CARIBBEAN FREE
COMPASS
MAY 2018 NO. 272
The Caribbean's Monthly Look at Sea & Shore





CLOUD ISLAND MEDIA / PATRICK HUTCHINS

See story on page 18

BEQUIA EASTER REGATTA 2018

WWW.BEQUIAPHOTOACTION.COM / KENMORE TENVILLE (2)

WHEN TEAK IS DONE RIGHT





BEAUTIFUL BRIGHT WORK IS WELL WORTH THE EFFORT

We stock a wide range of products to maintain your teak, or even bring it back from mild to total neglect! Depending on the condition of your teak and your final goal, we have cleaners, brighteners, oils, sealers, varnishes and all the tools to do the work.

Compare products that fit your teak style at www.budgetmarine.com.

BUDGET MARINE

The Caribbean's Leading Chandlery

WE EVEN HAVE MARINE PLYWOOD WITH TEAK AND HOLLY VENEER

#WeAreTheCaribbean

CARIBBEAN COMPASS

The Caribbean's Monthly Look at Sea & Shore

www.caribbeancompass.com

MAY 2018 • NUMBER 272



WYNNER

Gone Sailing

Industry pioneer retires 10



CONOVER

Revival Time

Recovery in the Virgins ... 21, 24

Think Ahead

'H season' ideas ..... 27 - 31



MARQUARDT

Bareboat Adrift

And how it was handled 32



HARRIS

Jungle Haulout

Of paint and panthers 33



SCOTT MASEAR

DEPARTMENTS

Info & Updates 4
Business Briefs 9
Eco-News 12
Regatta News 14
Y2A 16
The Caribbean Sky 36
Look Our For... 38
Seaboard Birds 39
Readers' Forum 40
Caribbean Market Place 42
Calendar of Events 45
Meridian Passage 45
Classified Ads 46
Advertisers Index 46

Caribbean Compass is published monthly by Compass Publishing Ltd., The Valley, P.O. Box 727, Anguilla, British West Indies.
Tel: (784) 457-3409, Fax: (784) 457-3410, compass@caribbeancompass.com, www.caribbeancompass.com

Publisher.....**Tom Hopman**
tom@caribbeancompass.com
Editor.....**Sally Erdle**
sally@caribbeancompass.com
Assistant Editor.....**Elaine Ollivierre**
jsprat@vincysurf.com
Art, Design & Production.....**Wilfred Dederer**
wide@caribbeancompass.com
Advertising & Administration...**Shellese Craigg**
shellese@caribbeancompass.com
Advertising
compass@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. ©2018 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

On the cover: Bequia's Easter Regatta 2018 included not only visiting yachts and local double-enders, but also Carriacou sloops. Bequia photographers Kenmore Henville and Patrick Hutchins captured the action



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.**

'*Caribbean Compass* is a fantastic publication. You guys do a very good job producing it and it is an enjoyable read. Thank you for including information on the local folks as well. We really value that as we are here for the culture and appreciate the local people letting us enjoy their piece of paradise.'
— Readers' Survey respondent

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

Info & Updates

St. Maarten Heineken - Serious Fundraiser!

The St. Maarten Heineken Regatta reports: The 38th edition of the St. Maarten Heineken Regatta, held in March, was dedicated to raising funds for hurricane relief projects after Hurricane Irma devastated the island in September 2017. The Regatta's motto "Serious Fun" was turned into "Serious Fundraiser", with multiple fundraising initiatives taking place during the event. Regatta organizers partnered with K1 Britannia Foundation, the Nature Foundation, the St. Maarten Sea Rescue Foundation and the St. Maarten Yacht Club Regatta Foundation, which were all well represented during the regatta with their activities and projects.



K1 Britannia Foundation Project Coordinators at their tent at the St. Maarten Heineken Regatta Village

A total of US$75,000 was raised. Michelle van der Werff, Regatta Director explains: "The turnout for this year's event was incredible and to see the many familiar faces that decided to come back and support the island is heartwarming. We can't say it was an easy year, but we're so extremely proud with the end result and to be able to directly give back to the community. The fundraising aspect has been a missing link within the Regatta and is something we are looking to continue moving forward."

A big thank you goes out to Heineken as the title sponsor making the event possible and to all the food vendors and their contribution to charity; Topper's, Johnny B under the Tree, Gigi's, Gourmet2Go, Agi Pasta Away, Domino's, Driftwood, G-Spot, Delishus and Kes Gourmet Food Truck. Also, to all beverage suppliers, Mojito Lemon, Dany from Island Smoothies Airport Road and International Liquor and Tobacco Trading, which was managing all bars on site.

Aside from the charity contributions through event tickets and token sales, another fundraising initiative was the car raffle initiated by Real Auto SXM and executed by the Rotary Club of St. Maarten and Mid-Isle. A brand-new Suzuki model was donated by Real Auto to be raffled off and added significantly to the overall funds that were raised during the week of the Regatta, with the full proceeds going towards organizations working on hurricane relief projects. On top of that, a contribution from each Gill St. Maarten Heineken Regatta shirt sold by the Regatta office was donated to charity.

Visit www.heinekenregatta.com for more information.

Sailing for the Disabled in Antigua

Sailability is the only organization on Antigua that offers recreational sailing for people with a disability, with 100 disabled Antiguans coming to sail each week. The best of all: it's free! The Super Sunday event is held each year to bring awareness to the Sailability program in a fun and social way but most importantly to raise money to pay the local Antiguan instructors. The third annual Sailability Super Sunday was held on March 11th. It was the biggest Sailability event to date.

—Continued on next page



OCEAN PLUS GUARANTEED FOR 5 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

www.DOYLECARIBBEAN.com

Antigua & Barbuda
Star Marine
Jolly Harbour

Bonaire
IBS b/v
Kaya Atom Z

Curacao
Zeilmakerij Harms
Kapiteinsweg #4

Dominica
Dominica Marine Center
Roseau

Grenada
Turbulence Sails
True Blue St George

Jamaica
PJG
Kingston

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
Chaguaramas

USVI St Croix
Wilsons' Cruzan Canvas
Christiansted

* Dacron and HydraNet only

DOYLE CARIBBEAN

—*Continued from previous page*

Bob Bailey, director of the Sailability initiative in Antigua and organizer of the event was very happy with the outcome: "We had 250 people arrive in their Para buses and locally organized transport at the National Sailing Academy in Falmouth Harbour. Accompanied by a marching band, everybody walked for refreshments to the Copper and Lumber Store at Nelson's Dockyard and then returned to the Academy for an amazing late afternoon of fun. New this year was an activity on the water, the Superyacht Crew Challenge, a dinghy challenge around cans with six teams of four people participating. The crews all had a blast with the *S/Y Juno* crew winning the challenge. The top-line local band 17 61 also came out to entertain, opening with the song 'We Are the World'.

"All of this would not have been possible without our numerous sponsors and I would like to thank them all, with a special mention being made of Budget Marine who is by far our major sponsor. Thanks to their generosity we were able to raise enough money in one day to pay for a full year of wages for the instructors."

The hard work of Sailability Antigua has paid off, as World Sailing proposed to use Sailability Antigua as a center of excellence and to hold a Para Development Program there in February 2019. This is a workshop centered on the RYA Sailability model in which World Sailing will invite nations from the Caribbean to attend. The purpose behind this is to try to get PARA sailing reinstated in the PARA Olympics in Paris in 2024. Any and all donations are welcome and Sailability Antigua is hoping to raise another US$40,000 in funding which will help to build and improve their Sailability operation.

Visit www.antiguasailability.org for more information.

SSB, Social Media Led to Recovery of Stolen Yacht

Glenn Tuttle reports: The Seven Seas Cruising Association (SSCA) HF Radio Service KPK has reported the recovery of the catamaran *S/V Kaisosi*, which was stolen from an anchorage in the Florida Keys at approximately 1200 hours on March 30th.

A stolen vessel report was made to the Monroe County Sheriff's Office, the Florida Fish and Wildlife Law Enforcement Division, and the United States Coast Guard in Marathon, Florida.

SSCA HF Radio Service KPK was asked to assist in locating the vessel through radio nets and social media. A BOLO ("be on the lookout") was broadcast to all vessels throughout the Bahamas, Cuban waters, the Caribbean, and Mexico by both KPK and its sister HF station in Georgia, KJM. Additionally, Coastal Station KNC in Dover, North Carolina made the BOLO announcement on both the morning single sideband (SSB) Cruiseheimers Net and afternoon Doo Dah Nets.

KPK contacted the owner of the stolen vessel to confirm the theft and gather additional information, as well as contacting the Sheriff's Office and the Coast Guard to offer assistance. A summary of the theft along with a photograph supplied by the boat's owner was posted on numerous Facebook groups for cruisers, including the Caribbean Navigator Facebook Group moderated by Ken Goodings.

At 2124 hours on March 31st, Ken Goodings notified KPK that a member of his Caribbean Navigator Facebook group advised that a vessel matching the description of the *S/V Kaisosi* had tried to enter Marina Darsena on the north coast of Cuba at Veradero. The occupants of the vessel had no ship's papers or passports and were turned away.

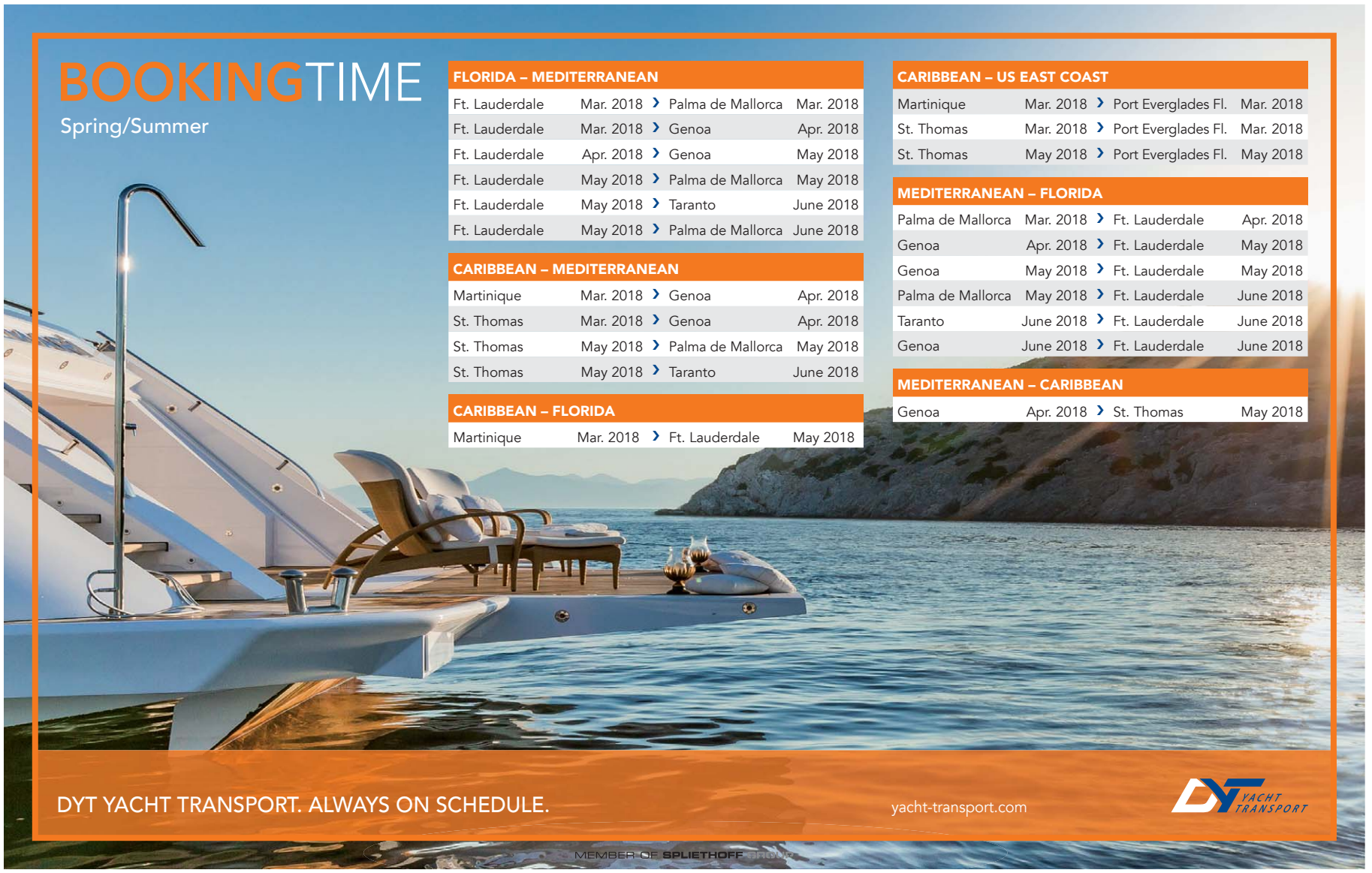
Twenty minutes later, KPK contacted SSCA Commodore and coauthor of the *Waterway Guide to Cuba*, Addison Chan, who notified the senior duty officer for Guarda Frontera at Gaviota, Cuba. The USCG Miami and Monroe County Sheriff's Office were notified of the above information. The Coast Guard contacted their Liaison Officer in Havana with the information.

—*Continued on next page*



Kaisosi last summer in Georgia, USA. She was stolen from Florida in March, and safely recovered in Cuba, thanks to communication between HF radio operators and social media

PARADISE FALLS



BOOKINGTIME

Spring/Summer

FLORIDA – MEDITERRANEAN

Ft. Lauderdale	Mar. 2018	Palma de Mallorca	Mar. 2018
Ft. Lauderdale	Mar. 2018	Genoa	Apr. 2018
Ft. Lauderdale	Apr. 2018	Genoa	May 2018
Ft. Lauderdale	May 2018	Palma de Mallorca	May 2018
Ft. Lauderdale	May 2018	Taranto	June 2018
Ft. Lauderdale	May 2018	Palma de Mallorca	June 2018

CARIBBEAN – MEDITERRANEAN

Martinique	Mar. 2018	Genoa	Apr. 2018
St. Thomas	Mar. 2018	Genoa	Apr. 2018
St. Thomas	May 2018	Palma de Mallorca	May 2018
St. Thomas	May 2018	Taranto	June 2018

CARIBBEAN – FLORIDA

Martinique	Mar. 2018	Ft. Lauderdale	May 2018

CARIBBEAN – US EAST COAST

Martinique	Mar. 2018	Port Everglades Fl.	Mar. 2018
St. Thomas	Mar. 2018	Port Everglades Fl.	Mar. 2018
St. Thomas	May 2018	Port Everglades Fl.	May 2018

MEDITERRANEAN – FLORIDA

Palma de Mallorca	Mar. 2018	Ft. Lauderdale	Apr. 2018
Genoa	Apr. 2018	Ft. Lauderdale	May 2018
Genoa	May 2018	Ft. Lauderdale	May 2018
Palma de Mallorca	May 2018	Ft. Lauderdale	June 2018
Taranto	June 2018	Ft. Lauderdale	June 2018
Genoa	June 2018	Ft. Lauderdale	June 2018

MEDITERRANEAN – CARIBBEAN

Genoa	Apr. 2018	St. Thomas	May 2018

DYT YACHT TRANSPORT. ALWAYS ON SCHEDULE.

yacht-transport.com

YACHT TRANSPORT

MEMBER OF SPLIETHOFF GROUP

—*Continued from previous page*

At approximately 2230 hours on March 31st, Addison Chan notified KPK that the Guarda Frontera at Matanzas, Cuba had located and seized the vessel. USCG and MCSO were notified.

On April 1st, a vessel in Cuba participating in the Cruiseheimers SSB Net confirmed the seizure of the vessel and the arrest of two individuals by the Cuban Guarda Frontera.

The value of SSB Nets and social media cannot be overstated.

St. Lucia Welcomes Returning World ARC Circumnavigators

World Cruising Club reports: April 7th saw the conclusion of World ARC 2017-18 back where it all began in St. Lucia with jubilant crews celebrating the achievement of sailing around the world. The day was bittersweet for the rally crews who have become "like family", sailing in company as part of the sailor's ultimate "bucket-list" experience. With memories to last a lifetime, this diverse group of circumnavigators are proud of sailing the world's oceans and completing the dream together.



WORLD CRUISING CLUB

Among the 14 latest World ARC finishers, the Morris 46 Lexington *completes her circumnavigation by crossing the line at Rodney Bay, St. Lucia*

The Parade of Sail and a special end-of-rally dinner provided a fitting finish to the adventure. Excitement swept through the docks of Capella Marina in Marigot Bay as each crew prepared for the ceremonial last leg to cross the line in Rodney Bay. Fourteen yachts completed the circumnavigation from St. Lucia to St. Lucia, 11 of which had started in January 2017, while three had left a year earlier and took a break on reaching Australia before re-joining.

Leaving Capella Marina behind, the flotilla of yachts, each dressed overall, formed a line to follow the coast of St. Lucia to IGY Rodney Bay Marina. Local motoryacht *Breeze Away* with owner Bernard Johnson aboard escorted the fleet from Marigot Bay, through Castries Harbour, where she acted as a turning mark, before the final stretch to the finish line in Rodney Bay. A number of local dignitaries were on board to show their support for the fleet, including the Honourable Dominic Fedee, Minister of Tourism, Information and Broadcasting; Agnes Frances, Director of Saint Lucia Tourism Authority; Sean Deveaux, General Manager IGY Rodney Bay Marina; Tessa Joseph from Events Company Saint Lucia; and Andrew Bishop, Managing Director of World Cruising Club.

The final dinner of World ARC 2017-18 was held at the Royal by Rex Hotel in Rodney Bay, where the participants were greeted with steel pan music and rum punch, before sitting down for a delicious dinner, interspersed with welcome speeches from Minister Fedee and Andrew Bishop. The grand finale was an entertaining recount of happenings over the past six months of the second half of the rally, and a short story about each boat before they came forward to receive their World ARC plaque, certificates for circumnavigators, and an evocative commemorative photo book full of memories from their adventure.

Future plans are as varied as the number of boats, with some set to be sold, and others sailing back to be based in homeports far and wide from Annapolis to Stockholm. Others are not done with ocean sailing just yet and will be heading to the Mediterranean, and a few will stay for a season in the Caribbean. Wanderlust is not over for everyone, and one yacht intends to head back to Australia with World ARC 2019-20 before completing a circuit of the north Pacific, and returning to Europe via Cape Horn.

World ARC starts from St Lucia in January each year.

Visit www.worldcruising.com for more information.

Carriacou Children's Education Fund Update

Judy Evans reports: The Carriacou Children's Education Fund (CCEF) announces relocation of several components of our fundraising activities for the students of Carriacou.

Kate and Dani, proprietors of Slipway restaurant, have volunteered their location for visitors to Tyrrel Bay to donate items for the annual flea market and auction during our funding-raising drive that coincides with the annual Carriacou Regatta. Slipway's staff will also accept cash donations and it continues to be the place to obtain the password for CCEF's free WiFi in Tyrrel Bay. Slipway is also providing storage space for donated items, at least on a temporary basis, while CCEF investigates other options (such as a storage container). Slipway is located on the south side of Tyrrel Bay, adjacent to the original haulout yard.

—*Continued on next page*



—Continued from previous page

Richard and Dianne, proprietors of Lumbadive, have offered their location as an alternative for dropping off donation items. Lumbadive is located in the southeast corner of the bay, adjacent to the Lazy Turtle pizzeria. Please note that Dive Carriacou (formerly Arawak Divers) is no longer a drop-off location for donations.

For cruisers located in Grenada, or headed there in the future, Budget Marine in Prickly Bay continues to be a collection point for donations of items or cash for CCEF. Captain Theo continues to provide free transport of these goods to Carriacou via the *Amelia* car ferry. Paul of Technical Marine Management, who is Budget Marine's agent in Tyrrel Bay, continues his voluntary role of collecting goods from the *Amelia* and transporting them to storage.

One other significant relocation is upcoming. For the past several years the annual Flea Market and Auction has been held at the After 'Ours disco and CCEF donations were stored there throughout the year. For use of these facilities, CCEF gives a huge thank you to Phyllis Matheson of After 'Ours market, to her son George, and to Frankie Matheson.

The venue for the 2918 CCEF Flea Market and Auction will change to the L'Esterre Rosary School. School principal Robert Martino has generously offered CCEF use of his facility for this important fundraising event. CCEF's popular barbecue, which begins CCEF's activities during Carriacou Regatta week, will again be held at Tanty Lizzie's Seaside Fountain.

All proceeds collected by CCEF fund projects for the children of Carriacou, including providing school uniforms and supplies, lunches for needy schoolchildren, and scholarships to the TA Marryshow Community College.

Over the past 17 years, CCEF has collected over EC$286,000 (approximately US$105,826). CCEF again thanks past contributors and hopes for continued support in 2018. Mark your calendar for the first week of August for Carriacou Regatta Week, when we expect to top the EC$300,000 mark!

For more information visit www.carriacouchildrenseducationfund.org or contact ccefinfo@gmail.com.

Dominica's Jazz 'n Creole Festival is On!

Cruisers in Dominica are in for a treat! Dominica's annual Jazz 'n Creole Festival will take place on Sunday, May 20th at the historic Cabrits National Park in Portsmouth. Trinidadian string sensation Xavier Strings and Dominica's Princess of Song, Michele Henderson, will headline the festival.

The Discover Dominica Authority notes that patrons "can expect a real treat at this year's main stage event in the Jazz 'n Creole programme which also features several fringe events at venues across the island and in particular, the north".

Attendees are encouraged to "display their patriotism by incorporating some aspect of 'Creole' in their outfits for Jazz 'n Creole 2018". In doing so, a lucky individual will have the opportunity to a win ticket for this year's World Creole Music Festival carded for October 26th through 28th.

The ninth edition of Dominica's Jazz 'n Creole is presented by the Government of Dominica through Ministry of Tourism and Culture and Discover Dominica Authority alongside headline sponsor Range Developments.

For more information on Dominica's Jazz 'n Creole Festival see ad on page 8.



Be in Portsmouth, Dominica on May 20th for the Jazz 'n Creole Festival 2018, featuring local and regional talent including Trinidad's fabulous Xavier Strings



PROUDLY PRESENTED BY THE GOVERNMENT OF DOMINICA





MAY 20, 2018

DOMINICA'S Jazz 'n Creole

FORT SHIRLEY

CABRITS NATIONAL PARK

JAZZ 'N CREOLE 2018 YACHTIE SPECIAL!

FREE MOORINGS AND 50% OFF WATER!!

WITH PURCHASE OF A JAZZ N CREOLE TICKET!

* LIMITED MOORINGS AVAILABLE,OFFER RUNS FROM MAY 18-21,2018!

2PM - 9PM TICKET PRICE/ EC$75

YOUTH (13-17) EC$25

Children under 12 enter FREE!

FRINGE EVENTS (MAY 17 - 21, 2018)

TICKET OUTLETS

DFC || Bullseye Pharmacy (Roseau & Portsmouth)
Depex Color Lab || The Champs, Picard
Fone Shack, Bay Street, Portsmouth
Tulip Outback Bar & Grill, Picard

DOMINICAFESTIVALS.COM

Dominica
THE NATURE ISLAND

BUSINESS BRIEFS

The Multihull Company on the Go

Amanda Borroughs reports: The Multihull Company is the world's leader in multihull sales and services. The brokerage maintains this status thanks to the expertise and experience of agents who have dedicated their lives to the sailing industry. Even as some other companies are downsizing after recent hurricanes, the Multihull Company is bringing in and selling more boats than ever before and growing their expert team.



Left to right: Jenni Hellpap, Lydris Bartholomew, Chrystal Young, and Chris Rundlett

Most recently, the Multihull Company welcomed Lydris Bartholomew as the new office manager for TMC Grenada. She comes with a wealth of experience and the team feels very fortunate in her decision to join them. Ms. Bartholomew has 22 years of administrative experience and will be working out of the Secret Harbor office, managing operations for TMC and LTD Sailing School.

Recently, TMC President Phillip Berman flew to Nexus Yachts boatyard in South Africa to oversee the launching of Balance Catamaran's Hull #4 and check on the build of the first Balance 620. TMC is an exclusive dealer for Balance Catamarans, which are designed to be the perfect harmony of performance and luxury. The company quickly became world-recognized after the 526 model won Cruising World's Import Boat of the Year in 2017. It is an exciting feeling for the entire company as the brand continues to prosper and grow.

For more information on The Multihull Company see ad on page 44.

IGY-Connected Group Donates to St. Thomas Hospital

The NYC Eastern Caribbean Relief Fund Inc. recently provided a donation of US$120,000 to the Schneider Regional Medical Center Foundation in St. Thomas, USVI to assist with the replacement of critical equipment lost because of Hurricanes Irma and Maria. The NYC Eastern Caribbean Relief Fund has been collecting donations since September 2017 to help organizations that provide services to accommodate the needs of the island communities.

"While there is still a great deal of work to be completed throughout the Caribbean, the NYC Eastern Caribbean Relief Fund and the organizations in receipt of the allocated donations, are grateful to those who have donated and to those supporting the relief efforts," said Tom Mukamal, vice-chairman of the NYC Eastern Caribbean Relief Fund Inc. and CEO of IGY Marinas. "The islands have made significant progress in the recovery efforts, and while there are still many projects to be completed, we are confident the continued support of relief funds will help the islands recover."

The NYC Eastern Caribbean Relief Fund was created in September 2017 by Island Global Yachting, Ltd. and its parent company, Island Capital Group, LLC, after Hurricanes Irma and Hurricane Maria devastated parts of the Caribbean. With a goal to raise US$5 million to continue assisting those affected by Hurricane Irma and Hurricane Maria, contributions have been received from several of IGY's partners and investors.

The organization expressed gratitude to those who have donated, and encourage the continued support of relief efforts in the Caribbean.

Visit https://nyceasterncaribbeanrelieffundinc.com for more information.

Turbulence Ltd. Now Distributes Victron Energy Products

Turbulence Ltd., Sailmaking, Rigging and Electronics, is happy to announce that



they are now official distributors for Victron Energy products in Grenada. They will be pleased to help you for your needs in solar panels, chargers, inverters, monitors and more.

For more information on Turbulence Ltd. see ad on page 21.

Electric Vehicles for Rent in Martinique

Caroline Geny reports: In January, we opened Watt Up! at the Marin marina in Martinique. This is the first land and sea leisure base offering electric vehicles and boats for rent.

Visit www.wattup.fr for more information.





Don Stollmeyer

Trinidad's Yacht Services Pioneer Moving On

by J. Wynner

When he first took up the job at Power Boat Mutual Facilities Ltd. in Chaguaramas, Trinidad, Donald Stollmeyer said that "after three years" he'd leave to go and sail around the world. He said this often enough over three decades not to be believed, but April first, 2018 was no fooling matter. His working days finally came to a close at the end of March, after 37 years at the "Power Boats" helm.

J. WYNNER

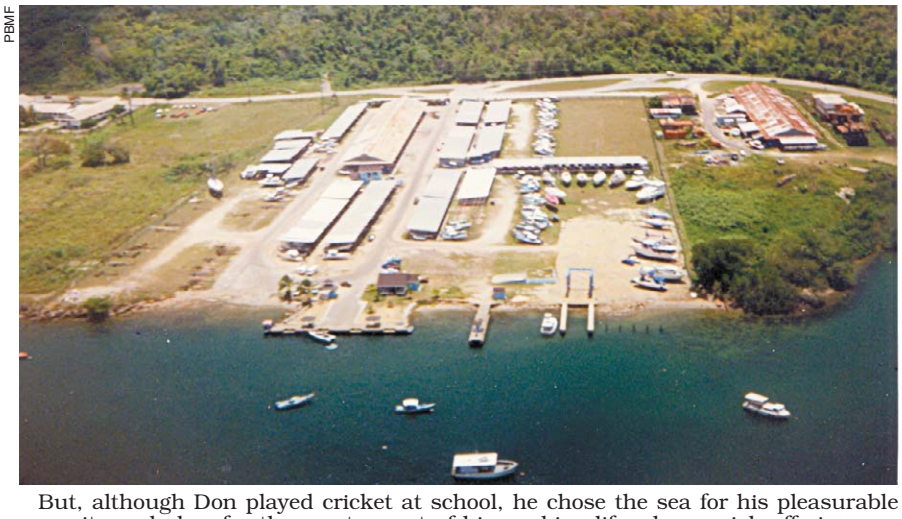




Clockwise from above: Don at his desk, where he helmed Power Boats and saw to the needs of thousands of his fellow boatowners; aboard his beloved Ballerina Girl *and ready for new adventures; the Power Boat Mutual Facilities yard as it was in 1991*

It is perhaps surprising that Don Stollmeyer did not follow his family's agricultural tradition, or walk in his father's cricket-playing footsteps. His father, Senator Jeffrey Stollmeyer, from a prominent agricultural family in Santa Cruz, Trinidad, was an agriculturist by profession. Jeffrey also sat on many company boards and was a renowned opening batsman for the West Indies cricket team of the late 1940s and early '50s. He debuted on the cricket team at the age of 18 and in 1951 gained the captaincy, which he held for the next three test series. After his playing days were over he was a cricket commentator, and had a long and distinguished career as a cricket administrator, serving as President of the West Indies Cricket Board of Control from 1974 until 1981. In 1988 Jeff Stollmeyer was honoured on the $2.50 Trinidad & Tobago postage stamp.

PBMF



But, although Don played cricket at school, he chose the sea for his pleasurable pursuits and also, for the greater part of his working life, chose a job offering services to the thousands of yachts visiting Trinidad.

Don credits an old friend, George Gliksman from California, with being an early champion of Trinidad's yachting industry. "I remember, in the Nineties, before cell phones and internet, when there were few yachts moored at the Yacht Club, George would get on his SSB radio to communicate with other yachts, telling them to come to Trinidad, which he called 'the undiscovered secret of the Caribbean'."

Just as George was the champion to encourage yachts to begin to come to Trinidad, Don was the pioneer in the yacht service industry. Don joined the Power Boat Mutual Facilities company in 1981 as the managing director, and instilled professionalism. He was truly the power behind the yard known as "Power Boats", which caters to both foreign and local yachts. He retired as the CEO of the business after having helped develop yacht services on the island into the vibrant industry it is now.

It was not until 1991, when a travel lift was introduced at Power Boats, that Trinidad's yacht service industry catering to visiting foreign cruising boats really took off. Since then, Power Boats has undergone a tremendous transformation, from a boatyard with no paved roads, no jetty, no water, no electricity, one shed, only a few storage racks for boats and two broken-down tractors, to the modern facilities you find today.

—Continued on next page

—*Continued from previous page*

Now Power Boats boasts two stern-to marina docks and a fuel dock; two restaurants: the Roti Hut and Sails Restaurant, both popular with both locals and visitors alike; the Dock Side Food Mart; six apartments; office buildings; a contractors' building for electrical, woodworking, sailmaking, and upholstery services; a mechanic shop; an aluminum welding shop; a chandlery; a refurbishment center and a 60-ton hoist.

Don also served as chairman of the T&T's government-appointed Yacht Services Committee, designed to oversee the national development of the yachting industry. "A very good committee," he says, "which had members from Customs, Immigration, the Ministry of Trade and Industry, the Chaguaramas Development Authority, and the tourism industry, and it did very well until about two and a half years ago when, with the change of government in Trinidad & Tobago — new government, different ideas — another organization was instituted, called the Maritime Steering Committee. All the maritime activities — yachts, shipping, the ports — were placed under one roof."

He is also on the board of directors of the Yacht Services Association of Trinidad & Tobago (YSATT). YSATT is the umbrella body for Trinidad & Tobago's yachting industry businesses, the private sector counterpart to the Yacht Services Committee. Don verifies that YSATT has very good information modules, one for Customs and one for Immigration, which gives new officers insight into what a yacht is and how it operates, and points out that "it is a home, a moving home."

Something that the industry in T&T is now working toward towards is the introduction of a single-page entry form in triplicate, such as that used by T&T's immediately competitive island, Grenada, instead of the large number of clearance forms for different agencies currently required for yachts visiting T&T. St. Vincent & the Grenadines, which is a popular cruising ground with the yachting community, also has just one entry form, as does Guyana, which is now coming on the scene as a cruising destination. Hopefully this concern would soon be a thing of the past, as the groundwork for change has already been completed — the judicial review has been done by the Ministry of Trade and Industry, and the single "harmonized" form, as it is called, is now at the office of the Attorney General.

Don would also like to see more relaxed regulations for visiting yachtspeople seeking to get visa extensions to stay in Trinidad beyond the six months currently allotted to them. He pointed out that Customs and Immigration officers have to follow the law, and if the law is not catering to yachts coming to Trinidad to stay for extended periods for storage or for service — to re-rig, repair sails, repaint, do woodwork, new decks, upholstery, fiberglass work, etcetera — then "we have a problem".

Even with all the development that has taken place in Chaguaramas — there are now half a dozen marinas and boatyards in Chaguaramas, plus numerous ancillary yacht-related businesses — Don says that the yachting industry in Trinidad needs another large, full-service marina. His pick for the ideal place would be at Tetron Bay, where the Trinidad & Tobago Regiment is now based.



PBMF

Power Boats 25 years later, in 2016 — an impressive change from the photo on the previous page

An avid sailor himself, Don has taken part in many yacht races over the years and plans to continue doing so after his retirement. He speaks passionately, and with a great *joie de vivre* about his sailing — as he does about everything else. His face lights up, his eyes gleam, his excitement mounts as he speaks. Boats and the water are his life and bliss, his job, as well as his after-work activity. Although not a regular winner, he says, "I took part in regattas simply for the pure joy of sailing."

Don is as passionate about cruising — and writing about it — as he is about racing. Remember his memorable 51-hour excursion in his 43-foot cruising catamaran, *Ballerina Girl*, with his son, Daniel, from Port of Spain, sailing south in the Gulf of Paria then east into the Columbus Channel, on to the Atlantic, and then southwards to Guyana and the Essesquibo River? (*See www.caribbeancompass.com/online/march16compass_online.pdf, page 30.)* And his hilarious account of a van ride on St. Vincent made it into the book *Cruising Life: the Best Stories from Caribbean Compass*. More extensive cruising and writing are on Don's "to do" list.

Looking back, Don Stollmeyer describes his tenure at Power Boats as "enjoyable, exciting, hectic, difficult at times, challenging, frustrating, exhilarating, amazing, and as the young people say, awesome, with both positive and negative times. But the positives far outweigh the negatives."

When asked what was his most satisfying experience, he quickly replied, "Bringing in the yacht services industry, which has employed so many people. It has been a wonderful, wonderful experience, and I'm happy to be part of its development. It's a job I enjoyed immensely. It's in my blood."

Don says that the reason the yacht service industry is so good is because it supplies meaningful employment for Trinidadians. It provides foreign exchange coming into the island, and cultural exchange as well: "It is a wonderful exciting industry in that respect."

Though the number of annual yacht arrivals to Trinidad has declined from its peak in 2000, Power Boats is still providing world-class service for yachts and their owners. The retiring CEO has no doubt that he is leaving Power Boats Ltd. in very good hands. He spoke glowingly of his successor, accountant Salisha Sooparlie. "She has been with Power Boats for 25 years, knows her job thoroughly, she understands our business ethics, how we treat people and understands the Power Boats culture. She's a wonderful person. She has a lovely personality and is very good with people, and very highly respected by all the staff and our visitors."

Don Stollmeyer says that in the boatyard he used to hear people say he was the "father of the yachting industry". He laughs heartily as he tells me this, then adds, "Now they are calling me the grandfather of the industry."

And now this pioneer of the yachting services industry in Trinidad can finally realize his own sailing dreams.



CARIBBEAN ECO-NEWS

Les Fruits de Mer Relaunches Amuseum Naturalis

After delighting over 10,000 visitors in its first two years, Amuseum Naturalis is coming back in a new location in 2018. St. Martin's first natural history museum will be expanding to highlight island heritage and culture as well as nature. At the new location, formerly The Old House museum, there will also be community projects including gardens, a composting center and a native plants nursery.

Amuseum Naturalis is developed and operated by the Les Fruits de Mer association, a non-profit association based in St. Martin whose core mission is to raise awareness about nature, culture, and sport. The group believes Amuseum Naturalis is important for many reasons. Local school systems are already under stress after Hurricane Irma. School materials on the island come from Europe or North America, and don't teach enough about local nature or heritage. The Amuseum has been, and will be, free for all. It is a place where young people can discover science and history, and develop valuable skills.

Visit lesfruitsdemer.com for more information.



Volunteers work with Les Fruits de Mer to raise awareness of the nature and culture of the island of St. Maarten

Reef Guardian Schools' Mini-Projects in St. Vincent

In St. Vincent, the Calliaqua Anglican School completed a mini-project under the theme "Be the Solution to Water Pollution" on March 2nd. The mini-project consisted of two components; an Awareness March through Calliaqua and a River Cleanup of the river located next to the school. The Public Health Division and the Central Water and Sewerage Authority gave support during the River Cleanup. The main purpose was to promote public awareness about the reduction of pollution to minimize negative impacts on coral reefs.

On March 9th, the Sugar Mill Academy hosted their mini-project: a Lionfish Sensitization Drive under the theme "Eat It To Beat It". It educated the public about the harmful effects of the invasive lionfish on SVG's marine ecosystem, and highlighted measures that can help to reduce the effects of lionfish.

Both mini-projects were executed under the Reef Guardian Schools' Pilot Programme, which was funded by the Australian Government.

June 8th is World Oceans Day

World Oceans Day 2018 is on track to be the biggest yet with celebrations already planned on and around June 8th. With the emphasis for World Oceans Day 2018 on encouraging solutions to plastic pollution and preventing marine litter, the World Oceans Day website has new free resources to help you plan and promote a successful and meaningful ocean celebration. Register your event to promote and share your celebration on the event map!



Visit www.worldoceansday.org for more information.

Belize Phasing Out Single-Use Plastics, Styrofoam

A proposal made by a collaborative taskforce of government ministries in Belize to reduce plastic and styrofoam pollution through the phasing out of single-use plastic shopping bags and styrofoam and plastic food utensils by April 2019 was approved by Cabinet on March 20th.

The phasing out of plastic shopping bags, and styrofoam and plastic food utensils is a necessary measure to protect the terrestrial and marine environment from harmful plastic contamination. Biodegradable alternatives to the plastic and styrofoam products already exist on the Belizean market in the form of shopping bags, clamshells, coffee cups and plates manufactured from plant-based materials.

Plastic shopping bags and styrofoam clamshells are used by the average person for only a few minutes before they are thrown away where they can last for decades in the landfill or as litter on the side of highways, in rivers, along coastlines and in the sea, causing harm to wildlife and fishes vulnerable to choking on plastic pieces. The considerable annual clean-up cost of this pollution is borne by volunteers, government and civil society groups. In the municipal waste stream, plastic and styrofoam comprise about 19 percent of the volume, and therefore 19 percent of the cost of national solid waste management.

Globally, plastic and styrofoam pollution is a major concern. Large floating debris piles have formed in the Caribbean Sea and other major water bodies. These international waste debris fields are not only difficult to track, as they migrate with ocean currents, but they are prohibitively costly to clean up, some ending up on the Belize Barrier Reef. With the second largest barrier reef in the world, Belize is doing its part to reduce marine pollution and protect the natural environment that is the foundation of a vibrant tourism industry.

Don't Forget to Report Sargasso Sightings!

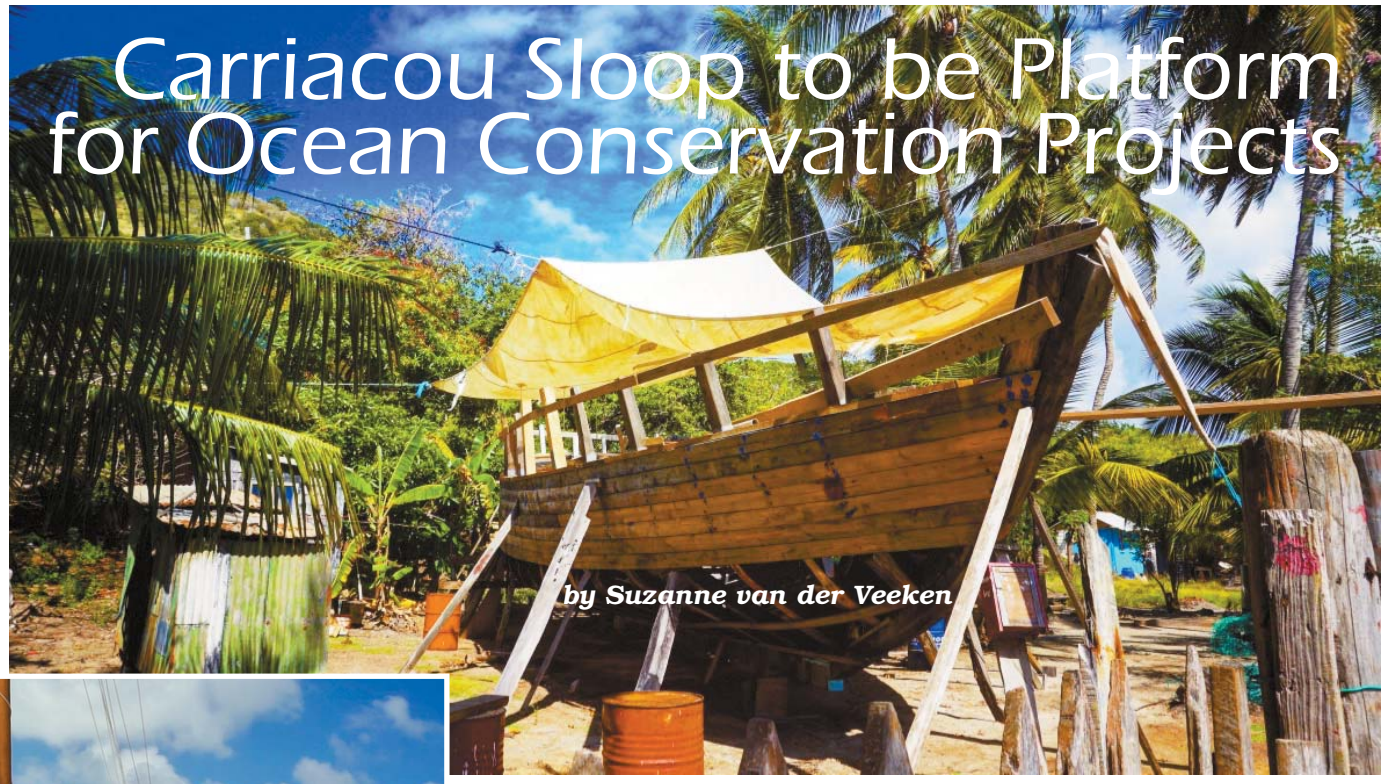
It's here, it's there — is it everywhere? Sightings reported from boats on passage can help researchers predict where mats of sargasso seaweed might land before they affect the islands. This in turn can help communities prepare for an influx of seaweed onto their beaches, harbors, and shorelines.

You can help by sending reports of your sargasso sightings to http://gcrl.usm.edu/sargassum





Carriacou Sloop to be Platform for Ocean Conservation Projects



by Suzanne van der Veeken

As sailors, we are intricately connected to nature. Life at, or close to the sea provides a deep and lasting respect for nature because we are directly dependent on it. But the truth is, we are all dependent on our ocean. The ocean is the heart of the planet. It produces more than half of the oxygen we breathe, regulates our climate and is home to magnificent wildlife. It gives us food, jobs, life, and joy. Without it, we cannot survive. It gives us everything — and we are taking it out of balance as if we were the last generation on earth.

I am responsible for this. And you are too. I have "thrown away" dozens of things in my life. But now I have learned, there is no "away". Every piece of plastic ever made is still out there in some form. I have eaten fish not knowing they are on the verge of extinction. We're consuming and producing in ways that cannot be absorbed by nature. I have been ignorant. But not anymore. My ocean explorations have taught me about the magnitude of the challenges our ocean is facing and how urgently we need to face them.



Above: A previous sloop under construction at Windward, Carriacou
Left: The author at the helm of the Carriacou sloop Genesis

Climate change, overfishing, plastic pollution, and biodiversity change are threatening the sustainability of the ocean and Caribbean destinations. Development options are limited and with the already present and projected increase in extreme natural events, the islands only become more vulnerable. The Caribbean islands are on the frontline of dependency on the ocean and vulnerability to climate stressors and events. The good news: we all have the power within us to contribute to change for the good. Awareness is key, but action is mandatory. We are all responsible for depleting life in the ocean and together we have a responsibility to bring it back to life.

We have to educate ourselves. Ask questions. Be curious. Choose wisely. Our greatest and most exciting individual power is the power of choice. To a large extent, we can choose what to eat, drink, wear, believe, say, do, create, and buy. Each choice comes with consequences, good or bad. We have to do our best with whatever choice we make to make it a good one for us and the ocean. Our choices help to plot new routes.

Here's my new route: the build of the next Carriacou sloop, to keep traditional skills and the ocean alive!

Keeping the Skills and the Ocean Alive

Last year I fell in love. When exploring the Tobago Cays with my mermaid fins, a blue sailing boat sitting at anchor caught my attention. She made me curious and I swam up to her. I had a chat with the owner and learned her name was *Beauty*. She was built in Petite Martinique. After, I saw the movie "Vanishing Sail" at the Grenada Sailing Week and learned more about the Caribbean tradition of boatbuilding. My curiosity made me set up base camp in Windward, Carriacou for a couple of months, to learn more about these ships and to work on a book. With basic tools, little soulful sloops to large schooners have been built right on the beach. Then sailed with the purpose of trading, transport, and smuggling. Later, I was lucky enough to sail to St. Barts on one of the beauties for the West Indies Regatta, where the sloops and other indigenous vessels are united for a weekend of fun, adventure, and replicating the trading past.

The craftsmanship that has passed down generations is now in danger of disappearing throughout the Caribbean region. Times are changing and the skills are getting lost. Youngsters go abroad and plastic-molded boats and motorized cargo vessels have taken over the scene, which is detrimental to the local identity, community, economy, and environment. Plastic is not only threatening the ocean but also the traditions that bring life to the ocean. This 2018 season, it's the love for the sloops, island culture and sea, and determination to keep it all alive, that brought me back to the Caribbean.

The Plan: To Build a Carriacou Sloop for Ocean Conservation

Determined to preserve the ocean and the legacy of traditional wooden boatbuilding in the Caribbean, a new ship must be built. She will serve as a platform for ocean conservation projects, sailing between island communities with the purpose if increasing ocean-related literacy and inspiring and engaging islanders to take action for a healthier ocean. The ship will be crafted by the young generation of local boat builders, with the use of local natural materials, knowledge, and resources. Student exchanges with boatbuilding schools abroad will help to optimize the sustainability aspects of the building process and accelerate ocean awareness and action, aiming for a zero-waste footprint.

The Mission: To Connect People to the Sea!

Adventure has brought me awareness. That's where it starts. From experience comes awareness. From that, comes caring. From caring comes action and leadership. We can only do good if we have first-hand experience of the magic of the seas as well as the realities that the oceans are facing in the first place. The mission: to connect more people to the sea with sailing! Especially the islanders and youth. Ocean adventure can spark new insights and give one a new set of eyes. It makes us more conscious as consumers. It makes us stronger, more confident, resilient. It makes new leaders. Ocean leaders and change-makers! By providing opportunity, tools, knowledge, inspiration, and ownership, communities can then take action to bring ideas for a healthier ocean to life.





Above: The condition of many Caribbean coastlines needs to change

Left: Suzanne examines flotsam in the Grenadines

The Current Status

The mission has just been announced at the Bequia Easter Sparrow Regatta. With the film screening of "Vanishing Sail" — the story of a Caribbean tradition — almost enough donations have been raised to commission the development of the model of the sloop. A foundation is being set up, grants are being applied for and videos are made to connect people to the ocean, document the journey and raise funds. Connections, passion, purpose, people, and leaders are present and ready. Your support will help to bring this project the skills, and finally the ocean, back to life.

Visit www.theOceanpreneur.com and @oceanpreneur on Youtube, Facebook & Twitter and Instagram for more information.

REGATTA NEWS

'Great Racing': St. Thomas International Regatta

Carol Bareuther reports: The St. Thomas International Regatta (STIR) is renowned for great racing, and the 45th annual event, held March 23rd through 25th — only seven months after two Category 5 hurricanes — didn't disappoint. In total, nearly 50 boats ranging from 13 to 70 feet in length raced. Crews represented everything from professional sailors to weekend warriors and boats hailed from the US Virgin Islands, Puerto Rico, Antigua, the USA, Canada and Europe. There were tied scores among top competitors in three of five classes going into the final day of racing.

Belgian Philippe Moortgat's Swan 45, *Samantage*, led the CSA Spinnaker 1 Class throughout the regatta. The tied scores in CSA Spinnaker 1 going into the last day's racing were for second and third in class. St. Thomas's Peter Corr aboard the King 40 *Blitz* moved up to second by winning the last race. Puerto Rico's Luis Juarbe aboard his Melges 32, *Soca*, was third.

In CSA Spinnaker 2, Canadian Rob Butler's new Reflex 38, *Touch2Play Racing*, and St. Croix's Peter Stanton's Melges 24, *Boogaloo*, were tied on points. Ultimately *Touch2Play* emerged victorious by one point. *Bravissimo*, St. John's Mike Feierabend's J/24, placed third in class.

The CSA Non-Spinnaker Class saw St. Thomas's Lawrence Aqui's Dufour 40, *Wild T'ing*, take four firsts in five races. The boat had been toppled while on the hard in the British Virgin Islands during the hurricanes and was only ready to sail three weeks before the regatta, following repairs and a trip to St. Maarten for rigging. *Hermes*, Canadian Irek Zubko's Pogo 12.5, finished second, while St. Thomas's Stephen Schmidt ended third aboard the Santa Cruz 70 *Hotel California Too*.

The one-design Hobie Wave class was a STIR first, although beach cats in general have always been represented at this event. In this class, St. Thomas's Kyree Culver won in her first major regatta. Pierre-James Zani placed second and Naomi Laing finished third.

The IC24 class proved its competitive nature with the lead changing several times. St. Thomas's Chris Rosenberg, who with St. Thomas boatbuilder Morgan Avery innovated the IC24 design, won by a comfortable lead. "We started practicing in January and trained together eight to ten times before the regatta. I think that's what led to our victory," says Rosenberg. "It's amazing, when you consider that the IC24s at the Club were all smashed. Our boat was essentially totaled, but the St. Thomas Sailing Center put them all back together again beautifully, including bringing in a skilled fiberglasser, Chris Small, from New England." Puerto Rico's Marco Teixidor aboard *Cachondo* and Fraito Lugo on *Orion* finished second and third in the IC24 class, respectively.

Contact stycisv@gmail.com for more information.



DEAN BARNES (2)

Decompress + Success: Les Voiles de Saint Barth

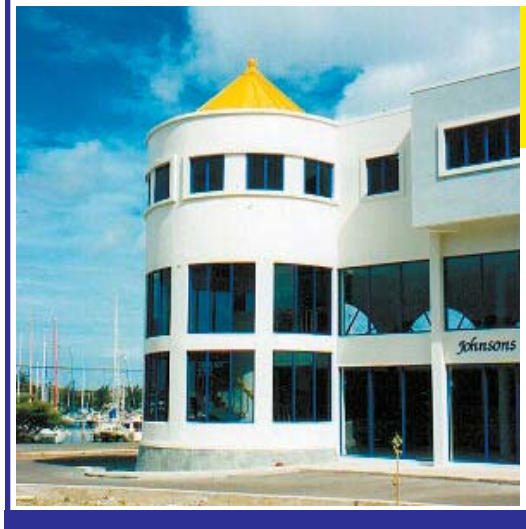
The ninth edition of Les Voiles de Saint-Barth, held from April 8th through 14th, saw high-performance boats, excellent crews, challenging courses, ideal weather, battles in every class, suspense until the last minute, and a schedule of events that attracted locals as well as sailors from more than 15 nations. Just seven months after the major destruction caused by Hurricane Irma, Saint Barth was ready to sail.

François Tolède, director of the regatta, said, "Not only were there so many sailors who came in spite of the difficulties, proving their solidarity for the people of the island, there were more locals than ever visiting the race village for the concerts, the fireworks, and other festivities. To us, it's proof that they really needed a way to decompress. We hope that next year for the tenth anniversary of Les Voiles, we will have the same level of success."

Just seven months after Hurricane Irma, the challenge of organizing such a regatta seemed almost insurmountable, but it not only took place, it succeeded with gusto, thanks to a great show of solidarity by the sailors, the sponsors, the Collectivity of Saint-Barth, and the local population, as well as by the French and US ambassadors of the event, Alessandra Sublet and Jimmy Buffett, who held a surprise dockside concert one evening. Monies from the sale of the official poster of the ninth edition of Les Voiles de Saint-Barth were donated to the St. Barth Coral Restoration Association, and a portion of the profits from the sale of Les Voiles Code Zero clothing went to the association Help Saint-Barth.

—Continued on next page





Johnsons Hardware

FOR YOUR MARINE SUPPLIES AND SO MUCH MORE

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

Rodney Bay, St. Lucia • Tel: (758) 452 0300 • info@johnsons-hardware.com

—Continued from previous page

Throughout the week in 15 to 30 knots of breeze and big seas, 53 boats divided into seven classes engaged in formidable battles, many of which were decided by the last race. The racers thoroughly enjoyed the new addition of a fifth day of racing.

On the final race day, 25- to 27-knot winds with gusts in the low 30s and big seas created spectacular conditions. The Maxi and Multihull classes raced 28 miles, while CSA 1 and 2 covered 22 miles, and CSA 3 fought it out over a course of 18 miles. These robust conditions were helpful to some and complicated life for others, resulting in some major changes in the standings.

An incredible duel took place between *Proteus* and *Sorcha* in the Maxi 1 class. These two 72-footers jockeyed back and forth from the beginning to the end of the race, finally finishing less than a minute apart. The advantage went to George Sakellaris aboard *Proteus*, adding that name for the third consecutive time to Les Voiles' winner's circle.

In CSA 3 class *Crédit Mutuel-PTO* and *Team Island Water World* fought to finish on the top step of the podium. Despite a wrong turn on the course and a broken halyard, *Credit Mutuel-PTO*, led by Claude Granel and Marc Emig, took the advantage at the last race's finish line. The end standings tied the two boats at 14 apiece, but their final bullet gave *Crédit Mutuel-PTO* the edge.

The tenth edition of Les Voiles will take place from April 14th through 20th, 2019. The organizers moved the event to one week later to coincide with the Caribbean's low season, meaning additional availability and off-season rates. "We are going to celebrate this anniversary in a really big way," Tolède said. "We invite all of the boats that have ever sailed in Les Voiles de Saint-Barth Richard Mille since the regatta began in 2010."

"We are inviting all of the sailors to participate in the race, including those who will be sailing in the Route du Rhum next winter," adds Luc Poupon, race director.

Visit www.lesvoilesdesaintbarth.com/us for more information.



CHRISTOPHE JOUANY

Above: Les Voiles de Saint-Barth promises more thrilling action at next year's tenth anniversary

Below right: Youth sailor Jules Mitchell on the bow of Liquid *during Antigua Sailing Week 2016*

ON THE HORIZON

Old Brigand Rum Regatta, Barbados

This year's Barbados Old Brigand Rum Regatta is scheduled for May 19th and 20th. The deadline for submission of entry forms is 1800 hours on May 16th.

The event, with classes to include CSA, Non-CSA, and one-design J/24, is organized by the Barbados Sailing Association. Races will be held in Carlisle Bay and all post-race activities will take place at the Barbados Yacht Club.

A Briefing Meeting will be held in the BYC Club House at 1800 hours on Friday, May 18th and racing is scheduled to start at 1000 hours on both race days. There will be an After Race Party with Happy Hour and DJ at the BYC on both Saturday and Sunday, and BYC will be serving breakfast on both race days.

Visit sailbarbados.com for more information.



PAUL WYETH

YOUTH SAILING NEWS

Youth-to-Keelboat Programme Launched at ASW

The Antigua and Barbuda Sailing Association (ABSA) in conjunction with Antigua Sailing Week (ASW) launched a new programme to allow youths aged 16 to 25 to gain keelboat experience during Antigua Sailing Week 2018, April 28th through May 4th.

In 50 years of ASW there have always been a small number of Antiguan youths on board, often from seafaring families or raised within yachting communities. Skip forward to 2017 and interest in sailing — not just as a sport or leisure option, but as a career — has grown exponentially. The National Sailing Academy has enabled every secondary school in Antigua to offer sailing as part of the national curriculum. But for many that is where their sail racing ends. The Youth-to-Keelboat Programme (Y2K) seeks to help them make the leap to gaining keelboat experience.

Prior to announcing the programme, ASW sent out a request to skippers already entered in the 2018 edition to see if any were willing to take a youth on board. One of the first responses was from Seamus Hourihan, owner and skipper of the 55-foot Gunboat *Thirst,* who is returning to ASW for a second year. Seamus says, "The opportunity to have qualified Antiguan youth sailors on board for ASW is a win-win situation. It's a win for me in terms of augmenting regular crew with good sailors familiar with big winds off Antigua. And it's a win for Antiguan youth in terms of gaining valuable big-boat experience."

In 2016 18-year old Rhone Kirby was given the opportunity to crew on Tony Langley's TP52, *Gladiator.* One of his fellow crewmembers and tactician was double Olympic medalist and 2014-15 Volvo Ocean Race winner Ian Walker. Rhone says, "It was an amazing experience. I learned so much and I would recommend to any youth sailor to take an opportunity like this. It changed my life."

President of ABSA Geoffrey Pidduck adds, "I think this programme is something that could be rolled out around the region and headed up by each CSA member island's National Authority."

We'll follow up on this initiative in a future issue of Compass.

LEAVE THEM IN YOUR WAKE

Whether you're looking to be victorious in that regatta or just want to make that open water excursion last, Solar Creativity Caribbean has the most energy efficient options for you. We supply Marine Solar Kits and Marine Batteries from Trojan - Recommended by 67 leading global OEM manufacturers and the market leaders in efficient and environmentally friendly batteries.



Solar Creativity CARIBBEAN LTD

Contact us today at:
(246) 262-3500 | info@solarcreativitycaribbean.com | www.solarcreativitycaribbean.com
Unit 9B, Williams Industrial Estate, Cane Garden, St. Thomas, Barbados

St. Maarten Yacht Club Continues Irma Recovery

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



We interrupt our regularly scheduled Y2A report to bring you news of the latest progress from the St. Maarten Yacht Club, which suffered severe damage last September from Hurricane Irma.

SMYC manager Michele Korteweg tells Y2A, "At the beginning of the year construction started on (rebuilding) the dock. The main priority was to reconnect the concrete dock back to shore. In order to do this, we first needed to reclaim the land that got badly eroded. The retaining wall was built next. That will help make it a more solid structure and prevent erosion. It will also provide a solid base on which we can connect the dock. Once in place, the concrete for the ramp was poured and the wooden section constructed to make the connection complete. Repairing the main awning and refurbishing the club's restaurant was also necessary.

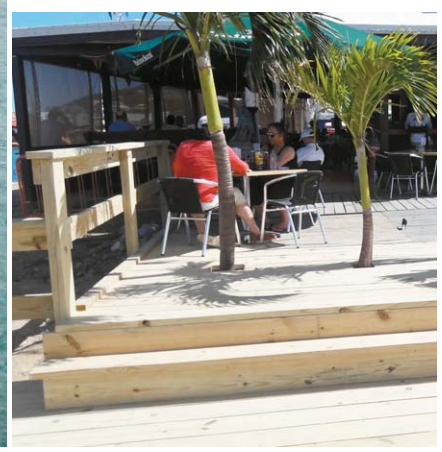
"In Hurricane Irma we lost approximately 50 percent of our fleet, however massive steps have been made to replace the boats. It seems we will come out stronger! Paul Miller found two RS Vision hulls in the UK and reached out for donations to purchase them. The Andrew Simpson Foundation contributed two second-hand Lasers and Laser Pico parts. Used for both sailing lessons and in club races, our new dinghy fleet inventory consists of two RS Visions, two Lasers and two Laser Picos."

An April update from Korteweg goes on to say, "We finalized work on the dock and deck right before the St. Maarten Heineken Regatta started (in March), which got the sailors and visitors very excited, as they could get to the Club with their dinghies and watch the bridge openings. Of course, we haven't finished the project yet and, this past week, construction has started again. This phase consists of building another retaining wall and a concrete platform looking out over the dock. This can be used for boat storage as well as seating. Replacing the restaurant lights and wooden deck lighting and plumbing will be finished once the concrete section is complete.

"The most exciting moment may have been last weekend, when we received the boats from England, which were collected through donations from a number of foundations and private individuals. We would like to extend a big thank-you to the Andrew Simpson Foundation, Suzie and Roger, Lucy Jones, Stephen and Nancy Burzon, Reggie Butler and Debra and Austin Ferland for helping us make the fleet complete again!

"We have currently collected US$50,000 of the $305,000 that is required to rebuild our docks, premises and sailing fleet, we hope our dedication to this project shows in the progress we are making."

Ellen Birrell attributes her opportunity to cruise the Caribbean aboard Boldly Go *with partner Jim Hutchins to life skills built in childhood. Believing swimming and sailing are essentials for island youth, she serves as Sailing Development Chair on the Caribbean Sailing Association. Visit http://caribbean-sailing.com/youth/youth-programs for more information.*



Since last year's hurricane hit, SMYC has replenished its dinghy fleet and accomplished extensive repairs to the facilities



CARRIACOU MARINE

CarriacouMarine.com 473 443 6292

Tyrrel Bay, Carriacou, Grenada, West Indies
Boatyard services with 40 ton travel lift & fuel
Customs & immigration
Convenience store & chandlery
Moorings & accommodation
Lunches and pizza night at the Iguana café

















A WINNER AGAINST ALL ODDS!



by Trish Jenkins

CSA Racing 1 was the largest of the regatta's nine classes

Seventy yachts and hundreds of sailors from around the world gathered at Nanny Cay Marina, Tortola for the BVI Spring Regatta & Sailing Festival over the Easter holidays, March 26th through April 1st. The regatta was the first major event to be held in the British Virgin Islands since Hurricanes Irma and Maria devastated the territory last September. Preparing for the regatta was no mean feat for the organizers, supporters and volunteers who worked tirelessly in the months leading up to the event to ensure the 47th edition of the regatta continued — against all odds.

The BVI Sailing Festival began with the Round Tortola Race for the Nanny Cay Cup, in which 43 boats registered to race, but few finished. David Liddell's Stealth 14GT catamaran *WOW* was the first boat to cross the line after 4 hours 7 minutes in what was a very challenging day for the all the classes, with a breeze that clocked the compass amidst squalls — and at times there was no breeze whatsoever. Race officials were forced to shorten the course at mid-afternoon, allowing several to finish within the allotted time.

The new Absolut Full Moon Race took racers 165 nautical miles around the entire BVI group. This fleet was also thwarted by weather conditions with several boats choosing to withdraw after a frustrating day. The challenge was welcomed however by race winners, Philippe Moortgat and Patrick Van Heurch's Belgian Swan 45, *Samantaga*, especially after toughing out a night of big breeze and plenty of rain. *Samantaga* finished the race in 24 hours, 35 minutes and 4 seconds, taking the Best Overall Trophy as the inaugural winner.

On Lay Day, sailors were invited to help the BVI Wombles on a beach clean-up at Brewer's Bay. Garbage bags, shovels and gloves in hand, the volunteers combed the beach and dug up plastic, glass, cans, fencing, poles and other rubbish, clearing away two truck-loads of rubbish from one of Tortola's most beautiful beaches.





Above: Nanny Cay Marina was ready to receive the fleet

Below: Antigua-based Taz celebrates winning third overall in CSA Racing 1

The Annual Mount Gay Red Cap Welcome Party then opened three days of great racing at the 47th BVI Spring Regatta starting on Good Friday, when fantastic Caribbean conditions turned up the fun dial on the first day of racing. A brilliant day made for thrilling starts in the CSA Racing division and close sailing for the top three finishers in all divisions. Lighter conditions on Day Two shook up the leaderboard and, after racing, competitors continued to enjoy the shoreside entertainment, bar, food vendors and booths selling local products in the newly sited Regatta Village at Nanny Cay.

The final day ended on a light note with plenty of cold beer, sunshine and smiles, but the story was really about the fantastic job Nanny Cay and the regatta organizers had done to make this year's BVI Spring Regatta happen after Hurricane Irma. On the water, typical Caribbean conditions prevailed, which made for great racing and happy customers. Following racing, the 2018 BVI Spring Regatta Awards Ceremony took place in the Regatta Village next to the Outer Marina at Nanny Cay where winners from all classes and special prizes were presented by VIP guests, including the BVI Premier Hon. Dr. Orlando Smith.

Over and above winning his class, beloved 87-year-old sailor Robin Tattersall from Tortola took home two of the important Regatta awards: the International Yacht Club Challenge (he wins a free Sunsail charter boat for next year) and the Best BVI Boat award. On the final day, Tattersall took two more bullets in CSA Bareboat 3 with his crew on *Gatos del Sol/Makin' Memories*, a Sunsail 41, to win all six races sailed during the week.

The Guy Eldridge True Spirit & Enthusiasm award was then granted to Nanny Cay and the Regatta Village team. It was accepted by Miles Sutherland-Pilch and Brendan Joyce (Nanny Cay), and Lou Schwartz (Village Manager).

Holding a Gold Certificate from Sailors for the Sea and celebrating "ten years green", the BVI Spring Regatta & Sailing Festival's motto has always been "recycle, reuse, repurpose". To this end, this year's prizes at the final awards ceremony looked a little different. Post-Hurricane Irma there are a lot of good causes in the BVI that desperately need funding, so rather than purchasing the usual trophies and other "silverware" as prizes, scrap was recycled from the hurricane damage to produce wonderful prizes for competitors. Trophies were made from salvaged line and ropes, ice buckets crafted from broken mast sections, and pots decorated with shards of glass picked up from the local area in Tortola.

Thanks to every participant in this year's BVI Spring Regatta — see you in 2019! Be sure to save the dates: March 25th to March 31st, 2019.

For this year's full results and to sign up for next year, go to www.bvispringregatta.org.



Bequia Celebrates Successful 37th Easter Regatta

Bequia was host to a spectacular display of yachts and traditional double-ender sailboats competing in the 37th Annual Bequia Easter Regatta, with racing over four days from March 30th to April 2nd in challenging wind conditions. The organizing authority, Bequia Sailing Club, was hosted for the first time at the Plantation Hotel. The venue provided a wonderful backdrop for the race headquarters and social events, and a fitting setting for the Grand Prizegiving on Easter Monday. This year marked the debut of a new Title Sponsor — Sparrow's Premium Rum — making Bequia Easter 2018 the world's first "Black Cap" regatta.

A total of 33 yachts and 23 local open double-ender boats participated, with over 250 crew. In addition, 27 children and 12 Optimist dinghies ran a series of heats during the fun race on Easter Sunday. Six classes of yachts raced: Racing (CSA certified), Cruising 1 (CSA certified), Cruising 2a (simplified CSA rating), Cruising 2b, Windward Sloop (simplified CSA rating), J/24, and Surprise (One Design). The double-enders competed in classes according to size; they range up to 28 feet.

The skippers' briefing was a combined event for both Yacht and Double-Ender Divisions, and crews from both divisions enjoyed exchanging tips and opinions on racing in the challenging waters around Bequia. For such a small island, Bequia's Easter Regatta boasted an international fleet of yachts from all over the Caribbean and beyond, including the other Grenadine islands, Barbados, Antigua, St. Lucia, Grenada, Martinique, St. Barts, Trinidad, the UK, the USA and Australia.

The weather proved challenging, necessitating a postponement of Saturday's racing due to light winds; Saturday rather than Sunday became Lay Day. Sunday's racing also necessitated a course change: the planned Around Bequia Race was replaced with the Admiralty Bay Triangle race, again due to light airs. Despite the schedule changes, the show went on.

Yacht Division races were officiated by Principal Race Officer James Benoit from Grenada, who did an outstanding job providing guidance and support for the Regatta Race Committee, a role he has so expertly executed for the past 18 years. The club also appreciated having the expertise of yacht racing judges Harry and Melinda Keith from Florida and Geoffrey Pidduck from Antigua, and time keeper Randy Mainwaring from Grenada.

On the Double-Ender side, the major change implemented this year was the on-the-water starts. After some familiarization this new initiative was well received by all the racers and will now be a regular feature for all future Double-Ender Bequia Easter Regatta racing. A special welcome was extended to the double-enders that traveled from other islands to compete. *D Shark* from Canoaun won their class overall. *God's Angel* and *Lightning* from Mayreau were sailed by all female sailors, and *Ace Plus* from Carriacou displayed great racing skills.

CLOUD ISLAND MEDIA / PATRICK HUTCHINS



The Grand Prizegiving Ceremony awarded over 150 prizes and was honoured by kind words from the Honourable Cecil McKie, St. Vincent & the Grenadines' Minister of Tourism, a proud supporter of Bequia Easter Regatta, and Dr. Godwin Friday, Parliamentary Representative for the Northern Grenadines. The seven J/24 entries included boats from St. Lucia, Grenada and Barbados competing in six races for the J/24 Southern Caribbean Championship Title for 2018, which was won by *Shakin* from Grenada, skippered by Guy Middleton. The Optimist Class fun race day top places were all won by young Bequia sailors from the island's two Optimist clubs, although Mayreau Youth Sailors put in a creditable performance. Rich Washington, skipper of *Hot Chocolate*, who is in his 90s and has been participating in the Bequia Easter Regatta for over 20 years, took the honour of being the event's longest-serving yacht skipper. Longtime skipper of the local double-ender *Devine*, DeLacey Leslie, age 93, received the Lifetime Achievement Sailing award.

Bequia Sailing Club sends its heartfelt thanks to the major sponsors of this year's Bequia Easter Regatta: Sparrow's Premium Rum (Title Sponsor), Flow (Platinum Sponsor), SVG Tourism Authority (Platinum Sponsor), Hairoun Beer (Gold Sponsor), and Action Bequia (Silver Sponsor).

—Continued on next page



—*Continued from previous page*

The Club is also very grateful to those small businesses and individual donors who contributed, and without whose support this regatta would not have taken place. Thanks also to the many volunteers who stepped up and made it all happen.

Bequia's 38th Easter Regatta will be held April 19th through 22nd, 2019.

Thanks to the Bequia Sailing Club for this report.

Bequia Easter Regatta 2018 Overall Winners

YACHT DIVISION

Racing

1) *Category 5*, modified Hobie 33, Richard Szyjan, Grenada
2) *Joia*, Beneteau First Class, Brian Wallace, Trinidad
3) *Enzyme*, Henderson 35, Fitzroy, Trinidad



WWW.BEQUIAPHOTOACTION.COM / KENMORE HENVILLE

Cruising I

1) *Mah Jong*, 52' S&S yawl, Alex Goldhill, USA
2) *Nirvana*, San Juan 34, Lloyd de Roche, Trinidad
3) *Free Spirit*, Luders 40, Jerry Stewart, Grenada

Cruising II

1) *Sail La Vie*, Hunter 36, Willliam Tempro, Barbados
2) *Hot Chocolate*, C&C 38, Rich Washington, USA
3) *Allegro*, Lee Demarest, USA

Cruising II - Windward Sloop

1) *Free in St. Barth*, Calistus Enoe, Martinique
2) *Exodus*, John Corbett, SVG
3) *Zemi*, Angus Biffin, Australia

J/24

1) *Shakin*, Guy Middleton, Grenada
2) *Attitude*, Charles Devaux/Fredric Sweeney, St. Lucia
3) *Die Hard*, Robbie Yearwood, Grenada

Surprise

1) *La Morrigaine*, Tristan Marmousez, St. Lucia
2) *Digilife*, Vianney Saintenoy, Martinique
3) *Kréyol Sandwich*, Stanley Dormoy, Martinique

DOUBLE-ENDER DIVISION

(Note: Owner/Skipper names to the bext of our knowledge at press time. Corrections welcome!)

Class 1

1) *Connie*, Evan John, Bequia
2) *Knowledge*, Bequia

Class 2

1) *D Shark*, Hudson Williams, Canouan
2) *Bennita G*, Ryan Marks, Bequia
3) *Never D*, Alphaeus Osborne, Bequia

Class 3

1) *More Worries*, Jojo Adams, Bequia
2) *Shanna Lou*, Ray Leslie, Bequia
3) *Shamu*, Ekron Bunyan, Bequia

Class 4

1) *Y Knot*, Orekay Joseph, Bequia
2) *Ark Royal*, Javin Morgan, Bequia
3) *Lightning*, Helen Forde, Mayreau

Class 5

1) *Camille*, Verol Compton (from Carriacou), Bequia
2) *Kiss*, Nigel Leslie, Bequia

Class 6

1) *Eclipse*, Kimani James, Bequia
2) *Ace Plus*, Leo Joseph, Carriacou
3) *Iron Duke*, Macneil Farrell, Bequia

Class 7

1) *Slip Away*, Arnold Hazell, Bequia
2) *Bluff*, Orbin Ollivierre, Bequia
3) *Confusion*, Wayne Gooding, Bequia

OPTIMIST CLASS FUN RACE DAY

Benjamin (newer sailors)

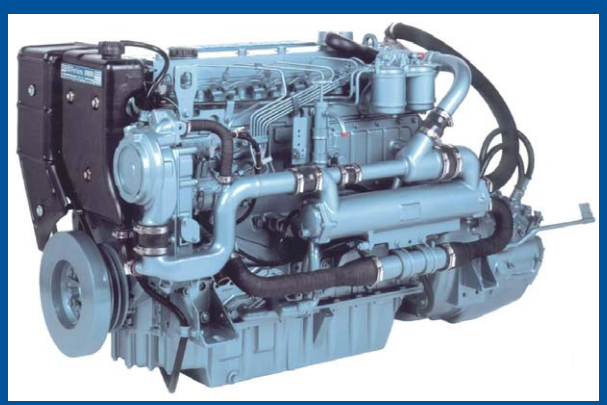
1) Isiah Blackket
2) Omarie Forde
3) Javantice Friday

Advanced

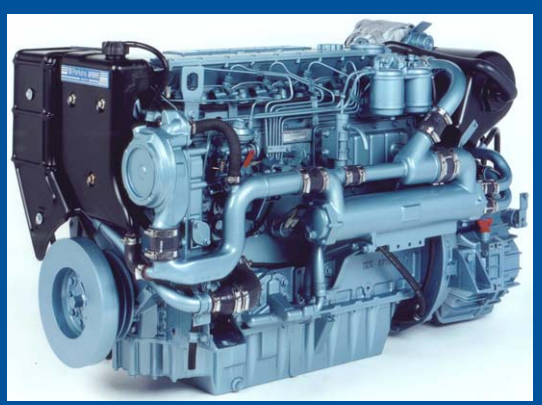
1) Zendea Farrel
2) Jamark Osbourne
3) Eltino Bynoe

Perkins®
THE HEART OF EVERY GREAT MACHINE

The Last of their Breeds...



Perkins M135 Marine Engine



Perkins M225Ti Marine Engine

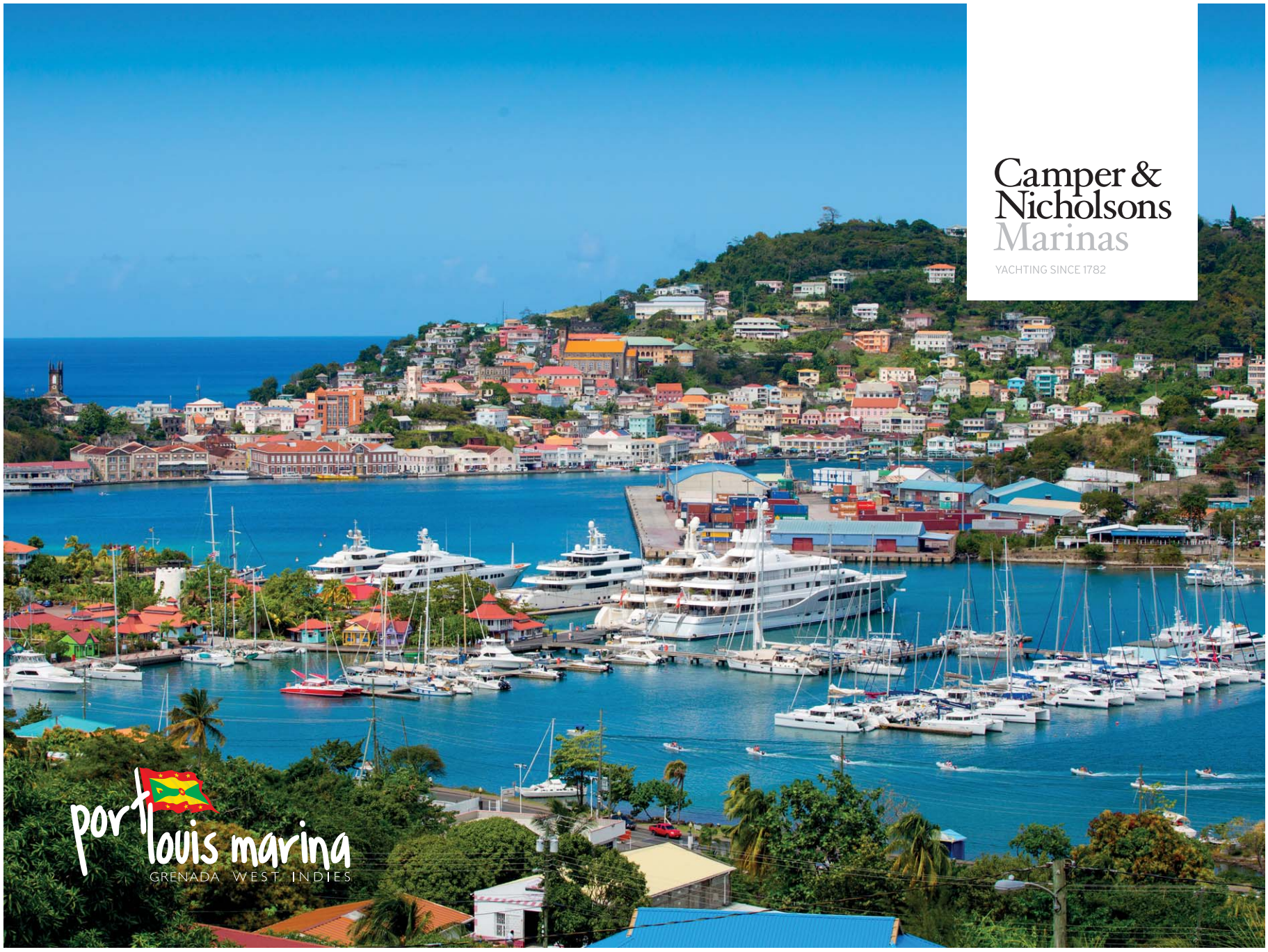
The Perkins M135 and M225Ti are the last new non-electronic 6 cylinder marine engines available on the market.

The engines are now discontinued but we have a stock of the last of them.

Contact Parts & Power today whilst stocks last!

PARTS & POWER
SERVING THE CARIBBEAN SINCE 1973

info@partsandpower.com www.partsandpower.com
+1 284 494 2830
Your Power Solution Company



Stay longer, pay less

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

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

Call: +1 473 435 7432, **or email:**
reservations@cnportlouismarina.com
www.cnmarinas.com/plm

Size-Feet	Daily	Weekly	Monthly	Seasonal
Up to:	1-6 Days $/Ft/Day	7-29 Days $/Ft/Day	30-89 Days $/Ft/day	90+ Days $/Ft/Day
32	$0.89	$0.80	$0.46	$0.42
40	$1.14	$1.03	$0.55	$0.51
50	$1.24	$1.12	$0.60	$0.56
60	$1.35	$1.22	$0.66	$0.62
65	$1.50	$1.35	$0.73	$0.69
75	$1.55	$1.40	$0.74	$0.70
80	$1.70	$1.53	$0.90	$0.86
100	$1.75	$1.58	$0.92	$0.88

* Rates apply 1st June 2018 – 30th November 2018 and rates are quoted in US$
*The Seasonal rate is available to vessels booking and paying for 90 days or more in advance.

Terms and conditions apply. 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. A deposit of one month at the monthly rate is required for monthly and seasonal stays otherwise a deposit of 10% of the value of the booking (Min US$100) applies.

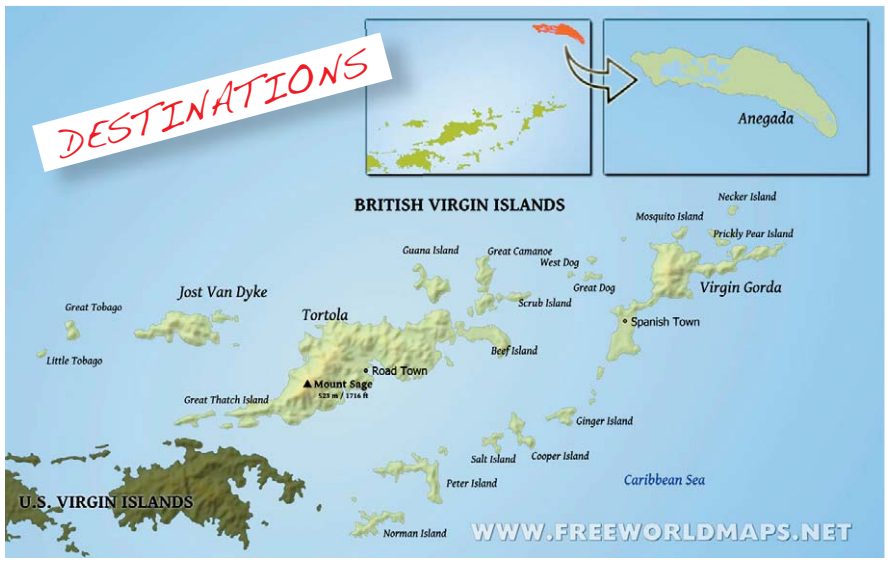
The British Virgin Islands:

CRUISING IN RECOVERY

by Joan Conover

The British Virgin Islands show amazing recovery after having been hit by two major hurricanes last September. This is providing a unique opportunity to cruise not just Tortola but also the British Virgin "Out Islands": Anegada, Virgin Gorda, Cooper Island, Norman Island and to the northern side, Jost Van Dyke. The small number of cruising yachts and loss of infrastructure make a visit similar to what it was like cruising in the 1950s — the great sailing conditions, beaches and dive sites are there; boat traffic is not. New government funding, via international loans and grants approved in March, will help with repairing infrastructure. But already, outside of the more populated areas where damage is so easily seen, the islands' flora and fauna are recovering more quickly than the buildings.

Here's what the *Growltiger* crew found while cruising the BVI in March 2018 — just six months after the storms.



Tortola

Before we get to the "out islands", let's take a look at Tortola. Tortola suffered major storm impact along its east and west sides and all along the southern shoreline. Cleanup has been accomplished in many areas, but rebuilding is ongoing. Visitors should expect to see damaged or sunken vessels; boat salvage is still underway.

Cruising along the Sir Francis Drake Channel, Soper's Hole is a first stop, a BVI port of entry, with the Customs Office currently housed under a white tent. Although the determination of the officers to welcome cruisers is heartwarming, a lack of electricity or internet can make for a slow check-in at almost all BVI ports of entry. As of this writing, at Soper's Hole everything is manual; having pre-printed crew lists, etcetera, might help.

As we sailed in, from a distance the storm damage wasn't too visible, but the entire lower floors of all the buildings at Soper's Hole were gutted, by post-Irma looting as well as by the hurricane itself. Waves broke up large areas of concrete and tiles on the walkways. Several of the concrete docks collapsed. At the top of the bay, overturned vessels were still shoved up on the shoreline.



Top: The British Virgin Islands seem perfectly designed to cruise — and now is an exceptional time to be there
Above: The storm damage at Soper's Hole was a shock, but reconstruction is underway

However, parts of the "old" Soper's Hole are there. At the mouth of Soper's Hole, Voyage Charters is an enclave with catamarans neatly tied bow out, with several large cats on the hard behind them. Actively sailing and power boats were using moorings and the remaining standing docks; dinghies can tie up at the Customs dock or in front of Pusser's.

The Soper's Hole moorings are in place. There was no charge during our visit, as no one was there to collect; the marina was closed. The remaining marina docks were not maintained, but boats did tie up on the T-heads and in several of the slips that had cleats still in place. Although the marina offices were boarded up, Pusser's Bar on the second floor was open with TV, WiFi, and a good menu. We got to the bar from the road behind the buildings, climbed up a staircase and sat in shaded seats near the iconic brass bar. Separate from and next to Pusser's, on the dock level, there is Omar's Café; they have dockside tables, and offer early and mid-day gatherings and meals. Reconstruction is ongoing; we saw piles of lumber at Pusser's and near Omar's.

In Road Town, boats can find moorings off the cruiseship dock, The Moorings has charter boats at the docks, and there is a good traffic flow in and out of the harbor.

—Continued on next page

TURBULENCE LTD. GRENADA
SAILMAKING
RIGGING
ELECTRONICS
TURBULENCE Ltd.

celebrating 25 Years in the Caribbean
DOYLE SAILMAKERS
NAVTEC Rigging Solutions
ProFurl HARKEN antal MARINE EQUIPMENT spart
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 - C.C.B.M
Tel: (473) 439 4495
info@turbulenceltd.com www.turbulenceltd.com


GRENADA MARINE
BOATYARD | MARINA | RESTAURANT
SPECIALTY STORAGE
One-piece steel cradles // Tiedown Anchors throughout // Storage areas by boat type
REPAIRS, REFITS & MAINTENANCE
Fiberglass & Exotic composite // AwlGrip-AwlCraft Painting // Electrical & Electronic // HVAC
Mechanical // Rigging & Canvas // Sail Loft // Woodwork & Carpentry
Metalwork & Fabrication // Antifouling Application // Hull Polishing // Brightwork
OTHER AMENITIES
LAURA'S Restaurant // Island Water World Onsite // Diesel Onsite // Free WiFi
SALES & SERVICE AGENTS FOR:
VOLVO PENTA YANMAR GMPCS UltraSonic Dometic
Raymarine MASTERVOLT NORTHERN LIGHTS CRISTEC frigoboat watt&sea
grenadamarine.com // info@grenadamarine.com
St. David's Harbour: (473) 443-1667
Port Louis Marina, St. George's: (473) 444-16674

Better Boat Insurance is Here!



Any boat. Anywhere. Anytime.

www.offshorerisk.com
800-773-0105 or 284-494-8925
Caribbean • North America • Bahamas • Saipan • Europe

ORM Offshore Risk Management



—Continued from previous page

Buildings were being repaired, and in the harbor and at slips sunken vessels were being salvaged. The waterfront suffered; Bamboushay is no longer, but Pusser's was open and filled with shoppers from the cruise ships. Road Town's Customs Office has relocated and is now on Tortola Pier, at the entrance to the cruise ship facility.

Village Cay Marina was still in recovery mode during our visit, but was taking vessels in some slips as more dock areas were being repaired. The Village Cay restaurant, swimming pool, bar, laundry, showers and local stores such as Bobby's Grocery are all open. Major work was slated to be completed at Village Cay to support the BVI Charter Yacht Society's May Charter Yacht Show, May 11th and 12th (http://crewedyachtsbvi.com).

Medical offices and the local pharmacy are open. The Marine Depot is open, and has one of the most robust chandlery inventories we have seen anywhere in the islands. Outside of Road Town, Nanny Cay Marina has full services and slips, and was well able to host a major regatta in March. [*See BVI Spring Regatta report on page 17.*]

Farther along the coastline, Paraquita Bay was a disaster zone, and grounded boats were seen all along the southern coast. The northern harbors also suffered damage, but a steady flow of charter vessels transited the northern route between Foxy's and Virgin Gorda.

Ferries are running regularly from Road Town to Charlotte Amalie on St. Thomas, USVI. Some ferry schedules have changed; for example, from Norman Island to Nanny Cay there is now only one ferry a day, compared to last year's several trips per day. Checking with the ferry services is a good idea, rather than using older posted schedules.



The BVI welcome is as warm as ever! Our long-time friend Jessy greeted us at Pirate's Bight on Norman Island

The Out Islands

Although damaged by Hurricane Irma's Category 5 impact and the following hit by Hurricane Maria, the easterly islands have made real progress. Cooper Island is open, and Norman Island is full of boats and people enjoying the nightlife and watersports. Anegada suffered minimal damage, and active VHF Channel 16 radio traffic highlights the open facilities for boaters heading to this northern enclave. The Baths are back to normal, North Sound moorings are filled, shops are open, and the waters are beautiful.

North Sound, Virgin Gorda

North Sound is an amazing example of full recovery in some places interspersed with the almost total destruction of others, including iconic sailing destinations such as The Sandbox Beach Bar, Saba Rock and the Bitter End. Gun Creek is rebuilding, but Customs was not open, nor was the grocery store. Mangroves on the eastern side are slowing coming back with foliage, where they still exist. All the eastern side of North Sound is in recovery; the western side, with Leverick Bay, is open with lots of visiting yachts — it seems to be little changed, making a stark contrast with the eastern side.

Cruising into North Sound, we saw navigation buoys in place; boats enter with the red buoys on the starboard side, green buoys on the port side. The reef can be seen clearly with the swell causing white water to foam over the exposed coral heads. Prickly Pear Island, to the port side, had boats at anchor and on moorings near the former Sandbox Beach Bar. The dock at Prickly Pear Island is gone, but some of the buildings remain and were under repair. The same can be said for Saba Rock, now under new ownership — "it's under reconstruction". Word is that both areas will be open for next season, or by Christmas 2018. Mosquito Island is being rebuilt, with several vessels transporting both freight and workers several times a day. Boats are seen anchored out by the reefs, with dive boats taking customers out for day trips. The North Sound citizens are working hard to come back.

Last September, the entire Leverick Bay area, to the level of the second floor restaurant, was destroyed by a 20-foot storm surge and hurricane-force winds. The owner, as soon as the storm passed, sent in a large team of construction workers who rebuilt the Leverick Bay facilities from the ground up — one of the best examples of recovery in the BVI. Leverick Bay's docks are in full operation with water and electricity; fuel is available from a boat vendor. Twenty moorings are in place and being used mainly by large charter catamarans and Moorings/Sunsail boats. Two dinghy docks are available — one at the beach bar and one on the main dock near the Arawak Gift Shop. There are also a restaurant, swimming pool, WiFi, spas, beach bars, grocery store, taxi services, diveshop and gift shops. Leverick Bay highlights its recovery with three weekly "pirate shows" by the famous Michael Bean, and the Friday Jumbie Barbecue.

—*Continued on next page*

—Continued from previous page

Boats can also anchor in the surrounding protected waters of North Sound in clean white sand, at Prickly Pear Island or anywhere in North Sound's supporting depths. The diving is exceptional and the reefs do not seem to have been badly damaged at any locations; some beaches have been "relocated" but white sand areas are still everywhere.

The Bitter End, badly damaged, is a Phoenix rising. After Hurricane Irma, the owners, the Hokin family, flew to Puerto Rico and arranged for a number of boats and a helicopter to evacuate some 50 Bitter End personnel from Virgin Gorda. The Hokin family is now back on the premises, has plans, and rebuilding teams are scheduled to converge once the clean-up is completed. Some good news is that the beach area is fine; in fact it is one of the nicest white sand beaches found. The docks are mainly in place, with workboats tied up and cycling in and out. Moorings are in place, but "out of order" until they are certified. By August, cruisers will be able to see the changes; check out Bitter End's Facebook pages for details. The owners say that the new Bitter End will incorporate some of the old features, but will have more access to the beaches as a focus for cruisers. In the past some of the best places were used for work areas; this will change with the new, more functional design.

Spanish Town and The Baths

Spanish Town (Virgin Gorda Yacht Harbour) is in recovery, and although damage to stored vessels was evident in the boatyard, the marina is open; there is fuel, some slips with electricity and water are available, the travel lift is working, and the yard is open for lifts and repairs. The fuel dock has new pumps and is operational, water is also available. A note to cruisers: As of our visit, Spanish Town was the only major lift available in the Virgin Islands, as St. Thomas's facilities were still under repair.

At The Baths little damage was seen. Flowering shrubs showed pops of red, orange and purple down the slopes and around the restaurant and shops at the top of The Baths. The park attendants were even there to collect the fee of US$3 for The Baths and Devil's Bay National Park. Paths were clear, the beaches are filled with white sand, and swimming areas are carefully marked with buoys. At the Baths, the beach bar is open and the little T-shirt shop was busy, Owner Lilli (the bandleader for a well known BVI band) was there to share his views and stories; the bathhouse is open. Picnic tables are there for munching and resting as well. The through-the-rocks stairways and rope guides are there too — not much has changed for The Baths. The granite boulders and the rock-enclosed water spaces ignore storm damage!

Norman Island

Pirate's Bight is open, with one of two facilities rebuilt and offering great food service, an excellent bar, and WiFi. Our long-time friend Jesse was there with her smiling face; she has worked at the facility for over a decade. The owners of Pirate's Bight reached out to help during the hurricane-recovery phase: they had a feeding program for 80 people at East End, Tortola after the storm. (The stories can be found on their Facebook pages, Normans Island/Pirates Bight.)

The Bight's beach has moved to the north slightly, but with marine-blue beach chairs and a totally redone dining facility, it's a fresh look and feel for the restaurant. A little building houses a small giftshop. This second building, the main restaurant in 2017, suffered major damage; it's boarded off and will be repaired later in the season. Moorings are in place across the harbor at US$30 per night; the fees are collected by dinghy on a daily basis. There is no trash dumping or grocery store on Norman Island, so a power vessel, *Deliverance,* is available for trash disposal, groceries and ice; call them on VHF 16 for ordering and check on Deliverance.bvi on Facebook for ordering or schedules.

Diving is great along the sides of the Bight, at the Indians, and at the mouth of the Bight to the south. The caves there offer diving and exploring.

The notorious floating bar, *Willy T,* is on the beach, a wreck, but the owner says that a new *Willy T* will be in place by summer. The lack of a *Willy T* has not slowed down the parties — charter boats fill the harbor with lights and music on weekends; it's a fun location. Some boats anchor stern to the shoreline, some with side-by-side buddy boats, blue underwater lights, and music going to midnight.



The view from The Baths is unchanged

A BVI Cruising Plan

Cruising the BVI is currently a visit to a work in progress, but with areas of excellence.

A recommended cruising route would start by clearing into the BVI at the Customs tent at Soper's Hole, then maybe taking a side trip to Jost Van Dyke, then sailing back to Tortola at Road Town, then onward to Virgin Gorda and the North Sound. Moor or anchor at Leverick Bay, and take a taxi from there to The Baths for a day trip — much easier! Taxis are found around the clock at Leverick near the office, and the roads are fine. After that, cruise to Anegada (weather permitting), which suffered little storm damage. Finally turn west towards Cooper and Norman Island, then Peter Island where moorings are in place and vessels are seen in the bays on the northern side — the diving at *The Rhone* has not been affected.

This all offers an idyllic week or two of old-style Caribbean cruising. The boat traffic is down, making the anchorages perfect and moorings very available. With the quiet and open anchorages of Virgin Gorda and Anegada, it's really "back to the past" and makes for a great vacation or cruising opportunity.

Checking www.noonsite.com online is a good way to see the most recent reports, and there are many social media sites to offer more information.

The British Virgins are open for business, working hard to recover, and deserve a visit by boaters. If you've always avoided the BVI "because it's too crowded", now is a wonderful time to go.

MOVING FORWARD

ULLMAN SAILS
CARIBBEAN

St. MAARTEN SAILS
St. Maarten's Sailmaker since 1979



Anguilla Racing

More technology.
More expertise.
More service.
The same sailmaking team

St. Maarten Sails and Canvas N.V has teamed up with Ullman Sails

Biminis and Dodgers
Cushions
Upholstery
General canvas work

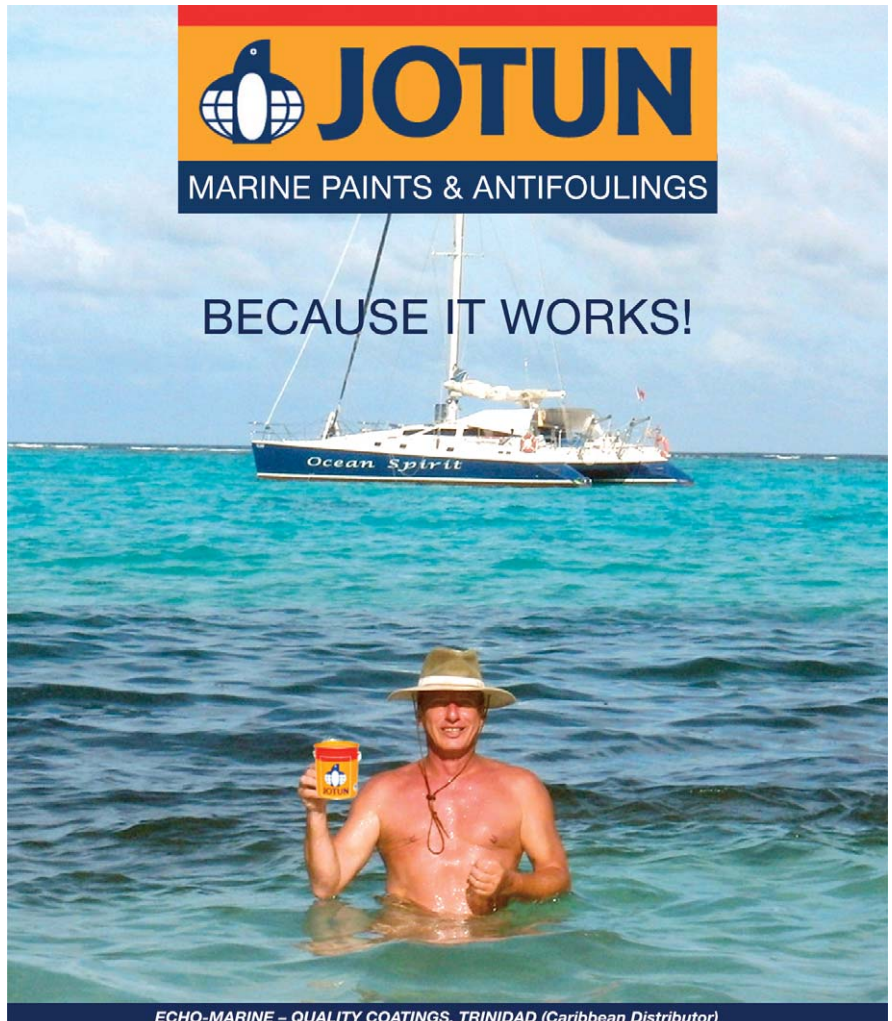




Opposite Island Water World
+1(721) 544-5231 / +1(721) 520-6484
rgilders@ullmansails.com / admin@stmaartensails.com
www.stmaartensails.com

JOTUN
MARINE PAINTS & ANTIFOULINGS

BECAUSE IT WORKS!



ECHO-MARINE – QUALITY COATINGS, TRINIDAD (Caribbean Distributor)
Tel: 1 (868) 634 - 4144 / 1072 • Email: jotun@echo-marine.com

JOTUN is also available at all Trinidadian shipyards as well as all branches of:

ISLAND WATER WORLD
Email: sales@islandwaterworld.com

BEQUIA VENTURE
Tel: (784) 458-3319 • Email: bequiaventure@vincysurf.com

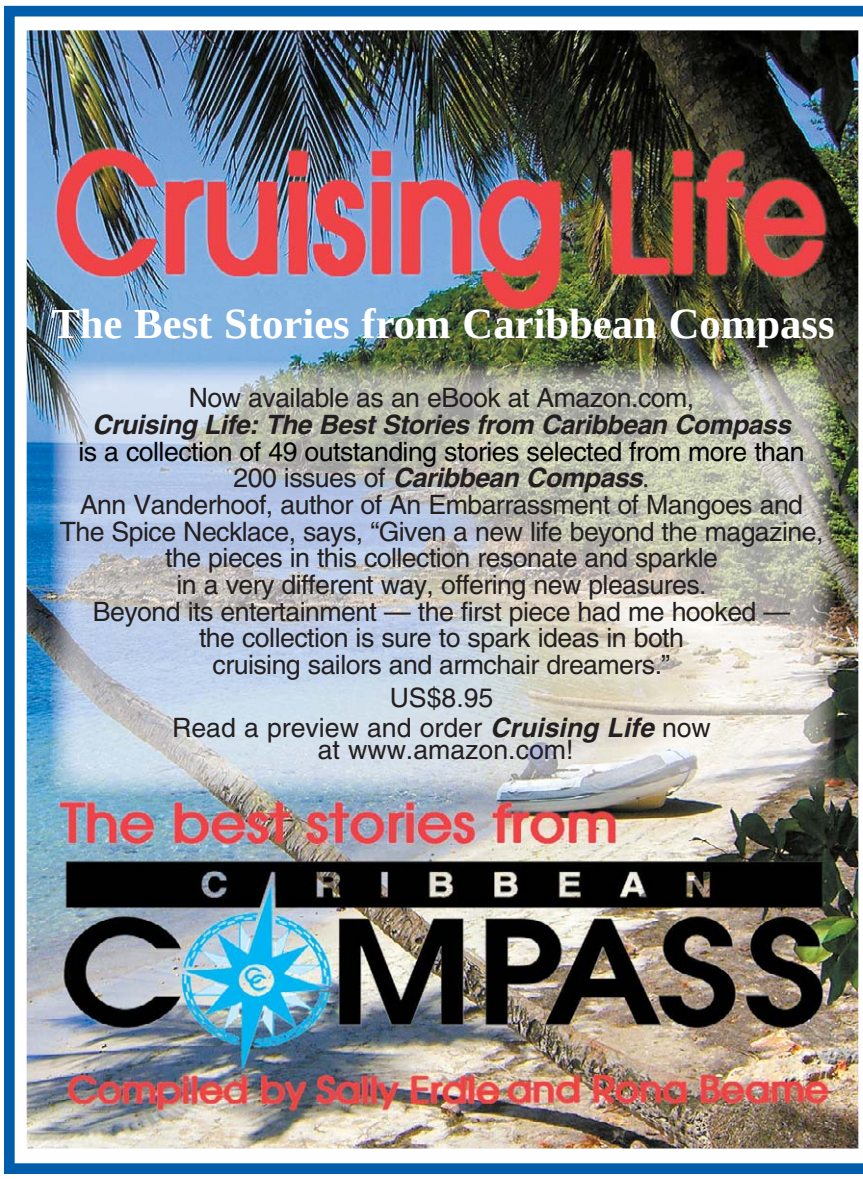
FREE
CRUISING GUIDES

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



www.freecruisingguides.com

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



Defying Hurricanes' Wrath, St. Thomas and St. Croix Welcome Sailors

by Sue Pelling

Just six months after the devastation caused by Irma and Maria, two Category 5 hurricanes that swept through the northeastern Caribbean last September, life in some areas, including in the US Virgin Islands, is beginning to return to some sort of normality.

I use the word normality fairly loosely because, following a visit to the US Virgin Islands during the three-day 45th St Thomas International Regatta (STIR) in late March, I had the opportunity to see the extent of the damage the hurricanes caused.

Although it is difficult to imagine things ever being "back to normal" — given the fact that thousands of residents of the US Virgin Islands lost their homes and all their possessions, and in some more remote areas there is still no electricity — there is a positive spirit on all three islands that is remarkable.



At Christmas Cove, 'back to normal' means you can pick up a tasty pie from the floating pizzeria

Fundraising to help rebuild the Virgin Islands has been overwhelming, including efforts made by Sailors for Hope (a non-profit and all-volunteer project currently supporting the British Virgin Islands, US Virgin Islands and St. Maarten), and the marine industry-specific Marine Rebuild Fund - US Virgin Islands. These have not only provided the opportunity to speed up the process for essential repairs and rebuilds in the recreational marine sector, but have also allowed essential work to be carried out on beaches and cruising grounds in an effort to help re-build marine tourism.

Regattas Spearhead Recovery

The St. Thomas Yacht Club suffered structural damage to its roof last year, and it lost its dock too, but in an effort not to lose its slot on the Caribbean Race Calendar in the future, speedy repairs to have it ready for business on opening day of the 45th annual St. Thomas International Regatta were built into the plan of the huge hurricane recovery effort. [*See Carol Bareuther's report on St. Thomas International Regatta 2018 in this month's Regatta News, page 14.*]

The extent of the work carried out by locals, the help given by other Caribbean islands, the support from the US Virgin Islands Department of Tourism, and assistance coming from those further afield, is humbling. And it is thanks to them that events like the St. Thomas International Regatta and also the 25th annual St. Croix International Regatta, which was held on its neighboring island in early March, were able to run without hitch.

Pat Bailey, Race Officer of the St. Thomas International Regatta, and the man behind a lot of work that went into the rebuild, commented: "This community on St. Thomas has been extraordinary and phenomenal to enable us to run this regatta. The regatta has been fantastic but we have done an awful lot to get here. For many of us, being here at the regatta is the first time [since the hurricanes] we have stopped to take a breath to have fun."

The fact that nearly 50 race teams made the effort to attend the regatta, including locals and entries from Puerto Rico, Antigua, the USA, Canada and Europe, was exceptional and proof of just how those in the sailing world are passionate about offering support in a crisis.

Dick Neville, STIR Race Officer, said it is remarkable how everybody pulled it together: "We were told the best way for anyone to help is to just come here and spend money, so that is what is happening. We saw lots of places where people could donate money to help out, but as professional race officers we decided to help by donating our time and paying our own way this year."

The STIR is also a prime example of how huge obstacles — in STYC's case, hurricane damage to the clubhouse and the loss of a headline sponsor (the event was formerly known as the Rolex St. Thomas International Regatta) — can actually have a positive effect by giving the event a chance to return to its roots. While there is no doubt that, in time, top professional race teams will return the beautiful waters of the US Virgin Islands, the force of nature has, in some ways, provided a unique opportunity to promote more Corinthian, club-level sailors from all around the world.

Donald Makowiecki, Founder of Sailors for Hope and International Sailing Judge at STIR 2018 said he was amazed at how the sailors have really mucked in: "In some ways a crisis like this brings a lot of the small boats from neighbouring islands back to the regatta as well as international entries. Getting back to a smaller, island-based regatta, more like it used to be — back to the grass roots — is, in my opinion, positive. The conditions here in St. Thomas act as a magnet to the grand prix racers and we are looking forward to welcoming them back next year."

IC24 Fleet Restored

When last year's hurricanes devastated six of St. Thomas Yacht Club's nine IC24s, the future of the class racing at the club looked bleak. But thanks to the gallant efforts of Dave Franzell, Director of St. Thomas Sailing Centre, who put a plan together, there were 14 racing at STIR 2018, including four from Puerto Rico.

Chatting about the IC24 (Inter Club 24) and its origins, Franzell explains, "The J/24 was one of the most successful one-designs in the world, but to improve crew comfort St. Thomas-based Chris Rosenberg and Morgan Avery had the idea to take a boat that sails well and make it comfortable.

—Continued on next page

—Continued from previous page

They literally took a chainsaw and ripped one apart by sawing it across the deck and cabin and taking the entire cockpit out of the boat. They then took a really comfortable cockpit from a Melges 24, popped it in place, trimmed it to fit and glassed it in. That is essentially an IC24."

Given the fact the IC24 — a J/24 with a re-designed open deck/cockpit — is one of the most popular one-design raceboats of the Caribbean, and boats in the fleet had been offered for charter, the club knew it was crucial to have the boats in action again as soon as possible.

Franzell, who masterminded the re-build job commented, "To St. Thomas Yacht Club's complete credit they agreed to pay for the job, regardless of when and whether they received the insurance settlement. Given the fact that all the local glassfibre specialists were in great demand, I had to look elsewhere. There was only one person I had in mind to get the job completed in the time — Chris Small. I have been in the sailing industry for about 50 years and I have met a lot of guys specializing in glassfibre work, but there is no one to beat Chris Small in terms and quality and speed.

"I asked Chris to put a pallet of material together, and all his tools, and come down and spend a month to carry out the rebuild. He arrived November first last year and by November 30th, the agreed time, the boats were not only fixed but looked brand-new, and structurally they were more sound than ever before."

While tourism in general, not surprisingly, took a big hit following Irma and Maria, six months on there are definite signs of recovery on the USVI with iconic hotels like The Buccaneer on St. Croix and many restaurants operating as usual. Although they are not officially open for business following hurricane damage, St. Thomas's Margaritaville Vacation Club supported the STIR by opening the doors to competitors and race officials.

Sharon Rosari from the US Virgin Islands Department of Tourism, in one of the closing speeches at the STIR prizegiving, commented on the importance of the regatta and the role it played in reigniting the tourism industry in the US Virgin Islands: "The fair winds that now blow will hopefully help encourage people of all abilities to get on the water and help strengthen St. Thomas Yacht Club's reputation as a world-class regatta and training venue. This is an important event in terms of tourism, and we are honoured to be a supporting partner, which gives us a chance to welcome visitors to our beautiful islands."

Charter Guests Return

The yacht charter business in the USVI is also recovering, with the VI Professional Charter Association reporting good activity particularly within the smaller boutique-style charter sector. Yachts including the St. Thomas-based 50-foot St. Francis catamaran *Paradigm Shift,* run by Steven and Bonnie Carroll, are among the many high-end charter boats on offer for day or weeklong charters. Oriel Blake, VIPCA Executive Director, said, "Because most of the smaller companies sent their vessels to Grenada for protection during the hurricanes they managed to get through without damage. We have over 250 vessels for charter, and privately owned boats like



Yacht Haven Grande marina in Charlotte Amalie hosted a successful charter yacht show last November

Paradigm Shift are proving very popular with events such as weddings.

"I think also, by viewing their charter as a form of hurricane relief, charter guests can enjoy our beaches, bars and restaurants while contributing to the economy getting back on its feet — chartering for a cause."

St. Croix Back on Track

Like St. Thomas, the island of St. Croix is starting to get back on track after 2017's violent storms. Thanks to the unwavering support of volunteers, sponsorship from government and local businesses, the St. Croix International Regatta took place in early March. Although numbers were, not surprisingly, down, the 25th anniversary event was a success. St. Croix Yacht Club's commodore, Karen Stanton, said, "We had about 20 boats, mainly the smaller boats, because many were damaged in the hurricanes. However, it was our 25th year and a really good start to our recovery process. Plans are now in place for next year's regatta, which we hope will attract more entries."

For the cruising sailor, at the right time of year, St. Croix is a real gem of a place to add to the bucket list. Spend a bit of time in Salt River Bay National Historic Park and Ecological Preserve. This is however, a place for careful navigation through the small gap in the reef and keeping a careful eye on the newly positioned navigation pole. Once inside the bay, it is possible to explore this important mangrove forest area that supports threatened and endangered species. Although it was severely hit by the hurricanes and still shows signs of devastation with plenty of sunken vessels along the riverbanks, there is plenty of historic interest, not least because it is arguably the only officially documented site where Christopher Columbus landed in the Virgins (November 14th, 1493).

Plan a Trip

Commenting on the effects of last year's hurricane, St. Thomas-born sailor John Holmberg, who raced a Hobie Wave at STIR 2018, said the storm was a pivot point in a lot of people's lives. "A lot of people have never experienced a hurricane before, because the last big one was about 20 years ago. Probably about a quarter of the population was born since then, so it kind of makes you re-assess what's important in your life."

While the "get-up-and-go" spirit of the people in the US Virgin Islands has set them on the way to recovery, there is much to be done. If you want to help, look at any of the websites below and plan a trip the USVI. Whether you sail or fly there, your dollars will help with the ongoing recovery, and a visit to the USVI is worth every penny.

Visit visitusvi.com, usviupdate.com, usvirecovery.org, cfvi.net and sailorsforhope.com for more information.

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"





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.

Agents for: BUDGET MARINE

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



SPICE ISLAND
MARINE SERVICES



ABYC CERTIFIED TECHNICIANS • TRAVELIFT • FABRICATION • CHANDLERY
WIFI • RESTAURANT • INSURANCE APPROVED STORAGE • 24 HOUR SECURITY
STUDIO APARTMENTS • CENTRALLY LOCATED



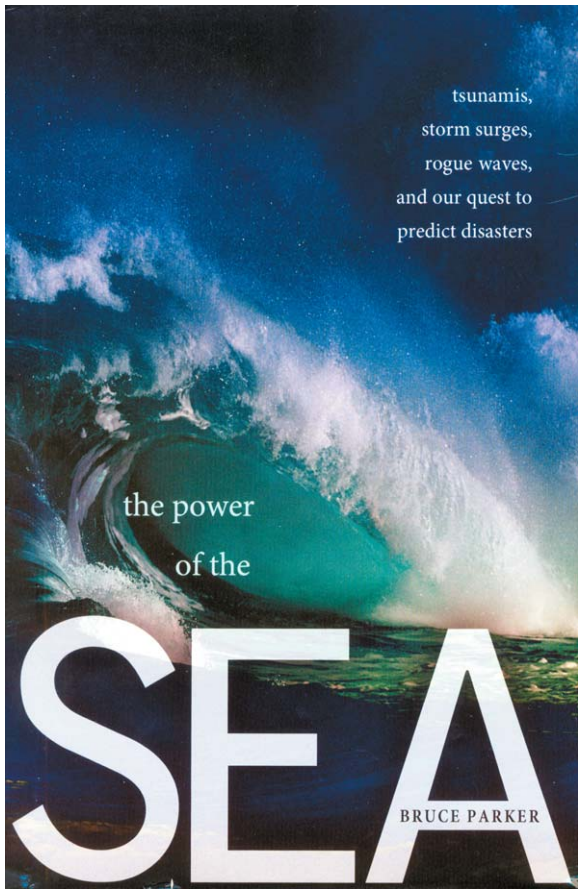




WWW.SPICEISLANDMARINE.COM
SIMSCO@SPICEISLANDMARINE.COM
TEL: 473.444.4342

BOOK REVIEW

A Deep Look at the Sea



The Power of the Sea: Tsunamis, Storm Surges, Rogue Waves, and Our Quest to Predict Disasters, *by Bruce Parker ©2010. Palgrave Macmillan. Hard cover, 292 pages, B&W photos and illustrations. ISBN 978-0-230-61637-0.*

Anyone reading the *Compass* has probably spent a significant amount of time on, in or near the sea — but how much do we really know about this essential element in our lives?

From the little wave that gently rocks our boat, to the tsunamis that sweep away lives, to the El Niños that affect hurricane formation, the power of the oceans is evident on local and global scales. But how does the ocean work?

The sea's power is immense on a global scale, creating weather patterns around the world and changing the Earth's climate. If the droughts and floods caused by the global effects of the El Niños at the end of the 19th century could have been predicted, millions might not have died from the resulting famine and disease. And if today we cannot accurately predict future climate change, we will not be able to prepare for that future, much less have a chance of changing that future.

A sweeping look at more than a thousand years of ocean history and science, *The Power of the Sea* traces the journey from mankind's earliest and strangest notions about the sea to how today's scientists are working to predict the sea's next move. Mixing hair-raising descriptions of maritime disasters with descriptions of our efforts to understand them, it's all interesting, and Chapter 5, "Stormy Seas", will have sailors on the edge of their cockpit cushions.

Bruce Parker first experienced the sea as a young boy, working for his father's scuba diving and water-ski schools in the Bahamas. Over the years he mixed his encounters with the sea with academic training and research, to eventually become a world-recognized expert in oceanography. He has a PhD in physical oceanography from Johns Hopkins University, an MS in physical oceanography from the Massachusetts Institute of Technology, and a BS/BA in biology/physics from Brown University.

Before leaving NOAA (the US National Oceanic and Atmospheric Administration) in 2004, Dr. Parker was Chief Scientist for the National Ocean Service, and before that Director of the Coast Survey Development Laboratory. He is presently a Visiting Professor at the Center for Maritime Systems at the Stevens Institute of Technology. Dr. Parker is also a former Director of the World Data Center for Oceanography, and a former Principal Investigator for the NOAA Global Sea Level Program, and at one time he ran the US national tides and currents program.

John Kretschmer, author of *At The Mercy of the Sea* and columnist for *Sailing* magazine says, "For me, the power of *The Power of the Sea* lies in the compelling personal stories that make the book immensely readable. From Napoleon's near-death encounter with a raging Red Sea tide, to the vital importance of predicting tide and swell before the D-Day landings, to the individual acts of heroism during the tragic 2004 Indian Ocean tsunami, to the epic storm surges that continue to flood Bangladesh and Myanmar today, Parker never loses sight of the uneasy alliance between man and sea. All who play or live near the sea should read this book. Be warned, you may never look at the ocean the same way again."

Available from www.thepowerofthesea.com and Amazon.com

SLIGHTLY ABOVE-AVERAGE HURRICANE SEASON PREDICTED

This year will see a slightly above-average Atlantic hurricane season, according to predictions by Colorado State University hurricane researchers. The team predicts that 2018 hurricane activity will be about 135 percent of the average season. By comparison, 2017's hurricane activity was about 245 percent of the average season. The report also includes a probability of major hurricanes making landfall in the Caribbean of 52 percent; the probability for the last century is 42 percent.

This prediction cites the relatively low likelihood of a significant El Niño (warming of waters in the central and eastern tropical Pacific), as a primary factor. El Niño tends to increase upper-level westerly winds across the Caribbean into the tropical Atlantic, tearing apart hurricanes as they try to form. While there is the potential that a weak El Niño could develop by the peak of the Atlantic hurricane season, the odds of significant El Niño development appear relatively low.

Tropical Atlantic sea surface temperatures are currently near their long-term average values. Consequently, they are considered a neutral factor for 2018 Atlantic hurricane activity at the present time.

This is the 35th year that the CSU hurricane research team has issued the Atlantic Basin seasonal hurricane forecast. The team bases its forecasts on over 60 years of historical data that include Atlantic sea surface temperatures, sea level pressures, vertical wind shear levels (the change in wind direction and speed with height in the atmosphere), El Niño, and other factors.

The CSU Tropical Meteorology Project team is predicting 14 named storms during the Atlantic hurricane season, which runs from June 1st to November 30th. Of those, researchers expect seven to become hurricanes and three to reach major hurricane strength (Category 3 to 5) with sustained winds of 111 miles per hour or greater.

The CSU team will issue forecast updates on May 31st, July 2nd and August 2nd.

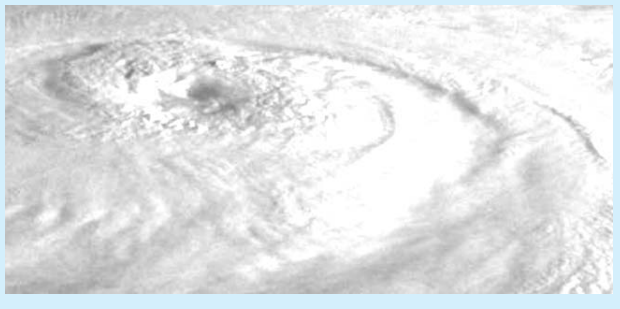
2018 Hurricane Forecast

As of April 5th. Numbers in parentheses represent medians based on 1981-2010 data.

Named Storms	14	(12)
Named Storm Days	70	(60.1)
Hurricanes	7	(6.5)
Hurricane Days	30	(21.3)
Major Hurricanes	3	(2.0)
Major Hurricane Days	7	(3.9)

NOTE: The forecast team also tracks the likelihood of tropical storm-force, hurricane-force and major hurricane-force winds occurring at specific locations along the coastal United States, and the Caribbean and Central America.

You can download the current table of Landfall Probability for locations in the Caribbean at www.e-transit.org/hurricane/welcome.html.



We're on the Web!
www.caribbeancompass.com
CARIBBEAN COMPASS

More Thoughts on Hurricanes

by The Scottish Captain

Every year produces new data on hurricanes, and every year we should do our best to understand what that data is telling us about these storms — and what (if anything) we can do to prepare for them.

The old adage about hurricanes is that the only predictable thing about them is that they're unpredictable. It is also true that we will continue to encounter them in this region, so if you're not prepared for that possibility, you'd best not keep your boat "in the zone" over the summer. Last year also reminded us that there is a big difference between a Category 4 or 5 storm and a lesser one. Do not assume that if your favourite "hurricane hole" gave you protection from a Category 2 storm, it will do the same should one of the monster hurricanes decide to barrel through it in future.

Sometimes we are lulled into believing that the meteorologists have mastered the science of forecasting hurricane tracks. Certainly when storms form where expected and follow traditional routes (e.g. the Cape Verde storm), the models now tend to be very good. I sat on an island as a Category 5 storm headed straight towards us from the Atlantic for over 24 hours, but because the consensus of the computer models had it veering north before it reached us I was not panicking. I was concerned (because I'm a sceptic by nature), but was mostly concerned for the islands farther north — where it was predicted to hit. The problem is that as we see these models perform incredibly well sometimes (and Maria in 2017 did alter course as predicted, going on to devastate the island of Dominica, a mere 70 miles north of my location), we have a tendency to trust those forecast tracks more. It's a natural tendency, but one that we must consciously resist.



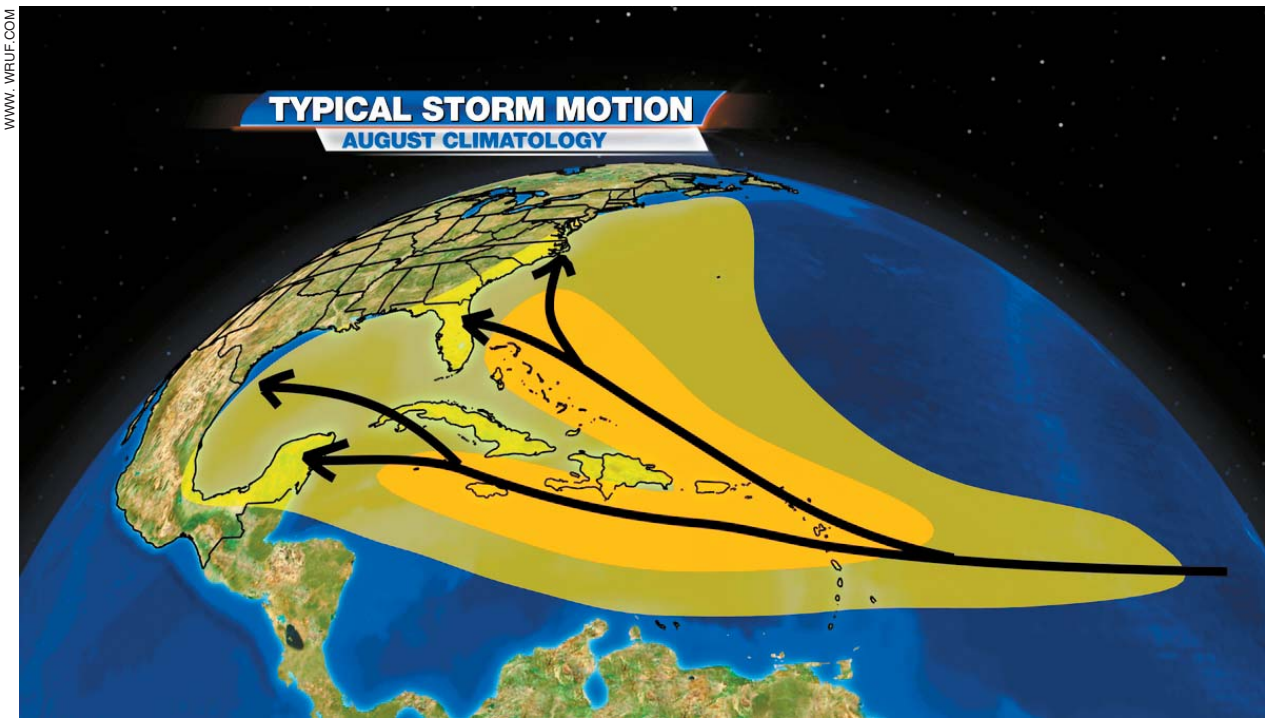
ACCUWEATHER

Although tropical storms and hurricanes typically track westward over the Caribbean, watch out for the exceptions

One storm that has been analysed extensively is Joaquin (2015). This was an unusual tropical cyclone because it formed in waters northeast of the Bahamas and was initially predicted to move toward the northwest (as would have been expected), but actually defied the models and moved toward the southwest, reaching as far as the Bahama islands. The reason that its origin, behaviour and evolution have been analysed so much is because it led to the sinking of the US container ship *El Faro* with the loss of 33 lives — the worst US maritime disaster in 30 years. Very early on in this tropical depression's development, no one had it heading south at all. The US weather reports were all discussing it in terms of how it would affect the Eastern Seaboard, and in particular the associated heavy rainfall to be expected.

Nowhere did it say to expect the hurricane to track southwest towards the Bahamas — so, expect the unexpected.

As the eventual hurricane actually created its own route — southwest — which made a mockery of those early predictions, the lesson must be reiterated: do not make assumptions based on the model track forecasts, particularly when a storm is in the early stages of development (its future life is even more unpredictable at this time), and also when such storms are developing outside of usual locations. Furthermore, treat any predicted change in movement with caution until such time that at least some actual change has been demonstrated. Always recognise the possibility that future movement could be based on an extrapolated course of the current movement.



WWW.WRUF.COM

Read up on Don Street's Ten-Degree Cone of Probability (see sidebar on next page), and practise plotting storm tracks, so you can better assess where might be a safe location to hole up, and when early evasive action is required.

Familiarise yourself with "Bowditch", *The American Practical Navigator* (https:// goo.gl/tZG1wQ) and the intricacies of calculating your position relative to the centre of circulation using plots of wind direction, wind speed and pressure: "Avoiding Tropical Cyclones" (pages 513 to 520).

Download a copy of the NOAA *Mariner's Guide* (https://goo.gl/RWXc3L). In particular, study Chapter 4, "Guidance for Hurricane Evasion in the North Atlantic" (pages 41 to 57). Understand the 1-2-3-Rule. Learn how to find/escape the "Navigable" and "Dangerous" semi-circles.

Read as many accounts of storm encounters as you can (see footnote), and if you've experienced one yourself, write about it for others to gain the benefit of your wisdom.

Other anomalies (which should nevertheless be considered distinct possibilities): storms have been known to make right-angle turns in defiance of the forecast predictions, tracking into completely unprepared areas as a result (for example Hurricane Mitch in 1998, which sank the windjammer *Fantome* with all hands near Roatan). Some storms stall and intensify over one particular random location, exacerbating the effects of the storm (also see Mitch and Joaquin). Tropical cyclones can form quickly and seemingly without warning, given the right conditions (such as Tomas in 2010). "Wrong Way Lenny" (1999) and Klaus (1984) both caused havoc by appearing from the west and moving northeast into the Leewards. Devastating swells caught many by surprise in west coast anchorages throughout the Eastern Caribbean. Hurricane avoidance plans had to be re-orientated to allow for this uncharacteristic western approach. The west coasts of islands as far south as the Windwards suffered damage from freak westerly swells.

Sometimes it all comes down to luck. After Irma (2017) caused mayhem in Barbuda, St. Barts, Anguilla, St. Martin/St. Maarten and the Virgin Islands during September 5th and 6th, a catamaran from St. Lucia was one of many vessels that headed north with relief supplies. They off-loaded in the BVI just in time to receive the news that another storm (Maria) was on its way. With limited speed and no means to update weather while off shore, the decision was made to stay put in Tortola (it was not an easy decision to make, particularly as another, faster, cat headed south and would be tucked up safe in Grenada when Maria eventually came knocking).

—Continued on next page

—*Continued from previous page*

As it was, a slightly more southerly path close to St. Croix spared Tortola from a repeat performance, though the relief cat only just survived, tied up on one of the few remaining docks in Nanny Cay at the time, subjected to swells that had the mooring lines popping all night and into the next day. A slightly more northerly track and it could have been so different.

Local boats have strategies to deal with hurricanes which commonly involve tying up in the nearest "hurricane hole" of choice, which can work as long as the storm is a moderate one, or not a direct hit. The faster commercial vessels have a tendency to leave port in advance of a westward-moving storm that seems likely to pass through the Leewards. They run south and wait offshore in the lee of Martinique, monitoring the progress of the storm to decide if they have to keep heading farther south or not (you can see them on AIS).

Perhaps it goes with out saying that if you can stay out of the hurricane zone during the hurricane season from June 1st to November 30th, you might have a more relaxed summer. But then again, you will also miss the quieter anchorages and (generally) calmer seas. Another of life's wonderful dilemmas…

Selections from the Archives. For more thoughts on hurricane preparation, see the following articles in the Compass *archives:*

- *'Hurricane Survival Strategy', by David H. Lyman (www.caribbeancompass.com/online/may13compass_online.pdf, page 22)*
- *'Preparing for a Hurricane', by David H. Lyman (www.caribbeancompass.com/online/june13compass_online.pdf, page 27)*
- *'Windwards During Hurricane Season? Thoughts for Cruisers Planning to Remain', by The Scottish Captain (www.caribbeancompass.com/online/july15compass_online.pdf, page 39)*
- *'Managing Hurricane-Season Risk for Boats Stored in the Caribbean', by Don Street. (www.caribbeancompass.com/online/march18compass_online.pdf, page 24)*

The Cone of Probability

by Don Street

Since hurricanes approaching the Caribbean virtually never alter course more than five degrees in 24 hours, I have formulated "Street's Law of Probability".

In the Dark Ages before the arrival of electronic navigation, making landfall in fog or in periods of poor visibility, with no sun sights available, was difficult. We homed in on, or tried to fix our position with, radio DF bearings. A bearing was taken, and the experienced navigator knew he did not have an exact bearing but rather a cone of probability. The size of the cone varied according to electrical reception, sea conditions, equipment available and the abilities of the DF operator. The cone could be as little as three to five degrees or as much as ten or more degrees. When you were farther out at sea the cone could be quite large, but as you approached the DF station the width of the cone became smaller and smaller, and you became more and more sure of your position.

Hurricanes can be plotted in similar fashion. With the predicted track or the direction of movement in its center, draw a 10-degree cone extending from the position NOAA weather gives for the center of the hurricane. When the hurricane is 600 miles away, the cone is 105 miles wide; when it is 300 miles away, the width of the cone will be 35 miles wide, etcetera. This will allow you to predict the probable strike area, and the danger zone.



The oddball track of Hurricane Joaquin has been widely studied; the storm seemed to go out of its way to pounce on the container ship El Faro



AVOID DAMAGE DONE *AFTER* THE STORM

by Joan Conover

Last year's hurricane season was difficult for many. But one cruising couple found out that damage to their boat continued after the winds stopped. All boaters should review the lessons learned from their story.

This couple had their yacht hauled out in a "hurricane approved" boatyard, tied down and appropriately prepared to weather normal storm conditions — sails off, canvas down, but mast in place.

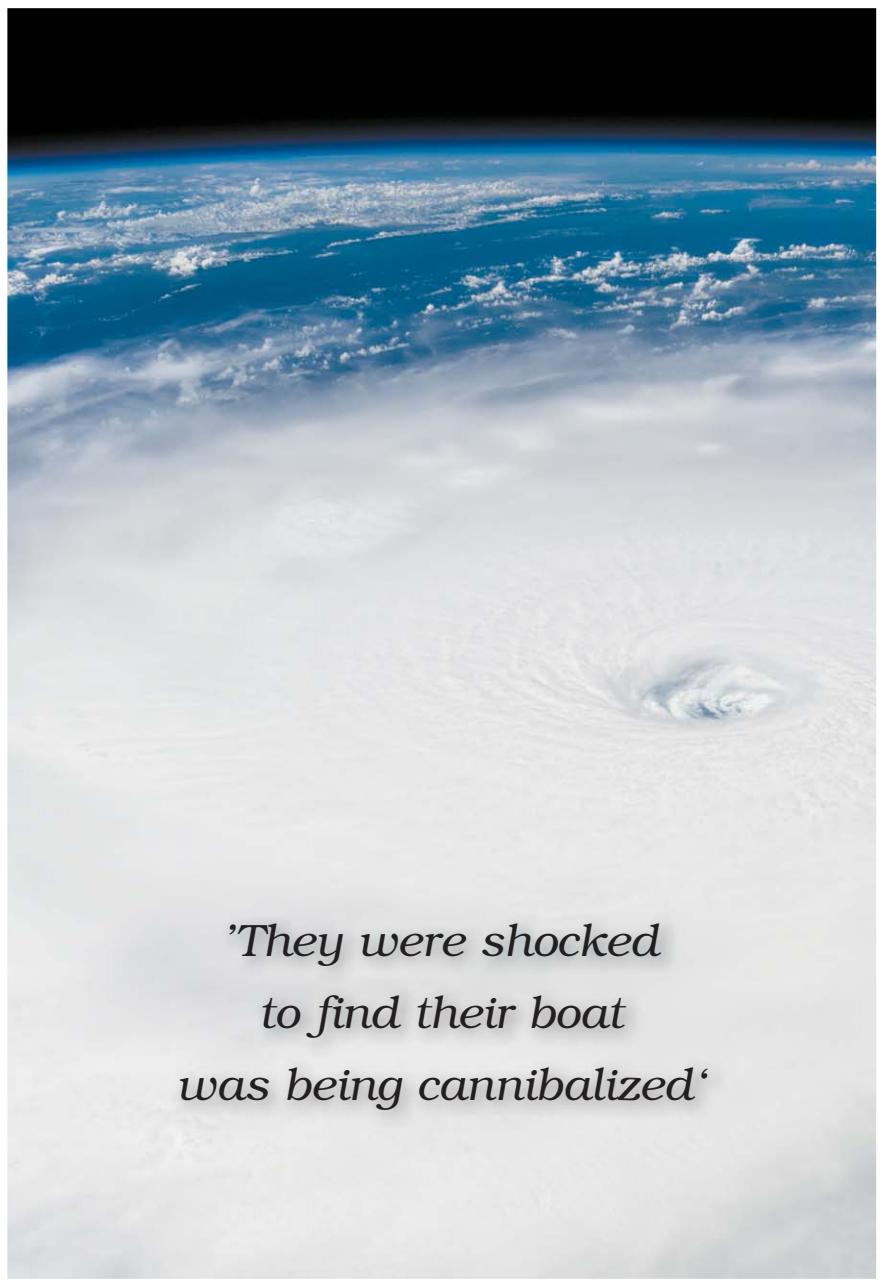
As soon as possible after one of the big hurricanes hit that location last September, they tried to contact the boatyard, unsuccessfully for a while. When they made contact, the boatyard asked for a credit card number to cover the month's storage costs, but provided no word on the condition of the vessel.

The boat owners finally found drone footage on the internet, showing the vessel off its stands, dismasted and damaged. In their negotiations with their insurance company, the boat was considered totaled, but the owners purchased her back. The owners then continued to pay storage fees to the boatyard, and also paid several thousand dollars to have the boat put back on stands. The yard had the keys to the boat, and the boat owners also paid to have the inside of the boat cleaned and to have the engine starter motor repaired.

In March of this year, the couple arrived to start working on boat repairs, which were going to be extensive as the hull had been holed and rainwater had also found its way inside. On checking the work done by the yard, the interior cleaning was not done well and the starter motor was inoperable (the bushings were frozen).

But worse, they were shocked to find the boat was being cannibalized — the refrigerators and compressors had been cut out! Gear such as handheld VHF, binoculars, etcetera, was missing. (They did get the refrigerators back, but no one took responsibility for wiring replacement.) The removal of items from the yacht was not done by looters, as the keys under the boatyard's control were used.

It is assumed that workers at the yard, or the yard management itself, considered the vessel to be a total loss and took advantage of the situation. However, that does not explain the removal of personal items or boat gear in a vessel whose storage charges were being covered by the owners, and whose keys were under the control of the boatyard management.



NOAA

Rather than taking legal action against the boatyard, the owners patched the hull, purchased and installed a new engine starter motor, and transported the vessel back to the Med, where they said the repairs would be much less expensive and "would be done right".

Lessons learned from this story:

• Ask if the boatyards you are considering using have written storm plans, and if so, review those plans.

• Have a contract that covers the responsibilities of the boatyard in case of a hit from a named storm. The contract should include a plan for contacting you within 24 to 48 hours regarding the status of your vessel. (Any responsible boatyard should have a sat phone or other device for use when cell and internet service is not available.) Most boatyards are legit, and work with owners in difficult situations — but get it in writing.

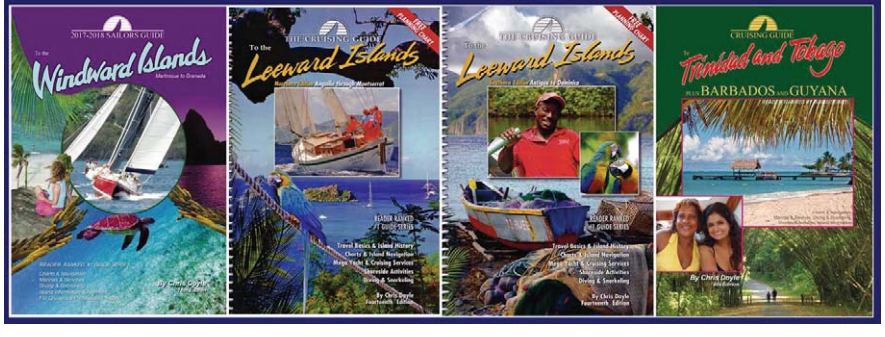
• Make an itemized inventory, and do a video walk-through of your vessel with the yard manager or staff, to document personal belongings and other onboard items. Give copies of the inventory and the video to the yard manager, and have them acknowledge receipt of the inventory prior to locking up the boat and giving them the keys. Make sure the boatyard acknowledges that ALL boat items are considered under their protection, and that the yard is responsible for any items removed.

• The boatyard should, as part of your contract, be able to immediately provide a written log of all yard personnel or contractors who have accessed the vessel or checked out the keys, with dates, the name/address/contact information/insurance of the company they work for, who in the boatyard authorized the access, and why key access was required. (By "immediately", it's meant to be a log that is not created after the fact.)

• Do a reverse walk-through of your vessel on resuming control from the boatyard. Once you take the keys and the boatyard steps back, you have no case to claim loss or damages after the fact.

• Discuss the above with your insurance company; make sure they have not had any issues with any boatyards you want to utilize. They have as much to lose as you do.

Be safe
Digital versions @ cruisingguides.com
Be up to date
Be informed
Widely available
Keep the latest Doyle guides on board!
a minor investment for a wealth of information.
Updates on doyleguides.com



The best anchorages are only in Don Street's Caribbean pilots



When cruising the Caribbean be sure to have Street's guides on board as your primary PILOT. Only Street has:

- Inter-island and harbour pilotage
- Tidal information
- All eastern Caribbean anchorages

Street's pilotage information is timeless and is your key to a quiet night's sleep in unspoilt anchorages!

Other guides are best for shore-side information & are provided to the charter fleets so what harbours & anchorages they do include are more crowded.

Street's pilots include: south east & east coast Grenada, the south & east coast of Carriacou, & the east coasts of Cannouan & Martinique. These are not covered by other guides but Street considers them the best in the eastern Caribbean now Venezuela is no longer safe.

The perfect pilotage companion for all the other guides

Order online
USA/Caribbean: iUniverse or Amazon
(search Donald M. Street)
UK/Europe: www.imray.com
(search: Don Street)

Caribbean Street Cruising Guides

In a Disaster, Yachts Can Offer Real Help

by Isla McKechnie

If the worst happens and a disaster hits, can cruising yachts offer real valuable help — and if so, how?

Last year, many yachts provided untold amounts of assistance to island communities ravaged by Hurricanes Irma and Maria. With the 2017 hurricane season still fresh in the minds of all in the region, we sat down with YachtAid's Global founder Mark Drewelow for his top pointers on being prepared to help.

Drewelow has seen firsthand how cruising yachts and superyachts can be some of the first responders in a natural disaster.

"Every disaster is different," says Drewelow. "The greatest lifesaving activity takes place in the first 72 hours and consists of search and rescue, medical emergency, evacuations, food, water, and shelter. After that initial period, the response shifts to more one of keeping the survivors alive."



Above: Superyachts can deliver impressive quantities of supplies in an emergency

Below: Don't know what to bring? Water filters and containers can always be put to use



When a natural disaster occurs, yachts can immediately contact an organization who'll direct them to where they can be of most benefit. YachtAid Global is a worldwide yachting charity that has perfected, over 12 years of operation, the art of coordinating yachts, aid suppliers and communities in need to ensure volunteer yachts quickly reach the worst hit regions.

Acting as a central command hub, they ensure yachts and aid reach the most people in need possible and are able to assist in prioritizing where aid should be delivered.

Often yacht crew will be providing the first medical assistance to reach the disaster-struck region. Whether it's providing basic first aid, or attempting to cope with more serious injuries and illnesses, training can provide an enormous boost in crew confidence in delivering succor, as well as increase beneficial outcomes on the ground.

"The absolute best course is Remote Emergency Medical Technician (REMT)," says Drewelow. [See www.remotemedical.com/training/remote-emergency-medical-technician-remt] "This in-depth medical course prepares the responder to be effective in disaster relief situations.

Disaster Assistance Relief Team (DART), led by former Navy Seal Grant Dawson, has also created a Disaster Assistance Response Training course specifically for superyachts, in partnership with YachtAid Global. DART offers to go to a yacht anywhere in the world and carry out disaster relief training for superyacht crew as a free service in conjunction with YachtAid Global. Carried out over three full days, it trains the captain and crew on how to use their resources for maximum impact, and to do it safely.

While many people in disaster zones will need similar aid supplies in broad categories like food, shelter and water, Drewelow tells us the specific list of on-the-ground needs is constantly shifting.

"It's all about getting the right aid, to the right people, at the right time. Don't make assumptions, or there's a high risk that your money and time are spent on less impactful aid or unneeded aid."

"We welcome all comers to contact us in advance of committing to moving aid. With that said, a rule of thumb is that most communities that yachts visits have ongoing issues with clean drinking water. If there is zero ground truth coming out of the area you are going into and you need quick facts, default to getting water filters and containers for water. Twenty liter buckets with lids and Sawyer filters can always be put to use." [See https://international.sawyer.com/products/sawyer-pointone-filter-bucket-adapter-kit-1-ft-hose]

Visit YachtAid Global yachtaidglobal.org for more information.

Cruiser Groups Unite to Support Future Relief Efforts

by Joan Conover

In response to last year's hurricanes, several cruiser-related groups have worked together to better coordinate efforts across volunteer groups and provide information in the event of future natural disasters when yachts can help with disaster relief. This alliance is creating an ability to link boats with relief supplies and cruisers with valid volunteer activities.

Working with the International Rescue Group, a 501(c)(3) Public Benefit Nonprofit organization that uses boats to deliver aid to disaster-hit coastal communities (members.internationalrescuegroup.org), the Seven Seas Cruising Association, an international organization for cruisers (www.ssca.org), is in the process of hosting the relevant data as part of their Clean Wake program. The SSCA is keeping their cruising membership informed via the SSCA website and Facebook group, through its publications, and over the marine radio network with the KPK SSB Radio Channel (8104USB, 8:15EST daily). *Caribbean Compass* publishes articles describing critical post-disaster needs and situations as they change, and how yachts can help. The popular worldwide cruisers' resource Noonsite provides immediate dissemination of critical data to a broad international audience, by both its website and twitter feeds.

In collaboration with the superyacht aid coalition YachtAid Global (yachtaidglobal.org, see article on this page) and in cooperation with a number of other boating-related organizations, this informal alliance of cruiser groups and cruising news outlets — think "CruiserAid" — is helping prepare the small-vessel community to assist in the Caribbean in the coming seasons. It's hoped the process will efficiently link up supplies, volunteers and projects to assist now and in the future.

Recovery from 2017 hurricane damage to the affected islands continues. Nearby Caribbean neighboring countries, such as Grenada and Antigua, St. Lucia and Martinique were exceptional in providing immediate assistance, as were larger countries such as the United States and Great Britain. China, France and Cuba sent work teams, and most sent in significant funds. Cuban teams cleared roads and trails — they are familiar with the features left by hurricane damage. But the extensive amount of damage in Dominica, St. Maarten/St. Martin, Puerto Rico and the Virgin Islands has created humanitarian issues far beyond a few months' repair efforts.



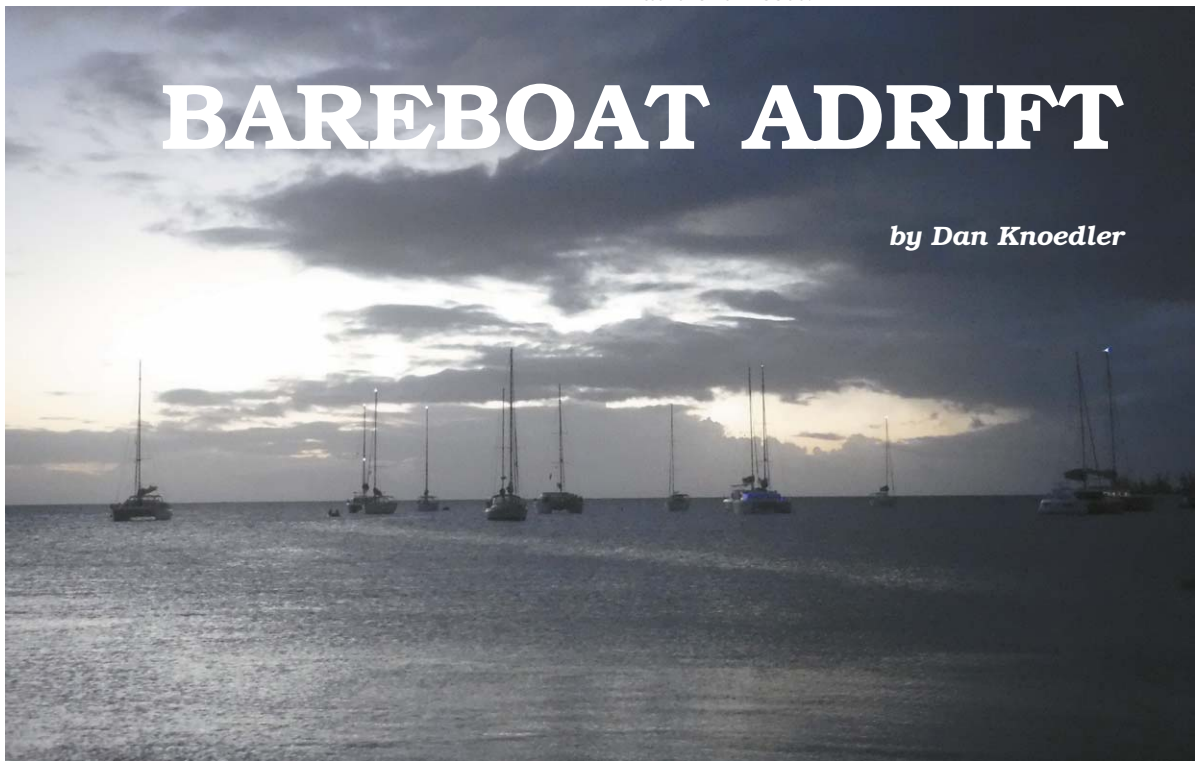
Sailboats of all sizes carried relief supplies after last year's hurricanes. Some were 'first responders', others continue the recovery effort today

In Dominica in particular, cruisers from around the Eastern Caribbean have jumped into the hurricane relief effort, starting immediately after Hurricane Maria by bringing water, tarps and food supplies — creating a 'boat lift' of several hundred vessels over the fall and winter, and they are still helping. Small vessels became the 'first responders' in areas without land or air access, something that happens when infrastructures are destroyed, and something boaters have successfully done in previous events.

Recognizing the difficulty of transporting supplies and linking up volunteer efforts after a natural disaster, and learning from last year's successes and challenges, there is a growing effort to organize the delivery of donated goods and to coordinate volunteer efforts helping to rebuild communities. Ongoing communication and cooperation among groups and individuals is the key.

It's hoped that collaboration between governments, groups and the cruising community will provide the best utilization of efforts as we face a changing environment in the Caribbean. Cruisers and other volunteers can and do make a tremendous difference.

BAREBOAT ADRIFT



by Dan Knoedler

1:30 am, February 19th, 2018.

"Mayday, Mayday, Mayday. Sailing vessel Slow Motion. *Sir Francis Drake Channel, south and west of Cooper Island. Over."*

It was surreal to speak these words into the VHF, in the darkness of the night, as the boat rolled in the waves. Drawers were crashing in and out in the galley, and the rigging banged and thumped on deck. My stomach was churning: mal de mer.

I had sailed a Moorings 48.4 monohull south out of St. Lucia the previous year with three other sailors, and had loved the Miata-like response of the helm. Sailing the 48.4 was like dancing with Ginger Rogers; we strained to match her finesse. This trip, however, was more about the cruise: eight guys, two catamarans, lots of food and libations.

Then: Hurricane Irma. Saba Rock: destroyed. The Bitter End Yacht Club: devastated. *Willie T*: high and dry, thrown up on shore. Would we have a boat? Would there be restaurants, and grocery stores, and beach bars? We decided to go, knowing that the BVI needed sailors to return.

Charter Day Two: A quick motor from our mooring in The Bight, at Norman Island, out to The Indians, for snorkeling. Wind 25 knots, east-northeast, with gusts to 30. Eager for sailing after months of cold Wisconsin weather, we battened down after snorkeling, double reefed the main, started out with a double-reefed genny, and headed up the strait.

The BVI is like a suit of bespoke clothing. You immediately get a powerful, sensory feeling of something special, and then you start noticing delightful little details as you go through your day. Things smell good. The spray is warm and salty, coming over the bow, when you drop into a wave. The sun sparkles on the water. The green hillsides have a special sheen. A three-masted wooden schooner glides by, evoking memories of sea stories read during long winter months in the cold north. And then, the people. The people of the BVI, brave and enduring, smile, and reach back when you ask a question. We wonder about how they lived through Irma, and they tell us amazing tales, and then they ask, "Are you having a good trip?" Then they say, "Thank you for coming back to the BVI. We are glad you are here. We need you to help us rebuild these islands."

Mooring, Day Two: Manchioneel Bay, Cooper Island. I've spent some nights rolling in this bay, but it's lovely as we pull in. The wind is gusting over the island, but the mooring area is calm. People are swimming and snorkeling. The sun is shining. We pick up a mooring ball, take a quick dip, and then start dinner. Rum punches, good cheese, smoked sausage and sesame crackers for hors d'oeuvres; chicken with Israeli spices for dinner, with a good red wine. Max plays classical guitar in the cockpit as we enjoy the setting sun. The family on the next catamaran claps as he finishes each song. Life in the islands.

1:00AM, February 19th, 2018. I wake to find the boat rolling violently. "Damn," I think. "This happens every time I moor in Manchioneel Bay. The wind shifts, and we roll all night." I go up to the cockpit to unload a drawer that's banging in and out, but I can't find my eyeglasses. I don't bother to look around; my stomach churns. *Mal de mer.*

1:30AM, February 19th, 2018. Up reading, I hear a soft knock on the door: "Dan. Dan. Are you awake? I think our mooring ball broke loose."

I assume David's mistaken; we've probably just swung around. I follow him to the bridgedeck. We're rolling, a lot. Things are banging everywhere. Even without my glasses, I can tell that we're out in the middle of the Sir Francis Drake Channel, away from land. There are no lights anywhere near. Holy shit. On the GPS, David shows me that we're miles from shore, blown south and west off of our mooring. We go to the foredeck. Our carefully cleated mooring lines are still firmly fastened to the mooring ball, but the ball is dragging upwind of us as we drift. The mooring ball has broken loose.

Kevin and I are the designated captains of our two boats. We know enough to charter in the BVI, but we have no offshore or nighttime sailing experience. When Kevin and his crew wake up in the morning, and look towards where our boat was moored close by, they will have no idea where we have gone.

My crew: Lance, recently retired rancher from "Southwest North Dakota". A non-sailor. Darrell, passionate about sailing, competent. David, a lover of all things motorized.

"All hands on deck," I yell down the starboard companionway. "Everyone needs a life jacket on. Emergency. Everybody up."

We huddle, trying to sort out our priorities. It takes a crazy amount of time to find the life jackets, and figure out how to get them on: where are the life jackets? Which side is front? How does the strap between the legs connect? We know we need to get the engines started, but a long line is running off the mooring ball. We know the line might wrap a prop if we start the engines, but we need boat control. Looking forward, I see Darrell lying face down on the foredeck, trying to drag the mooring ball up, as the boat rolls. The ball is too heavy, and the conditions are too rough. The line off the mooring ball must have some weight on the end – it hangs downward in the water. As he struggles, the boat hook is torn from Darrell's hands, and lost into the sea. David is at the helm, sorting out the GPS, and trying to see if we're close to any immediate hazards. Lance is at the back rail, getting ready to empty his stomach into the sea. I will be joining him soon.

The decision is made: start the engines, despite the line from the mooring ball trailing under the hull. The ball is too heavy to pull up. For reasons that are completely unclear in retrospect, we don't think of just cutting the ball free, or just releasing the lines connected to the ball. In the dark, under stress, decision-making becomes impaired.

Port engine: running. Starboard engine: running. Port engine: engaged, pulling forward. Starboard engine: engaged, immediately stops running. Starboard engine restarted. Engaged. Immediately stops running.

The bad news: the starboard engine stops running immediately when we engage it. The good news: we think there's only one line coming off the mooring ball, and now we know where it is: wrapped around the starboard prop. That means it probably can't also get wrapped around the port prop.

The 4800 is a big boat: displacement 37,480 pounds, with twin 57-horsepower diesels. In 30 knots of wind and a rolling sea, you have to push one engine hard if that's all you have to keep the bow into the wind. David is willing to push. He's able to keep us moving slowly forward, mostly nose to the wind.

First VHF call: "Mayday, Mayday, Mayday, Sailing Vessel *Slow Motion*." No response. Again: "Mayday, Mayday." No response. It's hard to tell if the VHF is even working. First cellphone call: VISAR, a designated contact in emergencies — Virgin Islands Search and Rescue. On the second try, a tired voice comes on the line. The howling wind and thumping on the boat make it very difficult to communicate, but we're slowly able to explain our situation and give our coordinates off the GPS. Yes, we have one engine working. Yes, all four crewmembers are uninjured. Yes, we have our life vests on. Our VISAR man promises to contact The Moorings, and activate search and rescue. Hanging up, I join Lance at the back railing to make an offering to the gods of the sea. *Mal de mer.*

It's shockingly hard to do anything except retch when you're seasick. Looking up at Darrell and David at the helm, in between bouts of nausea, I'm grateful that someone is able to function. We're all built differently, emotionally. David, I think, is enjoying the whole event. Feeling the burden of being the captain of the boat, I'm imagining the worst. We've already been incredibly lucky that we didn't get blown onto rocks, or onto the shore, while we were sleeping. If one hull had been compromised with two sleeping crew inside, the situation would have been much more dire.

Finally, we get a call back. The faint voice promises to be on board in 30 minutes. I look at my watch, and start counting the minutes. I swear that I will kiss the ground and never get back on another boat when this is over.

The rescue craft appears suddenly off our port quarter. Our dinghy is trailing off the back of the boat — fortunately, the dinghy line has not gotten into the port engine prop. The rescue boat bumps into the dinghy, and Wayne, looking all the part of a Navy Seal coming to rescue the president, drops into the dinghy, then pulls himself forward to board the boat.

"Hi, mates!" he says cheerfully. "What you got?" He looks totally relaxed and unconcerned.

One hour later, we're pulling into the harbor at Tortola, the water calming, the bright red rescue boat holding its position 30 feet aft of our dinghy. Excitement over, Darrell has gone back to bed. David is chatting with Wayne about the islands and the rescue service. Lance and I are sitting queasily by the back rail, wondering how we can get an early flight home. Pulling the

Left: After all the excitement, we reached the harbor at Anegada at last

Below: Gathering for our farewell dinner — with stories to tell



boat expertly into a service dock, under one engine, Wayne cheerfully notes that "they'll get that line out of your prop in the morning, and you'll be on your way." To Wayne, apparently, the whole event is no big deal.

Challenge thrown. Despite my vow to fly home as soon as we got back to The Moorings on that ghastly night, as I write this, I'm sitting in my bunk at 3:00AM, on a mooring, just off the Bitter End Yacht Club in Gorda Sound. It's tragic to see the destruction that has occurred to this lovely spot, but the rebuilding has begun. Lance and I have not abandoned the trip, and are still on board. We may go to Anegada tomorrow, even with the forecast of 25 knots east-northeast, with higher gusts. But, that decision will have to wait. I'm putting my computer down now; I'm heading out on deck, to make sure we haven't shifted during the night, and to check the mooring lines. The warm air of the British Virgin Islands embraces me like a welcoming blanket as I step into the cockpit.

Postscript: Looking back at the events of the night, it's clear that most of the danger occurred before we woke up and realized that we were afloat in the middle of the Sir Francis Drake Channel. If we had hit a reef or run aground beam-on while we were all asleep, it could have been catastrophic: flooded cabins, a boat pounding violently against the rocks, and a high risk of injuries. We were, frankly, unprepared. Experienced sailors might have assessed the situation more clearly, cut the mooring buoy loose before starting the engines, and successfully motored to safety. We called "Mayday", signaling an imminent risk of injury or death. Perhaps we should have called "Pan Pan", signaling an acute situation of distress, but not an immediate risk of serious injury or death. With the wind whistling, and the whitecaps rolling the boat, it was a great struggle to think clearly. We are who we are when we go to sea.

IN THE JUNGLE, ON THE HARD

by JoAnne & Bill Harris

We love our boat, we have had an amazing life full of adventures aboard, and we have spent 24/7 together aboard for almost ten years. We are a great team: we ran businesses together for years, have known each other for over 20 years, and have been married 17 years. We enjoy each other's company.

But living on the hard is *hard*!

Yes, we are talking the full boatyard haulout experience. It can bring the sanest, tightest couple to their breaking point. We are tough, but this on-the-hard lifestyle can make a person cranky. We tease each other and say, "No whining, please!"



Counter-clockwise from above: Hauling our trimaran at Shelter Bay Marina, Panama; Bill and Carlos unstepping Ultra's *mast; back in the water again — with the party lights on!*

In most cases, there is not a breath of air, it is hot, there are bugs, there is lots of sand or mud, there is rain, there is scorching sun, there is dust that covers everything, and there is an overwhelming amount of work to be done. Not to mention that the heads aboard no longer work, and all gray water from the sinks and showers must be collected and disposed of, or else you end up living with a lake below your boat.

During the haulout experience, the common goal that resonates in our brains every day is, "Get the boat back in the water as quickly as possible. The end result will be awesome!"

For almost 20 years when we were chartering in Texas, we hauled out every November at Bolivar Marine at Bolivar Peninsula. We were out of the water for one month, lived aboard, and did all of the work ourselves. Yes, we are control freaks, so we did most of the sanding, filling, fairing, and topsides/bottom painting ourselves, with the exception of a few close friends who assisted us some of the years. We would complete the makeover, complete the US Coast Guard inspections, pack up — and then the two of us would escape on a vacation before our busy charter season started again.

We then began our full-time cruising life, and the annual haulouts continued as though *Ultra* were still a commercial vessel. Owing to the width of our big trimaran's beam and our budget, we are limited as to where we can haul out. The next haulout was at George's Railway in the historic town of Darien in southern Georgia. This was our first railway experience, and we lived aboard at an incline for a little over a month while we worked aboard to repair, sand, paint, and receive USCG inspection. In this yard, we were required to have the employees assist us with some of our work. The up side was that the guys at the local shrimp-processing plant next door would bring us fresh shrimp almost daily.



During our first season in the Caribbean, we hauled the boat at Grenada Marine. We were only doing a bottom job, so it was much easier and soon we were back in the water cruising once again.

For the next four years, we had hauling out on our to-do list, but we were enjoying our cruising adventures so much that we put it off as long as we could.

Eventually it had to be done. We deliberately arrived at Shelter Bay Marina, Panama during the dry season, as timing is everything. The annual rainfall in this area of Panama is between 130 and 170 inches. This marina is located in the jungle near the Caribbean end of the Panama Canal and is situated on the Fort Sherman military base built by the US.

We knew this haulout was going to be much more intense than the one in Grenada. There was now extensive cosmetic work to be done to have *Ultra* gleaming again.

Our workdays were from 7:30AM until around 6:00PM or later. They were composed of sanding, grinding, filling, fairing, and then spraying Awlgrip paint as well as applying bottom paint. We were wishing we had a smaller boat, since with a trimaran it is like doing a paint job on three boats. To complete her makeover, we used lots of Sea Hawk, West System, and Awlgrip products. *Ultra* was on the hard for three months, which is the longest haulout we had ever experienced.

Of course the days we spent working involved being covered in dust, dirt, sweat, paint, fiberglass, epoxy and more. At the end of the day, all we wanted do was to shower and to go to sleep early, so we could get up and do the same thing the following day. Having the boat out of the water is unnatural and it can feel like your entire universe is out of whack. There is a famous movie called "Groundhog Day", where every day is exactly the same as the day before. Hmmmm — sounds a lot like the days livin' in the boatyard!

Our Panama haulout schedule had a set deadline, since our visas were to expire and we had to leave Panama in order to renew them. We planned a fabulous getaway to Asia to celebrate our 17th wedding anniversary — and to be our great reward for all of our hard "hard" work on the boat. Having this to look forward to kept us positive and working in unison.

On the hard at Shelter Bay, *Ultra* was backed up to the beautiful jungle, and a few nights before our departure we had a bit of an issue. In the middle of the night, our ship's cat, Sailor, made a kitty growl, which in Siamese meant someone or something was onboard. Bill looked out the cabin window saw Sailor on one side of the sugar scoop and a gold-eyed, long and sleek black creature on the other side. OMG! Bill grabbed Sailor and dragged him in through the window. He then ran outside and yelled, as the black creature quickly leapt down the rungs of our 15-foot ladder. All three of our hearts were racing, as we had just come eye to eye with a panther.

The next day, we created a system using a plastic board strung on the rungs of the ladder to prevent the panther from climbing up. All was well until two nights later he was back for a visit. This time, Sailor let out a loud scream in the darkness. This time, Bill ran outside to let out a big roar to scare the panther as it leapt down the ladder, blocked rungs and all. Again our hearts were racing. We had to make a new plan, as we were leaving the boat on the hard for three months while we were gone to Asia. If the panther were to get onboard again, we would not be there to protect Sailor. The phrase "It's a jungle out there" came to mind. (The flip side was that being in a protected jungle, we saw countless howler monkeys, capuchin monkeys, sloths, toucans and parrots, and enjoyed some beautiful hiking.)

We made arrangements with Cain and April of *S/V Spirit of Argo* to be Sailor's babysitters while we were away. Cain was a star and visited every day to feed Sailor, as well as put the ladder in place in the morning and remove it in the afternoon. Great news: there were no panther issues in our absence.

We cannot say enough good things about Edwin, the Shelter Bay boatyard manager, and his staff. Victor, the foreman who operated the travel lift, forklift, and boat trailer, is a truly experienced professional. He and his crew removed the mast of *Ultra* so we could service our rigging, and then our friend Ally, cruising guide author Eric Bauhaus' father, made our new chainplates.

Two days before JoAnne's birthday, as an early present from Bill, *Ultra* was scheduled to launch. It was raining and Victor had arrived early and was waiting for us. When we brought him a hot cup of coffee and cookies he said with a big smile on his face, "Ya'll are so lucky; this is not rain coming down, but champagne to celebrate *Ultra* going back into the water again!"

We believe that you must keep a great sense of humor in life, and that what does not kill you makes you stronger. Hauling out is no exception. We were delighted to have made it through the challenges of our record-length on-the-hard adventure together, and very happy to have the boat beautiful again after the big-time makeover. *Ultra* looked amazing and was floating once again, and the bonus was we were off on an exotic adventure. Life is funny: the second you get away from the crazy on-da-hard environment, you decompress and quickly forget all about the dust, dirt, fiberglass, paint — and panthers. Of course sharing a cocktail on a beach or in the bow nets helps us remember why we are cruising in the first place. It makes all of the hard work well worth it. We would not trade this lifestyle for anything!

JoAnne and Bill Harris are from Clear Lake, Texas and both hold 100-ton USCG Master Licenses. They sail aboard their trimaran, Ultra. *JoAnne and Bill enjoy writing cruising articles and sharing their experiences. To follow their adventures visit www.jandbyachtultraadventure.blogspot.com.*

Ultra's Top 10 'Haulout in the Jungle' Tips

1) Order all the supplies you will need in advance, as you are most sure to run out. (This is spoken from our experience.) Out in the jungle there is no West Marine, Island Water World, or Budget Marine to be had. You must either make a two-hour round trip to Panama City or order things to be shipped or flown in — a true pain in the $&@.



2) Remember that it will rain — and rain a lot. Since rain showers are unpredictable, have plenty of tarps to cover areas where you are working. (They are great for sunshades, too.)

3) Make alternate plans for the things aboard that you cannot use when you're on the hard. No toilets (unless everything goes into a holding tank, or you have a composting head), no gray water from sinks and showers can be drained on the ground, and the keel-cooled fridge/freezer will not operate. You will live out of an ice chest. Fortunately, at Shelter Bay Marina there are client showers and bathrooms on site.

4) Plan ahead to prepare easy meals, since you will be super-tired after a long day of grinding, sanding, painting, etcetera.

5) Prepare yourself and your crew for extremely exhausting days. It is important that everyone exercises tremendous patience at all times. There are countless tasks at hand, but never lose sight of the common goal — which is to get splashed ASAP.

6) If you make a daily schedule and review it with your crew, you will begin your day well and everyone will know what tasks need to be executed that day to keep your haulout schedule on track.

7) Even though you have a schedule and a "back in the water ASAP" goal, take an occasional day off from the "daily grind" by exploring the amazing jungle sites around you. Stop and smell the frangipanis, as they say. It is important to not forget that you are surrounded by a tropical rainforest full of interesting wildlife and great hiking.

8) Stay positive. This will be a huge help in keeping morale high while doing the necessary but often dirty or difficult haulout tasks.

7) Don't forget about Happy Hour. Just because you are hauled out does not mean you have to forget one of the most exciting parts of a cruiser's day. Nothing like a cold one — and if you prefer, it doesn't have to be alcoholic. It's the camaraderie that counts.

10) Make a plan to get to an exciting cruising destination as soon as possible after you're launched, or to take a fun vacation like we did after the work was over. This will give you a "light at the end of the tunnel" to look forward to.

BONUS: Remember that you are in the jungle and to respect the animals. After all, "It IS a jungle out there!"



See why the Caribbean is worth defending.

Join The Nature Conservancy and help us Defend Paradise.

The Nature Conservancy works throughout the region to protect seas, coastlines, and coral reefs on which we all depend. We need your help to protect our waters and our way of life. To find out how you can make a lasting impact on conservation in the Caribbean and to join our campaign to Defend Paradise, visit **nature.org/defendparadise**.

The Nature Conservancy

DEFEND Paradise

Stranger Than Fiction:

Weird Headlines from the Caribbean

by Alex J. Coyne

Truth is often stranger than fiction. What's the weirdest thing that's ever happened to you while in the Caribbean? From the woman who chartered a plane to rescue dogs from a hurricane, to a dog who travels in costume, to a drone cameraman who alerted a swimmer to sharks, we took a closer look at the news and collected some of the most unusual headlines from the Caribbean.

Woman Chartered Plane to Rescue 300 Animals as Hurricane Maria Bore Down

The Virginian Pilot, September 19th, 2017

https://pilotonline.com/news/local/article_12bed6c6-486a-5a6d-aedf-72d24ee6ed60.html

When natural disasters strike, animals are affected as much as people. Sali Gear, a Virginia Beach native, made it her mission to save pets in the Caribbean as co-founder of non-profit organization Island Dog Rescue (www.islanddog.org). *The VIrginian Pilot* reported on this incredible story of rescue: When Hurricane Irma struck the US Virgin Islands last September, Sali sprang into action and decided to fly animals in need of rescue to her farm in Virginia — but then came Hurricane Maria. Sali wasn't to be stopped: Gathering donations and putting some of her own funds into the endeavour, she arranged a charter flight for the animals two days ahead of the second hurricane. Bravo!



WWW.CELEBRITYDACHSHUND.COM

Dog Dresses as Pirate, Sailor and Shark on Caribbean Holiday

The Daily Mail, May 20th, 2014

www.dailymail.co.uk/travel/article-2634883/Dog-dresses-pirate-sailor-shark-Caribbean-holiday.html

We've read a lot about celebrities and their dogs, but what about celebrity dogs? Meet Crusoe, the appropriately named dachshund who is more travelled than most. Just how much of a celebrity is he? His Facebook page has 2.3 million "likes" and he's even starred in his own film about his travels called 'Wieners of the Caribbean'. He has sailed while dressed up as a pirate, sailor and shark, as *The Daily Mail* reported in 2014. There's a large amount of debate among pet owners whether they should or should not dress up their dogs for special occasions — but we'd say Crusoe seems to be enjoying it. Read the book, called *Crusoe: Adventures of the Wiener Dog Extraordinaire*, or check out his website at www.celebritydachshund.com.

This Couple Dropped Everything to Open a Pizza Boat in the Caribbean

Bloomberg, September 3rd, 2015

www.bloomberg.com/news/features/2015-09-03/this-couple-dropped-everything-to-open-a-pizza-boat-in-the-caribbean

Thoughts of sailing in the Caribbean call up images of gorgeous, rippling waters, cocktails and fresh air. To Tara and Sasha Bouis, a couple from the US city of Chicago, the Caribbean also happens to represent pizza. They opened up a truly one-of-a-kind pizza venue at Christmas Cove in St. Thomas — a boat known as *Pizza Pi*.

Their website (www.pizza-pi.com) notes that "Pizza Pi is a concept dreamt up by a young couple too naive to know it would never work and too stubborn to give up," and that they are currently the top-rated restaurant in the US Virgin Islands. The vessel itself took the couple more than two and a half years to custom-build, and according to their website they've served more than 7,000 New York-style pizzas to happy Caribbean customers.



WWW.CELEBRITYDACHSHUND.COM

Clockwise from left: Crusoe the debonair dachshund visiting the Caribbean; start a pizzeria aboard — why not?; a drone photographer alerted the boy at the right of the picture to his followers

British Couple's Yacht Sunk by Whale in Caribbean

The Telegraph, June 10th, 2009

www.telegraph.co.uk/news/worldnews/centralamericaandthecaribbean/5496679/British-couples-yacht-sunk-by-whale-in-Caribbean.html

The worst most landlubbers have to worry about on vacation is whether or not they left the oven on and someone is feeding the cats back home. But for cruisers Paul and Helen Glavin, a UK couple from Dorset, the worst was when their boat collided with an object near the British VIrgin Islands. According to *The Telegraph*, the yacht was filled with water within the hour, forcing the couple to grab their emergency supply kit and abandon their vessel — with Helen running back for her shoes, noting that she didn't want to be rescued wearing sailing boots! The story has a happy ending, and the couple was reported to be strongly considering investing in another boat.

Editor's note: The Glavin's own blog post about the sinking — https://helenmarygee.wordpress.com/2009/05/15/the-promised-update-on-the-loss-of-helen-mary-gee — does not indicate that the boat hit a whale; the object struck was unidentified. Gotta love those "strange headline" writers — sometimes fiction is stranger than truth!



ARTEM TKACHENKO

Young Boy Saved by Drone Cameraman After Swimming in the Path of Sharks

International Business Times, January 4th, 2018

www.ibtimes.co.uk/young-boy-saved-by-drone-cameraman-after-swimming-path-sharks-bahamas-1653776

Okay, this happened in The Bahamas, which is not quite the Caribbean, but anyway… When a young boy took to the water, he had no idea that sharks were surrounding him. In a lucky twist of fate, a drone pilot was nearby at the right time trying to catch some aerial footage of the gorgeous surroundings. Artem Tkachenko immediately alerted the boy to the situation.

The Sky from Mid-May to Mid-June

by Jim Ulik

You will not see any signs of them during the day. At night they might go unnoticed or appear as quaint little specks of light. Some will transit the heavens while others remain stationary. At any given moment and at any geographic location there could be more than 1,500 satellites looming overhead. Chances are most people don't think about how that technology influences our everyday activities. Does it feel like someone is watching you? Some satellites do just that. Satellites offer high-resolution imaging from space. Commercial ventures offer a resolution of 25 centimetres, or less than one foot. There are thousands of satellites that collect data on the environment, Earth or space science. Others gather data for tracking ships, intelligence, navigation and communications.

What if the scientific data acquired from the instruments aboard satellites didn't exist? We rely on it for weather forecasting. We trust it for navigation. How would you like to set sail across the Atlantic without a GPS? What if the science of celestial navigation never developed? Would you go? Thor Heyerdahl did just that in a reed boat named *RA II* 48 years ago. That trip was strictly a drift voyage. He relied on a steering oar and ocean currents to cross the Atlantic. *RA II* left Morocco on May 17th, 1970, making landfall in Bridgetown, Barbados 57 days later.

Space and astronomy is not all about science. Music has its influence, as shown in Figure 1 by the names of these asteroids that are now making close approaches to Earth. What songs did they write about stars?

Wednesday, May 16th

A clear sky is required to see the Moon and Aldebaran sharing the heavens above the western horizon. Venus, getting a little higher in the sky each day, is now slightly above the Moon. Looking east you will see Jupiter rising in the constellation Libra.

Thursday, May 17th

The Moon's daily progression eastward has it located just south of Venus. Left or south of the Moon are the constellation Orion and its well-known star Betelgeuse. Orion continues to sink in the west over the next few days. Betelgeuse is reaching the end of its life and is one day expected to explode as a supernova, appearing brighter in the night sky. Expect this star to reappear in the predawn hours around July 1st. Know that if we are around to see this star explode it would have taken 500 years for the light from that event to reach Earth.

Saturday - Sunday, May 19th – 20th

The heart of the Cancer the Crab constellation contains the Beehive Cluster. This cluster of stars will be easier to see on May 19th because it is just off the unlit side of the Moon. However the Moon reaches its closest point to the Beehive Cluster on May 20th.

Monday, May 21st

The Moon has shifted its position and is closing in on the constellation Leo. Tonight you will find it right next to the double star Regulus. As the Sun sets, the Moon is almost directly overhead. First Quarter occurs just before midnight as it sinks slowly in the west.

Friday, May 25th

After nightfall Jupiter is rising in Libra. Just above, in Virgo, is a conjunction between the Moon and Spica. Continuing to climb a little higher in the western sky is Venus entering the constellation Gemini.

Sunday, May 27th

Jupiter and the Moon are finding their balance on the scales of Libra. Over the next several days Jupiter will be exiting Libra only to start its reentry into the constellation in mid-July.

Tuesday, May 29th

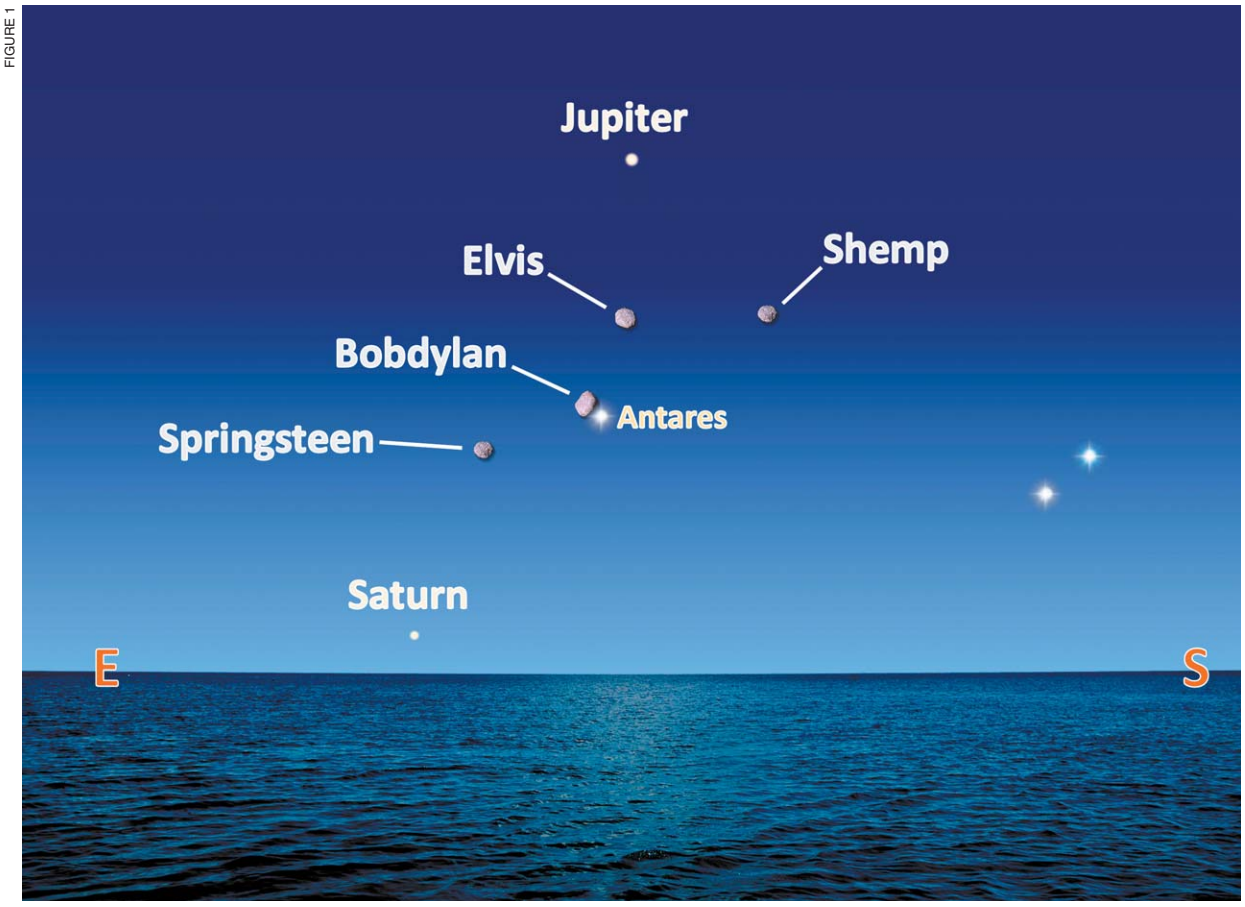
The Moon turns full directly over Cairns, Australia today at 1019. It sets on our side of the globe before 0600 and won't rise for another 13 hours.

Thursday, May 31st

There is a conjunction of the Moon and Saturn in the constellation Sagittarius. This is also a good time to locate the center of the Milky Way galaxy. Follow an imaginary line south that transects the Moon and Saturn. A few degrees away is where you will find our galaxy's black hole. The black hole has a mass about four million times that of our sun and lies roughly 26,000 light-years away from our solar system.

—Continued on next page

FIGURE 1



'Artist asteroids' making a close approach to Earth. (Shemp, of the Three Stooges, was added to see if you are paying attention)

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
www.boatpaintstuff.com

MARINA ZAR-PAR

Dominican Republic
18.25.50N
69.36.67W

THE FOCAL POINT FOR CRUISING YACHTSMEN



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

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

—*Continued from previous page*

Saturday, June 2nd

The June Scutids meteor shower begins this evening. The shower is active from June 2nd through July 29th, with a peak occurring on June 27th. The debris field appears to be widespread so the actual number of shooting stars is relatively small. The earliest record of this shower was by the Italian Meteoric Association, from June 25th through 30th, 1869 to 1872.

Which heavenly body will house the first habitat for humans? The Moon or Mars. Ponder the advancements in science that will make that possible as you view the conjunction of the Moon and Mars. Look for the Moon to rise around 2200 hours, followed by Mars a few minutes later. Incidentally, Mars' autumnal equinox occurred on May 22nd.

Today is the 160th Anniversary (1858) of the discovery of Donati's Comet. This long-period comet was discovered by the Italian astronomer Giovanni Battista Donati. Visible to the naked eye, it was one of the first comets ever photographed.



FIGURE 4

Clockwise from above: Donati's Comet as painted by William Turner in 1859; an artist's rendition of the black hole at the center of the Milky Way; the Moon and Saturn in line with the center of the Milky Way

From all accounts the comet was considered to be a spectacular sight. Unfortunately, it takes over 1739 years to orbit the Sun, so don't expect to see it until the year 3597.

Wednesday, June 6th

As it passes through Aquarius, the Moon approaches Third Quarter phase. It has completed three fourths of its orbit around Earth since the last New Moon. In seven days (on June 13th) it will become a New Moon once again, becoming nearly in line with the Sun.

Friday, June 8th

In Greek mythology, Jason sailed the ship *Argo* in search of the Golden Fleece, accompanied by the twins Castor and Pollux. As gods, they were considered to be the protectors of sailors and placed among the stars that make up the constellation Gemini. Jason's ship, the *Argo Navis*, is no longer officially recognized as a constellation.

Pollux (with its orbiting planet) is the brightest star in the constellation Gemini. This evening Venus is located south, sitting on the shoulder of Pollux. Throughout this period Venus is slowly passing through Gemini.

Saturday, June 9th

Tonight marks the peak of the Herculids meteor shower. Unlike other meteor showers that require getting up after 0100 hours, this one is viewable when the sky darkens, as Hercules is already high in the northeastern sky. The number of shooting stars is variable but there could be up to 72 per hour. This shower runs from May 19th through June 19th.

Sunday, June 10th

You might notice a few shooting stars streaking out of the southeast sky tonight. There is another peak meteor event tonight. The Ophiuchid meteor shower runs from May 21st through June 16th. They can best be seen after 2200 hours.

In the News

The European Space Agency (ESA) has recently launched *Sentinel-3B*. The mission is at the heart of operational oceanography. This satellite will join *Sentinel-3A* in monitoring aquatic biological productivity and marine pollution, mapping sea-level



FIGURE 3

NASA/JPL–CALTECH

change and forecasting the sea state for efficient and safe ship routing. Coincidentally, June 8th is World Oceans Day. Its theme this year is preventing plastic pollution and encouraging solutions for a healthy ocean.

In an interview (1972) Thor Heyerdahl reflected, "…we had hardly been to sea three days before we discovered that we were in something like a city sewer — and yet we were 100 miles or more from land." "We found oil clots on 43 days of the 57. Apart from this we saw plastic containers, nylon bags, empty bottles, all sorts of refuse."

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

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

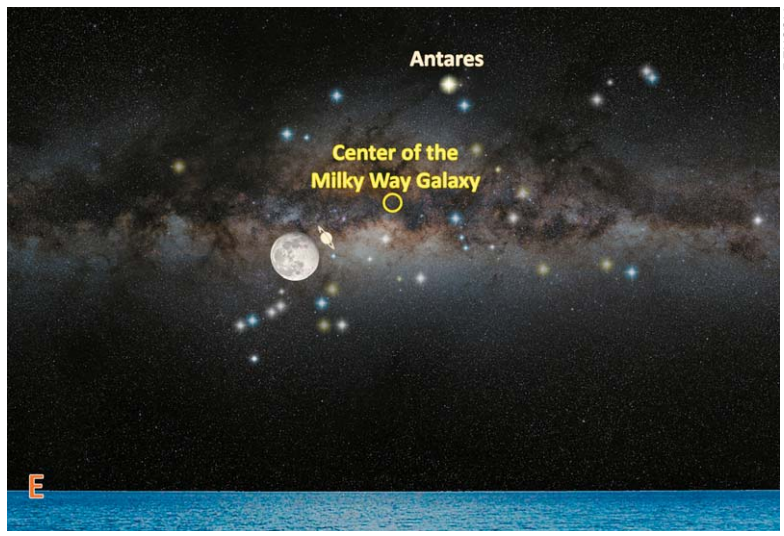


FIGURE 2

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**
  - Marina Office
  - Victory Bar

SOUTH COAST
- **Budget Marine**
- **Clarkes Court Boatyard & Marina**
- North Yacht Shop
- Essentials Mini-Market
- **Grenada Marine**
- Island View
- Le Phare Bleu Marina
- Nimrod's Bar
- Prickly Bay Marina
- Secret Harbour Marina
- **Spice Island Marine**
- **TechNick**
- Bianco Blu 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



Bocas Marina
Safe Haven in Paradise
"The Undiscovered Caribbean"
Bocas Del Toro, Panama
Full Service Marina • Calypso Cantina
www.bocasmarina.com • bocasyachtclub@yahoo.com
Haul Out Yard • 60-Ton Travelift
www.bocasboatyard.com • bocasyachtservices@yahoo.com



LOOK OUT FOR...

Mahogany — Too Good for Its Own Good!

by Lynn Kaak

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

Mahogany is a well-known wood. The name elicits visions of rich, red, warm wood, crafted into fine furniture. It has become an extremely popular hardwood for craftspeople all over the world, whether luthiers or cabinetmakers, to bring their creations to life. The wood's color ranges from a light salmon to a fairly dark red, with the wood closer to the bark having a lighter, almost yellowish, hue. This combination of colours can be striking.

There are two well-known types of mahogany native to the Caribbean Basin. *Swietenia mahogani* was the first to be discovered and exploited by the Europeans. *Swietenia macrophylla* was discovered by the Europeans when they reached Central America.

Known as the Small Leaf Mahogany or Cuban Mahogany, *Swietenia mahogani* was native to Florida and the Caribbean before the Europeans started propagating it throughout the rest of the tropical world. *S. macrophylla* (Big Leaf Mahogany or Honduran Mahogany) originally hails from Central America, and was also spread throughout the world. There has also been cross-pollination observed between the species. Both are known as West Indian Mahogany.

Small Leaf Mahogany obviously has smaller leaves, but there are also other differences in the two types of trees. Small Leaf Mahogany grows faster, prefers drier climates, and can handle sandier soil. Big Leaf Mahogany is more of a rainforest dweller. Both are true products of the tropics, as they don't do well when the temperature drops.

Small Leaf Mahogany can grow to a height of approximately 30 metres (100 feet). The smooth bark of the younger trees gets rougher over time. The leaves are around 12 to 25 centimetres (five to ten inches) long, starting out as a bright red or pink when they first appear, and progressing to green. The Big Leaf variety, in comparison, can get up to 60 metres tall (200 feet) and has leaves up to 50 centimetres (20 inches), living for more than three centuries if given the chance.

The Small Leaf species has a small greenish-yellow flower that won't catch your attention, but the fragrance very well might. The best time to catch the olfactory treat is heading into the rainy season. At maturity, both trees develop a woody fruit that is home to a number of winged seeds. The fruit is five to eight centimetres long, medium brown, and may bring to mind a pear or sapodilla with an extremely thick skin. While not edible, it does have some medicinal qualities, including helping with blood sugar control in diabetics. These tough seedpods can fall quite far without breaking, but will eventually break down under the influence of the elements; this can ensure that the seeds are released when there is sufficient water for the developing sapling.

While in its early growing stages, a West Indian Mahogany sapling needs sufficient water to get a good start, but once established, it is quite drought resistant. Sandy soil isn't a problem, but too much salt is detrimental — it can get salt burns on the leaves if there is too much sea spray. The trees seem to do well along well-protected leeward beaches. The Anse Caritin area in Martinique is an excellent place to see these trees.

Because of the initial demand for mahogany wood when the Europeans first arrived in the Caribbean, especially for shipbuilding, the trees were overharvested. The wood's excellent combination of strength-to-weight ratio, and the tendency to not shatter when hit by projectiles, made it a valuable addition to the shipbuilders' materials. As late as the Second World War, smaller naval ships, such as the PT boats, were constructed of mahogany. It is now considered a "vulnerable" tree, and is protected under CITES. There are plantations in Asia, but importation is controlled.



Mahogany, an elegant tree with beautiful and useful wood, grows throughout the Caribbean. It is the national tree of both the Dominican Republic and Belize



GONSALVES LIQUORS LTD. ST. VINCENT



PROVISIONING YOUR YACHT?

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

GONSALVES LIQUORS LTD. Established 1970

The store that offers you more!

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

Come to DOOmuch or DOOlittle?



SAINT LUCIA'S MOST PICTURESQUE WATERFRONT ALFRESCO DINING IN BEAUTIFUL MARIGOT BAY
Exclusive to the island, enjoy one of several SteakStone menu options!
Open from 8am - midnight daily
Complimentary 3-course meal for the Captain with parties of 6 or more
Plenty of moorings and large dinghy dock for easy access to the restaurant + bar
3 billiard tables complimentary to patrons of Doolittle's
Happy hour daily from 5-7pm and 10-11pm
Light provisioning available including ice
Phone: (758) 451-4974 *VHF Radio Channel 16* *Free Wi-Fi*

THE ROYAL TERN

The Caribbean Sea is home to ten species of tern. Among them is the Royal Tern, a beautiful, slender bird that in flight flashes like alabaster in the sun — turning, twisting, dipping and diving into the sea with the agility and grace of a winged ballerina.



Royal Terns usually forage for small fish around lagoons and mangroves, flying several metres above the water and then diving

Some of you will be familiar with this majestic seabird; it is a resident of the tropical and subtropical shores of the Americas with post-breeding presence ranging as far north as Maryland, from where it migrates during the winter months as far south as Brazil and Peru.

The *Thalasseus Maximus*, meaning "the greatest fisherman" (Maximus is Latin for greatest, Thalasseus is Ancient Greek for fisherman), is identifiable by its basic plumage of pearly-white underparts and crown, silvery-grey mantle and upper wings, long pale orange bill, short dark legs and a black shaggy patch around the back of the head — during the breeding season both sexes develop an elongated, black cap. Juvenile birds have pale legs, dusky upper-wing feathers, dark-spotted upperparts and a shorter, sooty-tipped tail. Immature individuals, however, are quite difficult to distinguish, as they resemble the adults in basic plumage — look out for darker upper-wing and tail feathers.

The Royal Tern is the second largest tern in the *sternidae* family and can be confused with the slightly larger Caspian Tern. One easy way to tell them apart is the distinct black tip on the end of the Caspian Tern's sunset-red bill — however, the latter does not occur in the Lesser Antilles. Until recently the Royal Tern was thought to have two subspecies: the *T. Maximus* in the Americas and the smaller African counterpart, the *TM Albididorsalis*. However, recent DNA analysis shows that the African bird is in fact a different species entirely, more closely related to the Lesser Crested Tern. An update on the classification of the two species is imminent.

During the West Indies breeding season — from April to July — Royal Terns form small, dense colonies on remote sandy cays, isolated open beaches, inaccessible low islands and sandbars. Courtship involves vocalizations and curious displays that can take place on the ground, or in the sky, taking the form of spiraling flight. Courting begins when the male flies over the colony displaying a fish offering to a prospective mate, while the female holds his attention by adopting an attitude almost identical to a chick begging food from its parent. However, once he reaches her, a few different scenarios might take place: she accepts the fish and eats it instantly, they both engage in a tug-of-war, or she may refuse it altogether if the size falls below her standards. Once the pair bonds, the male increases the displaying by strutting in a circling motion around the female, with neck extended upwards and folded wings held outward from the body, forming a skirt. Often, during copulation, a third bird will attempt to disrupt the coupling; curiously, this well documented behavior, signaling competition for mates, is generally attributed to males, even though it is impossible to be certain, as both sexes look identical. Unpaired females can equally benefit from copulation interference by guaranteeing the availability of capable mates until paired.

After copulation takes place a depression is scraped in the sand and one dark-spotted, whitish-brown egg is laid. This nest is prone to flooding — thus, it is assumed that the Royal Tern's custom of regularly defecating on the nest's rim is designed to reinforce it, as the droppings harden under the hot sun, clumping the grains of sand together. Incubation takes place within a month and both parents share responsibilities in providing the egg with care and protection. However, the male Royal Tern continues to provide the female with fish offerings even though the courting period is over — indeed, courtship feeding occurs throughout the breeding cycle except when rearing the hatchling. Initially courtship feeding is a form of display that will help the female assess how her potential mate will fare as a future provider for the chicks. Later, during copulation and nesting, it gives the female the extra, critical nourishment needed for egg laying, and finally, during incubation its objective is to maintain the bond between the pair, which is particularly relevant as both parents feed the little one.



The hatchling is born covered in creamy-coloured, cinnamon-spotted down and is able to leave the nest within one day to join the *crèche* — a group where hundreds of densely packed chicks remain until fledging at four to five weeks old. This "nursery" arrangement decreases the chance of the chick being detected by predators; the tiny, vulnerable nestlings instinctively huddle together, undulating as one like a stream flowing over the sand. A large portion of time is spent sleeping until parents arrive with a meal, calling out repeatedly and recognizing their own chick by its answering call. Although these youngsters will soon be able to accompany their parents on long-distance flights, they remain under parental care until eight months old and take four years to attain sexual maturity. Royal Terns enjoy a long lifespan, with the oldest recorded individual being over 30 years old.

While preparing for this article, I took several field trips to a popular seabird spot on the west coast of Grenada and spent many hours watching a group, or "highness" of Royal Terns — all in basic plumage, 20 to 30 individuals roosting on a distant wreck. One morning I waited patiently for hours hoping that they would approach the shore. I found a rock to sit on and held fast to my binoculars until eventually several took to the sky and came within range of my camera lens. Dressed in early morning light they circled the bay, occasionally calling out "keereet", possibly to alert the group that prey had been sighted — soon the sky was alive with winged ballerinas. One came within 30 feet and hovered, momentarily, 40 feet in the air before plunging into the shimmering water, producing a maelstrom of spray as it picked up a fish from just under the surface. In doing so, it alerted a nearby Magnificent Frigatebird who attempted to steal its meal, although the tern's swiftness proved to be too much for the larger bird.

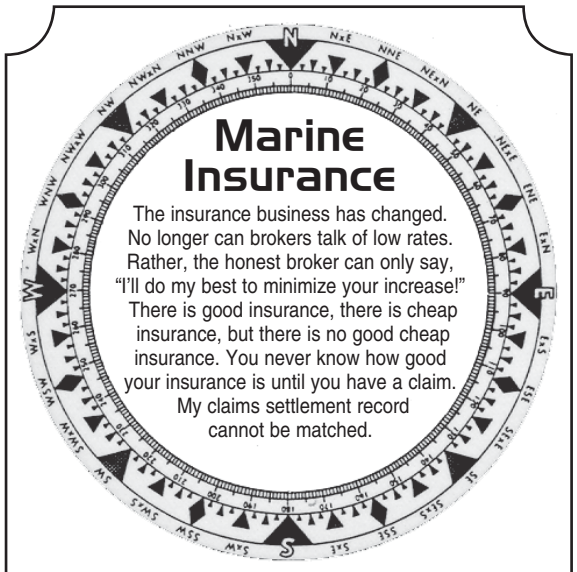
This beautiful aerial diver is known on many Caribbean islands' as the "egg bird", since it was a source of egg harvesting to communities, a custom that greatly decreased its numbers and which still persists in some places. Currently, as with all seabirds, the Royal Tern faces additional challenges ranging from sea pollution, habitat loss to human disturbance, and climate change. Nevertheless, as I conclude my article, the breeding season is approaching and the Royal Terns have moved away to more secluded areas in order to join their annual gathering, initiate courtship rituals, find a suitable partner and bring forth new life.

McINTYRE BROS. LTD.
True Blue, St George's Grenada
Call 1 (473) 444 3944 macford@spiceisle.com



YAMAHA GRENADA
Revs Your Heart

We service what we sell!
2 & 4-Stroke Engines Genuine Parts & Service
Yamaha Certified Technicians
Duty free deliveries & reliable service for Yachts
Honda, Mazda and Ford Dealership
Vehicle Sales & Service
Book your Car rentals & Island Tours with us
Discover Grenada with
Caribbean Horizons Tours & Services
info@caribbeanhorizons.com
www.caribbeanhorizons.com



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.

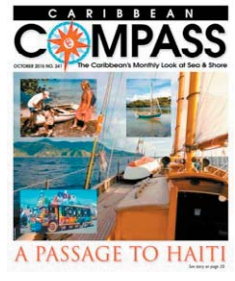
e-mail: streetiolaire@hotmail.com
www.street-iolaire.com

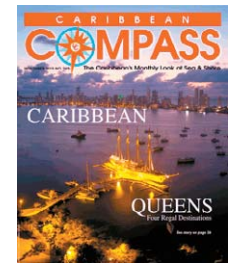
HEY, READERS!

If you'd like to receive notification by e-mail when each month's new *Compass* is available free online, just drop a note to sally@caribbeancompass.com and we'll put you on the list — it's as easy as that!











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

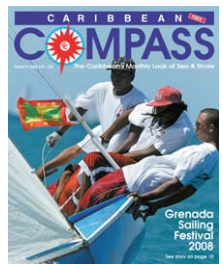
JONAS BROWNE & HUBBARD (G'da.) Ltd.

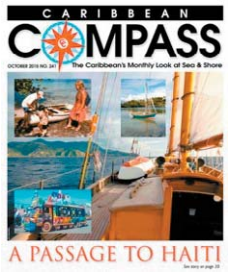
The Carenage:
Monday - Thursday
8 am to 5:30 pm
Friday until 8:45 pm
Saturday until
1:00 pm
Tel: (473) 440-2588
Grand Anse:
Monday - Thursday
9 am to 5:30 pm
Friday & Saturday
until 7:00 pm
Tel: (473) 444-4573

HEY, READERS!

If you'd like to receive notification by e-mail when each month's new *Compass* is available free online, just drop a note to sally@caribbeancompass.com and we'll put you on the list — it's as easy as that!









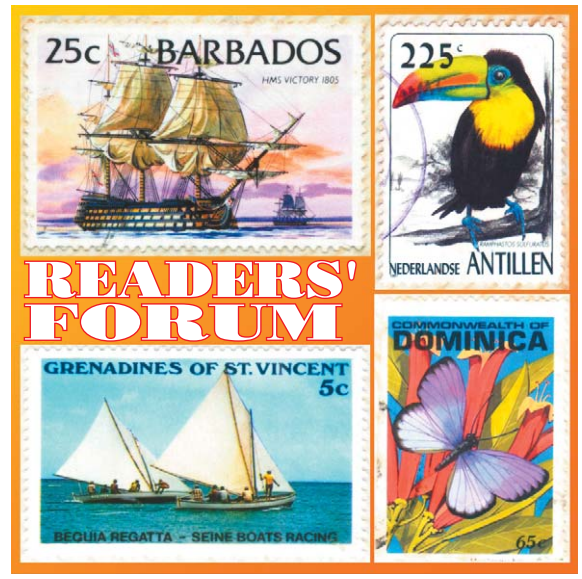
Read in Next Month's *Compass*:

A Class Act — Antigua Classics

SSB Weather Sources for Summer

Sprouts in Your Galley

and much, much more!



ANCHOR MARKERS, A MATTER OF SAFETY

Dear *Compass*,

I was a bit dismayed by the comments concerning anchor markers made by the skipper of *S/V BlueZulu* in the February 2018 issue of the *Compass (www.caribbeancompass.com/online/february18compass_online.pdf)*. From my perspective as a professional, his comments only serve to highlight the lack of basic safety procedures used by many boaters traveling through Caribbean anchorages. While I sympathize with the situation in which he and the other boats involved found themselves in Fort de France, Martinique, the problem was caused by the operator of a powerboat using poor judgment and traveling without proper lighting, not by an anchor marker.

I've been sailing for over 50 years and have sailed in the Caribbean since 1980. I am a licensed Merchant Marine Officer, a retired commercial pilot, and a retired US Naval Officer. I have acquired an extensive working knowledge and respect for safety in the air and on the seas.

I take exception to the comment that we can't all have swinging room because the anchorages are too crowded. If you come into an anchorage that is crowded, the only logical and safe thing to do is move elsewhere. We have yet to encounter a situation where there was no room if you are willing to anchor a little deeper or a bit farther away from the dock than you prefer. You can move up in the pack as others leave.

Having space to anchor is not a right or entitlement!

Many of us live full time on our boats, respect others' privacy and safety, and would NEVER sit over someone else's anchor intentionally, especially if we were asked to move. If I am conventionally anchored and you are over my anchor, you're too close. If you drag in the middle of the night I might have 30 or 40 seconds before impact. If I do see you dragging and I can start my engine, which way do I go? One direction will clear my chain from your path and the other way will put my chain directly in your path. The ONLY way I know where my anchor actually is will be by observing my anchor marker. Moving when you are politely asked because you are over another's anchor is a matter of respect, courtesy and professionalism. It is not acceptable to ask, "When are you leaving?" My boat is my full time home and I will not put it in jeopardy so that some newbie can squeeze closer to the shore or get better WiFi.

Mr. White states that boats coming into an anchorage at night may snag your anchor marker. A knowledgeable sailor should NEVER be traversing a crowded anchorage at night except in dire circumstances and especially not without proper lighting. How are you going to miss snagging fish pots, mooring balls or other hazards? Go to the back of the pack, use a spotlight to identify obstructions and anchor where it is safe. You can move up when it gets light. Dinghies should reduce speed at night and use appropriate lighting to see and be seen.

An anchor marker is an item of safety. While many boats choose not to deploy one, I respect that choice and I request others to respect the boats that choose to use them and never remain over a boats's anchor when asked to move.

Bill Reynolds
S/V Baidarka

MEANWHILE, IF YOU'RE TRIPPING…

Dear *Compass*,

Regarding Steve White's complaints in the February Readers' Forum about anchor-marker buoys fouling boats' props and causing problems, there isn't an easy solution if you want to see a marker buoy on the surface. But if you are using an anchor-tripping line with a buoy, there is.

On *Iolaire*, about the third time a bareboat came in and picked up my tripping-line buoy, thinking it was a mooring buoy, I figured out the solution. I would check the depth where I wanted to drop the anchor (via chart, as *Iolaire* had no depth gauge other than a good lead line). Then I adjusted the length of the anchor's tripping line so that the buoy would be ten feet below the surface once we were anchored.

If, upon leaving, we discovered the anchor was fouled and would not break out, I or one of my crew would dive overside and attach a line to the tripping line and bring it back to *Iolaire*. We would then trip the anchor and sail off.

Don Street
Glandore, Ireland

BELA IS FOR THE BIRDS

Dear *Compass*,

Kudos to Bela Brown for her excellent article on our old friends the frigate birds in the March 2018 issue of Compass. (www.caribbeancompass.com/online/march18compass_online.pdf). It was well researched, thorough and very readable. If it slipped by you, go back and read it.

Thanks, Bela.

Chris Doyle
S/Y Ti Kanot

Dear Readers,

Also check out Bela Brown's article on Royal Terns, in this month's issue on page 39.

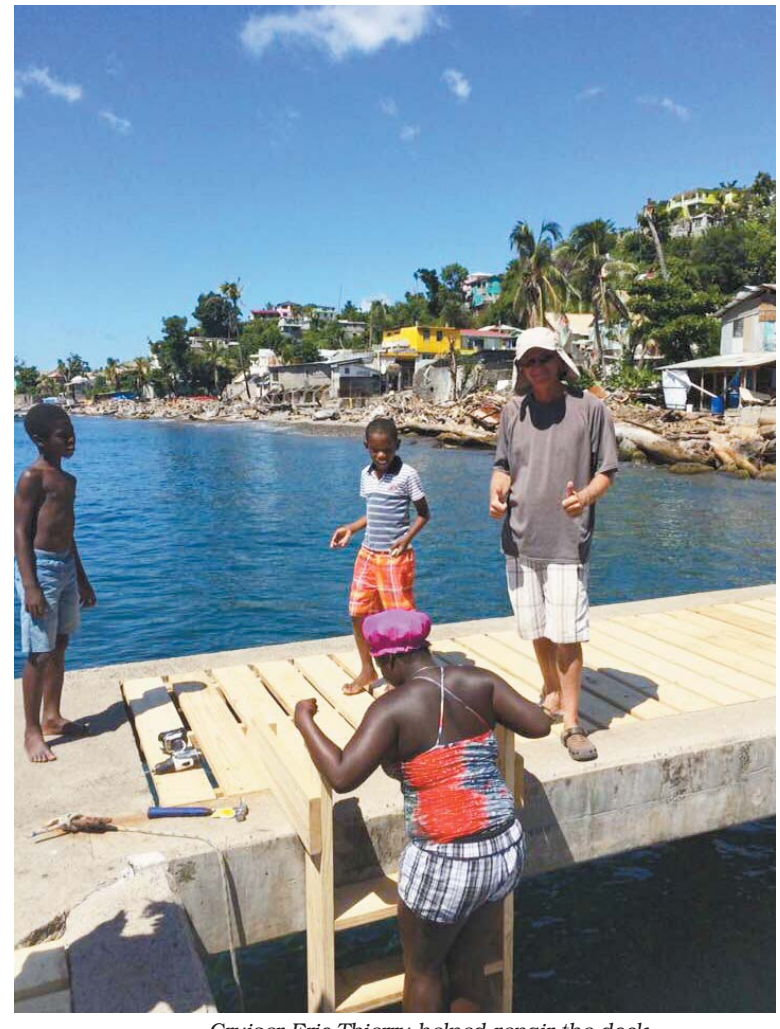
CC

CRUISERS MAKING A DIFFERENCE IN DOMINICA

Dear *Compass* Readers,

The nonprofit organization PAYS (Portsmouth Association of Yacht Services) in Dominica is a group of boat operators and tour guides who help cruisers get moorings, and provide water-taxi services and security patrols at night. They organize tours and weekly barbecues.

—Continued on next page



Cruiser Eric Thierry helped repair the dock at Roseau, Dominica

—*Continued from previous page*

Every year they hold a Yachtie Appreciation Week where they have special tours and beach parties to thank the cruisers for coming to visit their island. (See report on YAW 2018 in last month's *Compass*, www.caribbeancompass.com/online/april18compass_online.pdf.)



Cruisers at the PAYS pavilion in Portsmouth

But this year was a little different in the wake of the devastation caused when Maria hit the island as a Category 5 hurricane last year. This year, cruisers came to help Dominica. 74 boats showed up, including many members of the Salty Dawg Sailing Association (www.saltydawgsailing.org), eager to offer humanitarian aid. Here is a summary of some of the things we were able to accomplish:

Over 20 cruisers spent an afternoon touching up paint at a primary school. We noticed a lot of debris and garbage in their playing field, so a few days later, Steve and Tina (from *MurDina*) and Glenn and I went back and picked up trash.

Glenn bought a belt for a crippled man who was losing his pants as he walked across the street with his crutches, and a toy truck for a three-year-old who had been playing with a cutout picture of a car. Steve and Tina got new shoes for a PAYS operator's sons. They gave him a VHF radio so he could communicate with the cruisers and we gave him a raincoat so he wouldn't get soaked while he's out there on his boat.

Many people donated food and supplies to the elderly, and money for a new refrigerator to an organization that brings meals to the elderly. We spent money taking tours, eating at restaurants and shopping. We tried to spread the money around to as many different people as we could. If someone was buying tomatoes from one lady, I bought them from another. We stocked up on oil and boat supplies that we didn't really need yet.

Our friend Eric Theiry (on *Damai*) spent some time in the city of Roseau where the fishermen's dock was washed out. He bought a truckload of wood, enlisted a few of the local guys and worked three days to rebuild it, complete with a boarding ladder. Now the kids are diving off it again and the townspeople can safely get on/off the boats.

The people of Dominica would all say hi and strike up conversations as we walked through town. We felt fortunate that we could help in our small way while we were in Dominica.

Arlene Huber
S/V Wahoo

HOPE YOU HAVEN'T LEFT YET

Dear *Compass* Readers,

I hope anyone heading from the Caribbean to the US or Canadian East Coast or Europe hasn't left already. Given my decades of experience with Atlantic passage-making and weather, I always recommend that boats not leave the Caribbean until the end of the first week in May.

Don Street
Glandore, Ireland

LE DANGER ISOLE

Dear *Compass* Readers,

There is a small isolated reef in Cul-de-Sac Marin, Martinique, marked by a black-red-black stake. The reef extends farther to the north than many people realise. This year it claimed three victims within a few days.

First was a cruiser of about 60 feet. It had come safely to anchor from the west. When leaving in early evening the skipper decided to turn north and round the reef. Yes, he ran aground. To make things worse, it was an hour after an extra-high tide. He tried to drive over, without success. Several neighbouring dinghies failed to free him. He put out bow and stern anchors and left the boat until the next similar tide the following evening.

A runabout with twin engines then assisted and got the boat moving backwards. The captain then began to haul in the (rope) anchor rode while backing under his own power. Yes, he wrapped the rope around the prop and had to dive to cut it free. He was towed off backwards by his rescuer and made his way to a mooring. We saw the boat a week later in the yard. It was still there weeks later.

Next was a single-hander motoring at speed in the early morning. Maybe he had a deadline. His speed caught our attention, as did his apparent closeness to the reef. As we watched through binoculars he suddenly dragged the throttle right back. He too was aground. He knew what to do. He ran forward to survey the situation, ran back to set the genoa, swung round and was off in two minutes.

Third was a very distinctive big racing boat that had sailed out well reefed on a blustery afternoon. There were two people on board, maybe going out the see the end of a transatlantic race. They sailed back among the anchored boats and again too close to the reef. As this was a local boat we were surprised that they didn't know the danger. They did not drop their sails and appeared to lose the use of the engine. Three dinghies went to their aid but did not seem to have much idea of towing off. Eventually they dropped sail and were freed but drifted sideways into an anchored boat and dragged it about 100 metres, almost into a third boat. Eventually she got clear, turned — and grounded again in the same spot. She was last seen being slowly towed back to her moorings.

I don't know what can be learnt from all this, probably nothing. But each incident made fascinating viewing, especially the two that accompanied our sundowners in the cockpit.

Sue Simons
S/Y Lorensu

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

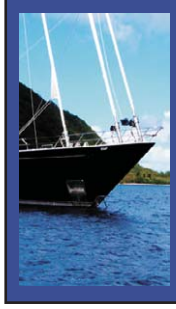


Caribbean Compass Market Place

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 (18%) 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

ART FAB RIK
seldom seen
arty boutique
backstage ART gallery
locally made
wearable art
handpainted batik
workshop

shop on famous Youngstreet
www.artfabrikgrenada.com 473 440 0568

TechNick Ltd.
Engineering, fabrication and welding.
Fabrication and repair of
stainless steel and aluminium items.
Nick Williams, Manager
Tel: 1 (473) 405-1560
S.I.M.S. Boatyard, True Blue, Grenada
technick@spiceisle.com

NEILPRYDE Sails Grenada
NEILPRYDE
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) 407 6355
www.neilprydesails.com

Grenada

GUARDIANAGE &
YACHT MANAGEMENT
GRENADA
C&N Port Louis Marina & Le Phare Bleu Marina
+473.415.2138 +473.443.3603
info@islandreamsgrenada.com
www.islandreamsgrenada.com
Island Dreams

Open 11.30 - 2.00 for Lunch
6.00 - 9.00 for Dinner
Tuesday to Saturday
Sunday Brunch 11.30 - 14.30
Reservations recommended
Phone (473) 443 6500 or call CH 16
Situated on the South Side
of Tyrrel Bay.
Bar open all Day
Tyrrel Bay, Carriacou
Use our new Dinghy Dock
Slipway RESTAURANT

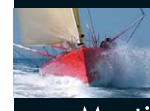
TURBULENCE Ltd.
(473) 439 4495
info@turbulenceltd.com
www.turbulenceltd.com
DOYLE SAILMAKERS
PROVEN QUALITY
FIVE YEARS /50,000 MILES GUARANTEED
Good for the economy
Made right here in the Caribbean
Minimal Co2 Print No International Air Freight

YACHT MANAGEMENT
Horizon Yachts Grenada
Complete Professional Yacht Sales and Maintenance Services
Brokerage • Guardianage • Project Management
Horizon
Tel: (+1 473) 415 0431 or 439 1002
Email: gary@horizongrenada.com
www.horizonyachtsgrenada.com
Offices in Port Louis Marina & Clarkes Court Boat Yard
Engineering • Mechanical • Electrical & Electronics • Shipwright Services • Stainless Steel • Hydraulics • Fine Carpentry • Plumbing • Refrigeration • Watermakers • Gel Coat Repairs • Antifouling • Sails • Rigging • Covers • and more

WHISPER COVE MARINA
Bar | Restaurant | Butcher Shop | Marina
The Meat&Meet Market
At Whisper Cove Marina
Whisper Cove Marina
Temporary Change In Operating Hours
From 11th June to 1st July we will be offering a limited service. Our Bar, Laundry, Wifi and Dinghy Dock will be open from 9am to 3pm (closed totally on Sunday's). Everything else will be closed, sorry no bread. See you on Monday 2nd July when we fully reopen.
Tel: +1 473 444 5296
www.whispercovemarina.com

Martinique

LOOKING FOR FLAGS?
Specializing in flags
since 15 years in the Caribbean.
Any country, any size, customized
wide stock, fast delivery.
W.I.N.D
+ (596) 596 682 128
www.wind-flag.com

MARINE CONSUMABLES
Composites . Paints & Varnishes . Marine batteries
Teak . Glue & Caulking . Maintenance products

W.I.N.D
Martinique +(596) 596 682 128
Guadeloupe +(590) 590 992 769
www.wind-flag.com
WHOLESALE & RETAIL

Saint Kitts & Nevis

BUDGET MARINE ST.KITTS
IS OPEN FOR BUSINESS!


BUDGET MARINE
Monday-Friday: 9:00 AM-5:00 PM
Saturday: 8:30 AM-12:30 PM
Call: 1.869.466.0026 & 1.869.763.8933
The Caribbean's Leading Chandlery

continued on next page →

Caribbean Compass Market Place

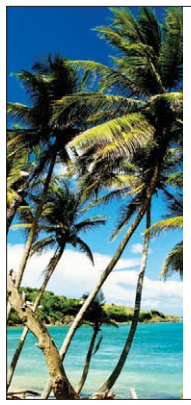
SVG

MAC'S Since 1978
PIZZA & KITCHEN
Bequia
• New bay-front deck
• Upstairs & Patio dining with full menu: pizza, grilled fish, salads cocktails & tropical drinks, wine, espresso, tapas & desserts
• Free wifi & charging stations
• Music & Sundowner Specials
Mac's PIZZA and KITCHEN
Kitchen open till 9pm - Bar until… Closed Weds.
Located on the Belmont Walkway
Reservations: (784) 458-3474 or VHF 68

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


Formal Marine Litter System
Mayreau .Tobago Cays Marine Park. Union Island
Mon - Fri from 9:00 am - 3:00pm
The Southern Grenadines Water Taxi Association through grant from the Global Environment Facility-Small Grants Program has put in place a formal marine garbage collection and disposal system in the marine park to protect the marine environment from the amount of garbage entering the sea.
Use the sytem and be a part of promoting a clean & healthy environment for all!
On Call – 532-3822 for more info: https://www.facebook.com/sgwta

LULLEY'S
FISHING SUPPLIES
DON'T BUY THEM, CATCH THEM!
We offer the best in fishing and diving supplies in the Caribbean!
Located in the Black Cat Building, McCoy Street, Kingstown
Telephone: (784) 485 6255
Email: lulley@vincysurf.com
And also in Port Elizabeth, Bequia
Opposite the vegetable market
Telephone: (784) 458 3420
DUTY FREE SHOPPING


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)

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

CAPTAIN GOURMET • YACHT PROVISIONING •
full provisioning + delivery our speciality
CAFE TERRACE & FREE WIFI
UNION ISLAND
St. Vincent & the Grenadines
Tel/Fax: (784) 458 8918
capgourmet @vincysurf.com
VHF Ch 08

LAC SERVICES
Life Made Easy.
SHUTTLE SERVICE
WE OFFER:
• Grocery Shopping / Personal pick-up (with delivery to your dock)
• Argyle International Airport direct shuttle (starting from EC$30)
• Bill payments
LAC Services App (Google App Store)
Tel: (784) 527-3082, (784) 492-9983
E-mail: lacservices@lacsvg.com

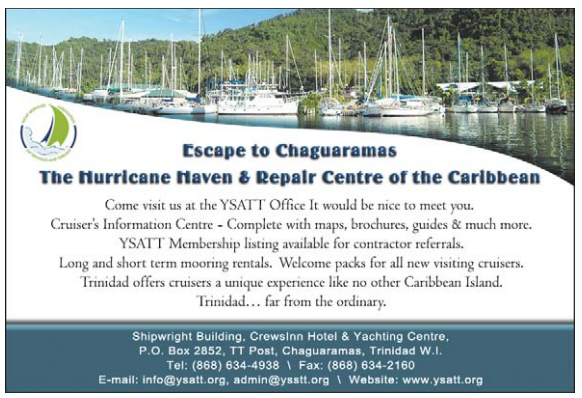
GRENADINES SAILS & CANVAS
• BEQUIA •
NEW SAILS, SAIL REPAIRS, U/V COVERS
FOAM LUFFS, BIMINI, DODGERS
AWNINGS, DINGHY COVERS
TRAMPOLINES,STACKPACKS
& LAZY JACK SYSTEMS
Located opposite G.Y.E.
(northern side of Admiralty Bay)
Tel (784) 457-3507 / 457-3527 (evenings)
e-mail: gsails@vincysurf.com VHF Ch16/68

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

Trinidad

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

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


Escape to Chaguaramas
The Hurricane Haven & Repair Centre of the Caribbean
Come visit us at the YSATT Office It would be nice to meet you.
Cruiser's Information Centre - Complete with maps, brochures, guides & much more.
YSATT Membership listing available for contractor referrals.
Long and short term mooring rentals. Welcome packs for all new visiting cruisers.
Trinidad offers cruisers a unique experience like no other Caribbean Island.
Trinidad… far from the ordinary.
Shipwright Building, Crewsinn Hotel & Yachting Centre,
P.O. Box 2852, TT Post, Chaguaramas, Trinidad W.I.
Tel: (868) 634-4938 \ Fax: (868) 634-2160
E-mail: info@ysatt.org, admin@ysatt.org \ Website: www.ysatt.org

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

Venezuela

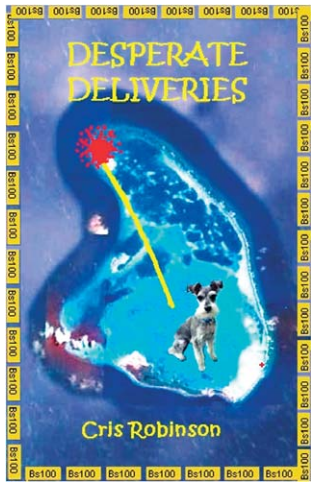
Venezuelan Marine supply
Vemasca, C.A.
Marine Distributors
Venezuelanmarsupply@cantv.net
Vemasca@c-com.net.ve
ECH2O Tec. Watermakers
Av. Raul Leoni, Playa Concorde, Sede Asovene
Porlamar - Isla Margarita
P 58 295 2642837
F 58 295 2647293

continued on next page →

Caribbean Compass Market Place

Caribbean-wide

Cris Robinson's new ebook
"DESPERATE DELIVERIES"



is now available on Amazon Kindle ebooks. It is a true adventure story of boat deliveries and life in Venezuela, sequel to his book "A Small Slip". It includes 21 colour photos.



32' BHM Downeast Cruiser
Built by Atlantic Boat Co. Maine 1993
Cummins 300hp, 1600 hrs. 200gls. fuel,
new Raymarine auto pilot,
chart plotter/fishfinder, fridge, inverter.
Sleeps 4, perfect fish/dive/charter. Lying Bequia.
USD140,000
E-mail: caribpub@gmail.com





Real Estate

CARRIACOU REAL ESTATE
Land and houses for sale
For full details see our website:
www.carriacou.net
Contact: islander@spiceisle.com Tel: (473) 443 8187



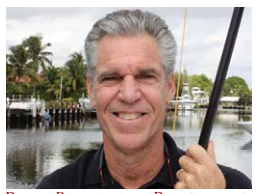
REMEMBER
to tell our advertisers you saw their ad in *Compass!*

The Multihull Company

The World's Leader in Multihull Sales, Service and Charter

215-508-2704
www.multihullcompany.com

Broker Spotlight



Phil Berman - President
Philadelphia, PA
+1-215-508-2704
Phil@multihullcompany.com



Alexis De Boucaud
St Martin
+590 690 58 66 06
Alexis@multihullcompany.com



Carl Olivier
Virgin Islands
+1-284-441-3856
Carl@multihullcompany.com



Jaryd Forbes
Trinidad & Tobago
+1-868-680-8909
Jaryd@multihullcompany.com



Chris Rundlett
Grenada
+1-473-440-1668
Chris@multihullcompany.com



Chrystal Young
Grenada
+1-253-617-7245
Chrystal@multihullcompany.com

Featured Caribbean Listings



2017 Balance 760F
$3,699,000



2017 Dixon Catamaran 72
$3,495,000



2009 Sunreef 70
$2,150,000



2012 Nautitech 542
$949,000



2015 Lagoon 560 S2
$1,445,000



2015 Catana 47
€700.000



2011 Leopard 46
$415,000



2012 Lerouge
Barramundi 470
€345.000



2002 Catana 582
€590.000



2012 Lagoon 450
$479,000



2014 Antares 44
$775,000



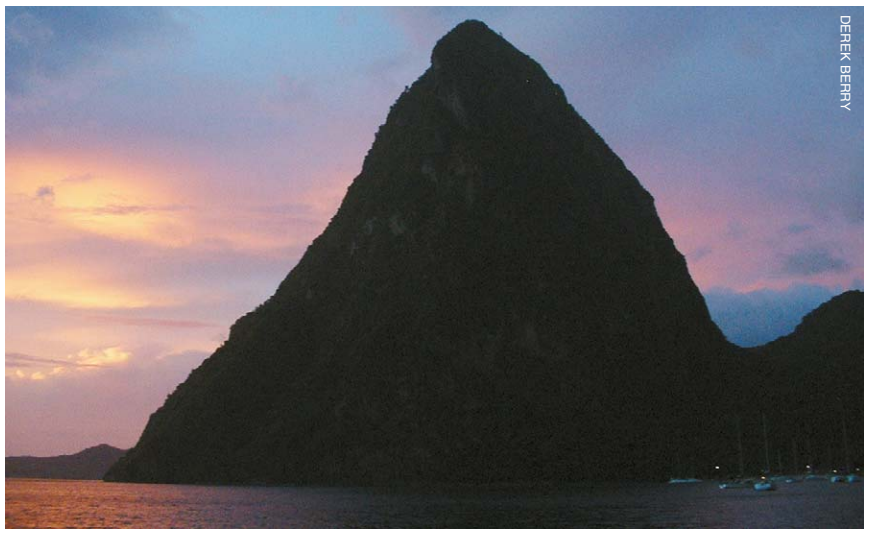
2003 Catana 522
$619,000

To view hundreds more of our multihull listings, check out multihullcompany.com

CALENDAR

MAY

1	Public holiday in many places (Labour Day)
2 – 6	Cayman Islands Carnival. www.caymancarnival.com
5	Start of ARC USA rally from Tortola to Virginia or Florida. www.worldcruising.com
5	Start of ARC Europe rally from Tortola to Portugal via Bermuda. www.worldcruising.com
5	Boatyard J/24 Regatta, Barbados. sailbarbados.com
5	Public holiday in Guyana (Indian Arrival Day)
7	Booby Island Regatta. St. Kitts Yacht Club, www.skyachtclub.com
9	Start of Antigua to Bermuda Race. www.antiguabermuda.com
10	Public holiday in Aruba, Bonaire and Curaçao (Ascension Day)
10 - 12	Combat de Coques regatta, Martinique. www.clubnautiquedumarin.com
11 – 19	Grenada Chocolate Festival. grenadachocolatefest.com
13	Atlantic Back Rally departs Guadeloupe for Azores. www.atlanticbackcruising.com
15	Salty Dawg Spring Rally departs Antigua for US. www.saltydawgsailing.org
18	Public holiday in Haiti (Flag Day)
18 – 20	BVI Dinghy Championships. www.royalbviyc.org
18 – 20	Old Brigand Rum Regatta, Barbados. www.sailbarbados.com
18 – 21	Petite Martinique Whitsuntide Regatta Festival. www.facebook.com/petitemartinique.whitsuntidereggatta
19	Public holiday in Trinidad & Tobago (Labour Day)
19 – 20	Capt. Mike Fishing Tournament, St. Lucia. captmikes.com
19 – 20	Old Brigand Rum Regatta, Barbados. sailbarbados.com
20	Jazz 'n Creole Festival, Dominica. SEE AD ON PAGE 8
20	Summer Solstice
21	Public holiday in the Cayman Islands Discovery Day), and in Belize (Sovereign's Day)
21	Public holiday in some places (Whit Monday)
26	Public holiday in Guyana (Independence Day)
28	Public holiday in Puerto Rico (Memorial Day)
29	FULL MOON
30	Public holiday in Trinidad & Tobago (Indian Arrival Day) and Anguilla (Anguilla Day)
31	Public holiday in some places (Corpus Christi)
TBA	St. Barth Theatre Festival. www.festivaldetheatredesaintbarthelemy.com
TBA	Annual SMILE Boat Show, Martinique, http://ot-marin.com/SALON-NAUTIQUE-DU-MARIN,412.html
TBA	Martinique Yole Festival, Ste. Anne, Martinique. http://yoles-rondes.net
TBA	Canouan Regatta


DEREK BERRY

JUNE

1	Public holiday in the Bahamas (Labour Day)
5	World Environment Day
8	World Oceans Day
9	Public holiday in BVI and Anguilla (Queen's Birthday)
11 - 17	International Optimist Regatta, St. Thomas, USVI. www.styc.club
15	Public holiday in Trinidad & Tobago (Eid ul-Fitr, end of Ramadan)
15 – 29	Fisherman's Birthday celebrations, Gouyave, Grenada
23	St. Kitts National Optimist Championships. SKYC, www.skyachtclub.com
24	Public holiday in Venezuela (Battle of Carabobo)
28	FULL MOON
28 – 30	St. Kitts Music Festival. www.stkittsmusicfestival.net
29	Fisherman's Birthday; local boat racing in many communities
TBA	St. Lucia Open Dinghy Championships. stluciayachtclub.com

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

CARIBBEAN WOODS



BUSINESS FOR SALE IN BEQUIA

Well respected and very profitable business. Established 2002.

Located 3 minutes from Port Elizabeth ferry landing. Top hardwood supplier in the region. Largest supplier locally of Pine, Ply, Steel, Hardware and Paint. Double digit growth in past few years. Established business with solid balance sheet. 20,000 sq ft premises. Staff of 6. Wide and varied customer base. Opportunities to expand product range.

Enquiries to Neil at winbeq@yahoo.co.uk or +1 784 431 8124

CARIB TAILS

HELP TRACK HUMPBACK WHALE MIGRATION

Your contributions of tail fluke photographs of humpback whales from the Caribbean region are critical for conservation efforts.

INTERESTED in Helping? Go to www.CARIBTAILS.org

MERIDIAN PASSAGE OF THE MOON

MAY - JUNE 2018

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

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

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

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

May 2018					
DATE	TIME				
1	0049	21	1755	10	0855
2	0137	22	1847	11	0946
3	0226	23	1937	12	1042
4	0315	24	2025	13	1141
5	0403	25	2112	14	1243
6	0451	26	2158	15	1346
7	0539	27	2245	16	1448
8	0625	28	2332	17	1547
9	0711	29	0000 FULL MOON	18	1643
10	0756	30	0020	19	1734
11	0842	31	0108	20	1824
12	0928			21	1911
13	1017	**June 2018**		22	1957
14	1108	1	0154	23	2043
15	1202	2	0246	24	2129
16	1259	3	0333	25	2216
17	1359	4	0420	26	2304
18	1500	5	0505	27	2353
19	1601	6	0550	28	0000 FULL MOON
20	1659	7	0635	29	0041
		8	0720	30	0129
		9	0806		

CLASSIFIEDS

BOATS FOR SALE



BOSTON WHALER 2016 OUTRAGE 370 3 x Mercury Verado 300 hp, < 100 hrs, still on warranty, too many options to list. Lying Port Louis, St George's, Grenada. Reduced to US$360,000. Tel: (473) 403-9622, E-mail: mrossy52@gmail.com

TAYANA 37 1981 SLOOP Ready for blue water sailing. Lying Trinidad & Tobago. US$70,000. E-mail: svspectre@live.com



28' BOWEN 2x200 Yamaha. Tel: (868) 299-5012.



73' SCHOONER VALHALLA World Cruising, length on deck 65'. EU295,000. Full information on www.sailboat-of-steel.com



65' CREW BOAT And/or business in Sint Maarten Caribbean. Excellent condition, operating as a passenger ferry. Tel: (607) 846-7222/ (599) 416-5885. E-mail: sabactransport.com



21' SPEEDBOAT W/ trailer, 35hp OB, US$8,000. Tel: (758) 484-7614 E-mail: caribbeanyachtservices@hotmail.com



33' X-YACHT Yanmar 21hp 3YM20 (2012). US$25,000. Tel: (758) 484-7614 E-mail: caribbeanyachtservices@hotmail.com



47' LONG LINE WOODEN VESSEL 450 Cummins diesel 8.3, 20 miles l.p spool EC$160,000 OBO. Tel: (473) 457-6833/ (917) 440-5285.



23' JEANNEAU CAP CAMARAT 675 2 x 85hp 2 stroke Yamahas w/ 70hrs use, bimini, VHF, CD, anchor, life jackets, trailer. Lying Mustique, EC$49,500 ONO. Tel: (784) 533-0213 E-mail: mfindlay@mustique.vc



HENDERSON 35 PROTOTYPE "ENZYME" Built by Paul Amon, race ready, winning track record as Crash Test Dummies, Caribbean race boat of the year, winning 8 regattas in 1 year. Renamed Enzyme, 1st in Racing Class St. Maarten, BVI, Antigua, Barbados, Grenada, Trinidad and Tobago over 12 years. 2017 T&T race boat of the year. Oceanvolt upgrade US$60,000, as is US$40,000. E-mail: Info@greenventuresltd.com



JEANNEAU 43DS 2003 4 state rooms, 2 heads. Tel: (784) 456-9526 E-mail: m.pratley@barefootyachts.com



BENETEAU 41 2000 3 staterooms, 2 heads. Tel: (784) 456-9526 E-mail: m.pratley@barefootyachts.com



JEANNEAU 34 1999 2 staterooms, 1 head. Tel: (784) 456-9526 E-mail: m.pratley@barefootyachts.com



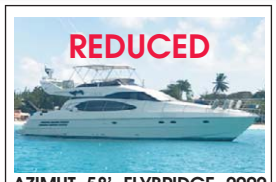
FOUNTAINE PAJOT 40 2009 4 staterooms, 2 heads. Tel: (784) 456-9526 E-mail: m.pratley@barefootyachts.com



BENETEAU 36 2002 2 staterooms, 1 head. Tel: (784) 456-9526 E-mail: m.pratley@barefootyachts.com



LAGOON 380 S2 2014 3 staterooms, 2 heads. Tel: (784) 456-9526 E-mail: m.pratley@barefootyachts.com



AZIMUT 58' FLYBRIDGE 2002 Italian luxury yacht, in excellent condition. 3 staterooms/ 3 heads, large saloon, full A/C, dual helm stations. New electronics 2014, crew compartment converted for extra storage w/ 2 freezers, fully loaded fridge/freezers, microwave, stove, icemaker. US$299,000. Lying Barbados-Port St. Charles. Tel: (246) 230-0256 E-mal: jamestasker@evelynroach.com



PROUT 45 CATAMARAN 1997 The classic blue water cruising cat in immaculate condition. One owner from new, very well equipped. Lying Bequia. Competitively priced for a non broker sale. Sail the world in comfort & safety for US$199,000 ONO. E-mail Richard Roxburgh rroxactionbequia@gmail.com

PROPERTY FOR SALE

BEQUIA - MT. PLEASANT Residential Building Lot. Lower Mt. Pleasant road, Belmont area. Admiralty Bay view, walk to restaurants. 10,478 sq/ft. US$185,000. Island Pace Real Estate. E-mail: info@islandpace.com

ST. KITTS & NEVIS - NEVIS "Ciboney's Retreat". Wonder where to go after cruising? We did & found it. (See Caribbean Compass September 2017 Page 41, "Swallowing the Anchor in Nevis") Built 2007, 3 beds, 3 1/2 bath, 3 verandas w/pool. Elevation 600'. Views of St. Kitts, Statia & Saba. For more info E-mail: ciboney121@hotmail.com

MISC. FOR SALE



BERGY XL.1 1kw wind turbine, house/farm, 24V, 1000 watts, hybrid controller (solar-wind). Very little use. Tower available. In Bequia. Offers! E-mail: caribpub@gmail.com



TAYLOR TSE 120 MARINE FORKLIFT Negative drop 10', positive lift 30'. Good condition, US$50,000. E-mail: pbmfl@powerboats.co.tt

SEA GLASS JEWELRY - Take a piece of the islands with you wherever you go! Genuine Caribbean jewelry from: www.etsy.com/shop/TradeWindsSeaGlass

2X300 HP YAMAHA OUTBOARDS 2013 4 stroke, w/ brand new power head. Have not been used in 4 years. US$33,000 for both, price negotiable. Tel: (473) 407-1147/420-2807.

JOB OPPORTUNITY

GRENADA- SAILMAKER Turbulence Ltd. is looking for an experienced sail maker to work full time. Please send CV to richard@turbulenceltd.com or pay us a visit at our True Blue office.

CARIBBEAN COMPASS
DON'T LEAVE PORT WITHOUT IT

CARIBBEAN COMPASS
www.caribbeancompass.com
FREE on-line version!

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

ADVERTISERS INDEX

ADVERTISER	LOCATION	PG#	ADVERTISER	LOCATION	PG#	ADVERTISER	LOCATION	PG#	ADVERTISER	LOCATION	PG#
Alexis Food Stores	Grenada	41	Doolittle's Restaurant	St. Lucia	38	Kiss Extractor	C/W	MP	Sea Hawk Paints	C/W	10
Art Fabrik	Grenada	MP	Down Island Real Estate	Grenada	MP	LAC Services	SVG	MP	Slipway Restaurant	Grenada	MP
Blue Lagoon Hotel & Marina	SVG	12	Doyle Offshore Sails	Tortola	4	LIAT	C/W	11	Solar Creativity Caribbean	Barbados	15
Boat Paint & Stuff	St. Maarten	36	Doyle's Guides	USA	30	Lulley's Tackle	SVG	MP	Spice Island Marine	Grenada	26
Bocas Yacht Club & Marina	Panama	37	DYT Yacht Transport	C/W	5	Mac's Pizzeria	SVG	MP	St. Kitts Marine Works	St. Kitts	25
Budget Marine	St. Maarten	2	Echo Marine	Trinidad	23	Marc One Marine	Trinidad	MP	St. Maarten Sails	St. Maarten	23
Budget Marine St. Kitts	St. Kitts	MP	Electropics	Trinidad	MP	Marina Santa Marta	Colombia	7	Sugar Reef Bequia	SVG	MP
CACEM	Martinique	9	Fernando's Hideaway	SVG	MP	Marina Zar-Par	Dominican Rep.	36	Technick	Grenada	MP
Camara Maritima	Panama	18	Food Fair	Grenada	40	McIntyre Bros	Grenada	39	The Nature Conservancy	C/W	34
Camper & Nicholsons	Grenada	20	Free Cruising Guides	C/W	24	Mid Atlantic Yacht Services	Azores	MP	Tobago Cays	SVG	MP
Captain Gourmet	SVG	MP	Gonsalves Liquors	SVG	38	Multihull Company	C/W	44	Turbulence Sails	Grenada	21/ MP
Caribbean Woods	SVG	45	Grenada Marine	Grenada	21	Neil Pryde Sails	Grenada	MP	Venezuelan Marine Supply	Venezuela	MP
Carriacou Marine	Grenada	16	Grenadines Sails	SVG	MP	Northern Lights	Tortola	19	Whisper Cove Marina	Grenada	MP
Clarkes Court	Grenada	25	Horizon Yacht Charters	Grenada	MP	Off Shore Risk Management	Tortola	22	WIND	Martinique	MP
Cruising Life	SVG	24	Hydrovane International Marine	C/W	MP	Peake Yacht Services	Trinidad	47	YSATT	Trinidad	MP
Curaçao Marine	Curaçao	22	Iolaire Enterprises	UK	30/39	Piper Marine	SVG	MP			
Desperate Deliveries Book	C/W	MP	Island Dreams	Grenada	MP	Power Boats	Trinidad	MP			
Dominica - Jazz Festival	Dominica	8	Island Water World	Sint Maarten	48	Red Frog Marina	Panama	29			
Dominica Yacht Services	Dominica	MP	Johnson's Hardware	St. Lucia	14	Renaissance Marina	Aruba	6			

MP = Market Place pages 42 - 44
C/W = Caribbean-wide

PEAKE
YACHT SERVICES

Chaguaramas Bay, Trinidad
VHF CHANNEL 69



160 Ton Marine Travelift - Maximum Beam 31 ft
No Forestay Removal On Most Yachts Below 60 ft

Fully stocked chandlery, hotel and restaurant on site

- The most experienced, most professional yard in the Caribbean with the most comprehensive list of onsite marine services and contractors – **FACT!!**
- At the best prices – **FACT!!**
- **FREE** water - **FREE** electricity - **FREE** fully functional WIFI
- All this in the least extreme weather zone in the region – **FACT!!**

Treat your beautiful boat to the best. You know she deserves it!

CONTACT US TO LEARN ABOUT OUR SUBSTANTIAL DISCOUNT SPECIALS.

P.O. Box 3168 Carenage Trinidad • Tel (868) 634 4423 • Fax 634 4387
reservations@peakeyachts.com • www.peakeyachts.com

WHAT'S NEW?



SHAKESPEARE QUICK CONNECT ANTENNA AND MOUNT

Quick Connect four-way ratcheting Antena Mount. Fast-release handle, designed for quick and easy laydown. Easy removal of an antenna without the hassle of re-installing cables.

Priced from **$38.35**

MANTUS CHAIN SNUBBER PENDANT

Alternative to chain hooks for attaching snubber line to chain/or line rode. Easier to tie and much easier to remove after any significant loading. All pendants include an appropriately size 316 stainless steel shackle.



Priced from **$96.90**

20% OFF

WHAT'S ON SALE IN STORE?



PETIT PAINTS

Long lasting, quality products that let you spend less time maintaining your boat and more time enjoying it. From topside paints to antifoulant bottom paints and everything in-between, Pettit's products have you covered.

Priced from **$24.40**

20% OFF

JABSCO PAR MAX WATER SYSTEM PUMPS

Self-priming, quiet running water pressure system pumps have a built in bypass, resulting in less pulsation. Smooth flow. Dry running capability. Soft noise absorbing mounts. Reduces need for accumulator tank.



Priced from **$130,68**

CAFRAMO FANS

Cruise in comfort with Caframo's unrivaled line of fans. Designed, tested, and built for demanding marine use.



Priced from **$42.80**

20% OFF

CRUISING GUIDES TO THE NORTHERN AND SOUTHERN LEEWARDS

This 15th edition (2018-2019) is split into two guides. An essential tool for all cruisers sailing this region. Chris Doyle spends months sailing these islands to update each edition.

Priced from **$36.25**



Earn Miles for discount! 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 + 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, Anguilla, British West Indies, and printed by Guardian Media Limited, Trinidad & Tobago