crew training. We've had two seconds in the Rolex Swan Cup before, so with these winds this was our shot!"

YCCS Commodore Riccardo Bonadeo summed up the ethos of the regatta: "There is a good reason why YCCS, Nautor's Swan and Rolex have been collaborating for over 30 years and this week has embodied the spirit of collaboration, sportsmanship and camaraderie that has characterized our partnership from the beginning. This is only the second edition of the Rolex Swan Cup Caribbean but already this gentleman's regatta has captured our hearts and become a firm fixture on our calendar."

Visit www.nautorswan.com and www.yccs.com for more information.

Record Fleet, Big Wind for Gill Commodore's Cup

A record entry of 81 yachts entered the Gill Commodore's Cup, the prelude to the St. Maarten Heineken Regatta. Thirty knots of wind with breaking waves provided testing conditions for the fleet. The starting area on the south side of St. Maarten provided some relief from the ocean swell but the big breeze from the east cascaded over the hilltops forming bullets of pressure causing several boats to spin out.



LAURENS MOREL

Eight Melges 24s braved the lumpy seas, often disappearing in the troughs. Racing on a two-mile windward-leeward course, the bone-jarring wet ride upwind was rewarded by high-octane surfing on the downwind, with spray everywhere. *Budget Marine/Gill*, with Andrea Scarabelli on the helm, made a magnificent comeback in the first race to win the stamina-sapping two-hour race by just over two minutes from Nicolas Gillet's *GFA Caraïbes*. In the final race of the day, *GFA Caraïbes* was a weapon downwind, which secured the class win for the team from Martinique by a single point from *Budget Marine/Gill*. *Team Island Water World*, skippered by Frits Bus, finished in third place for the class.

—Continued on next page

—Continued from previous page

In CSA 2, Greg Slyngstad's American J/125, *Hamachi*, revelled in the big conditions, scoring two straight bullets on the windward-leeward racetrack, beating some top competition. Sergio Sagramoso's Puerto Rican J/122, *Lazy Dog*, was second with Peter Peake's Trinidad team racing *Dingo* taking third.

In Bareboat 4, two teams from the Russian Sailing Federation enjoyed a fantastic battle. For three hours, Yury Kharazyan's *Red Star* and Igor Omelchenko's *Perm Yacht Center* raced side-by-side in the tough conditions. *Red Star* took the line by just 30 seconds, winning the class.

Mike Cannon and Neil Harvey's *KHS&S Contractors* was the winner in Bareboat 3, just over seven minutes ahead of *Kiev Racing Yacht Club*, skippered by former 49er World Champion, Rodian Luka. Harvey said, "We got off to a great start and the crew handled the boat really well in tough conditions, so we are delighted with our overall performance. Last but not least, well done to the race committee for setting a really good course today."

Visit www.heinekenregatta.com for more information.

35th St. Maarten Heineken Regatta: Roaring!

With big breeze and probably the largest racing fleet in the Caribbean this season, the 35th St. Maarten Heineken Regatta, held March 5th through 8th, was a roaring success. Fantastic sailing conditions and intense competition gave the regatta organizers the opportunity to lay on a tremendous spectacle — and they didn't fail. Of the 2,000 sailors taking part, many competitors showed their appreciation for the courses, sailing instructions and format of the regatta.

Sir Bobby Velasquez is a famous figure in St. Maarten and his team on Beneteau 45 *L'Esperance* had a titanic struggle with St. Maarten Heineken Regatta's founder, Robbie Ferron, and his crew on the J/39 *Budget Marine Aruba* in CSA 7. The two highly experienced sailors were closely matched on the water but *L'Esperance* won all four races and was awarded the Most Worthy Performance of the event. Prime Minister of St. Maarten, the Honorable Marcel Gumbs, awarded the trophy to *L'Esperance* and spoke about his friendship with Bobby Velasquez. "The name *L'Esperance* comes from Bobby's grandfather; many years ago that boat used to take water to Oyster Pond when there was none. Many congratulations to Bobby and all the crew, and to the St. Maarten Heineken Regatta for organizing such a successful and enjoyable event."

San Francisco's Greg Slyngstad's J/125, *Hamachi*, won the last race in CSA 2, completing a clean sweep of five straight bullets in the class. Two Puerto Rican yachts went into the last race scrapping for second place and the honour of top Melges 32 at the St. Maarten Heineken Regatta. Sergio Sagramoso's *Lazy Dog* crew held off Luis Juarbe's *Soca* as the pair blasted past Plum Beach to lead for the beat back to Simpson Bay and win the last battle by under three minutes.

New Yorker Jason Carroll's Gunboat 62, *Elvis*, won the five-way Gunboat shootout on the very last race of the regatta by the narrowest of margins. The Gunboat 62 *Tribe*, skippered by Spike Abram, was just a point behind the winner with the Gunboat 66 *Coco de Mer*, skippered by Angus Ball, in third.

In the Melges 24 Class, Andrea Scarabelli's *Budget Marine/Gill* completed a magnificent performance, scoring its fourth win in the last race to win in a highly competitive one-design fleet. The team won the class by just two points from a crack Martinique team racing *GFA Caraibes*, skippered by Nicolas Gillet.

Three yachts from St. Barths occupied the podium for CSA Class 8: Raphael Magras' team racing *Maelia* won the class. Sophie Olivaud's J/109, *Albacor IV*, was second, just one point ahead of Raymond Magras' Dufour 34, *Speedy Nemo*.

The Catalina 36 *Moondance*, raced by the St Maarten Sailing School, was the winner of the St. Maarten Youth Challenge. Team coach Garth Steyn said, "It is fantastic for the team to win the youth challenge, but to see over 30 local kids sailing in this regatta on different boats is awesome. Their attitude is just fantastic, after racing hard all weekend, the whole crew helped me change all the sails and equipment for the cruising set-up, so I can go back to work tomorrow. I am so very proud of them."

Sixty-three bareboats raced in the event. The overall bareboat winner was Mike Cannon and Neil Harvey's *KHS&S Contractors*. Mike Cannon, from Florida, said, "This is a great place to race… this is just an incredible regatta — awesome serious fun!"

The 36th edition of the St. Maarten Heineken Regatta will take place March 3rd through 6th, 2016.

Visit www.heinekenregatta.com for full results and more information.

P2 and Marie Triumph at Caribbean Superyacht Regatta

The final day of the BVI's Loro Piana Caribbean Superyacht Regatta & Rendezvous brought three days of tight racing to a close and saw overall victory awarded to *P2* (Class A) and *Marie* (Class B). Unofficial accolades also went to the new ORCsy handicap rule, implemented for the first time during this event, which assured compact racing and scene-stealing finishes throughout. The event, organized by the Yacht Club Costa Smeralda and Boat International Media, ran from March 11th to 14th.

Both classes completed an anti-clockwise round-the-island course on the last day that took them from a downwind start on a spectacular run to Round Rock off the southwestern tip of Virgin Gorda. A long and challenging upwind beat followed as the boats battled ten-foot waves around the back of Virgin Gorda before finishing just off the North Sound.

Only two points separated the top three boats in Class A heading into the final race. A battle to the finish ensued between *P2*, *Freya* and *Cape Arrow* with less than 40 seconds separating the top three boats across the line after 29 miles of racing. The Southern Wind yacht *Cape Arrow*, with Pier Luigi Loro Piana at the helm and Francesco De Angelis calling tactics, stormed down the final stretch to overtake the Swan 90 *Freya* just metres from the finish line. The 125-foot Perini Navi sloop *P2*, meanwhile, claimed her second consecutive bullet to assure her overall victory over the Vitters ketch *Inoui* with *Freya* just one point behind in third place.

In Class B, *Seahawk* notched up her second bullet of the event. A DNF in the first race however, caused by a rigging failure, meant she was able to climb no higher than third place overall. Although the 2014-launched Royal Huisman sloop *Wisp* gained the upper hand on the race course on the last day to place second ahead of *Marie*, it was not sufficient to unseat the 180-foot Hoek-designed ketch from the overall top spot which she had held since Day One. The Perini Navi ketch *Seahawk*, at 190 feet in length the giant of the fleet, took third place overall.

During the prizegiving, attended by the BVI Premier Dr. Orlando Smith, *P2* also received the Loro Piana Prize - Boat International Media Trophy for the lowest scoring superyacht overall.

Visit www.loropianacaribbeansuperyachtregatta.com for more information.

62-Boat Fleet for St. Thomas International Regatta

Carol Bareuther reports: The 42nd St. Thomas International Regatta, presented by TAG Heuer, was held March 27th through 29th. Some boats leapt into the lead while others strengthened their front-runner status on the third and final day of racing. The 62-boat fleet, boasting entrants from the Caribbean, the USA and Europe, competed in eight classes on round-the-buoy and round-the-rock courses with ten to 15 knots of breeze.

—Continued on next page

Unprecedented Primer
PERFORMANCE



Microsheet Silicate Technology and
Improved Adhesion for Bottom Paint



Formulated and perfected with decades
of research and scientific development

Sea Hawk®
PREMIUM YACHT FINISHES

NEW NAUTICAL COATINGS, INC.
14805 49th Street North, Clearwater, Florida 33762
800.528.0997 U.S.A. Only • 727.523.8053 International
Fax 727.523.7325 • Email: ContactUs@SeaHawkPaints.com

www.SeaHawkPaints.com



—Continued from previous page

Class-winning skippers took home the prize of a TAG Heuer Aquaracer Caribbean Limited Edition timepiece and one lucky fleet winner would earn his or her weight in Cruzan Rum.

A tiebreaker decided the champion in the highly competitive one-design Melges 32 class. In the end, Puerto Rico's Sergio Sagramoso's *Lazy Dog* triumphed over fellow islander Luis Juarbe's *Soca* by earning the most first-place finishes.

"We weren't able to start the first race on Friday, so we thought we were out of the game. Then we came back and won four races straight. We almost lost it at the end; we finished fourth in the last race due to a couple of mistakes. The scores were very tight the entire regatta. Racing was intense — just like we like it," Sagramoso explains.

A collision almost ended the hopes for a podium finish for California's Annie Gardner and husband, Eric Whitte, who sailed their Hobie 16, *Flight Risk*, in the Beach Cat Class.

"We were blind-sided at the start of the fourth race on Saturday by one of our fellow competitors," says Gardner. "Luckily, local boatbuilder Morgan Avery towed us back without us sinking. He stayed up all night fixing the boat so we could come back out and sail today."

Flight Risk finished first in the Beach Cat class. *Island Sol*, a Hobie 16, and *Whiplash*, a Falcon F-16, owned by St. Thomas' Paul Stoeken and Teri McKenna respectively, ended second and third.

The Virgin Islands-grown IC-24 class was the largest, with 20 boats, and the most exciting. Puerto Rico's Marco Teixidor, on his *Cachondo*, handily triumphed after losing first place last year in this class in the final race.

The big boat CSA 1 class saw only two entries this year. This isn't odd because many sailors internationally are moving to smaller-style sport boats. *Spookie*, a Carkeek HP40 sailed by Connecticut's Steve and Heidi Benjamin, earned the class win followed by *Conviction*, a TP52 sailed by Clint Brooks from Barbados. In the CSA 2 Class, Corr's Light Racing team, headed by St. Thomas' Peter Corr, held its first place position from day one until the end. Corr chartered the Beneteau First 40 *Southern Child* from Performance Yacht Charter. Puerto Rico's Jonathan Lipuscek's J/105, *Dark Star*, won the CSA 3 Class. In the CSA Non-Spinnaker Class, the USVI's Steve Schmidt triumphed aboard his Santa Cruz 70, *Hotel California Too*. St. Thomas' Kevin Gregory won the Non-Rated Cruising Class aboard his Beneteau First 44.7, *Odyssey*.

Visit www.stthomasinternationalregatta.com for more information.

Historic Tortola Sloops Race

The second Annual VP Bank Tortola Sloop Spring Challenge took place off Nanny Cay, Tortola on April 2nd as part of the BVI Spring Regatta's Maritime Heritage Day. This year's event had two noteworthy participants: His Excellency, John S. Duncan OBE, Governor of the British Virgin Islands and Sjoerd Koster, President VP Bank (BVI). Professor Geoffrey Brooks, Curator of the Virgin Islands Maritime Museum, welcomed the participants to the regatta and announced the course: Nanny Cay Marina, around Pelican Island, past the Indians, around Flannagan Island and back to Nanny Cay.


TODD VAN SICKLE

The race of approximately ten miles echoed the original, century-old use of the Tortola Sloops: carrying cargo and passengers to neighbouring islands. In the days before motor vessels and telephones, this was the only means of travel and communication, and this heritage is of great importance to the British Virgin Islands.

The most recently built sloop, *Esmie*, was the winner of the race. Builder Leando Nibbs had dreamed of building a sloop since he was a child and named it after his wife, Esmie, who helped to build the boat. *Esmie's* Bequia-born skipper, Presley King, is 70 years old and has been sailing all his life. He started to learn how to build sloops with his father at just ten years of age.

"It wasn't too bad out there today," commented Presley. "Around The Indians it got a little rough, but I come from a long line of winners and we know how to fight! I was constantly talking to the trimmers; easing the main for balance and pulling on the jib for speed. It is all about boat speed with a sloop. The young sailors from the BVI should be sailing these boats, and learning how to build them is also very important — that way you really know how to make them go fast. There are sloops racing all over the Caribbean and I hope that this will grow and grow for years to come."

At the prizegiving, *Esmie* was generously donated to the H. Lavity Stoutt Community College, the home of the Virgin Islands Maritime Museum. The sloop *Esmie* will now take the place among the artefacts of Virgin Islands culture and history and act as an inspiration to future generations of Virgin Islanders.

Visit www.bvispringregatta.org for more information.

Varied Conditions for BVI Spring Regatta

With no fewer than six races and as many as 13, the BVI Spring Regatta provided extensive time on the water in three days of racing, April 3rd through 6th. This year the wind, waves and courses varied every day, giving the participants a wide variety of challenging racing. Sailors from 14 different nations participated.

The high-performance CSA Racing 1 class was decided in the very last race with Norwegian Ola Hox's TP52, *Team Varg*, winning the class by scoring two bullets on the last day. Ola Hox is a fast learner: this is the first time he has been the principal driver for a boat of this pedigree and size. "If you had asked me if we could win before the start of this regatta, I would have said no. My ambition was to just figure out how to steer the boat without hitting anything expensive," admitted Ola. "I am really surprised, but Team Varg has an Olympic gold medallist and many world champions racing, so it is a really good team. The crew have been pushing me really hard, right to my limit and a bit beyond. This has been a fabulous regatta, the venue is fantastic, but I have been focusing on driving and not really looking at the scenery. However next time, I will look around — I will definitely be back."

In CSA Racing 2, Tony Mack's Team McFly racing the J/122 *El Ocaso* was the winner, and Dave and Debbie Clasen's Tartan 10, *Windemon*, was victorious in CSA Racing 3.

Colin Rathbun's *Tortola Express* retained the IC-24 one-design title won last year, and Luis Juarbe's *Soca* won two of the last day's races to win the Melges 32 one-design class. In CSA Multihull 1, the trimaran *Triple Jack*, skippered by Tortolan Ryan Wooldridge, scored a perfect six bullets to follow their line honours victory in the Round Tortola Race.

—Continued on next page

—Continued from previous page

Jonathan Pooley from Guernsey was the winner of CSA Multihull 2, racing the Outremer 51 *Escapade* to victory by a single point.

In Performance Cruising 2, the young team from St. Croix racing Stanford Joines' J/36, *Paladin*, was the winner by a single point, scoring five straight bullets after a disrupted start to the regatta.

Bob Beltrano's Swan 53, *Nai'a*, was the winner of CSA Jib and Main 1, scoring no lower than second in the six-race series. In CSA Jib and Main 2, Keith LiGreci's Jeanneau 40, *Girasoli*, scored no lower than second in the eight-race series to win the class.

In Bareboat 1, Charles Garrard's Team Merlin from the Boston Yacht Club scored six straight bullets to win the class. In Bareboat 2, Nils Boegborn's Dutch team from the KNWV Yacht Club was the class winner on *Boat 9/Ghalazio 2*, after a highly competitive series of six races, and also won the fifth annual International Yacht Club Challenge and were awarded a free charter on a Sunsail boat.

Visit www.bvispringregatta.org for full results and more information.

World ARC 2014-15 Ends in St. Lucia

On January 10th, 2014, the World ARC 2014-15 fleet set out from St. Lucia to sail around the world. Among the crews were people of many nationalities, backgrounds and reasons for taking part. Since then, they have sailed well over 26,000 nautical miles, crossed three oceans and visited more than 17 countries. As they arrived back in St. Lucia, they joined the special band of circumnavigators who have sailed the world on their own boats.

A Parade of Sail and official Prizegiving ceremony on April 11th provided a fitting finish to the adventure. The fleet paraded up the coast of St. Lucia accompanied by local boats, members of the St. Lucia Yacht Club, media and supporters of World ARC in St. Lucia. After the fleet crossed the ceremonial finish line in Rodney Bay there was high emotion on the dock and at the IGY Rodney Bay Marina drinks reception afterwards.

The Saint Lucia Tourist Board provided an enjoyable prizegiving reception in the evening, and crews were welcomed back to Saint Lucia by the Honourable Lorne Theophilius, Minister for Tourism, Heritage and the Creative Industries in Saint Lucia.

Visit www.worldcruising.com/world_arc for more information.

ON THE HORIZON…

International Optimist Regatta, Clinic & Team Race

Excellent coaching, competition and camaraderie are the qualities that attract eight- to 15-year-old sailors and keep them and their families coming back to the International Optimist Regatta (IOR), Sea Star Clinic and Sea Star Team Race. This trio of junior sailing events, hosted out of the St. Thomas Yacht Club, USVI, takes place June 15th to 21st.

"We anticipate even more teams from North America will join us this year as the IOR is a great opportunity to sail in the Caribbean before the Optimist North American Championships take place in Antigua in July," says regatta director, Margo Lynch. Nearly 100 junior sailors are expected to attend this Virgin Island Sailing Association-hosted and Caribbean Sailing Association-sanctioned regatta.

The Sea Star Clinic is set for June 15th to 17th. Some of the best Optimist coaches in the world conduct on-the-water training sessions and instructive on-land debriefs for both advanced (Red, White and Blue Fleets) and beginner (Green Fleet) sailors. Clinic registration closes on May 15th.

The Sea Star Team Race competition takes place on June 18th.

The IOR sets sail June 19th to 21st. Trophies will be awarded to the top five sailors in each fleet and top three overall. Additional trophies include the Peter Ives' Perpetual Trophy, the Chuck Fuller Sportsmanship Award and the trophy for the top female sailor.

Visit www.styc.net or www.regattanetwork.com for Notice of Regatta, registration forms, and more information.

Go South! The Nereid's Rally 2015

David Matelicani reports: The Nereid's Rally is an annual yachting event open to the cruising community, competitive sailors and anyone else wishing to make the most of the Caribbean hurricane season. It is the only yacht rally encompassing Trinidad & Tobago, Guyana, Suriname and French Guiana.



Held every September, it runs for a little over a month, bringing together a varied group of cruising yachtsmen and women keen to experience the cultural diversity, natural beauty and unique flavour of the region.

Often billed as the rally for people who aren't really "rally people", the event has always been more about visiting the destinations than just sailing. The Nereid's Rally is neither a race, nor is it a flotilla. Yachts are encouraged to set their own pace and simply meet up for the official welcome ceremonies and social or cultural events.

Everything kicks off with a formal seminar in Chaguaramas, Trinidad on the 16th of August where delegations from Guyana and French Guiana, together with rally representatives, showcase their attractions to potential visitors and rally participants. Crews preparing their yachts often arrive several weeks in advance to carry out routine maintenance.

Shortly after Trinidad's premiere powerboat event, The Great Race, and Independence Day celebrations, a send-off party marks the beginning of the rally proper, and gives participants one last chance to "lime" with the locals in either Trinidad or Tobago (there are two starts), before setting sail on either the 2nd or 3rd of September. This year we plan to present some Trinidad & Tobago talent to make the 2015 departure the most memorable to date.

An official welcome hosted by Guyana's Minister for Tourism awaits participants on the 11th of September at Hurakabra Resort, Guyana. Crews will then be given the opportunity to visit indigenous communities, explore some of the natural wonders of the region or go sightseeing in the capital.

On the 18th of September the rally sets off again for the Maroni River on the border of Suriname and French Guiana, where locals from both sides of the river (Galibi and Awala-Yalimapo) will play host to the international navigators before their final welcome in Saint Laurent du Maroni on the 3rd of October, which marks the end of the rally.

For more information visit www.marinaslm.com/rally and see ad on page 12.

Quality. Technology.
PERFORMANCE



HAWK EPOXY is Sea Hawk Paints' premium epoxy system that has become the industry standard with its versatile 11-part lineup fulfilling any epoxy project with top-quality results.

Visit **www.SeaHawkPaints.com/HawkEpoxy** to learn more.

Sea Hawk®

Get your Sea Hawk products at

Island Marine Outfitters

Three locations on St. Thomas, VI:

Crown Bay Marina • 340-714-5311
American Yacht Harbor • 340-775-6621
Independent Boat Yard • 340-714-7860

'WE ALL HAD A GREAT TIME!'

by Sally Erdle



ALL PHOTOS: WILFRED DEDERER



BEQUIA EASTER REGATTA 2015

One thing that makes the annual Bequia Easter Regatta unique is that the action isn't limited to a "regatta village" — the entire eight-mile-long island is *en fête*. While the waters are dotted with the sails of visiting yachts, local double-enders, Optimist dinghies and children's model boats made from coconut husks, it's hard to find a beach that isn't hosting festivities ranging from all-inclusive raves to sand sculpture contests. Easter time is Bequia time, and regatta spirit is in the air.

The 34th Annual Bequia Easter Regatta was celebrated from April 2nd through 6th. A total of 29 yachts and 19 local double-enders took part in races organized by the Bequia Sailing Club. Meanwhile, races for the children's coconut boats, Optis, a swimming race and even a new "kayak-a-thon" provided more on-the-water action. Aside from competing vessels of all sorts, more than a hundred additional power and sailing yachts came from near and far to see the local boat races, follow the yacht races or simply enjoy being in Bequia at Easter.

Former Prime Minister of St. Vincent & the Grenadines, Sir James Mitchell, once said, "We race the yachts like others do, but we race the local boats like no one else can!" This year's double-ender fleet came mostly from Bequia, but also included three boats from Canouan and one from Petite Martinique. The neighboring islands must have sent their best double-enders, since they all took podium places! There's clearly a new generation of sailors ready to take on the challenge of competing in these iconic Grenadine island craft: the double-ender crews included some 40 young Bequia sailors, keen to follow in the tradition of their forebears.

Double-enders competed in six length-based classes (there was no Class 3 this year), ranging from the two-man 12-footers in Class 1 to the six-(or more) man 28-footers in Class 7. The open, sprit-rigged design — now sometimes gaff-rigged, and often modernized with equipment and ideas from racing yachts — is based on that of traditional island fishing craft. While some of the boats are new builds incorporating high-tech materials, …

—Continued on next page





Clockwise from top left: Yachts Cruising Class 1, Zulu in Yachts Cruising Class 2, Double-Enders Class 2, Yachts Racing Class and J/24 Class.





—*Continued from previous page*

…still in the racing fleet is the seine boat *Iron Duke* — at well over a century old a living example of Bequia's sailing heritage.

In Classes 1 and 6, last year's winners — *O Connie* skippered by Evan John, and *Eclipse* skippered by Kimani James — again emerged victorious.

In the always hotly contested 28-foot Class 7, after the three-race series there was a tie for overall winner at six points each between last year's champion, *Skyler* from Petite Martinique, skippered by Hope Deroche, and the homegrown *Black Berry*, skippered by Orson Ollivierre.

On the yacht side, boats were divided into one racing and two cruising classes, as well as two one-design classes.

In Cruising Class 2 regatta rookies *Other Business*, a Beneteau Idylle 15.5, and *Zulu*, an Alden 54 yawl, did battle with Easter Regatta regular *Hot Chocolate* throughout the weekend. *Zulu* and *Other Business* went into the final day tied with three points each. In the final Admiralty Bay Triangle Race, *Hot Chocolate* came out the winner, and a second place for *Zulu* was enough to give them the overall first.

Similar battles were waged in Cruising 1 between the Beneteau First 38.5 *Palm Tree Marine*, the FF 100 *Bandos* and the Sigma 38 *Happy Morning* — all with four points going into the Monday. Just one second of elapsed time separated *Bandos* and *Palm Tree Marine* at the last day's finish, which translated into a winning margin of 23.4 seconds on corrected time for the ecstatic Team Palm Tree Marine. *Palm Tree Marine* had settled for second overall last year, at which time skipper Mike Bingley told



Digilife, *Overall Winner in the Surprise Class and recipient of the Spirit of Bequia Easter Regatta Award*

Compass, "We are making steady improvement year on year — and we'll be back!"

In Racing Class a broken mast on Day Two put an end to the promising start of Edson Hazell's Bequia-based Etchells, *Nobb* — on the Friday, *Nobb* had taken third place just three seconds on corrected time behind the second placed *No Limit*, a Melges 24. With two firsts already in the bag, even a last-day second place for Regis Guillemot in the second Melges 24, *Regis Guillemot Charter*, could not dent his chances of taking yet another overall first in Bequia.

In the Surprise Class, first-timer *Kreyol Sandwich Orange* fought hard but was eventually beaten for overall first by *Digilife* after going into Monday with six points apiece. *Digilife*, skippered by Vianney Saintenoy, also received the Spirit of Bequia Easter Regatta Award for excellence in competition and Vianney's many years of commitment to Bequia Easter Regatta and to the Surprise Class.

Gunning to win the highly competitive J/24 class for the second year in a row, *Scotia Bank Mount Gay Bunga Bunga* broke its rudder in the second of that class's three races on the Saturday. Skipper Charlie Gloumeau declared that they were determined to get it fixed by the Monday — which they did. He also declared that they would take two firsts on the final day — which they also did! But the breakdown made them fall behind and the top place in the J/24 Class went to Grenada's *Island Water World Die Hard*, with *Fly* from Barbados in second (skippered by Paul Johnson, who took third last year), and last year's second-place winner, *Attitude* from St. Lucia, in third. The J/24 Southern Caribbean Championship is also awarded annually in Bequia, decided by the Overall Winner of the Bequia Easter Regatta. This year the double crown went to *Island Water World Die Hard*, skippered by Robbie Yearwood.

The *Bunga Bunga* crew says, "We all had a great time despite our breakdown and losing our chance of securing a repeat win in the J/24 Class, but we are also really happy for Robbie as he has been doing really well this year and was also deserving of the overall win. The competition was keen and all of the others did superbly as well, providing some close and exciting racing — just the way we like it!"

The yacht side of the regatta was officiated for the 16th year running by Principal Race Officer James Benoit from Grenada, working alongside the Bequia Sailing Club Race Committee.

The Bequia Sailing Club thanks Platinum Sponsors Hairoun (St. Vincent Brewery); Gold Sponsors Mount Gay Rum (Vintages, Bequia) and the St. Vincent & the Grenadines Tourism Authority; Silver Sponsors United Insurance and Sandrock Bequia; Bronze Sponsors Mountain Top Water, LIME and Action Bequia; and the Bequia Beach Hotel, the Frangipani Hotel, De Reef, French House, and Sugar Reef, CK Greaves, and Edwin D Layne and Sons for their exceptionally generous support of Bequia's prestigious sporting and tourism event. Special thanks go also to Deputy Director of Grenadine Affairs Herman Belmar and the Prime Minister of St. Vincent & the Grenadines Dr. the Hon. Ralph Gonsalves for their invaluable assistance and intervention during yacht registration.

Thanks also go to Customs and Immigration, the SVG Coastguard, the Bequia Tourism Association, numerous generous businesses in Bequia and St. Vincent, loyal private donors, and all the volunteers within the Sailing Club who worked so hard to make Regatta 2015 another big success.

Thanks to Nicola Redway for information used in this report. Visit www.begos.com/easterregatta for more information and a slide show.

Winners of Bequia Easter Regatta 2015

DOUBLE-ENDERS

Class 1
1) *O Connie*, Evan John, Bequia

Class 2
1) *Bennita G*, Ryan Marks, Bequia
2) *My Way*, Mike Marks, Bequia
3) *D Shark*, Hudson Williams, Canouan

Class 4
1) *Y Knot*, Orekay Joseph, Bequia
2) *Ark Royal*, Jojo Adams, Bequia
3) *Liberty*, Allick Daniel, Bequia

Class 5
1) *Camille*, Javin Morgan, Bequia
2) *Galaxy*, Elmore Snagg, Canouan
3) *Nerissa J*, Vernon Laidlow, Canouan

Class 6
1) *Eclipse*, Kimani James, Bequia
2) *Iron Duke*, Kenus Tally, Bequia

Class 7
1 tied) *Skyler*, Hope DeRoche, Petite Martinique
1 tied) *Black Berry*, Orson Ollivierre, Bequia
3) *Double Bluff*, Lashie King, Bequia



The skippers of Black Berry *and* Skyler, *left and second from right, shared the victory in double-enders' Class 7*

YACHTS

Cruising Class 1
1) *Palm Tree Marine*, Beneteau First 38.5, Mike Bingley, Grenada
2) *Bandos*, FF 110, Dik Guerts, Holland
3) *Happy Morning*, Sigma 38 FR, David Onyons, UK

Cruising Class 2
1) *Zulu*, Alden 54, Eric Johnson, USA
2) *Other Business*, Beneteau Idylle 15.5, Richard Inniss, Barbados
3) *Hot Chocolate*, C & C 44, Rich Washington, St. Lucia/USA

Racing Class
1) *Regis Guillemot Charter*, Melges 24, Regis Guillemot, France
2) *No Limit*, Melges 24, Lucas Daunar, Martinique
3) *No Fear*, Dubois 34, Dick Owens, SVG



The J/24 Southern Caribbean 2015 champs, Team IWW Die Hard from Grenada

J/24 Class
1) *IWW Die Hard*, Robbie Yearwood, Grenada
2) *Fly*, Paul Johnson, Barbados
3) *Attitude*, Frederick Sweeney, St. Lucia

Surprise Class
1) *Digilife*, Vianney Saintenoy, Martinique
2) *Kreyol Sandwich Orange*, Stanley Dormoy, Martinique
3) *ADSL O NET*, Philippe Kerriou, Martinique

Single-Handed Around Bequia

CSA RATED
1) *Kreyol Sandwich Orange*, Surprise, Stanley Dormoy, Martinique
2) *Bandos*, FF 110, Dik Guerts, Holland
3) *Regis Guillemot Charter*, Melges 24, Regis Guillemot, Martinique

NOT CSA RATED
1) *Raven*, Beneteau First 45, Mike Broughton, UK

Since 1984

Barefoot Yacht Charters & Marine Centre



BAREBOAT CHARTERS - FULLY CREWED CHARTERS - ASA SAILING SCHOOL

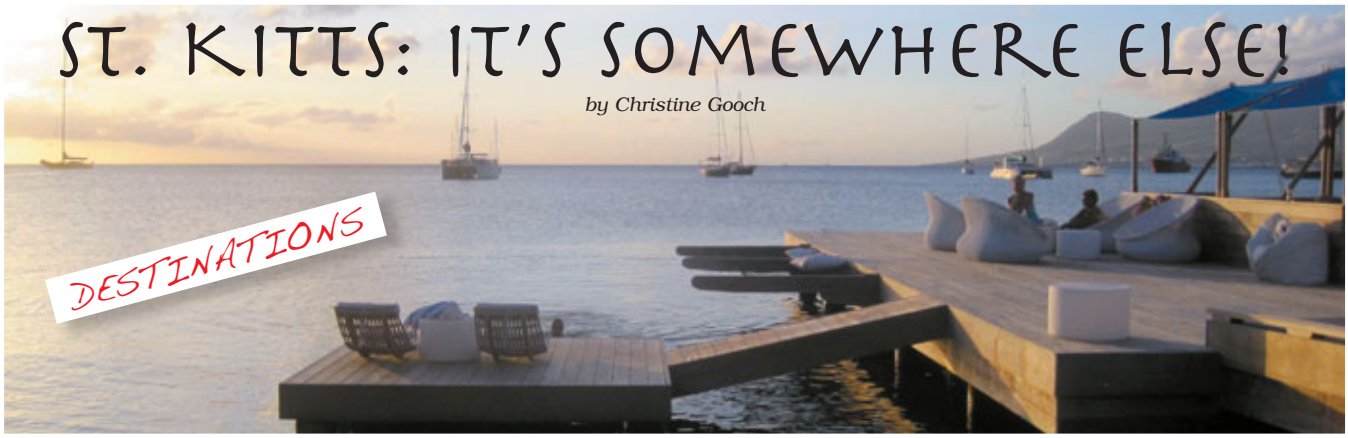
- Doyle Sail Loft & Canvas Shop
- Mechanical & Electrical Repairs
- Vehicle Rentals
- Ice & Water
- Island Tours
- Quiksilver Surf Wear
- On-site Accommodation
- Raymarine Electronics
- Fibreglass Repairs
- Showers
- Diesel & Propane
- Surftech Surf Shop
- Restaurant & Bar
- Wi-Fi / Internet Café
- Refrigeration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

PO Box 39, Blue Lagoon, St Vincent, West Indies
Tel. 1-784-456-9526 / 9334 / 9144 Fax. 1-784-456-9238
barebum@vincysurf.com *www.barefootyachts.com*

ST. KITTS: IT'S SOMEWHERE ELSE!

by Christine Gooch

DESTINATIONS



Sunset over the anchorage at White House Bay. The stylish Salt Plage bar has rocking teak steamer chairs and beanbag seats made from sails

My first impression of the island of St. Kitts made me want to be somewhere else — anywhere else in fact. The brash cruise ship complex I was wandering through seemed a million miles away from old-fashioned Nevis, not just the ten miles my husband, Kevin, and I had sailed earlier that day.

Getting a Taste of the Town

But once I found the old town, Basseterre began to grow on me. The Berkeley Memorial drinking fountain, which resembles a huge ornamental mantelpiece clock made of green cast iron, stands in the centre of The Circus. Cars, taxis, flatbed trucks and open-air tourist buses swirl round it, as if sucked in from one dusty road and then flung out onto another by centrifugal force. Restored colonial buildings surround it on all sides. Many of them look like former warehouses, with solid grey stone walls and arched windows on the ground floor. Some of the upper storeys are no-nonsense English architecture: a clapboard upper floor in pale mint green and regularly spaced windows surrounded by sturdy shutters. Others are more elegantly French and have balconies with overhanging roofs to protect from the rain and give shade from the sun. Everything is topped by a red or grey corrugated iron roof. A policeman on a bicycle stood chatting to some locals in the shade of one such overhang. I knew he was a policeman because he had 'Police' printed on the back of his snowy white polo shirt and also on his worn brown leather saddlebags.

Mrs. Moore's food stall has stood in the square near the Museum of St. Kitts for 21 years and is popular with locals for lunch. A chalkboard advertising three beers for US$5 urges passers-by to "Hurry! Hurry! Happy Hour start now". Mrs. Moore is constantly on the move between her hot cupboard, a stack of blue and orange plastic urns filled with fresh fruit juices and two enormous cool boxes full of ice and beers, dispensing food, drinks and opinions in equal measure. The menu, chalked on a blackboard, includes curry conch, chicken and pork, rice and peas and something I hadn't heard of before — Johnny cakes. I was curious to know what a Johnny cake is, so Kevin asked Mrs. Moore how you make one. "With flour and love" came the reply. What a lovely recipe. We tried a sweet one; it was similar to a doughnut with a very delicate cinnamon flavour. Savoury Johnny cakes can also be split and filled with salad and fish or chicken, but quite honestly the cinnamon one was filling enough. Kevin commented that you would want to leave at least an hour after eating one before you went swimming or you would sink like a stone.

We spent a couple of nights in Port Zante marina with our 38-foot Prout catamaran, *Sweet Sensation*. The marina staff and Customs officials were friendly and polite and Charlie, the assistant dockmaster, arranged to get laundry done for us, although it wasn't cheap. US$15 buys you as much water as you can use, so Kevin was busy washing down the boat and filling the tanks. The cruise ship dock is next to the marina and there are usually two — and sometimes three — big cruise ships in, so during the day there are plenty of day-trip boats in and out of the marina.

—Continued on next page



DYT YACHT TRANSPORT

SEVENSTAR YACHT TRANSPORT

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

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

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

MEMBERS OF SPLIETHOFF GROUP

—Continued from previous page

Several other yachts berthed at the marina during our stay and there were also several anchored outside. The anchorage is open to the south, but although the wind was east-southeast we were lucky that there was so little of it and only a slight swell, so that when we moved to the anchorage Kevin was able to put me ashore from the dinghy in the corner of the small black sand beach. A local told us that it's not usually like that: often the swell comes crashing onto the road. The layer of black sand on the pavement confirmed the truth of this.



A Garden of Earthly Delights

A cruise ship passenger told us about Palm Court Gardens, just a short walk past the war memorial at the west of the anchorage. The gardens have a slightly Italian feel; a crazy-paving path of grey stone leads through manicured lawns and flowerbeds filled with palms and splashes of vivid red bougainvillea. Plants with broad sword-shaped leaves of variegated green and cream or dark purple filled terracotta pots. There are plenty of curved wooden seats and stone benches to sit on and admire the statues dotted around the garden, which include copies of Leda and the Swan and Michelangelo's David as well as more quirky ones. A metal frog playing the violin sits in the shade of a mango tree; a boy gazes at a frog held aloft in his hand, legs dangling, while a pair of scaly fish spout a stream of water; a larger-than-life girl lounges by the pool contemplating a glass of champagne. The view behind her is spectacular. Ice blue water in the infinity pool deepens to Caribbean blue sea, with paler blue sky and fluffy white tradewind clouds above, separated from the sea by the lumpy green outline of the south of St. Kitts in the distance and the craggy grey central mountain of Nevis behind. I wanted to give up cruising and live there! How I envied the managers of the Royal Bank of Canada, who were once housed in that property during their three-year postings.

Entry to the gardens costs US$2, and for US$11 you can use the pool for the day. There is a bar, a restaurant serving lunches and dinners, and the workshops of Shell Works St. Kitts, where you can watch jewellery, boxes, Christmas decorations and picture frames being made and decorated. Proceeds from the sale of these helps support Children's Educational Fund St. Kitts, a foundation set up by the current owners of the property to help give students with special needs an education.

Being Well Trained

We treated ourselves and explored St. Kitts on the St. Kitts Scenic Railway. The train runs on a section of narrow-gauge railway completed in 1926 that originally transported sugar cane from all over the island to a central processing factory at Basseterre. In 2005 the EEC withdrew its subsidies and the sugar industry collapsed, leaving St. Kitts reliant on tourism for income.

—Continued on next page



Above left: The Berkeley Memorial drinking fountain resembles a huge ornamental mantelpiece clock made of green cast iron

Above: Caribelle Batik's gardens, viewed from the old plantation bell tower



—Continued from previous page

At the height of the sugar industry, sugar had been as valuable as oil is today (or possibly more so, given the recent slump in oil prices). The plantation owners grew rich and St. Kitts became one of the most important colonies in the British Empire.

We were slightly perturbed to see a welder working on the engine before we set off on our trip, but all went well and we completed the 18-mile journey without incident. We sat on the open top deck of the carriage so we could take plenty of photos; the lower deck is air-conditioned with darkened windows. Each of the six carriages has a hostess, who serves complimentary water, fruit juice or rum. My eyes lit up when



she also brought round sugar cakes. About the size of a cookie, they tasted like very sugary coconut ice flavoured with nutmeg, cinnamon and ginger.

There was a running commentary on the island's history and the villages and countryside we passed through, and a trio passed through the train singing *a capella*. Among the songs were "Down in Trinidad.... working for the Yankee dollar, drinking rum and Coca Cola" and "Enjoy yourself, it's later than you think".

The train rattled along the east coast through cuttings, along embankments and across narrow metal bridges spanning gorges. Out to sea the islands of Nevis, St. Martin, St. Barts, Statia and Saba were visible. Inland, in the distance Mount Liamuiga's rainforested slopes towered above the tracks as we passed through fields of sugar cane. Although cane is no longer grown commercially, it still grows wild and people harvest it for their own use and to sell. "Liamuiga" is the Carib name for the island, meaning "fertile island", hence the success of the sugar plantations. The formal European name of the island is St. Christopher, but 18th century English sailors were used to shortening this name to "Kitt" and the nickname stuck.

Each time the railway track crossed a road, a red flag fluttered from the level crossing barrier. Everyone waved to the train as we passed; a group of people harvesting cane, villagers, level crossing keepers. Primary school children dashed across the playground to line up at the fence and wave; it was like a scene from the film "The Railway Children".

Exploring St. Kitts' History

I was a little disappointed that the bus journey from the railway terminus at La Vallee down the west coast didn't stop at any of the historical places on route, although the driver gave us plenty of information. However, local buses run up both the east and west coasts and a few days later I took one, stopping off at Sandy Point and Old Road Town to explore.

In 1624 Englishman Thomas Warner landed at Old Road Bay with 20 men and established the first English colony in the Caribbean. In 1625 a French party arrived and, without consulting the Amerindian chief Tegreman, Warner gave them permission to establish a colony, too. Both European sides realized that unless they worked together they could not defend themselves against the Spanish and the increasingly disgruntled Amerindians. An agreement was drawn up giving the English the middle of the island, with streams and forests, and the French the flat land at the two ends.

Left: Palm Court Gardens — an oasis within walking distance of the anchorage at Basseterre

Below: The St. Kitts Scenic Railway once hauled sugar cane from plantations around the island to Basseterre



In August 1626, Warner's Carib mistress told him that Tegreman was planning an attack on the Europeans. Warner organized a combined English and French counter-attack, surprising the Caribs by attacking their village at night.

—Continued on next page



—*Continued from previous page*

An estimated 2,000 Caribs were massacred, while the Europeans sustained few losses. According to local legend the river at Stone Point ran red with Carib blood for days afterwards, which is why the area was re-named Bloody Point.

The earliest European settlers grew tobacco, indigo, ginger and cotton, but by 1626 all this was being replaced by sugar cane and slaves were brought from Africa to work the plantations. As the threat of attack by the Spanish and the Amerindians receded, both the French and English wanted St. Kitts for themselves. In 1666 war broke out and between then and 1713, when the Treaty of Utrecht awarded the whole island definitively to the English, St. Kitts changed hands seven times.

Discovering Romney Manor

Old Road Town's main street is lined with ancient wood-shingled buildings. As I strolled along the dusty road waiting for a bus back to Basseterre, I passed a traffic jam of minibuses full of cruise ship passengers waiting to overtake a parked truck. The lady driver of one of the buses leaned over and through the open passenger window asked me if I was looking for Caribelle Batik. When I said I wasn't, she said, "You should go, it's very good. Look — it's just up that road there". The narrow side street climbed uphill, past dilapidated houses that were even more ancient than the ones on the main street. It then led under a disused sugar cane railway bridge supported by sturdy stone pillars, with glimpses of clear blue sky visible between the overgrown tracks overhead.

Caribelle Batik is set in beautiful tropical gardens in the grounds of what was once Romney Manor. The Carib leader Tegreman's settlement was here originally, but following the massacre of 1626 it was claimed by Sam Jefferson, great-great-great grandfather of US president Thomas Jefferson. Sam is buried in the churchyard of the oldest church on St. Kitts, at Middle Island village, as is Thomas Warner. In the mid-17th century Jefferson sold part of his estate to the Earl of Romney.

Today only the stone foundations of Romney Manor remain. Pretty yellow Caribbean-style wooden buildings housing the batik factory and gift shop have been built over the top of them. It's a popular stop for cruise ship passengers, so I was surprised to find there was no entry fee for the grounds or to watch the explanation of how batik is made. There was so much choice in the shop that I found it impossible to choose just one thing to buy and came away empty-handed.

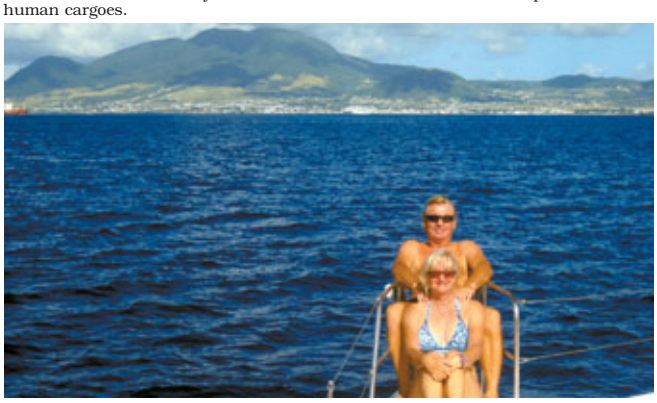
Tucked away in one corner of the gardens is an ancient grey stone bell tower. Its single bell was used to regulate the slaves' day on the plantation, signalling the start and end of the working day and the time to sleep. As a symbol of the hard times of slavery, all the other bell towers on St. Kitts were destroyed after Emancipation, but Lord Romney was regarded as a benevolent slave owner so this one was spared.

From the Rainforest Bar, a wooden terrace looks out over the tops of the rainforest trees and the ruined tower of a sugar mill. Amazingly, these trees have grown up since the 1930s. Previously — since the 1600s — a viewing platform in the same spot enabled the plantation owners to keep an eye on what their workers were doing in the estate yard below. While I stood there, there was a sudden rustling in the treetops and a couple of green monkeys appeared, almost hidden amongst the foliage. Originally brought to the island by plantation owners as pets, nowadays they are regarded by some locals as something of a pest, as they have a habit of picking mangoes but only taking one bite before discarding them.

Looking north from the viewing platform, in the distance I could see a flat-topped bluff and the outline of Brimstone Hill Fortress, built by the English and nicknamed "the Gibraltar of the Caribbean" for its strategic importance. You can visit the fortress on guided tours, or it's a three-mile walk from the main road if you're on a local bus.

The 'Amazing Grace' Connection

Back in Old Road Town, I caught another bus north to Sandy Point, where there is an old whitewashed church where soldiers from Brimstone Hill Fortress would have worshipped. Just outside the village is "The Amazing Grace Experience", where you can learn the story of John Newton, a reformed slave trader who wrote the words of this well-known hymn to illustrate one of his sermons given on New Years' Day 1773. His link with Sandy Point is that this is where the slave ships landed their human cargoes.



The author and her husband aboard Sweet Sensation, *sailing toward Basseterre. 'St. Kitts had turned out to be full of surprises... we are definitely smitten'*

A Quiet Anchorage

From Basseterre we moved to the unappealing-sounding Shitten Bay, next to Bug's Hole. However, this proved to be a lovely isolated anchorage under an uninhabited headland. During the day it is a popular snorkelling destination for day-trip catamarans full of cruise ship passengers but at night it was almost deserted. The water was calm (apart from the wash from passing ferries on their way to and from Nevis) and we all slept soundly under a starry sky. The following night we had the anchorage to ourselves. There are some places in the Caribbean where we wouldn't be comfortable being the only boat in an anchorage at night, but here we felt completely safe.

St. Kitts had turned out to be full of surprises. Prices were much lower than we had expected, the people were friendly and welcoming, I hadn't known about the link to "Amazing Grace" nor that it was the earliest English settlement in the Caribbean. It had hardly been "love at first sight", but now Kevin and I are definitely smitten.



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

facebook
twitter

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

St. Thomas: More Than Just Cruise Ships

by Joao Gomes

A visit to St. Thomas, United States Virgin Islands, by boat will never be complete without a stop in Charlotte Amalie, its capital and a major Caribbean cruise ship port.

We are a Portuguese/Thai couple sailing with our two-year-old daughter and five-year-old French bulldog aboard *Dee*, our 1985 Gulfstar 45 Hirsch. We've been cruising the Caribbean since April 2014, and were privileged to visit St. Thomas on two different occasions. The first time we stayed for one month and then, after a brief visit to the British Virgin Islands and St. Maarten, we returned and stayed three months more.

Having stayed anchored in St. Thomas Harbor just off the city of Charlotte Amalie, we had the opportunity to get to know the IGY Yacht Haven Grand marina without ever berthing the boat there. Our location in the harbor also gave us full access to the city, taking advantage of the public transport system, which is very convenient. We took safari buses (the name locals give to the public bus to other places in the island, especially Red Hook and Crown Bay.

We also sailed to Honeymoon Bay and its beautiful beach, where we anchored for several days, and to Brewer's Bay, also known as the university beach (it's close to the University of the Virgin Islands), where one can enjoy the white sand and see the airplanes landing nearby at the airport. Both these anchorages are poorly protected when strong winds blow but are worth a visit for a few days or weeks. Honeymoon Bay is especially worth some time, as it is the ideal place to explore Water Island, famous for its turtles and breathtaking views.

There are more beaches on the island, but we mention only these, which are less known and out of the more traditional routes.

In the city of Charlotte Amalie itself, we had fun exploring the area dedicated to the tourists from the cruise ships, which also has a lot to offer to other visitors. The entire old town has been restored and converted into a shopping area where all the big global brands are present, and all duty free. The prices are affordable if you know where to look. Avoid places essentially dedicated to tourists and try to visit on days without cruise ships in the harbor. In the back streets near the shopping area we found restaurants and bars with attractive prices. The only drawback is that they all close very early.



Above: Honeymoon Bay (a.k.a. Druif Bay) on Water Island is worth some time.
Insets: Sampling sno-cones in 'regular' and 'local' flavors, and Charlotte Amalie's historic shopping area



Above: Dee at sea. The author's wife, Kumploy, with their French bulldog, Noël, and their then baby daughter, Maria Dee, aboard Dee — which means "good" in Thai

Below: Frenchtown, with its museum, and Hassel Island (right), once fortified for defense of the harbor, were highlights of a St. Thomas visit



We recommend a trip to the Italian restaurant Virgillio's. Not exactly cheap, but worth it for the quality of food and service.

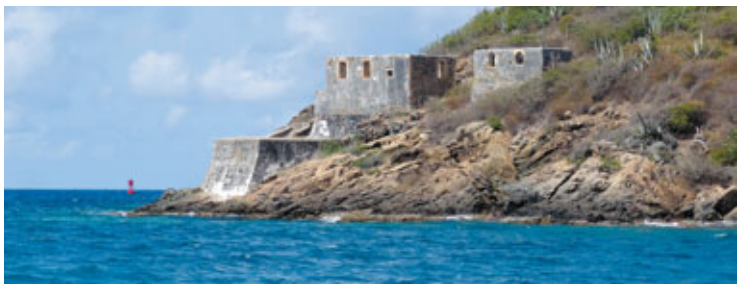
What really cannot be missed is a visit to the island that separates Charlotte Amalie's harbor from Crown Bay. Hassel Island is the place where you can find one of the oldest sailmakers in the Caribbean, Manfred Dittrich. In a building that only has walls and a roof made of salvaged canvas from old sails, this German sailmaker, who fled the hardships in Europe as a child, keeps giving life to old sails and making new ones that last a lifetime. We went there following the advice of a friend who knew we needed to repair two sails and came back completely surprised by what we found and the quality of the service. Manfred, now 81 years old, who arrived in St. Thomas in the early 1960s, received us with a smile on his face and quickly told us that he will be doing everything to have our sails repaired in time for us to head south. Initially we had in mind making a new sail, but the old and experienced hands of Manfred told us that wouldn't be necessary because the material of our sails, although old, was still in good condition and could be repaired. After all, even these days, not everything that is old is ready to throw away!

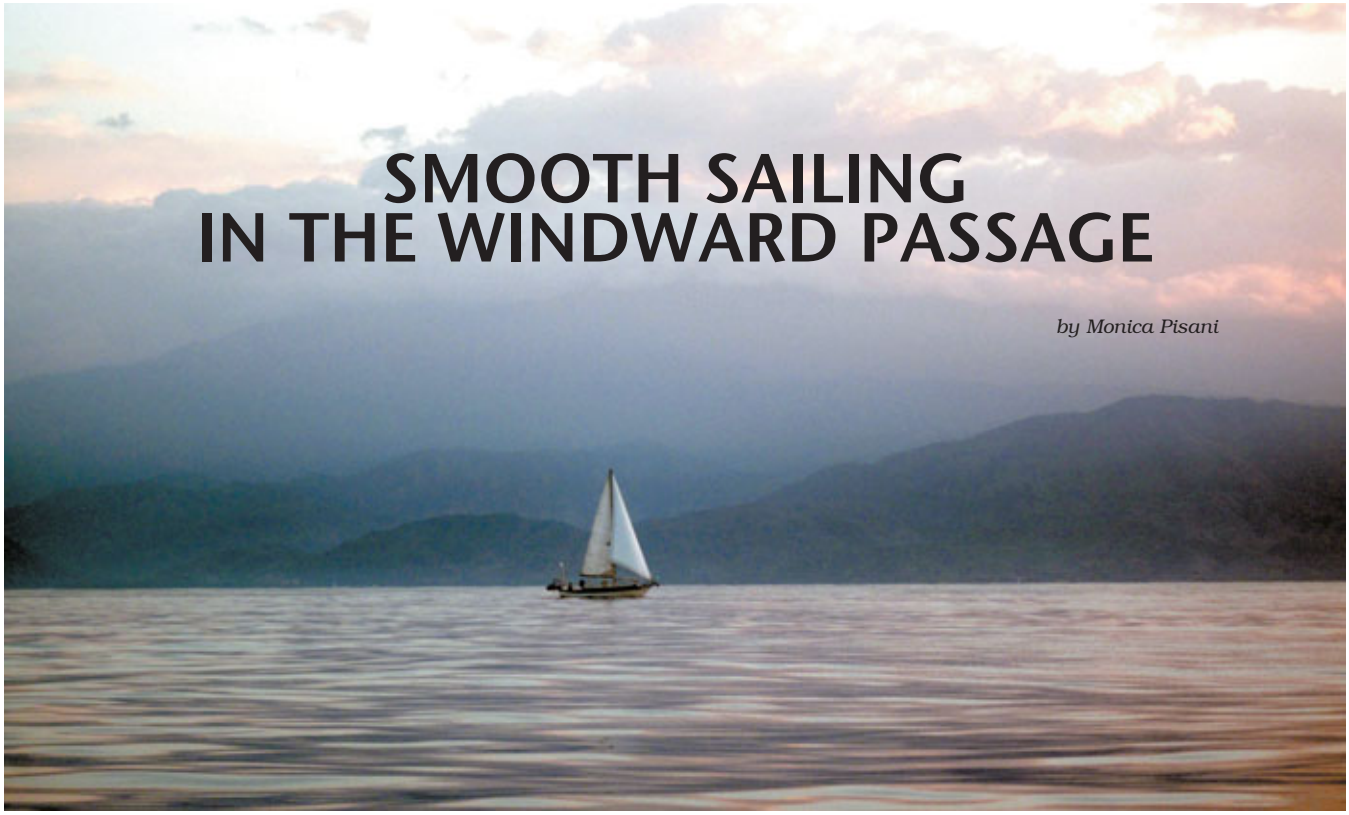
On Hassel Island there are also traces of other historical times worth checking out and that can be seen through trips arranged locally. Contacts can be found in all tourist brochures available throughout the city.

On your way back from Hassel Island make sure to visit Frenchtown, a legacy from the colonial times of St. Thomas that the residents insist on not letting disappear. Among several other activities and events, they celebrate annually the French National Day. In this French corner there are a small marina, restaurants and lots of French culture, plus a small museum worth visiting in order to get some insight into the French presence on this island.

Don't miss a visit to St. Thomas. We're glad we could spend more time here than a cruise ship passenger does!

This is Dee's *second season in the Caribbean and she will be heading to Panama and the Pacific in June. Follow the Gomes family's adventures at www.sailingdee.com*





SMOOTH SAILING IN THE WINDWARD PASSAGE

by Monica Pisani

Journey, our 42-foot sloop, Captain Jonathan and myself, his loyal first mate, started our sailing adventure in December 2013 leaving from Florida, although our home was New York City. We sailed the Bahamas, Haiti, the Dominican Republic and Puerto Rico, and we made our way as far south as Grenada. Since December 2014, we have been sailing north towards the Virgin Islands.

When we began to plan our route from Florida through the Bahamas and into the Caribbean, we realized there were two possible choices. The most popular was the Mona Passage, and the more unusual choice was the Windward Passage.

With the first choice, you leave the Bahamas via Turks & Caicos, to the northern coast of the Dominican Republic, and then down through and across the Mona Passage. The second choice was through the Windward Passage, leaving the Bahamas from Great Inagua, passing between Cuba and Haiti, then heading east towards the Eastern Caribbean. Our research included reading forums and magazine articles, and talking to anyone who had done either passage. One day, we found "A Cruising Guide to Haiti" by Frank Virgintino (www.freecruisingguides.com). It was all we needed to solidify our route choice. We opted for the less traveled road, the Windward Passage.

We chose Clarence Town as our staging point. We needed a five-day weather window to make it to Great Inagua, the southernmost island of the Bahamian chain, then down through the Windward Passage, an almost 400-nautical-mile trip. The stop at Great Inagua had to be a quick one. The anchorage at Mathew Town is exposed to all but east winds, and the roll is tolerable only under light conditions.

The weather window opened up. *Journey* and another yacht, *Fidelis*, left Clarence Town bound for Great Inagua on an overnight sail. The wind was manageable but the seas were quite rough, with waves from every direction. Towards the end of the afternoon, the constant banging on the waves caused *Journey's* boom vang to snap off the boom, crashing onto the deck and cracking the salon hatch. As if that wasn't enough, our jib furler jammed, and would not unfurl. Great start!

Luckily, we were close enough to an anchorage called Windsor Point, where we dropped our anchors in the dark, to deal with the problems the following morning. Well, we woke up to a beautiful clear-water anchorage, and two fishermen trying to sell us the freshest lobsters. Our captains worked all day taking care of the boom vang and the jib furler, and as a reward, we all had the best lobster dinner ever!





We were underway early the next morning heading to Great Inagua. It was an uneventful overnight sail. We arrived early morning, we topped off fuel, water, provisioned, and checked out of the Bahamas, all in one long hot day. Then we spent a night in the rolliest anchorage ever. No surprise there!

We were up with the sun, and on our way south through the Windward Passage to Haiti. We raised our sails minutes after leaving the anchorage. We had light steady wind on our port bow, the sea was calm, and we were filled with anticipation.

As we got closer to the passage, Haiti and Cuba grew tall from the ocean floor. It was a welcome sight, after three months of beautiful but flat Bahamas. At dusk, we had Haiti on our port side and the sun setting behind Cuba on our starboard side. The ocean and the sky were painted with every shade of orange — unreal! I could almost hear Celia Cruz singing with her unequivocal raspy voice, and saying, "Azucar"!

As the night fell upon us, so did the moon lighting up our path. Bright night with calm seas, almost eerie, with hardly any waves or even ripples. There was haze over the mountains and the smell of fires burning filled the air. That smell followed us throughout our time in Haiti. There is a very busy commercial shipping channel in the Windward Passage. Be aware.

We motored a bit, but sailed most of the way to the end of the passage, although we were expecting to lose some wind halfway south in the lee of Haiti. Our plan was to reach the southern tip of Haiti, and turn east at night, and take advantage of the lighter easterly winds, thanks to the katabatic effect. As we turned east, we had our last 50-plus nautical miles to go. We stayed only one mile offshore, to get as much protection from the trades as possible. We arrived at Ile-à-Vache, Haiti, by mid-morning.

Our nine-day stay in Haiti was one of the most incredible experiences we have ever had. It gave us an insight into human perseverance and resilience, and we learned that no matter what, one can always find joy and hope.

Beautiful people, beautiful spot!

We'll tell you more about that in next month's *Compass*.

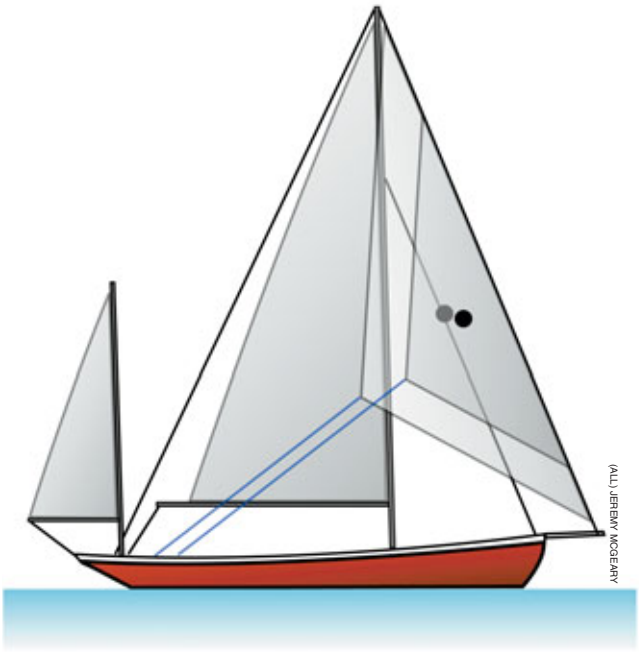
Top to bottom:
Great Inagua, where we topped off fuel and water and checked out of the Bahamas
Light winds and calm seas in the Windward Passage
Fishermen at Windsor Point sold us the main ingredient for the best lobster dinner ever

SEAWISE WITH DON STREET

REEFING YOUR ROLLER HEADSAILS

We all do as much as possible to avoid beating to windward, but sometimes it can't be avoided, especially when heading north through the Eastern Caribbean as many will be doing this month on their way to jumping-off points for the US East Coast or Europe.

Going from Grenada to Carriacou, most sailors proceed up the west coast of Grenada, and the sail from the northwest tip of Grenada to the southwest point of Carriacou is most often hard on the wind. From the northwest corner of St. Vincent to St. Lucia is the same, and often from Deshaies, Guadeloupe to English Harbour, Antigua it is again hard to windward.



(ALL) JEREMY MCGEARY

When Iolaire's *high-cut yankee was partially rolled up, the center of effort (marked by black dot) moved forward and remained very high. Don's reefing sequence was: first reef main, second reef main, first reef yankee, second reef yankee, furl yankee and proceed under double-reefed main and staysail*

All too often we see sailboats motor-sailing or, worse, miserably motoring to windward while heading north up the island chain. However, if properly reefed, they could be enjoying an efficient and exhilarating sail.

Reefing the sails when going to windward is a useful tactic.

Get the Sheet Lead Right

Roller furling headsails can be reefed effectively if the sheet lead is moved forward to the correct position. An improper lead on a high-cut jib is not as critical as an improper lead on a low-cut genoa, which when reefed becomes a useless bag unless the lead is properly moved forward and, in some cases, also inboard. Experiment with finding the correct position for the reefed headsail's sheet lead in benign conditions. Trying to adjust and find the correct lead for the reefed headsail when the conditions are such that you really have to reef the headsail is an exercise in frustration!

When reefing the genoa, the lead must go forward so that the center of effort moves forward but does not move up too much.

With a double headsail rig and a high-clewed jib, the center of effort not only moves forward but also moves up drastically, which affects the heeling angle.

As a genoa is reefed the sheet lead moves forward drastically; but as a high-cut jib is reefed the lead is only moved forward in small stages.

Reef the Main in Concert with the Jib

Even with the correct sheet lead, reefed roller-furling jibs often turn baggy after the first reef.

A headsail can usually be effectively reefed to one stage, but the second stage is only so-so as no matter what arrangements have been made by the sailmaker it then begins to bag. The foot and clew have risen, raising the center of effort and moving it forward — just what you do not want.

Reefing to a third stage is a waste of time because the situation becomes worse yet: the center of effort has gone sky high and far forward, and the sail sets like a toy balloon.

What to do? On most boats, you'll reef the main before you reef the headsail. Under reefed main and full genoa most boats will stand a fair amount of wind. Then, under reefed main and genoa reefed to a G2 the boats will take a good hatful of wind. So, instead of reefing the headsail to the third stage — to a G3, when it will become a useless bag — double reef the main. With double-reefed main and genoa reefed to a G2, the boat should take almost anything.

If it blows more, it is time to set up the removable staysail stay and set a staysail (the subject of a future article). All single headsail boats that have their headsail roller reefing/furling should have a removable staysail stay.

On a double headsail rigged boat like *Iolaire* we discovered it was always best to single reef the main rather than reef the J1, the high-cut yankee. When it blew more, we double reefed the main. As wind increased, we would reef the yankee to the first stripe. Since the J1 was 50 feet on the luff, reefing to the first stripe, 12 inches back from the luff, reduced the sail area from 350 square feet to 300. When reefed to the second stripe, the sail area was reduced to about 300 square feet. Going to the third stage was useless, as the sail became a bag and was so far up in the air, with the center of effort so high, the heeling effect was too great. We would proceed under double-reefed main and staysail. (The mizzen was up or down or reefed as necessary to balance the helm and keep the helmsperson happy.)

When it is blowing too hard for double reefed main and staysail you've got storm conditions, a totally different subject.

Mark Your Reef Locations

How do you know where the first and second reefs are on a roller furling headsail? On the luff of the headsail install two stripes parallel to the luff, showing the position the sail will be at the first reef and at the second reef. Exactly how far apart the stripes are should be decided in consultation with your sailmaker.

Once the stripes have been installed, go sailing in moderate weather. Figure out the correct sheeting position for the full sail, then reef to the first stripe, check the sail and adjust the lead so the sail is correctly sheeted. Then do the same for the second reef. Write down the three positions on a piece of paper, have the paper laminated, and then post it at the chart table where it will not get lost and the crew can readily consult it.

Check Your Sheeting Angle

Besides checking and finding the correct positions for rolling the headsail up to the first and second stripe, you should also check the athwartship sheeting angle. As a rough guide for a cruising boat, all headsails should be trimmed to a ten-degree line from the stay the headsail is set on. (Hot racing machines will sheet inside the ten-degree line, but we are talking of cruising boats.) Measure back ten feet from the stay the sail will be set on, then 21 inches out from the centerline. Run this line aft to the rail cap. If, when reefed to the first or second stripe, the lead is outside this line, it's time to install a removable screw-in pad eye to which a snatch block can be attached, so the lead can be moved not only forward but also inboard.

Sheeting outside the ten-degree line will not improve your windward performance.

Run Off to Reef

When reefing or furling roller-reefing headsails, bear off, run dead downwind, and then roll up or reef the headsail. It is more easily done sailing downwind rather than close reaching or beating to windward, as when sailing downwind the relative wind has been diminished and the headsail is largely blanketed by the main. Beating to windward in 20 knots with six knots of boat speed, the wind across the deck is 26 knots, but swing downwind and with a boat speed of seven or eight knots the wind across the deck is down to 12 knots, making it much easier to roll up the headsail.

Can You Roll to Windward?

If your headsail roller reefing system is electric or hydraulic, forget about the in and out lever, rather consider it as a port and starboard lever. If the headsail is always rolled up to windward when reefing it will produce a much flatter headsail than if it is reefed rolling it up on the leeward side of the foil. When on starboard tack, roll up the sail clockwise; if on port tack, roll it up counter-clockwise.

If you have an endless-line roller reefing system, do the above; if it is a drum system you have no choice.

Summary

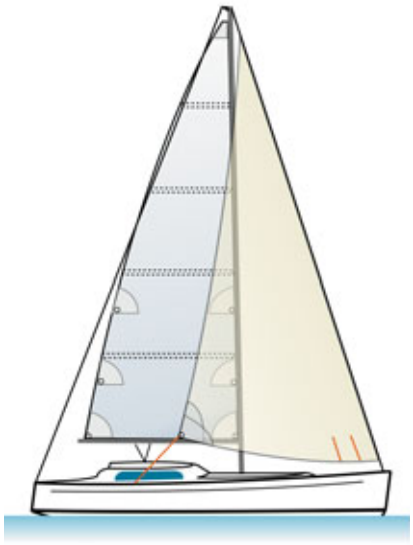
A roller furling, roller reefing headsail will be an effective sail when it is reefed to the first stripe, and to the second stripe if the sheet lead is moved forward and, if necessary, inboard.

If a sailmaker says he can make you a genoa or high cut jib that will reef all the way down to a storm jib, go find another sailmaker!

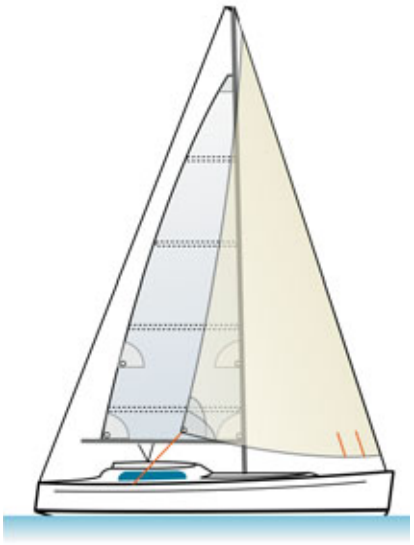
For more seamanship tips visit Don's website, www.street-iolaire.com, and see his books The Ocean Sailing Yacht, Volumes One and Two.

—Continued on next page

—Continued from previous page



1) Full sail: mainsail and 135% genoa



2) First reef: One reef in mainsail and full 135% genoa



3) Second reef: One reef in mainsail and genoa reefed about 20%



4) Third reef: Two reefs in mainsail and genoa reefed about 20%



5) Fourth reef: Two reefs in mainsail and genoa reefed about 40% (to the second reef mark on the foot)



6) Rolled up this far, a reefed genoa will set like a bag. You won't be able to sail to windward with it and it could well suffer damage. Note that the center of effort is high and far forward

Hurricane History 1851 to 2013 - Source: NOAA



CHAGUARAMAS



Trinidad & Tobago






Premier Yacht Repair Centre & Hurricane Haven

Yacht Services Association of Trinidad & Tobago • Tel: 1 868 634 4938 • Email: info@ysatt.org • www.ysatt.org

Tobago — Always on Our List

by Angelika Grüner

Every year Tobago is on our list to visit — with all its positives and negatives.

After all the boat maintenance in Trinidad is done, my son and I watch the weather till wind and sea calm down, and then we motor with the countercurrent close along the north coast of Trinidad. When we reach the northeast end, we cross over to Tobago. Most of the time we have to motor on this crossing as well, because the current is strong and sweeps us to the west. When we head for the northern part of Tobago we end up at Store Bay.

Store Bay

The southwest part of Tobago is only low land, no forest, while the northern part is covered with thick rainforest. The international airport is in the south, at Store Bay. That is very convenient when visiting guests arrive or depart — the anchorage is within walking distance.

The anchorage in Store Bay is sometimes pretty rolly, and is still without a dinghy dock. Dinghies have to be dragged onto the beach and up to the fence. Walking along the sewage-smelly walkway we come to the main road where it is possible to stop almost any car. A taxi is TT$8 (about US$1.25) to Scarborough, TT$6 (95¢) to Penny Saver. It is hardly worth waiting for the TT$2 (30¢) government bus.

For checking in into Tobago all crewmembers have to be present at Immigration and Customs, even if coming from Trinidad. If you intend on sailing up to Charlotteville then you have to check out of Scarborough, pick up your documents, and deliver them to Immigration and Customs in Charlotteville. Anchoring in the bays on the way to Charlotteville is only possible if you receive written permission from the authorities in advance.

The touristy village of Store Bay has developed in recent years, with a casino and



lots of pricy restaurants. There are rentals for bicycles, scooters, and cars. The tiny "supermarket" run by Jimmy still exists, plus more small shops. A bigger supermarket is Penny Saver, four kilometres (about two and a half miles) up the main road.

There is a new shop in Store Bay that is worth mentioning: an agency for Budget Marine! You find it on the road to Pigeon Point, just opposite the Conrado Hotel. Nicole operates the tiny shop, and on Mondays she gets any items ordered from the Budget Marine Catalogue via the branch in Trinidad. You just have to order by Friday, lunchtime at the latest. All items are at the same price as listed in the catalog, no additional costs, good service, nice person to talk to. If Nicole is not in her shop, phone her on (868) 367-1242.

Buccoo

Angelus and I like kitesurfing at Pigeon Point in the Buccoo Reef Lagoon. Unfortunately, some jet skis are now based on the beach where the windsurfers and kitesurfers practice, despite the Tobago House of Assembly promising to enforce a ban on the use of jet skis in Store Bay and Buccoo at least four years ago. The operators on their 140-horsepower water-scooters seem to be their own best customers, and chase at full speed among all those learners. We witnessed an accident when a jet ski drove at full speed into a kiter just three metres off the beach. The kiter was towed under water, the jet ski driver became tangled in the 25-metre long kite lines, the kite crashed into the water, and the driver finally managed to stop — with his vehicle ruining the kite. The kiter luckily was not drowned and the jet ski driver was lucky not to have his head cut off, only having plenty of deep cuts in his arms and face from the lines. Only five minutes later, other jet skis ran again at full speed among the windsurfers and kitesurfers, splashing water onto them with their wakes and having fun when people fell off their boards. No lesson learnt!

On Sundays there is "Sunday School" in Buccoo. At about 8:00PM the village awakes. There are a few food stalls and music. After 1:00AM, when the tourists are gone to bed, the locals come out to have their entertainment till the morning hours. On the Sunday after Carnival was the famous goat race, a funny occurrence. The goats are on leashes, and the "jockeys" have to run with their goats. One lost his trousers — and the goat leash. You can imagine the laughter!



Left: Charming Charlotteville in the north of Tobago

Right: The strikingly colored but harmless doctor snake

Below: Our rainforest guide called a kingfisher couple 'Hansi' and 'Greti'. This is the female



Rainforest Excursion

One day we booked a tour into the rainforest with a guide named Christian Achorner. We've been in rainforests a "few thousand" times. But the hike with this fellow was, even for us, outstanding. His knowledge — not only about the history of Trinidad and Tobago, but about all the plants and animals around the world — is extensive. Christian picked us up in Store Bay at 4:20AM, and we drove up to the north, reaching the entrance of the trail at 6:00AM when the forest "awoke". After a



Above left: Our coastal scooter ride offered a view over Englishman's Bay

Above: A bright bromeliad blooms in the rainforest

Left: Local cuisine tempts a visitor at 'Sunday School'

light breakfast, which Christian provided, we started walking. Christian knows every single plant by name, and how they are used for medical treatment. Once he stopped, picked up a leaf, held it into a nest of termites, and offered them to us to eat — alive! I really hesitated. He just ate them, so we did too. (Oysters are eaten alive as well, hey?) You have to bite into them; they tasted like carrots.

With his binoculars, Christian showed us various birds up in the trees. Of course, he knows where Mrs. Tarantula lives, he talks with the motmot bird and calls the kingfisher couple "Hansi" and "Greti". At a waterfall we saw a most beautiful snake — its yellow colour was incredibly vivid. In Tobago it is called doctor snake; the official name is *Liophis melanotus nesos*.

We can highly recommend an excursion with Christian, who will tell you about the first Welsh, Scots and Lettish settlers



(from Latvia) in Tobago, long before the English and French fought about the island. Now the descendants of those settlers are long gone, only the names of some towns commemorate them. Christian is a professional photographer, too, and you can get lots of tips for a good photo. He whispered at me: "Switch on your flash, get the telephoto, step toward me — and now you shoot!" Yes, I got "Hansi" sitting on his favorite branch.

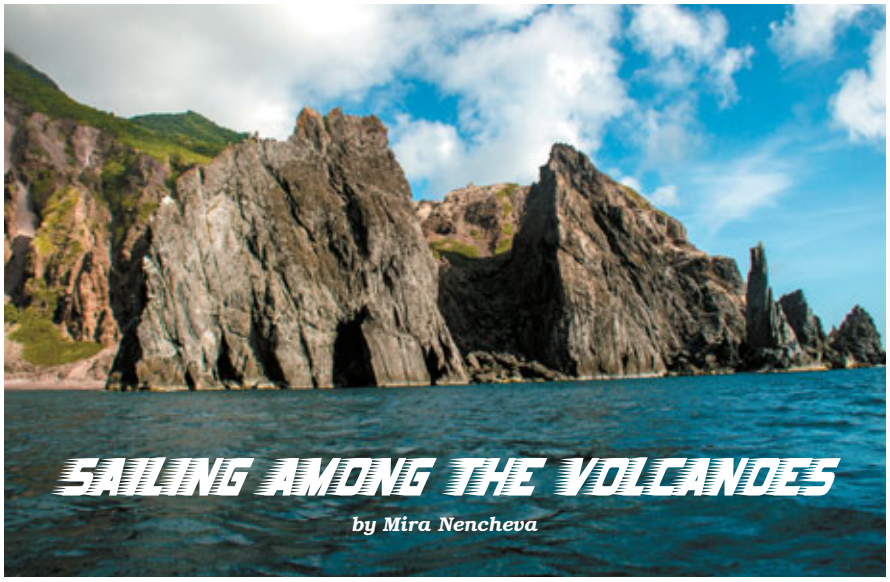
Have a look at Christian's website, www.achorner.com. He takes no more than four people at a time for a rainforest tour.

Scooter Ride

Another day we rented a scooter to drive around. Angelus, as a motorcyclist, had lots of fun with all the serpentine roads along the coast. We drove inland on small roads, some not accessible by car. Driving around we realized how big the island is. Taking the road clockwise via Plymouth is recommended because driving on the left side means that you are always on the seaward side, and there is much less traffic. On the small road from Bloody Bay up to Charlotteville through the rainforest we found the scenery most spectacular, with numerous clear streams running down through bamboo to the roadside.

Charming Charlotteville is still the little town in the north of Tobago with its friendly people. Now there are rotis and other goodies available. The gas station has fuel again. The fishermen bring nice fish every day to sell. During winter season, Man of War Bay seems to be one of the calmer anchorages on the island. Good snorkeling and hiking.

Compared with many other islands in the Caribbean, Tobago is still very calm with no crowded anchorages. If you don't want it hectic, visit this Tobago.



SAILING AMONG THE VOLCANOES

by Mira Nencheva

Above: The craggy coast of Saba speaks of its volcanic origins

Top right: Gazing at the Soufriere Hills volcano from Montserrat's observatory

Below: The cruising volcano hunters: Ivo, Maya and Mira



Imagine standing on the edge of a dark crater, sulfuric gases hissing from underground like the poisonous breath of a monster. You are looking down at the inside of a volcano.

Many of the Caribbean islands are, in fact, volcanoes sticking up out of the sea. Movement of the Earth's tectonic plates formed the Lesser Antilles Volcanic Arc, from the Virgin Islands in the north to Trinidad & Tobago in the south — a total of 17 dormant remnants of ancient volcanoes formed over three million years ago.

If you are a cruiser and a volcano lover at the same time, sailing in the Eastern Caribbean might be the most exciting time of your life.

Some of the most dramatic-looking anchorages we — me, my husband Ivo, and our 11-year-old Maya, aboard our 38-foot Leopard catamaran, *Fata Morgana* — have visited in the past year have been deep sheltered bays with dark rocky shores, calm in the shadows of slumbering giants. Some of the most thrilling moments for us were the moments we looked up at mountaintops looming above the ocean, roaring with memories of terrifying times.

Saba's Mount Scenery

After a few unforgettable weeks in the BVI we sailed to Saba. It's a small island south of St. Maarten, a "special municipality" of the Netherlands, consisting largely of the potentially active volcano, Mount Scenery. Saba is also known as "The Unspoiled Queen" of the Caribbean for her natural beauty, abundance of green tropical vegetation, a web of hiking trails, a couple of small picturesque villages, mind-blowing history, and extraordinary sea world in the surrounding reefs and underwater magma towers making the island a world-famous scuba diving destination.

We grabbed one of nine mooring balls on the western lee side in 60 feet of purple water. We have never been in a deeper anchorage. We got ready for a steep hike.

The small island with its peak, Mount Scenery, rises vertically out of the sea and reaches a staggering height of 2,910 feet — the highest point within the Kingdom of the Netherlands. The hike to the top is steep but pleasant and takes somewhere between one and a half and two hours in pristine tropical rainforest, referred to as "The Elfin Forest". The trail begins near the windward side, has many stone steps and is well maintained by a non-governmental conservation organization, Saba Conservation Foundation, which helps to protect the nature and culture of the island.

Mount Scenery is a potentially active strato-volcano with a lava dome and it might erupt at any time. The last eruption was around the year 1640 and there is evidence of explosions and pyroclastic flows. The summit is always enveloped by a thick moist cloud, like a Russian hat, but sometimes the wind succeeds in blowing it away for a brief minute revealing an awe-inspiring view from the top: the anchorage on the west side with its tiny boats holding on to their moorings, rarely more than three — there is *Fata Morgana*! — the red roofs of the Windwardside, like a fairytale village to the east, and beyond, the sparkling Caribbean Sea. on a clear day you will also spot Sint Eustatius only a few miles to the southeast, St. Kitts and St Maarten.

Sint Eustatius, or Statia, is another Dutch island with a dormant volcano — the Quill, meaning "crater", which is also a popular tourist attraction.

And farther down island, southeast of Statia, rises Mount Liamuiga (or Mount Misery) of St. Kitts, a 3,793-foot dormant strato-volcano and the highest point of the small independent island nation of St. Kitts & Nevis, as well as one of the tallest peaks in the Lesser Antilles archipelago. The peak is topped by a 0.6-mile-wide summit crater, which contains a shallow crater lake. The last eruption from the volcano was about 1,800 years ago.

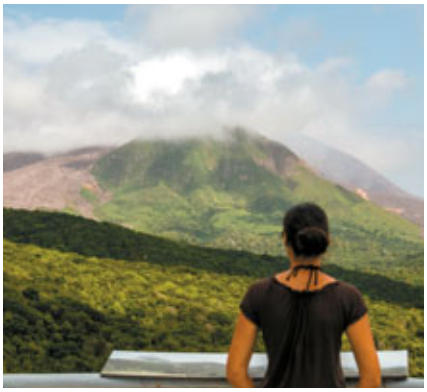
Montserrat's Soufriere Hills Volcano

After St. Kitts & Nevis we sailed to Little Bay in Montserrat. On the way there we hooked a huge kingfish — so big that we gave up pulling it out of the water, until a shark came to the rescue and ate half of its massive body, thus helping us to reel in what was left of the fish. Which was plenty. We prepared sushi for lunch and we had breaded fish sticks for dinner and there was still about four pounds of fillets left. The next day, we met a local guy named Terrance, who agreed, in the spirit of barter, to exchange the rest of the fish for a car ride to the city buried in ashes.

The city was the capital of Montserrat, Plymouth. Many people built their houses and lived there, right under the Soufriere Hills volcano, which was sleeping for centuries like most volcanoes do most of the time, until one morning, on July 18th 1995, the volcano woke up and started coughing, sneezing and barfing ashes and rocks on top of the city, destroying Montserrat's Georgian-era capital, burying it in 12 meters of mud. Two-thirds of the island's population fled.

Today, the volcanic activity continues, with the most recent eruption on February 11th 2010. A new capital and main port are being developed on the northwest coast of the island, away from the volcano. The old capital of Plymouth, covered in a thick layer of ashes, is declared an "exclusion zone" because of the potential for pyroclastic activity. There are a few great hiking trails on the island but access to the Soufrière Hills is considered dangerous and is forbidden.

The entire area is separated into exclusion zones and visitors are not permitted entry into Exclusion Zone V (which includes Plymouth). But with special permission granted by the local police (free of charge), people may enter Zone C by car only and observe the volcano and Plymouth from Garibaldi Hill. A taxi tour of the



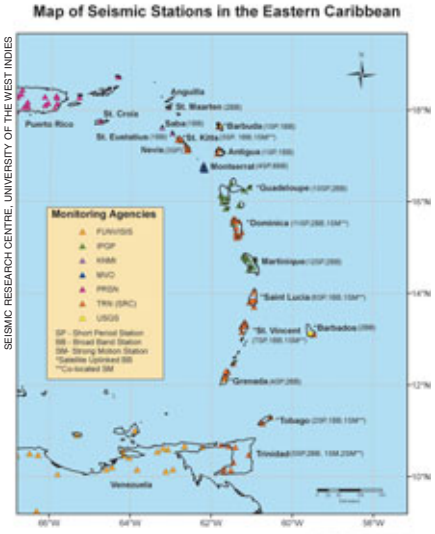
island and Exclusion Zone C can be arranged for about US$20 to 40 (or a piece of fresh fish).

Terrance McPhoy, who is not a taxi driver but a car mechanic and a professional cook, is available to give tours for groups of up to seven people (cell phone [664] 496-1291). He took us to the hills of one of the few abandoned neighborhoods not far from Plymouth, telling us many volcano stories. He said that when the volcano starts spitting ashes they close the airports all the way in Venezuela, because the ashes fly so far away.

We also visited the Montserrat Volcano Observatory overlooking the Soufriere Hills and the disaster area. From the top, the view is surreal, apocalyptic... Sad empty ruins of houses, forever deserted, covered in grey ash.

Guadeloupe's Grande Soufrière

Another potentially dangerous volcano we visited on our slow sail south was La Grande Soufrière in Guadeloupe. It became one of our favorite hiking destinations in the Caribbean, but it first captured us with its incredible story.



In August of 1976 there were indications that La Grande Soufrière would erupt with an expected explosion the size of six atomic bombs. All inhabitants of the island's capital and biggest city, Basse-Terre, which is situated right at the foot of the western slope of the mountain, were evacuated — for, the scientists agreed, a catastrophe of great magnitude was inevitable.

A filmmaker and his crew were allowed to fly to Guadeloupe and film the final moments of its deserted capital. That filmmaker was Werner Herzog, who found an eerie ghost town full of starving abandoned dogs, a bay full of dead snakes who had fled the mountain only to drown in the sea, and a homeless person who had refused to leave.

There were tremors and shockwaves, 1,257 earthquakes were recorded, dense clouds of poisonous sulfuric steam gushed from the mountain craters, yet, magically, nothing else happened. Never before had seismologists measured signs of an eruption of such magnitude — yet an eruption never happened. La Grande Soufrière went back to its slumber.

—Continued on next page

—*Continued from previous page*

Today, boats can anchor just off the capital Basse-Terre, in the shadow of the sleeping volcano that stirred in its sleep but didn't wake up. You can also take the bus or taxi from any of the other anchorages on the island to Basse-Terre and then walk to the national park and up the mountain to the craters. The top of the volcano is also the highest point on the island, rising 4,813 feet above the sea.

The climb to the top is about two hours, starting with an easy walk in the rainforest on almost flat terrain. The path is paved and shady. We passed by a small stone pool with hot volcanic spring water popular with the locals. Many people come here just for the hot springs and don't go hiking farther.

As soon as we were out of the forest we saw the volcano, heavy and silent, standing before us, with a mantle of thin grey cloud. It was all very strange and mysterious. At that height, it was also a lot colder. The nature there was out of this world: low vegetation, damp orange moss over huge boulders adorned with small purple flowers. From the slopes, when the clouds cleared, we could see Basse-Terre, the sea and Les Iles des Saintes in the distance.



The hike starts from a road east of Basse-Terre. There are no entry fees and tons of visitors swarm the mountain slopes, especially on sunny cloudless days. We started early in the morning sharing a car from Deshaies with our Australian mates Mel and Caryn of *S/V Passages*.

Above: Peering into a simmering volcano in Guadeloupe — one of our favorite hiking destinations



Right: While hiking to La Grande Soufriere, take a panoramic look at Iles des Saintes

But most of the time it was foggy and the landscape looked spooky, with giant rocks sticking out of the ground vertically, like teeth, the result of some terrific Jurassic event millions of years ago. The path became steep and narrow, at places difficult. We passed by deep shafts, ancient cracks on the slopes of the mountain, born of seismic tremors and earthquakes.

There are a few craters on top of the mountain, some steaming and producing deep industrial noise, which sounded to me like suffering, and a maze of small paths among jagged boulders. The smell of sulfur near the craters is so strong it burns the eyes and sticks to the throat.

We reached the summit, the highest point in Guadeloupe. We were standing on top of a volcano.

Next month: Volcanoes in Dominica, Martinique and St. Lucia.

Mira Nencheva, her husband Ivo and their daughter Maya are sailing around the world, living full-time aboard their 38-foot Leopard catamaran, Fata Morgana, *since July 2013. Their journey is documented on a travel-adventure blog www.thelifenomadik.com and in their Facebook page Facebook/TheLifeNomadik, where Mira is publishing stories and pictures.*

curacao MARINE
A HIGH QUALITY YARD
situated outside the hurricane belt
yacht hauling up to 60 tons at reduced fees!!!
phone.+ (5999) 4658936
email. info@curacaomarine.com
visit. www.curacaomarine.com

St. Kitts Marine Works
BOAT YARD - *Haul & Storage*
LOCATED AT NEW GUINEA, ST.KITTS *Long 62º 50.1' W Lat 17º 20.3' N*
"QUALITY SERVICE AT A GREAT PRICE"
10% OFF for first 25 boats staying for the HURRICANE SEASON
Special - 5% discount for full payment. Haul and Launch $ 11 / ft.
Storage $ 8 / ft / month. Beat the Hurricane season rush. Have access to your vessel to be launched at any time and not get stuck behind other boats.
Tie down available ($3/ft), backhoe available ($100/hr) to dig hole to put keel down in etc. Pressure wash, Mechanics ($45/hr), Electricians ($45/hr), Welding and Carpenters available. **Our 164 ton Travel Lift has ability to lift boats up to 35 ft wide and 120 feet long.**
We allow you to do your own work on your boat. No extra charge for Catamarans.
Payments – Cash (EC or US$)
Visa, Mastercard, Discover & travellers checks (must sign in front of us with ID)
24 hr manned Security, completely fenced property with CCTV.
Water and electricity available. **FREE high speed Wifi.**
www.skmw.net
E-mail: Bentels@hotmail.com
Cell: 1 (869) 662 8930
REGULAR HOURS FOR HAUL:
Monday to Thurs 8am to 3pm, Fridays 8am to Noon
Agents for:
BUDGET MARINE

YOU CAN TELL A CRUISER...

by Laurie Corbett

It used to be that the difference between a charter boat and a cruising yacht was obvious in its profile. If there were neither solar panels nor wind generators, the probability was high that the boat anchoring on your bow was a charterer. However, charter boat owners have recently discovered the advantages of these passive energy systems, and the difference between a charter boat and a cruising yacht is now less obvious. We've put together the following table of generalizations to help us, and you, tell these distinct tribes apart.

You Can Tell a Charterer by:

• Giant beach towels drying on the lifelines every day; and, sometimes, bed sheets swinging from their last clothespin, wicking up the deck salt from the day's sail;
• Newest smart phone in hand, regularly sending "sucks to be you back home" selfies to social media;
• Gets up each morning and raises sail regardless of the weather — after all, "I'm only here a few short days";
• Puts all sails up regardless of wind strength. If somebody complains of fear or seasickness, all sails come down and they motor, even downwind.
• Under power, charter boat has one speed — maximum — whether forward or reverse. Switches from forward to reverse with a quick flip of the wrist;



You can tell a cruiser: he's being helpful — and he's rowing

• Will take a mooring if available; may not know what a snubber is if at anchor;
• Uses one line on a mooring buoy, returning it to other side of boat so it may saw itself through;
• Passes a big bag or two of garbage and money to a local service boat (boat boy), every other day;
• In a taxi, passes walking cruiser;
• Loads up dinghy for supper ashore, leaving boat at 5:00 in English-speaking islands and at 7:00 in French islands;
• When ashore other than at supper, found in the crowded bar under the biggest sign on the beach or front street;
• Wears swimsuits or best fashion ashore, ladies preferring sundresses or beach cover-ups. They often wear white — stark white — whiter than sailcloth or gelcoat — white as an angel's frock;
• Lies in sun with as little on as culturally possible;
• Crawls out of the water onto boat's stern and hoses down for ten minutes, changes mind and jumps back in for another little swim before hosing down again. Children at stern have water fights with the hose;
• Gleefully talks to or argues with anyone about recent sports scores, politics, and current events;
• Could be any age, but has an average age of 40 to 45;

You Can Tell a Cruiser by:

• Face towel on the lifelines, or complete laundry on the lifelines once every two weeks. Never beach towels — they are just too much laundry and nobody is freezing after their swim or bath;
• Can be seen doing whatever might bring a WiFi signal to the boat, but usually with three-year-old (or more) technology. Often seen in out-of-the-way WiFi bars with single warming beer, cooing to far-off grandchildren on Skype or Facetime;
• Listens to three different weather sources for three days, and worries about the minority report just to cross the bay with the dinghy on the fourth day. Often has a green beard on their snubber/bridle;
• Assuming there is a weather window, uses the amount of sail required to get the job done without stressing sails or equipment. Covers the sails when not in use to prevent sun damage. Has some sail up even when just motoring;
• Moves under power at a slow, steady pace, shifting to neutral well before arriving at the dock, mooring ball or anchoring spot. Shifting gears is done dead slowly, with a discerning ear to the sound of the transmission;
• Will anchor if allowed, distrusts mooring balls and hates to pay;
• When finding a free, trustworthy mooring ball, uses two lines, each returning to the same chock;
• Takes a kitchen-catcher of garbage out of backpack and deposits it in a shore garbage bin once every week or two; picks up a few bits of litter along way to improve personal karma;



INGA BEITZ (2)

You can tell a cruising boat: it's the crowded one at happy hour

• Walks and hikes along side of road to destination. Claims to enjoy it, but doesn't appear to. May crowd into a local bus if destination is far.
• Prefers to enjoy only lunch ashore, and at suppertime is in anybody's cockpit for drinks, snacks, and a green flash. Prefers being close to his/her boat after dark;
• When ashore, found in nearest chandlery, griping about last failed system on board, or found in bars and restaurants that are three streets back from the docks, where lunches are larger, less fried and cheaper, and beer a dollar less;
• Wears old, faded clothing ashore, unless doing boat work that day — then sports faded clothing with bottom-paint spatters. White clothing is seldom present, replaced by skin-protection-lotion cream colours or boat-butt beige;
• Slowly moves around cockpit as sun moves the shade. Hikes in long sleeved shirt and shorts, slathered with SPF 80, shuffling purposely from shade to shade. When hiking, will only wait for stragglers under a tree;
• Sponge-bathes from a bowl in the bathroom sink, often using water that was caught during the last rain;
• Will discuss appropriate number of hulls on a boat, appropriate types and sizes of battery banks, and types of bottom paint. Little else provides alternative points of view. Volts and amperes sometimes come up;
• Age? No need to get mean here, is there?

Laurie Corbett sails the Windwards, Leewards and Virgins for six months each year with Dawn Corbett aboard their sailing vessel, Cat Tales.



Johnson Hardware Ltd.

FOR YOUR MARINE HARDWARE, AND MORE

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

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

Island Poets



CASIMIR HOFFMANN

I want to quit sailing,
but the blue sky, the starry night, the dolphins, the seagulls, the Sun and the Moon said
not yet.

I want to quit sailing,
but the panoramic view of the sea and the sky, the new and beautiful islands, the turquoise sea, the picturesque bays, the happy people, the sailors' friends, made me think
why would I want to quit?

I want to quit sailing,
but the concert of the wind, the waves and the water breaking on the hull of the boat that made our house dance, the sounds and the smell of the sea, the rain and the rainbows said to me
not yet.

Oh lovely and golden Sun, silver Moon, bright star, great sealife
help me out.

— Luz Adriana Quintero

WAS IT SO LONG AGO?

Petals float on dark green water,
Nearby voices, distant laughter,
Perfume from another day's
Abandoned garden fills the bay,
Barbecue smoke, sunset's glow,
That's the Scotland Bay I know.

Mornings full of monkeys' roar,
Parrots' flight at nine and four,
Squawking bravely as they fly
As though they may fall out the sky.
Mother Nature's wondrous show,
That's the Scotland Bay I know.

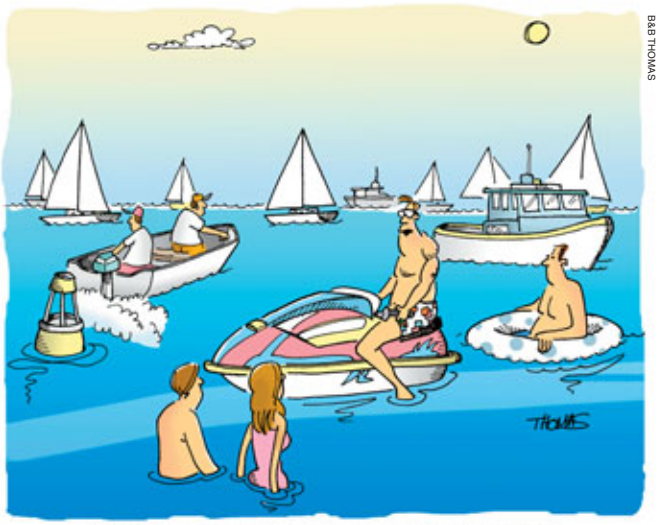
Cuatros, friends and sing-a-longs,
"Start again — you got it wrong!"
Bottle and spoon and bucket drumming,
Old tunes, new tunes, kid's tunes, humming,
Music-wise our score was low.
That's the Scotland Bay I know.

Teeming sardines in the night,
Phosphorescence, pale moonlight,
Forest green as green can be
Lit by yellow Poui trees,
Load the boat and leh we go!
That's the Scotland Bay I know.

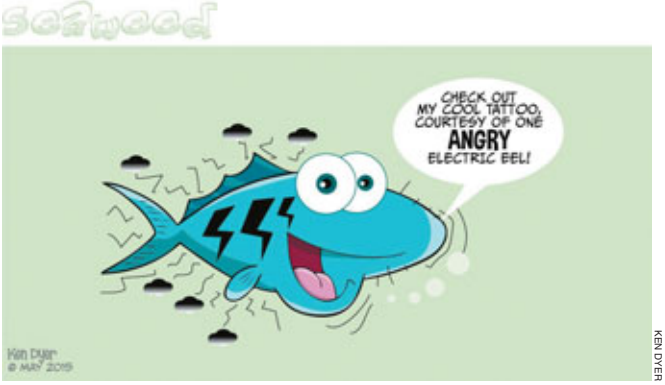
— Nan Hatch

COMPASS COMICS



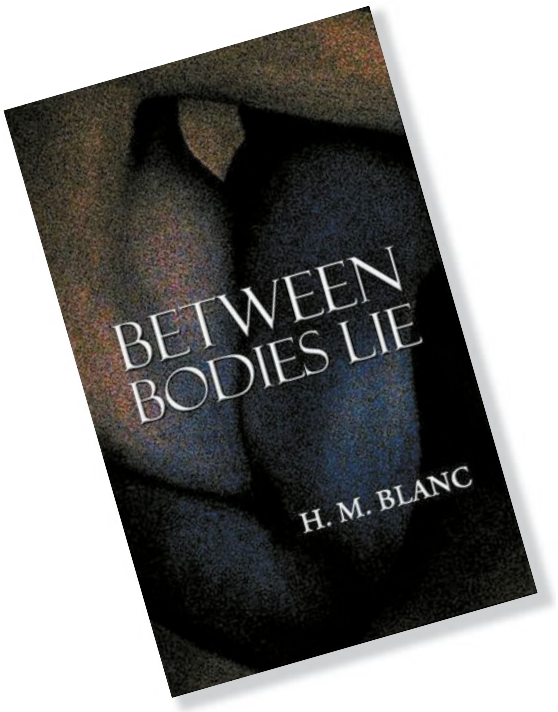


"I come to the beach to get away from all the traffic."



BOOK REVIEW BY J. WYNNER

A Writer Lost in an Island Love



Between Bodies Lie *by HM Blanc, Author House Publication, © 2012, 340 pages, ISBN: 978-1-4772-6911—4(sc)*

In *Between Bodies Lie*, Canadian-born Trinidadian novelist HM Blanc shows a struggling writer, Cristobal Porter, trying to come to terms with both his material and his love life. Porter, an English writer whose work is going downhill with each publication, goes to research his next novel on a tropical island where he waits for his young lover, Nadia, to join him from London.

But the sun seldom shines through in this narrative. It is as if the story is always in the shade of a leafy flamboyant tree. However, despite the bleakness of the tale, Blanc makes the cut with his debut novel, one in which for most of the time the reader becomes an eavesdropper.

Between Bodies Lie is a cerebral and a melancholic account. Blanc's leading man sets the mood for the story, which is told chiefly through Porter's internal dialogue. The tale's forlorn mood is like a staccato beat that is sustained throughout the book. Cristobal Porter's story is not only one of a diminishing literary career: the loves in his life are on the wane, too.

The brooding narrative deviates only slightly from the main theme of decline to weave in mention of a past insurrection on the island — reminiscent of the 1990 insurrection in Trinidad — which Porter considers using for the book he is researching. But when Porter, newly arrived on the island, asks American diplomat Jack Kaplan of the local UN office at their first meeting, "how people were affected by the coup," Kaplan tells him, "Well, I wish you luck with that. But between you and me I think you came to the wrong place. People here don't mull things over. You want to see people dealing with after-effects you should've visited a shelter back home. People here are different. They accept everything. They're upset for a little while, they react emotionally right after an event, but then they shake their heads, cluck their tongues and move on… Nothing was changed here by the coup. People just went back to their lives and forgot all about it. No one was punished and the dead stayed dead. C'est la vie, the living have to live. That's the way it goes here."

Alas, in what could have made fascinating reading, the research on the coup is fading, even before it gets started.

Shortly after this meeting, Kaplan introduces his wife, Ana, to Porter, who is immediately captivated by her. When Nadia arrives and begins a relationship with Jack Kaplan, it makes way for Ana and Porter to get together in a love affair that's both profound and tragic.

Ana gets under Porter's skin; he is completely overwhelmed. "He wonders if she could be thinking of him as he is thinking of her. It seems unlikely. He finds his own thoughts excessive. He is sure she must be preoccupied with other things: her daily life, her husband. He doubts she has time, as he would wish her to, to lie and think of him, to remember the feel of his hands on her or try desperately to close her eyes and conjure his scent."

Meanwhile, Peter, Porter's agent in London is regularly on the phone asking when he's going to see some pages. Porter thinks of a story about "a woman and her daughter" that "will be set against the backdrop of an island at the time of uprising. The woman who fears everything will be persecuted for beliefs she does not possess (an illustration of the inability to control everything, the inability to escape suffering). The daughter will fall into the revolution, one she does not fully understand, her political revolt merely a stand-in for her maternal one".

But eventually this idea is shelved too.

In between Peter's phone calls and trying to get his writing going, Porter is distracted. He can't get Ana out of his mind. "He remembers the night in the bar and he asks her to dance. As they stand and sway to the music he holds her body, aware of her physicality, of the odd mystery of the body and mind, that tenuous connection — the body in his arms, real and there and the mind reeling with thoughts like a galaxy reeling with stars, beyond his sight."

Near the conclusion of the book Porter realizes that "He understands now the connection in sadness he had recognized that first meeting. She had lost her son and he his wife. But it was not having lost a loved one that was their bond, but the guilt of culpability they had in their own losses…"

Between Bodies Lie is by no means a cheerful story. However, Blanc's debut novel of a struggling writer is told with a sophistication that will impress readers.





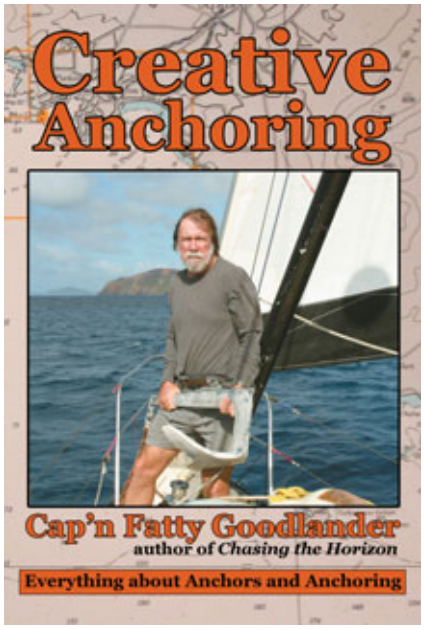
Virgins, Whales and Anchor Tales:

NEW GUIDES BY OLD PROS

Three new books are out, each full of expert information from people who really know their potatoes — or, in this case, their Virgin Islands, their Caribbean whales, and their yacht anchoring techniques.

Creative Anchoring

Cap'n Fatty Goodlander has recently released his tenth marine book: *Creative Anchoring — Everything about Anchors and Anchoring*. The print edition is 365 pages long, extensively indexed, has an in-depth table of contents, over 40 illustrations, and more than 50 photographs. While the primary focus of the book is anchoring recreational sailing craft under a wide variety of cruising conditions, it takes a much deeper, broader view of anchoring.



"I feel passionate about anchoring," says Fatty. "That's why I wrote this book. Anchoring is the bedrock skill of the cruising sailor. If you can't anchor safely, you shouldn't leave the dock. But the problem is that anchoring seems so deceptively easy: you toss the hook, let out some rode, and you're done! Only you aren't. You might not even *be* anchored. And you may wake up smashing into another vessel, a seawall, or on the beach."

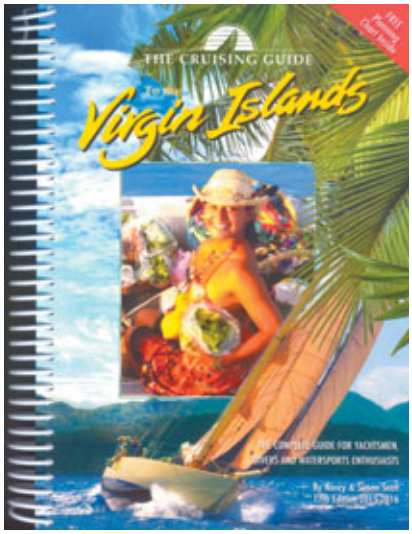
The basic premise of the book is that every sailor should understand anchoring as well as he or she does sailing and cruising.

"Sure, we think of anchoring as staying put," Fatty says, "but that's only part of it. To me anchoring is an economic issue as well — and a freedom issue, an ecological issue, a legal issue, and a moral issue. No sailor can be a good neighbor if he can't anchor well."

Available in print or as an e-book at Amazon. Visit www.fattygoodlander.com for more information.

Guide to the Virgin Islands

With a wealth of information, abundant photos, and detailed full-color anchorage charts, Nancy and Simon Scott's *The Cruising Guide to the Virgin Islands* has been an indispensable companion for sailors and visitors to these islands since 1982. From information on navigation and marine facilities to tips on interesting sights and good restaurants, from Customs and Immigration regulations to weather wisdom, it's all here.



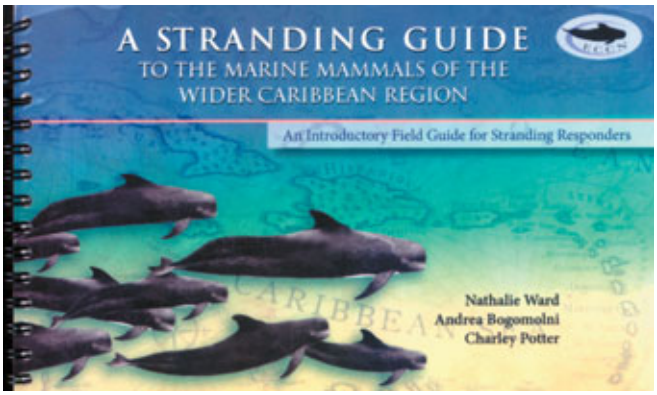
This 17th edition (for 2015–2016) is completely updated and includes a newly designed 17- by 27-inch color planning chart and aerial photos of key anchorages. The 420-page book covers all of the US and British Virgin Islands in an easy-to-use spiral bound format with a water-resistant cover. Notes on Virgin Island history, recipes and dive sites take you "below the surface" — in more ways than one.

Available in bookstores and chandleries and at www.cruisingguides.com.

Marine Mammal Stranding Guide

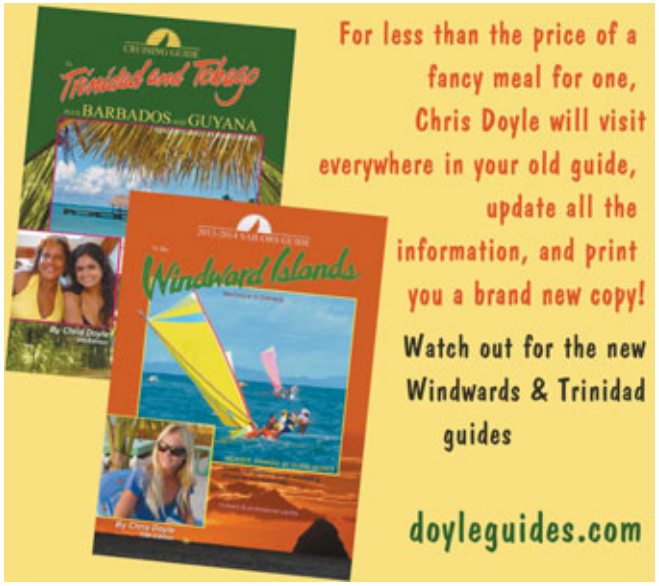
A Stranding Guide to the Marine Mammals of the Wider Caribbean Region: An Introductory Field Guide for Standing Responders tells you how to identify the marine mammals in our region and what to do if you find any stranded.

This spiral bound, water resistant field guide by noted marine biologist Nathalie Ward, with Andrea Bogomolni and Charley Potter, is aimed at stranding responders and is primarily designed to provide an accurate and easy way to identify stranded marine mammal species. Accurate identification and reporting can help scientists to better understand these animals and the causes of their strandings.



The first, and largest, part of the book is a field guide with illustrations and descriptions of marine mammals found in this region. Those of us who simply want to know what to do — and equally important, what not to do — will find the illustrated "Do's and Don'ts of Whale Strandings" on pages 61 through 63 informative.

Available from nath51@verizon.com or as downloadable pdf file at www.car-spaw-rac.org/IMG/pdf/ECCN-Stranding_Guide.pdf



Street's Caribbean Cruising Guides



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

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

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

www.imray-iolaire.com

Books are available from iUniverse and Amazon

CARIBBEAN Street CRUISING GUIDES

YOUR USED SAILS WANTED!

Designed to benefit fishermen in Haiti, **SECOND LIFE SAILS** is a Clean Wake Project of the Seven Seas Cruising Association (SSCA) in a joint venture with Free Cruising Guides.

Donations of used sails and fishing equipment can be sent to either Minneford Marina at 150 City Island Ave., Bronx, NY 10464 (www.minnefordmarina.com) or to Marina ZarPar in Boca Chica, Dominican Republic (www.marinazarpar.com). School and first-aid supplies are also welcome. A receipt for your donation will be given upon request.

Frank Virgintino, developer of Free Cruising Guides, will take all donated items to Haiti during February 2015 and distribute them to fishermen in a number of communities.

For more information contact Frank Virgintino at fvirgintino@gmail.com or SSCA board member Catherine Hebson at cmvhebson@gmail.com.

MERIDIAN PASSAGE OF THE MOON

MAY - JUNE 2015

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

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

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

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

DATE	TIME				
May 2015		21	1502	10	0635
1	2202	22	1552	11	0727
2	2307	23	1640	12	0819
3	2353	24	1726	13	0913
4	0000 (full moon)	25	1810	14	1007
5	0042	26	1852	15	1102
6	0132	27	1953	16	1157
7	0225	28	2017	17	1251
8	0319	29	2101	18	1342
9	0413	30	2147	19	1432
10	0502	31	2235	20	1519
11	0631	**June 2015**		21	1604
12	0654	1	2325	22	1648
13	0747	2	0000 (full moon)	23	1730
14	0839	3	0018	24	1812
15	0933	4	0112	25	1855
16	1027	5	0208	26	1940
17	1122	6	0303	27	2026
18	1218	7	0358	28	2115
19	1314	8	0451	29	2207
20	1409	9	0544	30	2301

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

Hitchhikers — A Whale of A Ride!



Salty is a humpback whale who loves to sing. Every winter he swims throughout the Caribbean Sea. He doesn't need a passport because he's an international citizen! This month, he asks, "Do whales have pests?"

Whales do have pests! "Whale lice", or barnacles, regularly colonize the skin of filter-feeding whales, and they often do so in huge numbers — one humpback whale, for instance, can host almost 1,000 pounds of barnacles. (That may sound burdensome, but relative to a humpback's nearly 80,000-pound body, it's about as much extra weight as summer clothing on a human being.)

Whale-bound barnacles aren't just regular barnacles with wanderlust; they're a different species, most of them unique to the brand of whale they piggyback on. The barnacle *Coronula diadema*, or goose-necked barnacle, lives only on humpback whale skin, for example.

Cementing the Relationship

So how does a barnacle get onto a whale in the first place? Like other stationary marine invertebrates, barnacles begin their lives as larvae — tiny, shell-less swimmers that find a place to settle and develop into the sturdy barnacles we know. Easy enough when all you want to stick to is an immobile rock, but a whale?

WHALE AND DOLPHIN CONSERVATION



Humpback whales can carry more than half a ton of barnacles on their heads, backs and bellies. (These two feeding whales have full bellies, and so do their barnacles.) The circular white scars on the lower jaw of the whale are made from barnacles that have detached

The juveniles — tiny creatures resembling shrimp — secrete cement that hardens into the hard, calcareous plates that surround them throughout their entire lives. As the cement plates meld together, the whale's skin is pulled into the spaces between the plates, permanently fusing the barnacles to the whale.

The barnacle-whale relationship is generally considered to be obligate commensalism — a type of symbiosis where one species benefits, and the other isn't affected either way. Still, it's possible that too many barnacles could cause drag, or invite infection if they penetrate too deeply into the whale's flesh. On the other hand, it's been suggested that for male humpbacks, who fight over females by ramming and slapping at each other, a sharp barnacle coating may be helpful as a set of brass knuckles.

For the entirety of the barnacles' lives they'll exist as diminutive hitchhikers on the backs and bellies of whales. The barnacles derive two basic benefits from this commensalistic relationship. As filter feeders, they depend on the availability of plankton, which they filter into their bodies through feather-like appendages extended through holes in their shells. When the whales swim into plankton-rich waters to feed, so do the barnacles. They are consistently carried from feeding to feeding. Protection from predators is another benefit.

What a great ride!

LOOK OUT FOR...

The Bountiful Breadfruit

by Lynn Kaak

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

Have you seen a breadfruit tree? Nearly the whole Caribbean region has perfect conditions to host breadfruit trees, and they can be found on almost every island where people are living. The best growing conditions for this tree are at an elevation of less than 650 metres (2,000 feet), with plenty of rain and well-drained soil.

The tree, a member of the fig family, can grow to a height of about 25 metres (80 feet). Its shiny dark green leaves are large, thick and multi-lobed (pinnate), providing a dense canopy for shade. The fruit are a lighter bright green, and the generally oval shape is covered with a rough skin. Each fruit weighs from one to two kilos (two to five pounds) when mature.

A typical breadfruit tree in the Caribbean can yield around a hundred fruit, with very little or no human intervention required. Breadfruit does not produce a seed for reproduction, and this is where human intervention is required: to plant shoots and twigs for the creation of new trees. It produces both male and female flowers, required for the creation of the fruit, not seeds for reproduction. (Some relatives of the breadfruit, such as breadnut and jackfruit, do create seeds that can produce offspring.) The tree can bear fruit within about three years. It takes about 15 to 19 weeks for the fruit to develop to the normal edible state. Once established, the trees last for decades.

Artocarpus altilis, more commonly known to us as breadfruit, has been feeding people for thousands of years. Believed to have been originally found in New Guinea in the South Pacific, it was treasured and propagated by the Polynesian peoples wherever they migrated, except for Easter Island and New Zealand, where it is too cold. It first arrived in the Caribbean on the *HMS Providence* with Captain Bligh. (You will remember his first attempt to bring it on the *Bounty* was ill-fated thanks to the famous mutiny, caused in part by his decision to divert *Bounty*'s dwindling water



supplies to keep the plants alive, while his crew went thirsty.) The Botanical Gardens in Kingstown on the island of St. Vincent still have a breadfruit tree that is directly descended from one that Bligh brought to the island in 1793.

The breadfruit tree has often been hailed as an answer to hunger. In almost every language, the name is some form of local derivative of "bread fruit", as is the scientific name, *artos* – bread, *karpos* – fruit. While it was brought into the Caribbean as a cheap food source for slaves (who reportedly weren't interested in it), it is now touted as an energy-rich "wonder food" source and is a popular Caribbean staple.

The fruit, with a taste similar to that of potatoes — or some say fresh baked bread — can be roasted, boiled, fried, baked, stewed, fermented or prepared almost any way one wants. The fruit is edible at almost any point of development, but the Eastern Caribbean norm is to use it when it is moderately ripe (firm, but not soft).

Should you see breadfruit in the markets, don't be afraid to try it! Anything you can do with potatoes, you can do with breadfruit, except store it for a long period of time. Once a breadfruit is picked, it should be cooked within about 12 to 24 hours. You can buy yourself time by refrigerating it, or cook it, then save it in the fridge or freezer to be used as you wish. Try frying it for chips or French fries, or as delicious home fries!

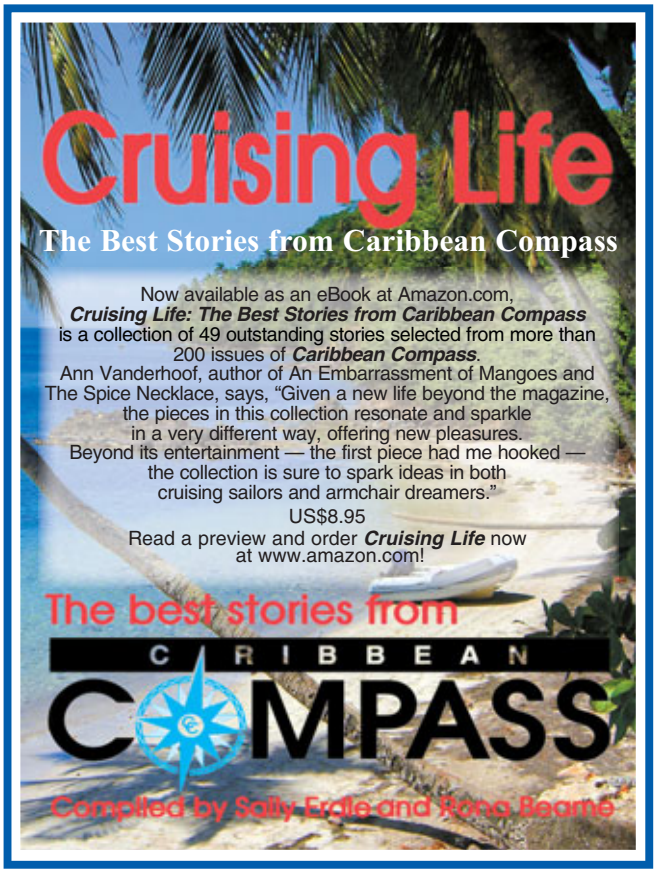
FREE
CRUISING GUIDES

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



www.freecruisingguide.com

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



The Sky from Mid-May to Mid-June

by Jim Ulik

"Comet may kill all Earth life."

It was determined that the approaching comet had toxic cyanogen gas streaming from its tail. The Earth would pass through the comet's tail, impregnating the atmosphere with the gas and possibly snuffing out all life on Earth. That was a newspaper headline and story in February 1910 anticipating the encounter with Halley's Comet.

The reaction from stories like this was varied. It wasn't quite like the scare caused by Orson Welles' 1938 radio play War of the Worlds that created instant panic in the streets. People had months to think about the sensational stories related to Halley's Comet. The theory of impending doom was credited to French astronomer Camille Flammarion. Newspaper ads came out selling anti-comet pills, anti-comet umbrellas, gas masks, and space on a submarine to escape the comet's gas. Even with the



FIGURE 1

impending doom, people advertised parties to watch the comet. The world was supposed to end, so some committed suicide.

Not unlike in modern news media, the people quoted or interviewed for the information were the extremists. The newspapers got the audience's attention, even though the theory was unproven. In Ohio, the *Perrysburg Journal* used the view of the majority of scientists to inform their readers. The paper's description was colorful and accurate. It read, "There is as little danger in that collision as there is in colliding with the odoriferous particles emanating from the highly perfumed dress of a person that has crossed the sidewalk a few seconds before you arrived on that spot."

The 105th anniversary of Earth's passing through Halley's Comet tail is on May 18th. It was the first time the composition of the comet's tail was analyzed and photographed. The Earth last passed through the comet's tail in 1986, with less fanfare. The next predicted perihelion of Halley's Comet is July 28th, 2061. There may be an opportunity to view two comets this period provided you have a good pair of binoculars.

Monday, May 18th

This month provides us with another New Moon. The Moon is directly between the Sun and Earth at 0013 hours. On May 16th the Moon reaches its closest point to the Sun, fully illuminating the far side. We will never see that side from Earth, so take a look at it in Figure 1. Contrary to internet postings, there is no proof of an alien moonbase on the far side. This is the best time of the month to observe faint objects such as galaxies and star clusters because there is no moonlight to interfere.

Wednesday, May 20th

You might be able to start viewing Comet C/2014 Q1 PanSTARRS with a pair of binoculars. The comet will continue to brighten through this period as it nears the Sun. It will rise in the east at 0400 and be located between 10 and 15 degrees above the horizon at 0500. On June 14th it will be five degrees north of Pleiades (the Seven Sisters), as shown in Figure 2.



FIGURE2

Above: Comet C/2014 Q1 PanSTARRS will be north of the Pleiades and the Moon at 0500 hours on May 20th

Left: The far side of the Moon — with no alien moonbase in sight!

Saturday, May 23rd

Jupiter will be positioned five degrees north of the Moon. Tomorrow you will find the Moon, Jupiter and Regulus the heart of Leo the Lion forming a triangle in the sky.

Saturn is at opposition or directly opposite the Sun and fully illuminated. It is also at its closest point to Earth. Look towards the southeast and up about 45 degrees and you will find the location of Saturn above Antares and the constellation Scorpius.

Monday, May 25th

It is the 70th anniversary of author Arthur C. Clarke proposing the notion of using a geostationary orbit for communications satellites. The orbit is also known as the Clarke Orbit and the satellites in this orbit are known as the Clarke Belt.

—Continued on next page





—Continued from previous page

Tuesday, May 26th

The Moon is one day past the first quarter and at its farthest orbital point from Earth today. For those interested in tides, there will be less tidal effect from the Moon's gravitational pull. The moonrise is at 1253 in Grenada and 1304 in Charlotte Amalie. The Moon will pass over 62 degrees latitude at 1907. Tonight there is a lag between the time when the Moon is overhead and the high tide.

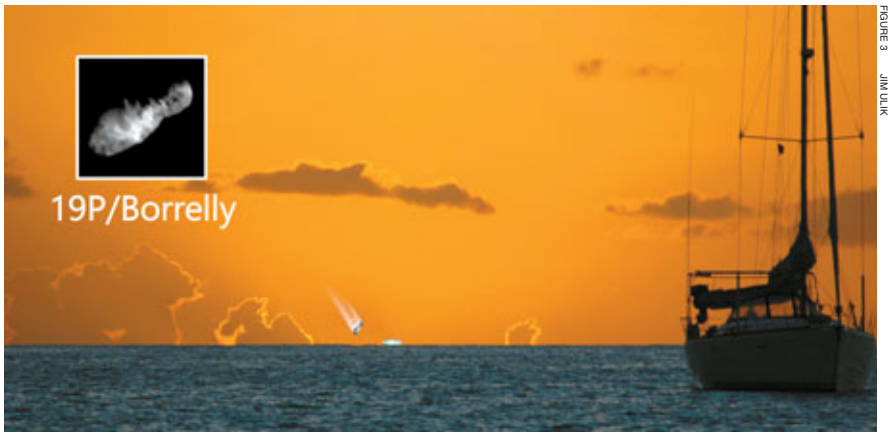


FIGURE 3 JIM ULIK

Friday, May 29th

Looking towards the west around 2000 hours you can find one of Gemini's stars, Pollux, just north of Venus. Pollux has a diameter that is 10 times larger than our Sun with an orbiting planet. You can also see that Spica is just under five degrees south of the Moon.

Saturday, May 30th

The second comet this period that may be visible is 19P/Borrelly. This comet was visited by the *Deep Space 1* spacecraft on September 22nd, 2001. *Deep Space 1* was launched from Cape Canaveral on October 24th, 1998 to test 12 advanced, high-risk technologies in space. Just after sunset look near the horizon about one degree south of where the Sun set to find the location of this comet. You will need a pair of binoculars, some luck and a clear view of the western horizon over the Caribbean Sea.

Monday, June 1st

In the East after the Moon rises see if you can find Saturn, the sixth planet from the Sun. It will be about two degrees south of the Moon.

The International Space Station reaches full illumination as the June solstice nears, resulting in multiple nightly passes favoring northern hemisphere observers.

Tuesday, June 2nd

There will be a Full Moon at 1219. If you are planning a dinghy drift or another reason to extend a happy hour, the Full Moon rises at 1837.

Wednesday, June 10th

Yesterday the Moon was at the Last Quarter phase. Today it reaches its closest orbital point to Earth at 0039, just as it begins to rise. The Moon will pass over 62 degrees longitude around 0700. There will be a delay in the high tide after the Moon passes overhead. The high tide should be at 0814.

The Ophiuchid meteor shower will reach its maximum rate of activity today. These meteors will continue to appear into July. It is six days to the New Moon. So, moonlight will be less of a factor as the month progresses.

Saturday, June 13th

Venus sits in the constellation Cancer near the Beehive Cluster. Venus will also be 10 degrees westward of Jupiter.

In the News

Still waiting for better-quality and more reliable internet service, without all of the congestion and "timed out" issues? How about internet service direct from a satellite to you? This is not an ad. Arianespace, the world's first commercial satellite launch company based in French Guiana is launching SKY MEXICO-1 (SKYM-1) satellite on May 20th, weather permitting. The SKYM-1 spacecraft will provide Direct-to-Home broadcast and internet services to the Mexico, Central America and Caribbean regions.

Looking ahead, Space X is also planning to launch ViaSat-2 in 2016. When that satellite is in service it will cover seven times the area currently available. That area includes the entire continental US, most of Canada, Mexico, Central America, the Caribbean Basin, and a small portion of northern South America.

Who will make available the option of high-speed Internet using laser communication satellites? The satellites NASA developed will provide continuous laser relay communication capabilities at over one billion bits per second between two Earth stations using a satellite in geosynchronous orbit. Space laser communications technology has the potential to provide 100 times higher data rates than traditional radio frequency systems for the same mass and power.

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

Jim Ulik of S/V Merengue is a photographer and cruiser currently based in Grenada.

Above: At 1826 on May 30th Comet 19P/Borrelly will appear above the horizon as the Sun sets
Below: A new laser communications system that NASA plans to launch in 2017. Conceptual image of LCRD

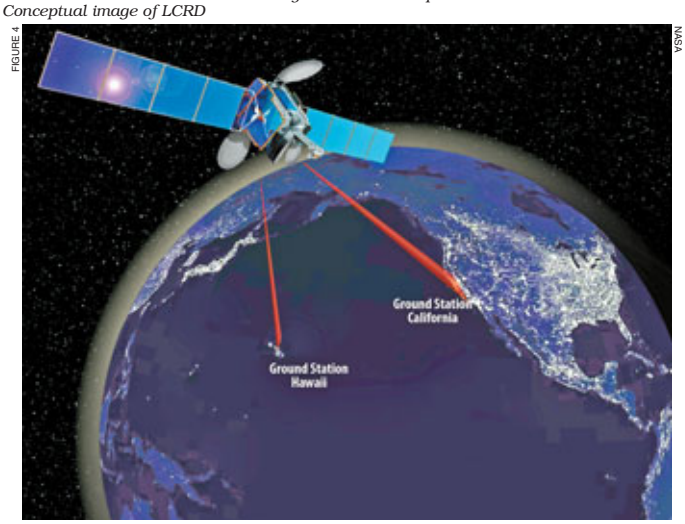
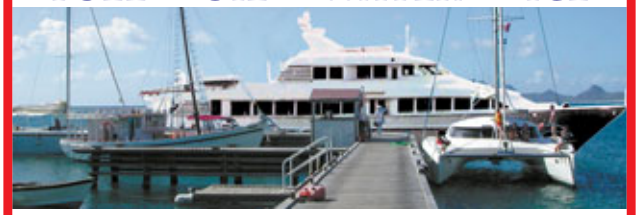


FIGURE 4 NASA

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



Cheapest prices in the Grenadines
Unobstructed dock in calm water
16-18 feet of water alongside
Suitable for Large Power Yachts
Easily approached from Carriacou, Union I., Palm I. & PSV
Contact: Glenn Clement or Reynold Belmar
Tel/Fax: (473) 443-9110 email: bandcfuels@gmail.com



Jolly Harbour Antigua

Personable Marina manager required for busy marina

150 marina slips and working boatyard with storage for 200 boats

Must have skills in operation management, customer relations and be computer literate

Yachting experience essential, local knowledge an asset

Contact Jo Lucas at:
jo@jhmarina.com or (268) 462 6042

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

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

TOURS & CRUISES - CAR & JEEP RENTAL

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

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



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



OVER TO THE CRUISERS

Dear *Compass* Readers,

As sailors, we've been reading articles about the south and north coast of the Dominican Republic, giving different points of view on which way is safer to travel. For the *Compass* magazine and for the sailors, it is good to have different ideas on the same topic, because the magazine gets more popularity and sailors can choose what to do.

But it gets to a point where we are getting confused with the topic. Frank Virgintino seems so eager for sailors to travel along the south coast that he is writing too much about it and persistently refuting articles that express a different idea.

I personally believe that every writer has a point of view and we have to respect the others, but it is not good when one writer goes against the other directly, creating a kind of personal debate. Sailors want information about different routes, seas, towns, marinas, etcetera. After that, they can decide for themselves where to go and how to travel.

I consider that I'm not an excellent sailor, as Frank says in his article in last month's issue of *Compass* (in which he disputes my article in the March issue), but it is true that I'm a happy and careful sailor, a Coast Guard Auxiliary member, and an architect who owns a 37-foot Fountaine Pajot catamaran named *ElGato*. I wish to travel through the sea and to different islands safely, with my family, friends and Mercie, a kitty that came aboard in Martinique, who is a funny crewmember.

In my article, I stated not only my point of view regarding the safety or lack thereof along most of the Haitian coast, but I also echoed the belief of every Hispaniola 360 Challenge participant — and since in this route they travel through both the Windward and Mona Passages, they know each passage very well. The Hispaniola 360 Challenge is not a race, but instead, a rally of sailors who want to sail both coasts of the Dominican Republic safely and efficiently, and at the same time have fun. Because of this, we stop in ten marinas and anchorages — including Ile-à-Vache in Haiti — to get to know new places and parts of our beautiful island of Hispaniola. The Hispaniola 360 Challenge of 2012-2013 was the only version that was celebrated as a Non-Stop Event.

The next version of our event, in 2016, is going to be named Hispaniola Reality Show. We will make stops in Sans Souci Marina in Santo Domingo, Casa de Campo Marina in La Romana, Cap Cana Marina in Higüey, Puerto Bahia Marina in Samaná, Puerto Bonito in Las Terrenas, Ocean World Marina in Puerto Plata, Luperón in Puerto Plata, La Isabela, Nautical Club Montecristi, Ile-à-Vache in Haiti and Salinas in Bani. We will have three stops on the south coast, one in Haiti and seven stops in the northeast coast.

For me, each coast of the Dominican Republic has its own attractions and advantages.

Tito Borrell
S/V ElGato
www.vueltalahispaniola.com

Editor's note: Although they disagree, Frank and Tito as "experts" — Frank coming from the position of a noted cruising guide writer, a businessman with an interest in Marina Zar-Par, and the founder of "Second Life Sails" (a program donating sails to the fishermen of Ile-à-Vache); and Tito as an active Dominican sailor, founder of the DR's most interesting sailing event (1,100 miles around Hispaniola) and president of the event's associated CLM Yacht Service — have given Compass *readers an abundance of concerned and helpful information about the Windward Passage and the Mona Passage, and we thank both these gentlemen very much for sharing their knowledge. We believe that interested readers are now well informed to choose which route they prefer. So, we now turn the subject over to others, especially the cruisers themselves, to share their personal experiences on both routes in future issues of* Compass. *To start things off, see page 23 for an account of a trip through the Windward Passage.*

FLASHERS!

Dear *Compass*,

We are enjoying another season cruising the Windward Islands. However I would like to draw attention to a growing and annoying and potentially dangerous situation developing, which can be observed in most anchorages. I refer to the use of flashing lights and strobe lights in place of the normal anchor light.

We have seen white, red and green flashing lights being used often near, and even in, navigation channels. Sometimes they even alternate among the three; sometimes they throw in another colour for variety. We have seen extremely bright, epilepsy-inducing, strobe lights, so bright that we have had to put up a blocking screen. (Of course you won't see your own strobe stuck up above your dodger.)

How about aesthetics? For me, one of the cruising joys is looking out on a peaceful anchorage at night, surrounded by modest white anchor lights swaying gently in the swell. I should add that I have heard several unsolicited, highly indignant comments from others regarding flashing lights.

Do the flashers do this to identify their own boat and save them the bother of a bit of seamanlike memorizing of their boat's position? If so, it is obvious what a mayhem of identification would result if everyone did it. Is it to save electricity? LED lights have solved that problem.

Is it necessary to point out that a light-delivered SOS involves flashing lights? Can you imagine a dinghy drifting out to sea from, say, Prickly Bay in Grenada, with a strong breeze behind it and some poor individual, properly prepared with a torch, trying to make himself seen? The purpose of a flashing light is to alert people, not to reduce it to banality.

Let's keep these flashing lights in their correct place.

Cap'n Pugwash
S/V Tickle Yer Fancy

WE WANT TO HEAR FROM YOU!

Dear* Compass *Readers,

We want to hear from YOU!

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

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

Send your letters to sally@caribbeancompass.com.

Boat Insurance
Any Craft, Any Use, Any Age, Anywhere!



- Survey Not Normally Required
- Any Boat - Any Use
- Personal Belongings
- Equipment Cover
- No Claims Discounts

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

REMEMBER
to tell our advertisers you saw their ad in *Compass!*



Letter of the Month

Dear *Compass* Readers,

We are anchored in the Bay of Ferret, most likely named after Sir Henry Morgan ("the ferret"), who used to clean the hulls of his vessels along these shores. Traces of six of his vessels have been located around the island. I'd like to share some local scenes and history of the Haitian village we are anchored in front of — in short, some history of Ile-à-Vache.



Around 3,500 years ago, Ile-à-Vache was settled by Taino people who are thought to have migrated from the Florida region. In 1492, when Columbus arrived on the north coast of Haiti, there were around three million Arawak and Taino Indians living on Hispaniola.

In 1502 the Spanish settled Ile-à-Vache. They soon abandoned the island to search for gold, but the cows they left behind flourished, as they had no predators. Thus Ile-à-Vache (Cow Island) was born. In the 1600s pirates discovered the island and its food source. Ile-à-Vache was one of the main islands of the real pirates of the Caribbean and remained so for hundreds of years.

Within 50 years of Columbus' arrival the Indians had mostly all died off from diseases brought from the Old World. This is when the slave trade began, as the Spanish needed people to work the farms they had established. The slave trade grew quickly as massive profits were to be had. Soon the English, French, Spanish, Portuguese and other nations were rushing into this business. Hispaniola was split in two, in a treaty between Spain and France: Spain kept the east side of the island (now the Dominican Republic) and ceded the western part, Haiti, to France. From the late 1600s into the 1700s sugar was more valuable per pound than gold and France's economy was propped up by the sugar produced in Haiti. In 1804 the black people revolted and won their freedom from Napoleon's armies. Haiti became the first black republic.

In 1864, President Lincoln of the United States, in the midst of the Civil War, contracted for freed slaves to be settled on Ile-à-Vache. He sent them with a man named Bernard Kock and his wife, "Madame Bernard". Kock was to help train the emancipated blacks to live a free life on this island, but the plan failed and some accounts say Kock enslaved them again. According to an article entitled "Île à Vache: From Hope to Disaster" in the April 12th, 2013 edition of *The New York Times*, by the time the colony was acknowledged a failure: "Of the initial 453 named colonists some 292 remained on Vache and an additional 73 had fled to the Haitian mainland. The remainder succumbed to disease and starvation. ... the relief ship *Marcia Day*... delivered the survivors to Alexandria, Virginia, on March 20th, 1864."



Top: The increasingly popular anchorage at the Bay of Ferret

Left: A traditional-style building on Ile-à-Vache now sports a solar panel

Below: Public-area lighting on the island is also now solar powered

That is why this island has a village called KaKock (sometimes spelled Cai Coq or Caille Coq) and the main village is called Madame Bernard.

Haiti has had a tough and bloody history. Leadership was brutal most of the time. Education fell by the wayside in many areas or was simply non-existent. However, the people thrive and Haiti has much it can teach you. It offers the opposite of Western culture in many ways. This needs to be protected and developed so the identity of Haiti is preserved. Hispaniola with Haiti being part of it is truly a root. What that root is, is yet to be realized. I for one feel if we can water this root, we will be far better off as a human race.



This island has changed dramatically since I first arrived in 1999. When I first came here there were no hotels, no lights, and after sunset everyone went to bed to be able to get up at first light. Now you have two hotels with a bunch of smaller guesthouses. There are solar streetlights along the whole beach. You have internet, cell phones, bars, a bakery, and scooters are making an appearance. You sit on your boat and listen to music drifting over the water from various places. About a dozen boats are now anchored around me, when once mine used to be the only yacht. Here I sit on my vessel with internet and can stay in touch with the world.

Ile-à-Vache has become a tourist destination, mostly for people coming from Port au Prince trying to get away from the calamity there. The earthquake not only killed over 300,000 but also demolished large sections of the city. Many aid workers, ambassadors, police and other professionals come to the two hotels to unwind. Many poor Haitians fled to this island to try to find a new life, too.

The sleepy little island has recently hit many magazines, touted as one of the last pristine places to visit in the Caribbean. Private yachts keep dropping in every day I am here. Spend a few days and then gone again. Unfortunately the poor people have been left behind in many ways. Not much has improved for the local people. Jobs are very scarce, money is very tight, and most tourists really do not spend much on the local population.

The Haitian government has tried to help the people. They have built some projects to help out, but these sometimes do not seem to mesh with what the people really want. It must be hard to know how to get on the right road. On Ile-à-Vache we now have a playground where a soccer field used to be — with this new playground not being used much at all. There is a new fish cleaning station and an art exhibit in a newly renovated house, but a bunch of steel to build a new pier has been sitting for years. They are trying to build an airport in what can only be described as a mangrove area. A new community centre was built, teaching trades which many locals are making use of. There is progress in some areas for sure.

You can also see government is trying to make this a more pleasant place for tourists as these tourist dollars are greatly needed. They keep trying, but Haiti moves at a pace that is hard to figure out. What has to happen is to let new ideas come from the local people themselves. Let the people who live here make these decisions. You would be impressed how well these people manage and can lead their own ways to success. Just offer the tools, plant the right seeds and the confidence will grow.

Like we learned, give a hand up and not a handout.

Bruce Leeming
www.friendsofileavachehaiti.com

FOR SALE



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



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



The Food Fair

Stock Up

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

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

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

Read in Next Month's *Compass*:

Locked Up in Panama
Restoring Bonaire's *Stormvogel*
Summer Reading for Sailors
... and much more!

CALENDAR

MAY

1	Public holiday in many places (Labor Day)
1 – 3	Mayreau Regatta
1 – 3	Sail Aruba. www.sailaruba.com
2	Dockyard Day, Antigua. www.sailingweek.com
3	FULL MOON
4	Public holiday in St. Kitts & Nevis (Labour Day)
4 – 8	Triskell Round Guadeloupe & Dominica Race. http://triskellcup.com
5	Public holiday in Guyana (Indian Arrival Day)
8	Public holiday in St. Barts (Victory Day)
8 – 10	Anguilla Regatta. www.anguillaregatta.com
8 – 10	Booby Island Regatta, Nevis. www.boobyislandregatta.com
8 – 17	Grenada Chocolate Festival. www.chocolate.truebluebay.com
9	Start of ARC USA rally from Tortola, BVI to Virginia via Bermuda or to Florida via Old Bahama Channel. www.worldcruising.com
9	Start of ARC Europe rally from Tortola, BVI to Portugal via Bermuda and Azores. www.worldcruising.com
13	Combat de Coques Regatta, Ste. Anne, Martinique. Club Nautique du Marin (CNM), www.clubnautiquedumarin.com
14	Public holiday in some places (Ascension Day)
14	Martinique Yole Festival, Ste. Anne, Martinique. http://yoles-rondes.net
15 - 24	St. Barts Theatre Festival
16	Start of Salty Dawg Rally from Tortola to East Coast US. www.saltydawgrally.org
16 – 17	BVI Dinghy Championships. Royal British Virgin Islands Yacht Club (RBVIYC), www.royalbviyc.org
18	Public holiday in Haiti (Flag Day) and the Cayman Islands (Discovery Day)
21 – 24	Barbados May Regatta, www.sailbarbados.com/events
21 – 25	Barbuda Caribana. www.antiguanice.com
22 – 25	Foxy's Wooden Boat Regatta, Jost Van Dyke. www.foxysbar.com/woodenboatregatta
22 – 25	Puerto Rico Heineken Int'l Regatta. www.heinekenregattapr.com
23 - 25	Transcanal Beach Cat Race, Martinique to St. Lucia. www.clubnautiquedumarin.com
23 - 25	Canouan Regatta
24	Reef Jam, St. Croix. www.ReefJam.com
25	Public holiday in some places (Whit Monday)
26	Public holiday in Guyana (Independence Day) and Belize (Sovereign's Day celebrated)
29 – 31	Panama Boat Show, Flamenco Marina. www.showmanagement.com/panama...boat-show-2015
30	Public holiday in Trinidad & Tobago (Indian Arrival Day), Anguilla (Anguilla Day), Haiti (Mothers' Day), and many other places (Corpus Christi)

JUNE

2	FULL MOON
5	World Environment Day. www.unep.org/wed
7	Public holiday in the Bahamas (Labour Day)
12 - 14	St. Lucia Dinghy Championships. St. Lucia Yacht Club (SLYC), www.stluciayachtclub.com
12 – 14	Laser Championship, St Maarten Yacht Club (SMYC), fritsbus@caribserve.net
15	Public holiday in BVI, Cayman Islands and Anguilla (Sovereign's Birthday)
15 – 17	Sea Star Opti Clinic, St. Thomas. www.styc.net
19	Public holiday in Trinidad & Tobago (Labour Day)
19 – 21	International Optimist Regatta, St. Thomas. St. Thomas Yacht Club (STYC), www.styc.net
19 – 21	Heineken Regatta Curaçao. press@heinekenregattacuracao.com
20	Summer Solstice
21	Fête de la Musique, St. Barts. www.stbarth-tourisme.com
24	Public holiday in Venezuela (Battle of Carabobo)
29	Fisherman's Birthday. Local boat racing in many communities
30	Public holiday in the BVI (Territory Day)

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

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

We are on-line:
www.caribbeancompass.com

WHAT'S ON MY MIND...

IS SPORTFISHING CRUEL?

by Mary Johnson

As a new Caribbean cruiser I am disturbed that sportfishing events in the islands have not gone the way of the dodo. People rant about the cruelty of captive dolphin shows and traditional whale hunts, cruisers donate their time to dog rescue in Grenada, but there's nary a peep about organized competitions that involve dragging a struggling living creature around behind a boat. Are we still barbarians?

Just look at the photos used to promote these tournaments — a billfish writhing on the hook, its mouth open as if screaming in agony, its eyes rolling in terror. Catch-and-release is celebrated as progress: you can torture the same animal multiple times! No one would tolerate this done to a horse. If you saw your children doing it to a kitten they'd be in big trouble. But I'll bet there are people who despise dog fighting who don't stop to consider the cruelty of sportfishing. It's not okay to torture some animals for "entertainment" and not others. Torturing animals isn't sport; it's



Good sport or 'good grief'? Sportfishermen and animal-rights supporters continue to disagree. If only fish could talk...

sadism. It's time we stopped.

According to the website of the animal welfare group PETA (www.peta.org/issues/animals-in-entertainment/cruel-sports/fishing): "When fish are yanked from the water, they begin to suffocate. Their gills often collapse, and their swim bladders can rupture because of the sudden change in pressure. Numerous scientific reports from around the world confirm that fish feel pain. Researchers from the University of Edinburgh and University of Glasgow studied the pain receptors in fish and found that they were strikingly similar to those of mammals; the researchers concluded that 'fish do have the capacity for pain perception and suffering'."

It continues: "Fish who are released after being caught can suffer from loss of their protective scale coating that makes them vulnerable to disease, a dangerous build-up of lactic acid in their muscles, oxygen depletion, and damage to their delicate fins and mouths. According to one fishery expert, catch-and-release victims 'could be vulnerable to predators, unable to swim away...' Researchers at the Oklahoma Department of Wildlife Conservation found that as many as 43 percent of fish released after being caught died within six days."

I realize that sportfishing tournaments have a long tradition in the Caribbean islands, going way back to Ernest Hemingway doing his thing in Cuba (don't forget that he loved bullfighting, too). I also know sportfishing is big business. I also have no problem with catching fish, or any animal, to eat them. But for people to get together and deliberately hurt and harass living creatures to compete for a trophy just puts cruelty into a socially condoned form, and diminishes us as human beings. Aren't we better than this?

Caribbean Compass Market Place

Antigua



Azores

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

Dominica

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



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

Grenada

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

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

Grenada

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

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









Martinique









continued on next page →

Caribbean Compass Market Place

Puerto Rico

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

FAJARDO CANVAS & SAIL
Full Service Sail Loft
Custom Canvas
Cushions & Enclosures
Shade Sails & Awnings
(787) 863-3761
Villa Marina Fajardo, PR
fajardocanvasandsail@gmail.com

St. Lucia

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

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

SVG

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

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

St. Lucia

GOLDEN TASTE RESTAURANT & BAR



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

SVG

GRENADINES SAILS & CANVAS
• BEQUIA •
NEW SAILS, SAIL REPAIRS, U/V COVERS
FOAM LUFFS, BIMINI, DODGERS
AWNINGS, DINGHY COVERS
TRAMPOLINES,STACKPACKS
& LAZY JACK SYSTEMS
NORTH SAILS
Located opposite G.Y.E.
(northern side of Admiralty Bay)
Tel (784) 457-3507 / 457-3527 (evenings)
e-mail: gsails@vincysurf.com VHF Ch16/68

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

continued on next page →

Caraibe Marine
Team spirit at your service
Martinique FWI - Le Marin Marina
+596 (0) 596 74 80 33
www.caraibe-marine.fr
BSI SELDÉN NAVTEC MAX POWER SPARCRAFT
HARKEN GOÏOT Raymarine AQUA-BASE
Onan Fischer Panda Cruisair spinlock
FURLEX nke ACMO facnor LEWMAR JABSCO
Whale ICOM KOHLER DESSALATOR Z DIFFUSION
Lofrans' SFA ProFurl Vitrifrigo RM 69
More than 3 000 spare parts references in 300 sqm of sales area & 250 sqm of workshop with Technical Staff

Caribbean Compass Market Place

SVG



Sugar Reef
restaurant & boutique hotel

Farm and fisherman to table at a beachfront coconut plantation. Open daily for lunch and dinner.

Call **784.458.3400** for directions or reservations.

Crescent Beach, Bequia (Industry Bay)

Black Pearl RESTAURANT

Now open at the Bequia Marina
Top choice for fine dining
Stunning views

Great cocktails
International and Caribbean style menu
Open for lunch and dinner
WIFI available

For reservations contact 456 9868 or 432 4559

Trinidad



Trinidad

CAPTAIN GOURMET • YACHT PROVISIONING • SINCE 1995 • CAFE TERRACE • FREE WI-FI
full provisioning + delivery our speciality

UNION ISLAND
St. Vincent & the Grenadines

Tel/Fax: (784) 458 8918

capgourmet @vincysurf.com

VHF Ch 08

THE ELECTRONICS EXPERTS!
ELECTROPICS
AUTHORISED DEALER & SERVICE CENTER FOR
SCS · FURUNO · B&G · SIMRAD · MASTERVOLT · SkyMate · ACR
and too many more to be named here
Tropical Marina, Chaguaramas
868.634.2232 info@electropics.com

CARIBBEAN MARINE
ELECTRICAL LIMITED
AC & DC SYSTEMS
Design | Installation | Upgrades
High Output Alternators & Regulators
Chargers & Inverter Chargers
Solar & Wind Systems
Batteries - Deepcycle & Cranking
Power Boats, Chaguaramas, Trinidad
PHONE 868.634.2359 | FAX 634.4561 | EMAIL electromarine@tstt.net.tt

continued on next page ⟶

THE MULTIHULL COMPANY

THE WORLD'S LEADER IN MULTIHULL SALES, SERVICE AND CHARTER

BROKER SPOTLIGHT


ALEXIS DE BOUCAUD
ST MARTIN
+590 690 58 66 06
ALEXIS@MULTIHULLCOMPANY.COM


CHRIS RUNDLETT
GRENADA
473-440-1668
CHRIS@MULTIHULLCOMPANY.COM


CARL OLIVIER
VIRGIN ISLANDS
268-717-4536
CARL@MULTIHULLCOMPANY.COM


JARYD FORBES
TRINIDAD & TOBAGO
868-680-8909
JARYD@MULTIHULLCOMPANY.COM


ANTOINE LELIEVRE
GUADELOUPE
+590 690 34 20 60
ANTOINE@MULTIHULLCOMPANY.COM


JEFF JONES
FORT LAUDERDALE, FL
954-557-4050
JEFF@MULTIHULLCOMPANY.COM

FEATURED BROKERAGE LISTINGS


2002 CATANA 581
$829,000


2013 LAGOON 52
€895.000


2003 CATANA 521
$895,000


2004 LEOPARD 47
$295,000


1997 CATANA 471
$449,000


2007 DOLPHIN 460
$579,000


2009 CATANA 50
$879,000



2006 PRIVILEGE 745
$2,600,000


1990 PROUT QUASAR 50
$295,000



2002 GUNBOAT 62
$1,500,000


2000 CATANA 471
$495,000


2006 DOLPHIN 460
$499,000

WWW.MULTIHULLCOMPANY.COM
NEED ASSISTANCE? HAVE QUESTIONS? CONTACT US! 215-508-2704

Caribbean Compass Market Place

Trinidad

www.powerboats.co.tt

Power Boats
"the Place for Yachts"

- 60 Ton Hoist
- Fuel Dock
- Yacht Storage
- Apartments
- Stern-to Docking
- Dockside Food Mart
- Boaters shop

Power Boats Mutual Facilities Ltd. | Tel 868.634.4303 | Fax 868.634.4327
PO Box 3163, Carenage, Trinidad, WI | Email pbmfl@powerboats.co.tt

MarcOne
MARINE SUPPLIES LTD.

SPECIALIZING IN FIBREGLASS REINFORCED PLASTICS

- Stainless Steel Boat Fittings
- Epoxy Resins
- Polyester Resins

1st Ave South, Mariners Haven, Chaguaramas, Trinidad & Tobago
Tel/Fax 868 634 2259 Email marconeltd@tstt.net.tt

Venezuela

Venezuelan Marine supply
Vemasca, C.A.
Marine Distributors
Venezuelanmarsupply@cantv.net
Vemasca@c-com.net.ve
ECHO Tec Watermakers
Av. Raul Leoni, Playa Concorde, Sede Asovene
Porlamar - Isla Margarita
P 58 295 2642837
F 58 295 2647293

Caribbean-wide

ATL FUEL BLADDERS
MADE IN THE USA RAMSEY, NJ

GOT RANGE?
TRAVEL FARTHER THAN EVER BEFORE WITH... ATL FUEL BLADDERS

- Rugged, Reliable, & Safe Auxiliary Fuel Bladders
- Standard Capacities 25 to 500 Gal. - Larger Sizes Readily Available Upon Request
- Gas, Diesel, & Turbine Fuel Compatible
- In-Stock & Ready to Ship WORLDWIDE

ALSO IDEAL FOR REFUELING TENDERS & PERSONAL WATER CRAFT WHILE OUT AT SEA!

BOATBLADDERS.COM
TELEPHONE: +1-201-825-1400
EMAIL: atl@atlinc.com
ATL INC - RAMSEY, NJ USA

Caribbean-wide

SPOTLESS STAINLESS
Makes Stainless Steel Sparkle.
No Rubbing. No Scrubbing. No Polishing.
Brush ON Rinse OFF
before after
Available at Caribbean Chandleries or
SPOTLESSSTAINLESS.COM

THOMAS CANVAS
PARTNER WANTED
for the best canvas makers
in the western Caribbean
Financing Possible
Curaçao, Netherland Antilles
Tel: 011 (5999) 465-1140
www.thomascanvas.com
info@thomascanvas.com

Marine Insurance

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

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

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

THIS COULD BE
YOUR
MARKET PLACE AD
Book it now:
tom@caribbeancompass.com

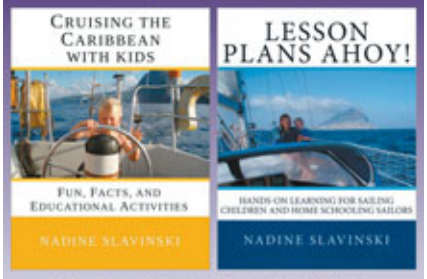
www.hydrovane.com
FEEL THE FREEDOM
With Independent Self Steering AND an Emergency Rudder

- Your best crew member - doesn't eat, sleep, or talk back!
- Completely independent - no lines into the cockpit!
- No problem to install off centre - with davits, arch, dropdown!

HYDROVANE
HYDROMAX ECH2O Tec Watermakers watt&sea
STEERING THE DREAM

LAND FOR SALE
LOTS 1/4 ACRE AND LARGER
CARRIACOU
Spectacular Views of Tyrrel Bay &
the Southern Grenadines to Grenada
Contact:
473-443-7058 / 404-9280
www.caribtrace.com

Cruising with Children



Books for active families and curious minds
amazon.com / nslavinski.com

Sammy's Boatyard
Boat Repairs and Storage
Falmouth Harbour, Antigua

- 50 ton Travel Hoist
- Boat Repair Services
- Painting & Fiberglass
- Competitive Rates
- Close to Amenities/Chandlery
- 24hr Security



+1 268 464 9494/725 9494
alsammy16@hotmail.com

CLASSIFIEDS

BOATS FOR SALE



2003 GibSea 51 160.000 US
2002 BENETEAU 505 175.000 US
1992 WARWICK Cardinal 46cc 165.000 US
2001 Bavaria 46/3 109.000 US
1987 IRWIN 44 MK II 95.000 US
1983 34ft VINDO 45 40.000 US
E-mail: ulrich@dsl-yachting.com
Tel: (758) 452 8531



47' JAVELIN/FOUNTAIN POWERBOAT This luxury speedboat is available in Grenada. Gen-Set, A/C, white leather in cabin, galley, shower(s), VaccuFlush, Mercury 502 marine engines overhauled by Mercury dealer, Bravo 1 drives. 40 MPH cruise props w/over 60 speed props. Tel: (787) 241-9624 www.aviationcms.com E-mail: acmsaircraftforsale@gmail.com



BERTRAM 28 FLYBRIDGE 1983 2x Yanmar 2007 w/ 2000 hrs. Very good condition, completely renovated at Ottley Hall, St.Vincent. Well equipped w/ AP, fish finder & large iceboxes. US$55,000. E-mail: gardenboutique@hotmail.com or mausmed@Yahoo.it.Tel: (784) 458-3518/ 430-5021.



42' CARRIACOU SLOOP Built by Alwyn Enoe in 2013. New rig, new sails, 60Hp Yanmar, much spent. Ready to go, lying Antigua, US$150,000. E-mail: seaterror@yahoo.com



GALAPAGOS 43` STEEL KETCH Center cockpit. Recently hauled out and refurbished, ready to sail, lying Bequia, US$45,000. Robin, E-mail: robinfixman@gmail.com

41' ROGER SIMPSON DESIGN Light weight, cruising catamaran, 3 cabin, 1 head. USD75,000 ONO Tel: (868) 684-7720/634-2259 E-mail: ldemontbrun@hotmail.com or marconeltd@hotmail.com



BLACK PEARL VEDETTE L-10.97m, B-2.44m, Yanmar 6LPA-STP2, 315HP, 4 – stroke. New Mercruiser Bravo 2 stern drive and aluminum prop (installed July '13). Head / toilet, nav lights, new VHF radio, aft swim deck/ladder. Helm seats/aft sundeck cushions new Oct 2012. Surveyed 2013. Contact Matt Semark with offers. E-mail: matthew.semark@petitstvincent.com



FORMULA 30 2002 Immaculate condition throughout. 2x 220hp V6. Lots of installed extras. US$55,000 OBO. E-mail: formula4sale@outlook.com



HARBOUR SHUTTLE LYING TRINIDAD TT$70,000.00, ONO. Tel: (868) 634-4934 Email: info@ysatt.org



1991 CATALINA 34 Sloop with tall rig & wing keel. Lying Bequia, St. Vincent & the Grenadines. US$50,000. OBO, Deborah. E-mail: debonbequia@gmail.com



ALAN PAPE 43' C/C STEEL KETCH Doghouse & bimini. Immaculately maintained, roller headsail, staysail, main, mizzen, spinnaker. Bow-thruster, 3 anchors, windlass, Perkins 4-108, dinghy/ob, water maker, Raymarine instruments, chart plotter, AIS, radar, autopilot, life raft, EPIRB, VHF, SSB, Pactor, solar panels, fridge, freezer, WiFi and so much more. Reduced US$49,990 E-mail: MECuka@aol.com

HANS CHRISTIAN 33T 1984 Hull #68. Fully reconditioned & ready for cruising. US$96,000. Contact Doug Atkins for detailed information.Tel: (340) 642-6273 cell, (340) 692-2673 desk E-mail: capt.d.atkins@hotmail.com



42' SEARAY SUNDANCER 1992 New 250hp, 4 strokes, very economical, quiet & clean running. Sleeps 6 in 3 cabins, perfect for overnight charters. Tel: (784) 528-7273



37' SOUTHERLY 115 SLOOP 1985 Lightly used by original owner good condition. 39hp Yanmar new 2007 serviced professionally. UK Flag, lying Bequia US $ 25,000 E-mail: roger@rogerwitts.com

TAYANA 37' 1977 Good condition needs a little TLC. Volvo excellent. Bottom job scheduled in Feb. Owner anxious to sell for health reasons. Lying Puerto La Cruz, Venezuela. US$30,000. Mike Lyon Tel: 58 416 484 6121 lyonmike46@hotmail.com

1986 AMEL MANGO One owner, lying Grenada. Ready to go for US$150,000 OBO. http://www.amel-mango-for-sale.com

42' JEANNEAU 1997 Former flotilla boat currently based in Bequia & chartering Grenada to St. Lucia. 4 berths, sleeping 8, 2 heads w/shwrs. US$30,000 & open to all reasonable offers. Tel: (784) 492-3098 E-mail bequiabelles@gmail.com



1981 OCEANIC 46 CRUISER Lying St. Martin. Ready to go US$149,000. Visit: oceanic46forsale.com or Tel: (721) 550-8721



BENETEAU FIRST 35 Racer/Cruiser 1983. Excellent condition overall. 25HP Volvo Penta, 3 furling gennas, North main, Garmin GPS, Raymarine AP, stove, head, running & standing rigging all in good state. Ready to sail. Lying Puerto La Cruz, Venezuela. US$28,000 OBO. E-mail: espinal.alberto@gmail.com



MORGAN 41 KETCH 1977. Lying Carriacou. Good Condition. US$18,000. Tel: (473) 415-1503 or 535-5050.



DOWNEAST 32 1977 Classic. Recent Awlgrip topsides. Great project with minimal carpentry work. Electronics, engine, bimini, sails all in working order. Clean layout, neat and comfortable cruiser. US$10,000 ONO. Tel: (473) 405-3649 E-mail: nicholassteven george@gmail.com

WANTED

DELIVERY SKIPPER, SURVEYOR, ELECTRICAL ENGINEER Cris Robinson, boat fixer and writer looking for passage to UK or Europe this Spring from WI or Venezuela. E-mail: watercraftplc@gmail.com

REWARD

REWARD NOTICE Lost from mooring buoy off Heywoods, St. Peter, Barbados on February 24, 2015
AB RIB "Navigo", 106", serial #COHBMO8102L112, with Yamaha 15Hp OB.
ID# 15RMHS/1106907 Reward of Bds$1,000 payable to first person providing information leading to safe return of the boat and engine in good order to rightful owner.
Contact: Lloyds Agent Tel: (246) 434-5272 E-mail: clerk@gmyeadon.com

PROPERTY FOR SALE

BEQUIA - MT. PLEASANT Great views, large lots from US$5/sq.ft. www.bequialandforsale.com

BEQUIA-MAC'S PIZZERIA Waterfront location, Bequia's most popular restaurant. Same owner-manager for 31 yrs. Complete land, buildings, equipment. Island Pace Realty. Tel: (784) 458-3544 Email: emmett@islandpace.com

CARRIACOU - PRIME LAND Stunning panoramic view overlooking Sandy Island & the Grenadines, northern exposure, cooling breezes, four beaches, excellent snorkeling E-mail: seabob@live.com

GRENADA - East side Clarkes Court Bay. Excellent views, water access, plots available. 0.9 acres to 9,000 sq.ft. Prices from US$5 to $10 sq/ft depending on size and location. Including 50' of sand waterfront with steep drop off to deep water. E-mail streetiolaire@hotmail.com



DOMINICA - PORTSMOUTH House on 31,000 sq/ft, w/ all utilities. Breathtaking view of the Caribbean Sea. View of your boat mooring from the terrace.http://www.dominica-house-for-sale.com



BEQUIA – MT. PLEASANT Interesting & unusual, 3 bdrms, 2 baths, pool. Tel: (784) 533-4865 www.cedarretreat.wordpress.com www.caribbeanhouseforsaleonline.com

CARRIACOU - HERMITAGE Overlooking Tyrrel Bay. 2 storey house with fenced garden on ¼ acre. Upstairs apt has 2 bedrooms, 1 bath, large veranda. Downstairs apt has 3 bedrooms, 1 bathroom, opens onto garden. Available immediately EC$800,000 Laura Tel: (473) 443-6269 or +44 208-621-5001 E-mail: tbyh@usa.net

RENTALS



BEQUIA – MT. PLEASANT Tahiti igloo, Rentals available. 3 bdrms, 2 baths & pool. Tel: (784) 533-4865. www.cedarretreat.wordpress.com www.caribbeanhouseforsaleonline.com

LA POMPE, BEQUIA Large 2 bedroom house and/or 1 bed studio apartment. Big verandah and patio, stunning view, cool breeze. Internet, cable TV. 2 weeks minimum, excellent long-term rates. Tel: (784) 495 1177 email: louisjan@vincysurf.com

MISC. FOR SALE



4200W GENERATOR Trailer type, 110/220V with only 6 hrs. EC$5000.Tel: (784) 528-7273.

ADMIRALTY BAY, BEQUIA 2x block & chain moorings. Off Plantation House; one in approx 35' & one in approx 16' of water. Offers. Details at http://www.smudge.com/ E-mail: tom@smudge.com

SAILS AND CANVAS EXCEPTIONALLY SPECIAL DEALS at http://doylecaribbean.com/specials.htm



3208 CATERPILLARS 2x3208 375hp marine engines/ZF transmissions. Fully rebuilt, zero hrs. Tel: (784) 528-7273 E-mail: rodney_gooding@hotmail.com



SCHNEIDER KOMPRESSOR Pressure 10 bar, suction achievement 510 l/min, tension 400V, speed 1240, container volume 90L. For uses with very high aerial need by highly efficient 2 cylinder Aggregates EC$10,000. E-mail: andrea-schindhelm@t-online.de Tel: (784) 530-4667

YOUR CLASSIFIED IS ON-LINE!

CARIBBEAN COMPASS

CLASSIFIEDS

US 50¢ PER WORD

Include name, address and numbers in count.
Line drawings/photos accompanying classifieds are US$10.
Pre-paid by the 10th of the month
e-mail: shellese@caribbeancompass.com



Explore. Dream. Discover.

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

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

Qualifications Required:

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

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

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

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

TRADEWINDS 15 Years

PICK UP!

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

ST. GEORGE'S AREA
Art Fabrik
Grenada Board of Tourism
Grenada Yacht Club
Island Water World
Port Louis Marina
SOUTH COAST
Budget Marine
Essentials Mini-Market
Grenada Marine
Island View
Le Phare Bleu Marina
Martin's Marina
McIntyre Bros
Prickly Bay Marina
Spice Island Marine
Timbers Restaurant
Turbulence Sails
CARRIACOU
Alexis Supermarket
Carriacou Marine
Hard Wood Restaurant
Lazy Turtle Restaurant
Port Authority
Regatta Jupa
Round House Restaurant
Slipway Restaurant
Tourism Office
PETITE MARTINIQUE
B&C Fuel Dock



—Continued from page 10 …Eco News

Remember, all mooring and user fees go towards coral conservation, maintenance of infrastructure and other management costs. We appreciate your support!

Visit SIOBMPA's Facebook page or see https://youtu.be/8k89OxPPKEg for more information.

Montserrat and Curaçao Commit to New Ocean Policies

Ocean management in the Caribbean is expected to leap forward thanks to new partnerships between the governments of Montserrat and Curaçao and the Waitt Institute.

The Waitt Institute's mission is to ensure ecologically, economically, and culturally sustainable use of ocean resources. The Institute partners with governments committed to developing and implementing comprehensive, science-based, community-driven solutions for sustainable ocean management. Its goal is to benefit coastal communities while restoring fish populations and habitats. Its approach is to engage stakeholders, provide the tools needed to design locally appropriate policies, facilitate the policymaking process, and build capacity for effective implementation and long-term success.

These collaborations are the first geographic expansion of the institute's Blue Halo Initiative, which started in Barbuda in 2012. The Blue Halo Initiative is at the core of the Waitt Institute's mission to "empower communities to restore their ocean".

The Blue Halo Initiative in Barbuda led to comprehensive new laws for the coastal waters around the island. In Barbuda, new policies include zoning of the coastal waters, establishing one-third of those waters as marine sanctuaries, and protecting native sharks and parrotfish. "This will definitely benefit the people of Barbuda, and Antigua as well, ensuring that fishers have a livelihood that will last in perpetuity," said Arthur Nibbs, Antigua & Barbuda's Minister of Fisheries and chairman of the Barbuda Council.

Local fisherman Carlton O'Garro said, "Montserrat is on the move and is rising to the challenge to improve the governance and management of the ocean." Donaldson Romeo, premier of Montserrat, said, "We recognize that it is in our benefit to work hard for healthy oceans in order to sustain our vital fish stocks, the marine life and biodiversity, and of course the livelihoods of our communities."

Dr Mark Vermeij, science director of Curaçao's Carmabi Foundation said, "The Blue Halo Initiative coming to Curaçao will allow us to design and trial entirely new management approaches to protect Caribbean reefs."

Reporting of Large Sargassum Masses at Sea

Emma Doyle reports: The influx of massive quantities of pelagic sargassum ("Sargasso weed") into the Caribbean is a region-wide issue that has been impacting island communities, tourism and environments since 2011.



Sargassum at San Andres, Colombia in October 2014

Scientists with the University of Southern Mississippi, Gulf Coast Research Laboratory are examining underlying mechanisms that are likely responsible for these events (ocean currents, increased water temperatures in the Atlantic, etcetera). The scientists request that any sailors who have encounters with, or sightings of, large masses of pelagic sargassum at sea or along the shorelines report this to the Caribbean Pelagic Sargassum Reporting website found at www.usm.edu/gcrl/sargassum/.

Sargassum is important as habitat for many species of fish, invertebrates and reptiles, like sea turtles, and efforts are underway by a working group of the Gulf and Caribbean Fisheries Institute to apply latest science and identify best management practices for the groups affected by the sargassum influx.

More information is coming in next month's *Caribbean Compass*.

ADVERTISERS INDEX

ADVERTISER	LOCATION	PG#
Aero Tech Laboratories Inc	C/W	44
Anjo Insurance	Antigua	36
Art & Design	Antigua	MP
Art Fabrik	Grenada	MP
B & C Fuel Dock	Grenada	37
Barefoot Yacht Charters	SVG	17
Black Pearl Restaurant	SVG	MP
Blue Lagoon Hotel & Marina	SVG	16
Boat Paint & Stuff	St. Martin	38
Budget Marine	Sint Maarten	2
Camper & Nicholsons	Grenada	47
Captain Gourmet	SVG	MP
Caraibe Marine	Martinique	42
Caraibe Marine	Martinique	MP
Caribbean Diesel	SVG	MP
Caribbean Marine Electrical	Trinidad	MP
Clippers Ship	Martinique	MP
Cruising Life	SVG	35
Cruising with Children	C/W	MP
Curaçao Marine	Curaçao	29
Dockwise Yacht Transport	Martinique	18
Dominica Yacht Services	Dominica	MP
Down Island Real Estate	Grenada	MP
Doyle Offshore Sails	Tortola	4
Doyle's Guides	USA	33
Echo Marine	Trinidad	6
Edward William Insurance	International	38
Electropics	Trinidad	MP
Fajardo Canvas	Puerto Rico	MP
Fernando's Hideaway	SVG	MP
Food Fair	Grenada	39
Free Cruising Guides	C/W	35
Golden Taste	St. Lucia	MP
Gonsalves Liquors	SVG	36
Grenada Marine	Grenada	10
Grenadines Sails	SVG	MP
Hydrovane International Marine	C/W	MP
International Inflatables	St. Lucia	MP
Iolaire Enterprises	UK	33/44
Island Dreams	Grenada	MP
Island Water World	Sint Maarten	48
Island Water World	Sint Maarten	9
Island Yachts	C/W	39
Johnson Hardware	St. Lucia	30
Jolly Harbour	Antigua	38
LIAT	C/W	14
Marc One Marine	Trinidad	MP
Marina Pescaderia	Puerto Rico	MP
Marina Santa Marta	Colombia	21
Marina Zar-Par	Dominican Rep	32
McIntyre Bros	Grenada	38
Mid Atlantic Yacht Services	Azores	MP
Multihull Company	C/W	43
Neil Pryde Sails	Grenada	MP
Nereid's Rally	C/W	12
Northern Lights Generators	Tortola	5
Off Shore Risk Management	Tortola	6
Piper Marine	SVG	MP
Power Boats	Trinidad	MP
Renaissance Marina	Aruba	20
Rodney Bay Marina/ IGY	St. Lucia	8
Sammy's Boatyard	Antigua	44
Sea Hawk Paints	C/W	11 / 13 / 15
Second Life Sails	C/W	34
Slipway Restaurant	Grenada	MP
Sol E.C. Ltd.	Grenada	37
Spice Island Marine	Grenada	7
SpotlessStainless	C/W	MP
St. Kitts Marine Works	St. Kitts	29
Sugar Reef Bequia Ltd	SVG	MP
Sunbay Marina	Puerto Rico	19
Technick	Grenada	MP
Thomas Canvas Vacancy	C/W	MP
Trade Winds Vacancy	C/W	46
Turbulence Sails	Grenada	12/ MP
Venezuelan Marine Supply	Venezuela	MP
WIND	Martinique	MP
Xanadu Marine	Venezuela	32
Yacht Steering Committee	Trinidad	26
YSATT	Trinidad	MP

MP = Market Place pages 41 to 44
C/W = Caribbean-wide

Port Louis Marina, Grenada: The perfect place to spend the Caribbean summer



Lying just above 12°N, Grenada is south of the main hurricane belt, which is why growing numbers of yacht owners are enjoying a warm welcome in the 'Spice Island' during the summer months.

Port Louis Marina provides a safe, secure berth with all the amenities you'd expect from a full-service marina run by Camper & Nicholsons.

- Water and electricity
- Free broadband
- 24 hour security
- Bar, restaurant and swimming pool
- Haul-out and technical facilities nearby
- Excellent air links

Our low season rates represent excellent value, and we are also offering an **Early Arrivals Discount of 40%** off the standard daily rate, for yachts that arrive during May and book a stay of three months or more through the summer. And an additional **Low Season Discount** is available to vessels booking and paying for 90 days or more in advance. Contact us for details (conditions apply).

Call Danny Donelan on +1 (473) 435 7431
or email danny.donelan@cnportlouismarina.com

www.cnmarinas.com/plm

New rates: 1 June to 30 November 2015

LOA in feet	Daily $/ft/day	Weekly $/ft/day	Monthly $/ft/day
up to 32	$0.85	$0.77	$0.41
up to 40	$1.10	$0.99	$0.50
up to 50	$1.20	$1.08	$0.55
up to 60	$1.30	$1.17	$0.61
up to 65	$1.45	$1.31	$0.68
up to 75	$1.50	$1.35	$0.69
up to 80	$1.65	$1.49	$0.85
up to 100	$1.70	$1.53	$0.87

For yachts above 100 feet LOA, and for bookings of longer periods, please contact us for a personalised quote. Multihulls are charged at 1.5 times the standard rate. Weekly and monthly rates apply to yachts staying consecutively for 7 days or 30 days respectively.

port louis marina
GRENADA WEST INDIES

Camper & Nicholsons Marinas
YACHTING SINCE 1782

1782

WHAT'S NEW?



WHAT'S ON SALE IN STORE?

20% OFF

SMART TAB SX KITS

Smart Tabs are a one of a kind trim and stabilizer system that automatically adjusts to the sea conditions, without the need for expensive electric or hydraulic hardware and switches. The system constantly reacts to the water conditions, boat speed, and balance providing a remarkable improvement on any boat. Available for boats up to 18'.

Priced at $181.95





ALL DOMETIC WAECO REFRIGERATION

From refrigerated coolers, built in units and compressor and evaporator combinations – Dometic Waeco have a food and drink storage solution for your boat.

Evaporators start at $151.95,
Compressors from $553.00



25% OFF



PETTIT EASYPOXY TOPSIDE PAINTS

The product of choice for ease of application, durability and high gloss. Easypoxy is a single package blend of urethane, silicone, and alkyd products. It flows out to a smooth, sleek finish with excellent hiding characteristics.

Prices start at $38.10 per quart

VULCAN ANCHORS

The Vulcan is carefully designed to offer the greatest possible compatibility across a wider range of vessel bow configurations, particularly powerboats with a bow pulpit. It brings the security and reliability of the Rocna anchor, highly successful and popular with offshore cruisers and adventurers, to a wider range of boaters who desire improved anchoring performance. For boats 30' to 70'.

Prices start at $429.95



STARBRITE RUST AND STAIN REMOVER

Best selling rust stain remover - the best way to eliminate unsightly rust stains from boats, RVs, exterior walls of homes or wherever else they may form. The formula begins working on contact, dissolving the oxidation that causes these stains.

Priced at just $7.95



50% OFF

SEADEK NON SKID PADS

SeaDek offers a complete line of cut pads that are perfect for any area on a boat that requires improved non-skid or padding in areas frequently used for sitting or kneeling. Easily installed with SeaDek's marine grade, peel-and-stick adhesive backing. Can be easily trimmed to fit.

Priced from $40.30





Get your FREE Advantage Card now - Valid in all Island Water World stores!

Island Water World
keeps you sailing!

St. Maarten, Cole Bay + 721 544 5310, VHF 74 • Bobby's Marina + 721 543 7119 • St Martin, Marina Royale + Marina Fort Louis + 590 590 51 32 06

St. Lucia + 758 452 1222 • Grenada, St Georges + 473 435 2150, St David's Harbour + 473 443 1028 • Curacao + 599 9 461 2144

islandwaterworld.com • Store prices good while stocks last and for the month of May only.

Published by Compass Publishing Limited, St. Vincent & the Grenadines, and printed by Guardian Media Limited, Trinidad & Tobago