

C A R I B B E A N

On-line

# C COMPASS



JULY 2016 NO. 250

The Caribbean's Monthly Look at Sea & Shore

## 'BIG TI'

See story on page 31

# GET THE AIR FLOWING.



**NATURAL VENTILATION**  
Use wind and air currents by opening  
your Lewmar hatch.

**LEWMAR®**

**POWERED VENTILATION**  
Circulate airflow in any direction of the  
cabin with Caframo fans.

 **Caframo**



**BUDGET  
MARINE**



[www.budgetmarine.com](http://www.budgetmarine.com)

**THE CARIBBEAN'S LEADING CHANDLERY**

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

# CARIBBEAN COMPASS

The Caribbean's Monthly Look at Sea & Shore

[www.caribbeancompass.com](http://www.caribbeancompass.com)

JULY 2016 • NUMBER 250



## Wooden Craft

West Indies Regatta ..... 17



## Laid-Back Cruising

Puerto Rico's south coast ..... 18

## Panama Pleasures

More than a canal ..... 22



## An Island Surprise

Goat racing in Tobago ..... 28

## Chill & Charm

Bocas del Toro ..... 30



## DEPARTMENTS

Info & Updates .....	4	Book Review .....	36
Business Briefs .....	8	Cooking with Cruisers .....	37
Eco-News .....	10	Readers' Forum .....	38
Regatta News.....	14	Cartoons.....	40
Y2A.....	16	Caribbean Market Place.....	41
Meridian Passage.....	20	Calendar of Events.....	44
The Caribbean Sky.....	34	Classified Ads.....	45
Look Out For.....	35	Advertisers Index.....	46

Caribbean Compass is published monthly by Compass Publishing Ltd., The Valley, P.O. Box 927, Anguilla, British West Indies. Tel: (784) 457-3409, Fax: (784) 457-3410, [compass@caribbeancompass.com](mailto:compass@caribbeancompass.com), [www.caribbeancompass.com](http://www.caribbeancompass.com)

**Publisher.....Tom Hopman**  
[tom@caribbeancompass.com](mailto:tom@caribbeancompass.com)  
**Editor.....Sally Erdle**  
[sally@caribbeancompass.com](mailto:sally@caribbeancompass.com)  
**Assistant Editor.....Elaine Ollivierre**  
[jsprat@vincysurf.com](mailto:jsprat@vincysurf.com)  
**Art, Design & Production.....Wilfred Dederer**  
[wilfred@caribbeancompass.com](mailto:wilfred@caribbeancompass.com)  
**Administration.....Shellese Craig**  
[shellese@caribbeancompass.com](mailto:shellese@caribbeancompass.com)  
**Advertising.....Shellese Craig**  
[compass@caribbeancompass.com](mailto:compass@caribbeancompass.com)

Caribbean Compass welcomes submissions of articles, news items, photos and drawings. See Writers' Guidelines at [www.caribbeancompass.com](http://www.caribbeancompass.com). Send submissions to [sally@caribbeancompass.com](mailto: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. ©2016 Compass Publishing Ltd. All rights reserved. No reproduction, copy or transmission of this publication, except short excerpts for review purposes, may be made without written permission of Compass Publishing Ltd. ISSN 1605 - 1998

Cover Photo: The iconic Ticonderoga raced and chartered in the Caribbean for decades. On the cover is Tim Wright's overhead view at the 2008 Antigua Classics, and on page 31, TD Matzenik shares memories of 'Big Ty' from 1973



'The Caribbean Compass is a magazine teeming with useful information, exciting events, interesting stories, intriguing (mis)adventures, insightful poems, tasty recipes, illuminating pictures, thought-provoking letters and much more. It is a magazine that provides an all-encompassing insight into the Caribbean's heart and soul!'  
 — Liesbet Collaert  
 S/V Irie

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.

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

# Info & Updates

### New Clearance Spot in St. Pierre, Martinique

Ken Goodings and Lynn Kaak on *S/V Silverheels 3* report: St. Pierre, Martinique now has a second Customs computer, located in the L'Alsace a Kay bar and restaurant on the main street parallel to the waterfront, at 75 Rue Gabriel Peri. L'Alsace a Kay is open much longer than the tourism-center Customs. The comput-



SPRINGWOOD  
REBECCY CLAIR BURKE

er is available six days a week (every day except Tuesday). There's a sign on the main dock where you leave your dinghy; check there for exact opening hours. Nice people, and cold Alsace beer too!

### No Anchoring at Moliniere Bay, Grenada

Danielle Ince, Manager of the Moliniere/Beausejour Marine Protected Area in Grenada reports: Although an anchoring zone is still shown in some older guide-books, anchoring is not allowed in the Moliniere/Beausejour Marine Protected Area. The "no anchoring" rule was set in 2001, and has been enforced since 2011. Famous for its underwater sculptures, which are constantly evolving as corals, sponges and other sea life grow on them, the bay was designated a Marine Protected Area in 2001.

Moorings are available at US\$10 for 24 hours, or you can anchor in adjacent bays (e.g. Halifax or Grand Mal) and come in by dinghy. Fees support mooring maintenance and environmental protection. If you come in by dinghy, purchase bands (US\$1 for snorkeling, US\$2 for scuba diving) from the Rangers. Use the red moorings for dinghies — these are often full in the high season, so now is a good time to visit!

Alternatively, come by land and take one of the local boats, such as *K&J Tours* or *Sea Tonic*, that offer snorkeling tours to see the underwater sculptures.

### Charter Yacht Society Supports Youth Sailing

The Royal BVI Youth Sailing Programme accepted a donation from the Charter Yacht Society (CVS) last month. After a training session, the young sailors were joined



by Janet Oliver, Executive Director of the CVS, who presented a donation from the 2015 Charter Yacht Show. Oliver explained that US\$10 from the registration fee from each yacht and broker is donated to BVI Youth Sailing. With approximately 75 yachts in attendance and over 130 brokers in 2015, this donation is a valuable contribution to the programme.

—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.

<b>British Virgin Islands</b> Doyle Sailmakers BVI, Ltd Road Reef Marina Road Town, Tortola Tel: (284) 494 2569 bob@doylecaribbean.com	<b>Barbados</b> Doyle Offshore Sails, Ltd Six Crossroads St. Philip Tel: (246) 423 4600 joanne@doylecaribbean.com
<a href="http://www.DOYLECARIBBEAN.com">www.DOYLECARIBBEAN.com</a>	

<b>Antigua &amp; Barbuda</b> Star Marine Jolly Harbour	<b>Jamaica</b> PJG Kingston	<b>St. Vincent</b> Barefoot Yacht Charters Blue Lagoon
<b>Bonaire</b> IBS b/v Kaya Atom Z	<b>Martinique</b> Voilerie Du Marin 30 Bld Allegre	<b>Trinidad &amp; Tobago</b> AMD Chaguaramas
<b>Curacao</b> Zeilmakerij Harms Kapiteinsweg #4	<b>Panama</b> Regency Marine Panama City	<b>USVI St Croix</b> Wilsons' Cruzan Canvas Christiansted
<b>Dominica</b> Dominica Marine Center Roseau	<b>Puerto Rico</b> Atlantic Canvas & Sail Fajardo, Puerto Rico	
<b>Grenada</b> Turbulence Sails True Blue St George	<b>St Lucia</b> Rodney Bay Sails Rodney Bay	

**100%**  
BUILT WITH  
RENEWABLE  
ENERGY

\*The Blue Peter", Alfred Mylne 65 Classic  
Lutz E. Kohl - www.yachtsailing.com

\* Dacron and HydraNet only

—Continued from previous page

### OECS Destinations Target German Market

The OECS reports: The Organisation of Eastern Caribbean States (OECS) Commission has once again coordinated a joint activity for its member states to promote their respective destinations. The OECS Road Show in Germany followed three successful joint promotion activities coordinated by the OECS Commission, to showcase the region's yachting sector in the United States, Canada and Germany.

The joint presence of the OECS at what is arguably the world's largest boat show in Germany earlier this year, unveiled the tremendous potential of the European market. Germany in particular, to enhance the performance of the tourism sector in the region. Formal surveys conducted at the Eastern Caribbean Village at the Boot Dusseldorf Boat Show revealed a high level of desirability for the region by Germans; and strong alignment of the Caribbean product with their interests and travel trends and patterns.

Germans have longer vacation periods compared to visitors from North America, and are higher spenders. According to the latest statistics from ITB 2016, 77 percent of all Germans travel. In 2015, Germans spent 71.5 billion Euro on travel and stayed an average ten days.

The German Travel Association's president, Norbert Fiebig, designated the year 2016 as "The Year of the Caribbean", referring to the opportunities for growth for the Caribbean from German travellers.

The OECS destinations of Anguilla, Antigua & Barbuda, the British Virgin Islands, Dominica, Grenada and St. Lucia showcased their respective destinations in June, with an intense promotion in the cities of Munich, Stuttgart, Frankfurt and Cologne.

### MRCC Fort-de-France Celebrates 15 Years

Martinique's Fort-de-France Maritime Rescue Coordination Centre (MRCC) celebrates its 15th anniversary this year. Fort-de-France MRCC's 25 women and men have been keeping watch night and day for 15 years, from Anguilla to St. Lucia and

including a great part of the Atlantic Ocean. Since its creation, Fort-de-France MRCC has performed more than 11,000 search-and-rescue operations that involved 21,000 people.

Lt. Cdr. Edouard Perrier, Director of MRCC Fort-de-France, says, "We will keep on assisting seafarers from all over the world, in good moments or in hard times. In case of emergency, please call us on VHF 16, put on your personal floating device and be ready to activate your distress beacon. Your life does matter to us!"

### Eight Bells: Harold La Borde

Pioneering Trinidadian sailor Harold La Borde died on June 12th, a few days before his 83rd birthday, while visiting Grenada.

Harold and his wife, Kwallan, were the first Trinidadians to cross the Atlantic Ocean in a small sailboat. They were later awarded the nation's highest order, the Trinity Cross Gold. The couple and their young sons (one of whom was born during the voyage) circumnavigated the world in their 40-foot ketch, *Hummingbird II*, from 1969 to 1973. In the 1980s, La Borde circumnavigated the globe again, aboard *Hummingbird III*, this time around the Great Capes.

The La Bordes flew Trinidad & Tobago's national flag around the world on their journeys. However, it is on the waters of the Caribbean that La Borde will be best remembered, where his contribution to regional yachting — both as an industry and as a sport — was felt throughout the region.

Harold's son Pierre told *The Trinidad Guardian* newspaper that they had sailed up to Grenada in May as part of a family ritual to spend time with friends there and were preparing to sail back to Trinidad. Pierre described his father as "an inspiration" to his fellow citizens and to foreigners who visited T&T. "He was a great sailor and a great hero for T&T and he fulfilled his dream sailing around the world."

Harold La Borde wrote three books about his world travels. *Hummingbird II*, which was used in his first around-the-world voyage, is displayed at the museum in downtown Port-of-Spain.

La Borde is survived by his wife, Kwallan, sons Pierre and Andre, three grandchildren, and his brothers Rudy and Hugh.

Thanks to *cnewslive* and *The Trinidad Guardian* newspaper for information used in this report.

### Petite Martinique Maroon and Heritage Weekend

The tiny Grenadine isle of Petite Martinique will celebrate its Maroon and Heritage Weekend on July 15th and 16th with the theme "Back in Time, the Way We Were". On Friday the 15th, experience Sugaring the Piton, Maroon Saracca, Maypole Dancing, Big Drum Dancing and String Band Music at Moulin Vent Village. On Saturday the 16th, at the Hard Court, there will be a Cultural Extravaganza featuring dances, poetry, folk singing, dramatizations, antique displays, craft exhibits, "back in time" dress and more.

Visit [www.facebook.com/Petite-Martinique's-Tourism-Cultural-Committee](http://www.facebook.com/Petite-Martinique's-Tourism-Cultural-Committee) for more information.

### Images of Bonaire's Maritime Past

Patrick Holian reports: On Bonaire, sailors will have a chance to hear tales of trade, sailing and smuggling as told by master boatbuilder Johnny Craane, whose family crafted wooden ships on the island for generations.

—Continued on next page



ARUBA

12°31'01.50"N | 70°02'15.00"W

**RENAISSANCE MARINA**

The Renaissance Marina, located in the heart of Oranjestad is part of the Renaissance Aruba Resort and Casino and can accommodate more than 50 yachts.

Located at 12°31' N and 70°02' W, Renaissance Marina is the island's most beautiful marina, part of the Renaissance Aruba Resort & Casino, it stretches over much of this picturesque waterfront community combining the largest

Tel: (+297) 588-0260 - Fax: (+297) 588-0261 | [www.renaissancemarina.com](http://www.renaissancemarina.com) | Channel 16 | Renaissance Marketplace, Oranjestad Aruba

entertainment and shopping facility in Aruba with the natural beauty of the Marina. Renaissance Marina can accommodate yachts up to 200'.

The marina supplies fresh running water and 110/220/360V 60Hz electricity, satellite TV with security guards on duty 24 hours a day.

—Continued from previous page

On Friday, July 15th, the new Terramar Museum in downtown Kralendijk will host "An Evening With Johnny Craane". Craane will guide visitors through an exhibition of 15 historic nautical photos of the ABC Islands from the last century. This exhibition was organized by the Bonaire Maritime Heritage Foundation as a tribute to the sailors of the ABC islands and their wooden sailing vessels.

Bonaire is hosting a nautical photo exhibition including this portrait of Martin Felida, long-time captain of the local cargo vessel Stormvogel



Joining Craane is Luzday Zambrano, great-granddaughter of famous Bonaire boat-builder "Pagágá" Marchena. Luzday will give details on how her family was central to Bonaire's vibrant boatbuilding industry of the 1900s.

The oldest photo in the exhibition is from 1917; it captures the launching in Curaçao of the massive *Hollandia*, named in honor of the 18th century 32-gun, 700-ton ship of the Dutch East India Company. Two other photos are of men who were directly involved with *Stormvogel*, the cutter which the foundation is currently restoring.

The exhibition is made possible with the support of the Prins Bernhard Cultural Funds of the Caribbean Region as part of the Project Stormvogel's Junior Shipwright program. This youth outreach effort involves young people in the hands-on process of boat restoration, working under the guidance of seasoned Bonaire shipwrights.

Luzday Zambrano, one of the hosts for the evening, completed the Junior Shipwright program this year.

Hour-long tours by Craane and Zambrano will be given throughout the evening. The English-speaking tour begins at 6:30pm. A US\$10 contribution is requested for entrance. Outside, enjoy the museum's lovely terrace where a cash bar will serve cool wine and cold beer. There is also an opportunity to buy Stormvogel T-shirts and other products. Or for \$50 you can "adopt" a rib of the boat and have your name applied to the wood in gold. The restoration crew is currently harvesting local kui (mesquite) trees and crafting ribs for the old boat. These pieces will be permanently installed in the new frame of *Stormvogel*.

All proceeds go to the restoration of *Stormvogel*, the last of Bonaire's sailing cargo boats. See [www.youtube.com/watch?v=JM2PFRNDBA](http://www.youtube.com/watch?v=JM2PFRNDBA) for more information on this project.

**CCEF Events at Carriacou Regatta This Month**

Carriacou's 51st Annual Regatta will run from the end of July through the beginning of August, and the Carriacou Children's Education Fund (CCEF) has fundraising activities planned during the week. All proceeds will fund CCEF projects, including providing school uniforms and supplies, lunches for needy students and scholarships to the TA Maryshow Community College.

The CCEF Potluck Barbecue and Raffle will be held at Tanty Lizzy's Seaside Fountain Restaurant on Wednesday, July 27th at 5:00PM with barbecue at 6:00PM. Bring a dish to share, whatever you want to grill, and musical instruments for an informal jam session after dining.

CCEF's popular Annual Auction held at After Ours is set for July 28th. Tables will be set up to sell an enormous variety of items donated throughout the year, including boat parts, electronics, charts, household goods, clothing, art prints and more. The larger items and gift vouchers from local restaurants and businesses — including massages, meals and a yacht haulout from Carriacou Marine — will be auctioned to the highest bidder. The doors will open for general table sales at 1:00PM and the auction will commence at 4:00PM.

Any donations will still be received up until the auction date, either through Budget Marine in Grenada (transported to Carriacou by M/V Amelia) or left with Arawak Divers at the After Ours building.

All the fundraising allows CCEF to grant scholarships to graduating Carriacou secondary school students, with six scholarships available this year. Each year, volunteers help make these events successful and enjoyable. Join CCEF during Carriacou Regatta week to help fill the educational needs of the children of Carriacou. There will be further news about the monies raised this year and the total raised since the inception of CCEF, after this year's CCEF events during Carriacou Regatta week.

Contact [ccefinfo@gmail.com](mailto:ccefinfo@gmail.com) for more information.

**Oooops!**

Okay, from time to time everybody forgets what day it is — but the season? The schedule of selected SSB weather report sources in last month's *Compass* was mistakenly titled "Winter 2016" rather than "Summer 2016"; we grabbed the old headline along with our favorite radio-themed cartoon, and forget to change it. Please know that, thanks to Ken Goodings and other cruisers, this really was the Summer 2016 schedule, completely updated and revised.

See it on page 8 at [www.caribbeancompass.com/online/june16compass\\_online.pdf](http://www.caribbeancompass.com/online/june16compass_online.pdf)



## THE DIFFERENCE IS WHAT WE DO AND THE WAY WE DO IT.

# SUNBAY MARINA

IS A TRADITION, IN FAMILY BOATING...

AMENITIES

- Professional and Courteous Staff
- 282 Fixed Slips
- Wide Concrete Finger Piers
- On-Site Fuel Dock and Diesel Delivered on all Slips except on Dock "A"
- Safety, Cleanliness and Service is our Primary Concern
- Whole Area Patrolled by 24 Hour Security
- Camera Surveillance
- Official Cruising Station of SSCA
- Complimentary Cable TV and Wi-Fi
- Water and Electricity
- Restrooms and Showers
- Laundry Facilities
- Nearby Ship's Chandlery and Convenience Store
- Near Small Eateries and Upscale Elegant Restaurants such as El Conquistador Hotel and Casino
- US Custom and Immigration Located 1/2 mile Away by Dinghy
- Ample Parking

Join us today  
and be part of our family.

## VISIT US! at Fajardo,

our webpage [www.sunbaymarina.com](http://www.sunbaymarina.com)  
or at the Administration Office at the Marina,  
open 7 days a week from 8:00 am to 4:00 pm

T: **787.863.0313**

F: **787.863.5282**

E: [sunbaymarina@aol.com](mailto:sunbaymarina@aol.com)

Parcelas Beltrán, Bo. Sardinera,  
Fajardo, Puerto Rico







Latitude 18° 20' 21.37N Longitude 65° 38' 01.82W

Close to: Isla Palominos • Palominitos • Cayo Icacos • Cayo Lobos





## SERVICE.

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

[simsco@spiceislandmarine.com](mailto:simsco@spiceislandmarine.com) • [www.spiceislandmarine.com](http://www.spiceislandmarine.com) • 473.444.4342



# For all your Cargo needs

## NEW FULL CARGO SERVICE

- **NEW!** regional all-cargo service with a dedicated freighter aircraft
- More trade options with increased frequency
  - Service to 22 destinations
  - State-of-the art online cargo tracking
- Fresh food safely delivered throughout the region
- For more information go to [liatcargo.com](http://liatcargo.com)

Contact LIAT or your local Cargo Agent for full details

Antigua, Anguilla, Barbados, Dominica, Grenada, Montserrat, St. Kitts & Nevis, St. Lucia, St. Vincent, Tortola, Guyana, St. Croix, St. Thomas and USA  
1-888-300-0846

Canada  
1-877-354-1991

Puerto Rico  
1-866-308-6851

Dominican Republic  
1-888-751-9201

Netherland Antilles  
001-866-308-6839

[liatcargo.com](http://liatcargo.com)



# BUSINESS BRIEFS

## Kudos for Blue Lagoon Hotel & Marina, St. Vincent

Whitney Weekes reports: Blue Lagoon Hotel & Marina has been rated as the number one hotel in St. Vincent on Booking.com, receiving a 9.0 rating, as well as receiving high recognition of excellent service on Trip Advisor. Blue Lagoon provides a variety of amenities that will satisfy all your needs:



Thinking of sailing to St. Vincent? Blue Lagoon Hotel & Marina gives you convenient dockage for monohulls and catamarans, fuel and water, shower facilities, ice, garbage disposal, dockside electricity, and 24-hour security service. We also now offer moorings at US\$25 per night. Vehicle rentals and reliable taxi service are available. The Front Desk agents are always happy to assist in arranging island tours or boat charters. Free parking and WiFi is available. Make Blue Lagoon Hotel & Marina your gateway to the Grenadines!

Let's take a journey to our restaurant and bar, The Loft, which is now offering daily specials on local, regional and international cuisines, with breathtaking ocean-view scenery. Caribbean Fest Tuesdays provide a variety of Caribbean dishes and live steel pan music. Dine in the sunset on Sunset Wednesdays,

where cocktails and rum punch will be on special, and enjoy house music by our very own Dr. HU. Happy Hour takes place on Thursdays, between the hours of 5:30 and 7:00PM: bar foods on special and relaxing music played by a one-man band. Never been to Thailand? No worries! The Loft brings Thai culture right to you. On Fridays, come and enjoy Thai Night with us, where the best Thai food is served while you relax in a calm atmosphere. And coming soon, The Loft restaurant's Indian Night.

Planning your vacation in July, and searching for accommodation? Well search no more! Beginning July 8th, book a room for only US\$110, which includes a continental breakfast. The rooms offer marvelous views, and a comfortable and relaxing atmosphere that will give you no choice but to extend your stay.

At Blue Lagoon Hotel & Marina in St. Vincent, your comfort and satisfaction is our top priority; our goal is to always ensure that all our guests return to their destination with unforgettable memories.

For more information on Blue Lagoon Hotel & Marina see ad on page 32.

## Keep Calm and Get Hauled by 'The Hulk' in Grenada

Arlene Telesford reports: Hauling out is always a little nervy for boat owners, as they place their "baby" in the hands of lifting equipment and the team operating these



machines. But persons who have hauled their boats out at Clarke's Court Boatyard & Marina have come to appreciate the care and time taken at our haulout process.

Here's what being said about us: "Our boat was hauled out here in March 2016 and is being stored on a cradle for hurricane season. The staff and crew were prepared for our arrival. Haulout was on schedule and problem free. This was probably the smoothest haulout I have experienced. I suggest that folks hauling out in Grenada consider using Clarke's Court and their brand-new equipment."

—Continued on next page

—Continued from previous page

Another client wrote, "We are there now and went there based on several friends' experiences with them. Most professional boat yard we have ever been in — counting all the US East Coast and Florida."

With the response from our clients, all we can say to those contemplating getting hauled out is, "Keep calm and get hauled by 'The Hulk' boat lift." Why? Because you are the reason we haul boats!

For more information on *Clarks Court Boatyard & Marina* see ad on page 19.

#### Bequia Plantation Hotel – A Must in Bequia!

Florida Marshall reports: When in Bequia, don't miss experiencing a meal at Bequia Plantation Hotel on the south shore of Admiralty Bay. Our beachside restaurant, accessible via our dinghy dock, the road or the seaside walkway, is open daily for breakfast, lunch and dinner. The varied menu offers authentic local and interna-



And don't forget: for a night or two ashore, the brand-new self-contained cottages can't be beat!

tional fusion cuisine using fresh, local and seasonal ingredients. The restaurant, with the capacity to comfortably accommodate 100 persons, is a wonderful place for a special occasion, whether for a crowd or an intimate evening for two.

Our in-house Stelton's Bakery offers delicious baked goods offered daily from 8:00AM, including a wide variety of fresh breads, pastries, cakes and cookies, plus quiches, sausage rolls and savory croissants. Wholesale orders are welcome: telephone (784) 534-9444 or e-mail info@bequiaplantationhotel.com

Our main bar offers the best rum punch and cocktails on the island. We have fresh local fruit juices available daily using seasonal fruits, specialty cocktails and weekly happy hour specials.

Monthly movie night is a family affair: Kids' Movie Night with concession stand. Indulge in a day at Bequia Plantation Hotel with a Day Pass, alone or with a partner/friend. Breakfast, lunch and afternoon tea included.

Thinking about getting married, renewing your vows or spending your honeymoon on the beautiful island of Bequia? Bequia Plantation Hotel offers a variety of services for these special occasions. Our dedicated wedding coordinator will assist you every step of the way. You can choose from our specially tailored packages or customize your own package. Whether your event is small and intimate or large and extravagant, we are here to cater to all your needs.

For more information on *Bequia Plantation Hotel* see ad on page 16.

#### New on St. Vincent — SVG Marine Center!

Hubert Winston reports: Great news for boaters in St. Vincent & the Grenadines, and for all passing marine traffic including area fishermen. St. Vincent has a new marine center, located at Ottley Hall Shipyard, with a branch office in Calliaqua on St. Vincent's south coast, and representatives in Bequia.

This new company's owners have many years of experience handling vessels in Dominica at our Dominica Marine Center, and we are now in St. Vincent & the Grenadines to share our wealth of knowledge, experience, contacts and marine-dealership affiliation for most major brands such as Mercury Marine and Yanmar Marine.

SVG Marine Center represents Mercury Marine sales and service, Yanmar marine and industrial sales and service, ZF Marine, Zodiac dinghy sales, Garmin, ACR/ARTEX EPIRB, Northern Lights and much more.

Now customers can pick up an outboard engine from any of our stores in St. Vincent or have it delivered to any of the islands of the Grenadines. We have Yanmar parts for marine and industrial applications as well as Mercury Marine engine parts in stock. Access to duty-free and in-transit Customs clearances for foreign vessels and fishermen purchasing outboard engines, marine spares and boat accessories are now available.

As the only complete marine outfit for marine engines and applications in St. Vincent and the Grenadines, we are ready to provide our services to the general public.

Soon we, together with the shipyard management, will also be able to provide running-gear work done at the Ottley Hall Shipyard. Work on propellers, shafts, rudders, struts and more will all be able to be done on site at our facility at Ottley Hall. Look out for a subsequent notice.

For more information contact info@svgmarinecenter.com or (784) 593-BOAT(2628).

#### The Moorings Adds New Models in Caribbean

The Moorings is preparing to debut a group of new monohull models in the Caribbean for the winter of 2016.

Coming to St. Martin, St. Lucia, Grenada and the British Virgin Islands, the Beneteau-built Moorings 48.4, designed by Berret-Racoupeau, features four en-suite cabins and room for as many as ten guests. Inside, large portholes illuminate the 48.4's air-conditioned interior. Light taupe cushioning is alongside oak finishing.

Outside, the 48.4 features a convertible transom that drops down to become a swim platform. It contains a Raymarine navigation system, a bow thruster and a 75-horsepower Yanmar diesel engine.

Coming to St. Lucia and Grenada in December, The Moorings 42.1 is also from the builders at Beneteau. With a focus on layout, the companionway descends into a saloon accented with light oak paneling and oversized portholes. The master cabin includes a double bed with an en-suite bathroom shower; two additional cabins share another full bathroom, allowing room for as many as six guests.

Visit [www.moorings.com](http://www.moorings.com) for more information.

# MULTI-BIocide ANTI FOULING POWER!



## ISLANDS FAMILY

Multi-biocide antifouling solutions  
for every Caribbean sailor

- #1 Antifouling Paint in the Caribbean
- Proven Multi-Season Longevity
- Self-polishing Premium Antifouling Performance

Ask for Sea Hawk at boatyards and marine retailers



727-523-8053 • ContactUs@SeaHawkPaints.com

[www.SeaHawkPaints.com](http://www.SeaHawkPaints.com)

Hand Crafted in *America!*

# CARIBBEAN ECO-NEWS

## Jamaica Moves to Address Marine Pollution

As reported in the *Jamaica Gleaner*, Jamaica has taken a crucial step toward the prevention, reduction and control of marine pollution.

percent of the pollution of the Caribbean Sea comes from activities on land, including deforestation, and production of agricultural and industrial waste.

At the same time, coral reef species crucial for the



MARVIN SHARPE

The LBS Protocol helps UN Member States in the Caribbean to meet the goals of international agreements, reduce pollution and protect coral reef species

Late last year, Jamaica ratified the Protocol Concerning Pollution from Land-Based Sources and Activities (LBS Protocol), which forms part of the only legally binding regional agreement for the protection and development of the Caribbean Sea, the Cartagena Convention. Jamaica brings to 12 the number of Caribbean islands that have now ratified the protocol. The ratification comes at a time when more than 80

health of fish populations and worth US\$375 million in goods and services annually to coastal economies have diminished in the Caribbean by 90 percent. This is due also, at least in part, to pollution.

The LBS Protocol is one of three protocols under the UNEP-administered Cartagena Convention for the Protection and Development of the Marine Environment of the Wider Caribbean Region. It is also the only

regional legal agreement for the Wider Caribbean that promotes an integrated approach to the prevention, control and reduction of marine pollution.

Among the general obligations of the Protocol is the development and implementation of appropriate policies, laws and regulations to prevent, reduce and control pollution, including the use of most appropriate technology and management approaches, such as integrated coastal area management.

On next steps for Jamaica, the protocol recommends a number of actions, including:

- the classification of recreational water bodies at the national level to ensure that the most important areas are protected from the negative impacts of pollution;
- the establishment of legally binding standards for sewage effluent and discharges;
- the development of a National Programme of Action for Integrated Watershed and Coastal Area Management and/or prevention of pollution from land-based sources; and
- that capacity building training in wastewater treatment be coordinated to improve environmental monitoring and assessment.

## Cuba: Balancing Tourism and Environmental Protection

A question was raised when the US began normalizing relations with the Cuba: As American tourists pour in, what will happen to Cuba's natural environment?

As reported at [www.huffingtonpost.com](http://www.huffingtonpost.com) in March, an influx of tourists and businesses will likely bring investment to Cuba, but some experts fear the expansion of tourism, mechanized agriculture and oil exploration could threaten its well-preserved natural ecosystems.

Cubans "have a lot to lose in terms of biodiversity, marine and coastal habitat and fish populations if they don't do things right moving ahead," Daniel Whittle, senior director of the Cuba program at the Environmental Defense Fund, told *The Huffington Post*. The uptick in American tourism is already "putting a real strain" on Cuba, he said.

However, both Cuba and the US have been working to ensure that the restoration of diplomatic ties doesn't come at the expense of Cuba's land and marine ecosystems.

"At the official level, environmental protection is still a high priority," Whittle said about Cuba. "It's something [President Raúl] Castro and his deputies talk a lot about."

—Continued on next page



## Secret Harbour Marina

Tel: (473) 444 4449

Fax: (473) 444 2090

Cell: (473) 405 1258

Security: (473) 405 2529



Situated on the south coast of Grenada is one of the Caribbean's finest marinas. Located outside the hurricane belt in the well-protected and sheltered waters of Mount Hartman Bay, Secret Harbour Marina is considered one of the safest marinas in the Caribbean.

All this is located conveniently close to entertainment, shopping centers, as well as the International Airport.

53 slip marina accommodates Yachts up to 200ft. 42 stern to slip & 11 alongside slips. 20ft draft off the deepest dock.

High Capacity electricity 110/220V (50HZ) & water at each slip.

Fuel, gas, showers, toilets, garbage and ice available.

Cottages available for long and short term rental

Long and short term slip rental, full security

Telephone, fax and internet facilities.

Pool, tennis court and bar. Live Music on Mondays and Fridays, Ladies Movie Night On Wednesdays, Action Movie Night on Thursdays and Pool side BBQ on Sundays.



—Continued from previous page

U.S. Secretary of State John Kerry has made protecting the environment a central issue in the State Department's negotiations with Cuba. Of the four agreements signed by US and Cuban officials since the re-opening of relations in 2014, two have laid out plans for environmental protection in Cuba, according to Whittle.

One agreement, signed in November 2015, outlines a planned effort by both countries to share scientific knowledge, collaborate on conservation efforts and jointly "address the causes and effects of climate change" in Cuba, according to a copy of the agreement. "The agreement provides an unprecedented vehicle for the governments to actually talk to each other and influence each other," Whittle said. Through it, "the US government can influence how science is conducted in Cuban national parks, how well they're managed and even policy relating to these protected areas."

"It's not a secret that Cuba has some of the best preserved land and waters in the Caribbean," said Luis Solórzano, executive director of the Cuba program at the non-profit Nature Conservancy. The country has 4,000 uninhabited islands and keys, miles of undeveloped coastline, a huge variety of native species and an extensive coral reef system, according to Whittle. It's no accident they remain well preserved. The trade embargo that kept American cars off Cuban roads for half a century has also prevented farmers from adopting high-tech agriculture practices used in the US, according to Whittle. And it has kept American tourists off beaches and limited the development of Cuba's oil resources in the Caribbean.

Cuba has vigilantly sought to protect its natural environment over the years. "The Cubans have been pioneers and really aggressive in declaring protected areas," Solórzano said. Cuba's commitment to conser-

vation began in 1992, when then-President Fidel Castro announced that his government would confront the "ecological destruction threatening our planet" at the Earth Summit in Rio de Janeiro.



In Cuba, low-tech agricultural practices have to some degree helped protect the marine environment from pollution

DAVID NORMAN

Since then, shrewd environmental management policies have required the Cuban government to protect 25 percent of its marine habitat from development, according to Whittle. (By contrast, the US has only protected between three and five percent of its marine habitats, according to the Environmental Defense Fund.) The Cuban government also requires proposals for new developments to undergo a rigorous environmental review process.

However, Cuba's aging infrastructure has hurt wastewater treatment, agricultural land suffers from soil erosion, and dams have altered water flows in fragile coastal estuaries, according to Whittle. Cuba also isn't walled off from the world. Cuba does business with many developed countries, including Canada, and its beaches and forests have attracted foreign tourists for decades.

If changing relations with the US have created an opportunity for Cuba to develop economically without sacrificing its rich natural habitats, Solórzano thinks the Cubans can make the most of the opportunity. "They are really smart, have a vision, care about their environment, and are proud of what they've done," he said. "In this country, it can be done."

Pedro Sanchez from the Earth Institute agrees. For him, the future of Cuba's environment is as personal as it is political. "As a kid, I fished in the coastal waters off Cuba," he said, "and I don't want them messed up."

#### St. Lucia Pilots Mangrove Nurseries to Restore Wetlands

In April, officers from St. Lucia's Departments of Forestry and Fisheries, staff of the St. Lucia National Trust and community members from Vieux Fort and Praslin joined regional experts to establish mangrove nurseries that will help replenish the island's critically threatened wetlands.

Wetlands protect against the harmful effects of climate change by lessening the impacts of extreme weather. For example, healthy wetlands absorb floods, decreasing the severity of catastrophic flooding. Coastal wetlands, like mangroves, protect communities from storms and sea-level rise. Mangroves are one of the most critical trees in the Eastern Caribbean. They provide a breeding ground for fish and protect shorelines from the negative impacts of strong waves and wind.

Alleyne Regis, who is leading the community engagement component, says, "Some persons in St. Lucia understand the value of healthy mangroves while others still regard it as 'swampland'. However, with support from the communities and partners in Vieux Fort and Praslin, there is a sense of hope. It is refreshing to see the survival and sustainability of such a valuable plant species be embraced by the communities."

The project is an initiative of the Eastern Caribbean Marine Managed Areas Network (ECMMAN), and will result in the establishment of two temporary nurseries, as well as the training of community representatives and over ten Forestry and Fisheries officers.

The activities emphasize community participation so that these persons continue to care for the mangroves beyond the life of the project. The community members will be involved in all aspects of the work, including nursery establishment, seedling collection, planting healthy seedlings back into wetlands and monitoring site conditions.

—Continued on next page

an IGY destination

**MARINA SANTA MARTA**  
**THE PERFECT**  
**STOPOVER ON YOUR**  
**WAY FROM THE**  
**CARIBBEAN TO PANAMA.**

MARINASANTAMARTA  
 MARINA SANTA MARTA  
 @MARINASANTAMARTA

**MARINA SANTA MARTA OFFERS**

- COMPLETE AND SECURE FACILITIES
- FREE SHIPPING AGENCY
- HURRICANE FREE ZONE
- WI-FI HOTSPOT

- GIVE YOURSELF THE CHANCE TO KNOW MORE ABOUT OUR WONDERFUL CITY AND OUR COUNTRY
- 50% DISCOUNT ON THE DOCKAGE PLAN YOU CHOOSE

Santa Marta - Colombia

**Coordinates**  
11° 14' 34,45" North  
74° 13' 04,91" West

**Contact**  
operaciones@marinasantamarta.com.co  
info@marinasantamarta.com.co  
www.marinasantamarta.com.co

—Continued from previous page

According to a report on wetland assessment by the St. Lucia Forestry Department in 2014, over 90 percent of mangroves and wetlands in St. Lucia are threatened by the illegal dumping of trash, dieback and encroachment from development.

Given these threats, the sustainable management of the Ma Kôté mangroves has been ongoing for over two decades, pioneered by the Caribbean Natural



ECMMAN

Resources Institute (CANARI), the Department of Forestry and the St. Lucia National Trust. Ma Kôté is the largest mangrove system in St. Lucia. In 2002, it was designated as a Wetland of International Importance under the Ramsar Convention, which is an intergovernmental treaty that provides the framework for national action and international cooperation for the conservation and sustainable use of wetlands and their resources.

Data collected throughout the project will inform coastal management decisions and the creation of a permanent nursery that promises long-term restoration of St. Lucia's wetlands.

The ECMMAN project is funded by the German Federal Ministry for Environment, Nature Conservation, Building and Nuclear Safety and will run until 2017. Additional funding is provided by USAID through the OECS Commission.

**Belize Joins Sustainability with Tourism Strategy**

On May 3rd, the Belize Tourism Board cemented its commitment to responsible tourism with its sponsorship of the World Responsible Tourism Awards (www.respon-

sibletravel.com). In a statement announcing the partnership, the Central American country highlighted the importance of a joined-up approach to sustainability to ensure that the local economy is stimulated and benefits from tourism, and natural resources are protected.

Belize will be the headline sponsor of the 2016 World Responsible Tourism Awards to be held in November at the World Travel Market trade show in London. This support is an extension of Belize's national Sustainable Tourism Masterplan, which stipulates how to grow tourism in a sustainable manner. The winners of the 2016 World Responsible Tourism Awards will all be organizations that have been recognized for their leadership and for the replicability worldwide of their projects and initiatives.

The destination is no stranger to the Awards, with two organizations based in Belize recognized for their work in recent years. In 2011 the community organization Peninsula Citizens for Sustainable Development was awarded "Best in a Marine Environment" for its campaign for locally owned tourism development in the face of planned cruise tourism in the Placencia Peninsula of Belize. The judges were impressed that "After uniting the community to preserve the authenticity of the Peninsula, they have continued to promote collaboration between local tourism organizations and the village council to proactively develop sustainable tourism".

In 2013 local tour operator and marine conservation organization Reef CI were highly commended in the "Best for Responsible Wildlife Experiences" category, in recognition of their successful and innovative tourism project to combat the ecological destruction of Belize's barrier reef by reducing numbers of invasive lionfish species.

Karen Pike of the Belize Tourism Board says, "Responsible tourism is more than just a few gestures here and there, it's about a way of life, and it's some-

thing that is ingrained in Belize's mentality; our tourism development strategy goes hand in hand with sustainability and we believe all destinations should consider this approach. Along with protecting the wildlife and natural resources, a key element of this strategy is ensuring that tourism truly benefits the local people and keeping Belize chain-free has greatly contributed to this, encouraging local enterprise and businesses to cater for tourists."



BRENDA WEBB

Keeping it real. Belize's 'chain-free' tourism strategy is a winner

**Islanders of All Ages Celebrate Caribbean Endemic Birds**

One day in May, members of the public went on a morning birding session at Puerto Rico's Cabo Rojo National Wildlife Refuge, followed by a talk on endemic birds, in particular the *Reinita* (the Adelaide's Warbler), known for its delightful song.

On Grenada's Belmont Estate, fifth-graders excitedly held "bird bags", learned about mist netting and banding, and enjoyed releasing the birds.

At the University of Havana's School of Biology, students organized "knowledge piñatas", endemic bird bingo and other games and exhibits.

—Continued on next page

**MBH 350 TON LIFT**

Introducing CIMOLAI Technology, with the only 350 ton lift in the Caribbean region. Taking bookings now, for spring 2016.

**marina**

- 120 Slips
- Free Internet Access
- A/C Shower Facilities
- Fuel Dock Gas/Diesel
- Mega Yacht Facilities
- Pump Out Station

**shopping**

- 22 Shops Dockside
- Banking
- Restaurant/Pub
- Dive Shop
- Provisioning

**chandlery**

- Pettit, International and Seahawk Paints & Varnish
- A wide range of Seachoice Products for Boaters, Boatyards & Maintenance
- General Accessories
- Safety Equipment

**boatyard**

- Full service, security patrolled, repair facility



**VIRGIN GORDA YACHT HARBOUR**

CRUISE THE BRITISH VIRGIN ISLANDS  
*with added peace of mind!*

T 284-495-5500 • F 284-495-5706  
www.virgingordayachtharbour.com

facebook.com/VGYHarbour  
@VGYHBVI  
www.pinterest.com/vgyh

—Continued from previous page

And in Bermuda, besides the annual bluebird nest-box competition, members of the Bermuda Audubon Society sailed to Nonsuch Island in search of the National Bird, the endemic Bermuda Petrel, known locally as the *Cahow*.

What was all the activity about? Well, one major clue in all of the above is the word "endemic." The annual Caribbean Endemic Bird Festival (CEBF), coordinated by BirdsCaribbean and its energetic partners across the region, begins on Earth Day (April 22nd) and ends on International Biodiversity Day (May 22nd). The festival celebrates the exceptionally high endemism in the

of the islands where they live.

This year, dozens of events involved the active participation of thousands of islanders, young and old. The overall theme was "Spread Your Wings for Bird Conservation", which raised awareness about the different laws and programs that protect our unique birds and how everyone can participate in activities that help safeguard their long-term survival.

For the organizers of CEBF celebrations across the region, it is important to reach out to different groups. Birds — and in particular the "special" endemics that are unique to each island — have widespread appeal, touching hearts and minds in different ways. Each year, CEBF partners such as Grupo Acción Ecológica in the Dominican Republic, the Natural History Society of Puerto Rico and Jamaica's Caribbean Coastal Area Management Foundation (C-CAM) offer new perspectives on endemic birds for visitors from overseas as well as students of all ages, educators, local families and youth groups such as Boy Scouts. Members of a group of grandparents (Renacer) were among those visiting the University of Havana exhibition. Many events were advertised via social media as well as traditional media.

In Jamaica, C-CAM's new Portland Bight Discovery Centre, in the Salt River wetland area, was the setting for an exciting day of activities for local high school students and teachers. Prizes (including Ann Haynes Sutton's *Birds of Jamaica* field guide) were awarded in four categories for a student art exhibition. An exploration of the surrounding mangroves and bird hide, including binocular practice, was literally an "eye-opener" for the students.

Over in the Eastern Caribbean, the trans-boundary non-governmental organization Sustainable Grenadines Inc took to the seas and led a series of bird-watching

trips with its Junior Rangers and graduate BirdSleuth teachers. Their island excursions included an early morning trip to the invitation of the exclusive Palm Island Beach Resort (breakfast included); and extensive seabird and shorebird viewing via boat trips around Union Island and its surrounding islets and rocks.

The CEBF would be nothing without partnerships, and new ones are being forged every year on every island. Non-governmental organizations such as the Sociedad Ornitológica Puertorriqueña, in Puerto Rico; private sector sponsors such as the Bermuda Electricity Company; government agencies such as Jamaica's Forestry Department; and academic institutions such as the Cuban Zoological Society and the Institute of Jamaica's Natural History Museum all bring extra value to the activities by lending additional local expertise, materials and funds.

For more information visit the *Caribbean Bird Festivals Facebook page*.

#### Sea Turtle Conservation Bonaire's New Website

Sea Turtle Conservation Bonaire (STCB) is a non-governmental research and conservation organization that has been protecting sea turtles since 1991. The



DWAYNE THOMAS

Learning about how birds are captured and banded for research, a child releases a banded Lesser Antillean Bullfinch at Belmont Estates in Grenada

region — 173 species of birds call the Caribbean home, that is, they are found nowhere else in the world. Many of these species live only on a single island, and many are endangered or threatened. These birds are unique examples of the Caribbean's natural heritage, and they often occupy specialized niches in the ecology



small island of Bonaire is their headquarters and home to three of the world's six endangered or critically endangered species of marine turtles: the hawksbill, green and loggerhead turtles.

Visit their new website at [www.bonaireturtles.org/wp](http://www.bonaireturtles.org/wp)

# Leader in Caribbean Yacht Transport

USA EAST COAST-CARIBBEAN - MED		Mv Singelgracht
Palm Beach (FL), USA	Sailing 1	10 Mar - 20 Mar 2017
St. Thomas, USVI		15 Mar - 25 Mar 2017
Le Marin, Martinique		18 Mar - 28 Mar 2017
USA EAST COAST-CARIBBEAN - MED		Mv Spuigracht
Palm Beach (FL), USA	Sailing 2	11 Apr - 18 Apr 2017
St. Thomas, USVI		05 Apr - 15 Apr 2017
Antigua, Caribbean		18 Apr - 28 Apr 2017
USA EAST COAST-CARIBBEAN - MED		Mv Spaarnegracht
Palm Beach (FL), USA	Sailing 3	11 May - 18 May 2017
St. Thomas, USVI		05 May - 15 May 2017
Antigua, Caribbean		08 May - 20 May 2017
Palma de Mallorca, Spain		
Genoa, Italy		
Las Palmas, Spain		
Tivat, Montenegro		
Sailings matching the regatta dates.		
CARIBBEAN - NORTHERN EUROPE		Mv Scheldegracht
Antigua, Caribbean	Sailing 1	17 Apr - 29 Apr 2017
	Sailing 2	05 May - 15 May 2017
St. Thomas, USVI		
Southampton, UK		

**Sevenstar Yacht Transport**  
Amsterdam, The Netherlands,  
phone +31 20 448 8590  
info@sevenstar-yacht-transport.com  
sevenstar-yacht-transport.com

**Sevenstar Yacht Transport**  
Caribbean - Martinique  
Phone +596 696 45 89 75  
douglas@yachtservices.fr  
yachtservices.fr

SEVENSTAR  
YACHT  
TRANSPORT

MEMBER OF SPLITHOFF GROUP



## GRENADA MARINE

Full Service Boatyard • Storage, Refits & Maintenance



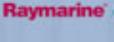
We love boats!

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

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

Sales & Service Agents for




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

MEMBER  
**ABYC**  
BOATMAINTENANCE ASSOCIATION



## SAILMAKING RIGGING ELECTRONICS

# TURBULENCE Ltd.

Rigging shop in full operation at Clarke's Court Bay Boatyard & Marina










- New Sails ● Repairs & Alterations ● Custom Canvas
- Rigging: Spars \ ROD \ Standing and Running rigging
- Navtec hydraulic repair station ● All seal kits in stock
- Electronics \ **Raymarine** Certified Technician

SPICE ISLAND MARINE - GRENADA MARINE - PORT LOUIS - C.C.B.M  
Tel: (473) 439 4495  
info@turbulenceltd.com www.turbulenceltd.com 

# REGATTA NEWS

## 2016 BVI Dinghy Champions Crowned

The 15th edition of the BVI Dinghy Championships wrapped up on May 22nd with seven new champions crowned. The 85 competitors from the BVI, St. Thomas, St. Croix and Puerto Rico sailed out on the Sir Francis Drake channel and were hosted at Nanny Cay.



The seven classes were split across two racecourse areas with nearly 50 races completed through the weekend. Fresh winds from the southeast gave the competitors some challenging sailing conditions.

The hottest competition came in the Optimist fleet, where the BVI's Rayne Duff exchanged the lead with Mia Nicolosi (St. Thomas) throughout the weekend. First and second in every race went to one of these two sailors but it was disappointment for Duff that Nicolosi pipped him to the title by just one point with six bullets to his five and retained her title. The battle for third was equally tight with one point separating Mathieu Dale (St. Thomas) from Julian van den Driessche (St. Thomas). Second overall for Duff gave him the Red Fleet honours with Nicolosi claiming the Blue Fleet and Max van den Driessche (St. Thomas) winning the White Fleet title.

The Optimist Green Fleet was the biggest seen at this championship with 30 sailors lining up. For some this was their first racing experience but with 15 races now under their belts on a very busy race course they have gained invaluable knowledge to take home and to the next event. Tanner Krygsveld (St. Thomas) was the most consistent sailor, finishing with 36 points. Behind him, just three points separated second to fourth place with the final order being Andy Yu (St. Thomas), Jose Guillermo Diaz (Puerto Rico) and Samuel Allen (BVI).

Three BVI sailors raced in the Open Bic event on the same course area as the Optimist Green Fleet. Nicholas Haycraft was the overall victor, ahead of Isaac Sutherland-Pilch and Felix Thorp. Haycraft was also awarded the 2016 Sportsmanship Trophy for his support throughout the weekend towards his fellow Bic competitors as well as sailors across the other fleets.

In the Laser class, Danny Petrovic (BVI) posted an almost clean sweep of bullets with the exception of a DNF in Race 4. Mark van de Driessche (St. Thomas) took second overall from defending champion Colin Rathbun (BVI).

In Laser Radial, rising star Thad Lettsome (BVI) finished in second place to Sam Morrell (BVI) in the first race of the championship but from that point forward was unbeatable across the ten-race series. At just 14 years of age, Lettsome is one to watch for the future. Morrell rounded out the championship in second place with Ethan Hanley from St. Croix finishing third overall.

Taylor Hasson (St. Thomas) celebrated his birthday with the Laser 4.7 trophy.

Four IC24s sailed a six race series on Saturday and Ted Reshetloff skipping *Intac* dominated the scoreboard, taking the bullet in every race. Eddie Brockbank on *Black Pearl* and Bob Phillips on *Roosta* traded second and third place throughout the day with Brockbank coming out on top and finishing second overall.

As well as event honours, sailors in the Optimist Championship fleet were also battling for the 2016 Triple Crown title. The BVI Dinghy Championships is the final regatta in the series, which also includes the results from the VIODA Championship in St. Thomas and the Cruzan Open in St. Croix. Mia Nicolosi (St. Thomas) was the overall winner, with 2015 champion Rayne Duff (BVI) having to settle for second place this year. Mathieu Dale from St. Croix took third.

## ON THE HORIZON

### Women's International Match Racing Finale in USVI

The Women's International Match Racing Series (WIM Series) announces that the eighth annual Carlos Aguilar Match Race (CAMR), presented by the US Virgin Islands Department of Tourism and set for December 1st through 4th, will be the fifth and final event of the 2016 WIM Series. The CAMR, known for bringing some of the best international match-racing talent to sail in Charlotte Amalie Harbor, will now host a dozen of the finest women's match racers from around the globe.

"The challenging and beautiful venue, the unique boats, the amazing organization, warm weather and lots of fun to be had on and off the water, are all reasons why I think adding the CAMR to the WIM Series is a brilliant decision," says Stephanie Roble.

With her Team Epic Racing of the USA, Roble won the 2015 WIM Series, finished second overall to the USVI's Taylor Canfield at the 2015 CAMR, and expects to sail the 2016 WIM Series finale at the CAMR: "I love the shifty, puffy conditions the Charlotte Amalie Harbor produces. Coming from lake sailing, this is natural to me. My team is really good at shifts and transitions. It's fun because you are never out of a race, nor are you ever safe with your lead! Being a North American event, it will kind of be our home turf, so we will be excited to be representing USA and going for a repeat of winning the WIM Series!"

WIM Series and CAMR organizers are excited to bring another world-class sailing event to St. Thomas: "Our spectacular waterfront will play host to the top female sailors in the world this December. This is a change for us this year, but will only increase international interest as it's a spectacular combination of the best of women's match racing in one of the world's best sailing venues," says Bill Canfield, who co-directs the regatta with Verian Aguilar Tuttle.

A strong contingent of 12 teams is expected to compete for the 2016 WIM Series title. Early entrants include Roble and Sweden's Anna Ostling, the 2014 Women's Match Racing World Champion and currently ranked third in World Sailing's Women's Match Racing Rankings. Teams participating in the past three WIM Series seasons and likely to attend include those from Denmark, France, Australia and the USA. Past WIM Series competitors from countries such as the Netherlands, Canada, Finland, Switzerland, Brazil, Singapore, Ireland and Great Britain may also fly into St. Thomas to sail.

—Continued on next page

—Continued from previous page

The WIM Series, as an international series, strives to spread its events around the globe. The CAMR provides us with our first event in the Caribbean and opens new doors. The rich history and incredible reputation of the CAMR makes the event a great fit for us. The US Virgin Islands are an incredible place to sail and will provide an amazing backdrop for the final event of the 2016 WIM Series. The sailors, especially those from Northern Europe, love the idea of spending some time competing in warm water and sunshine in December! And I wouldn't be surprised if a few choose to extend their stay and take advantage of the tourism opportunities after the regatta," says Liz Baylis, WIM Series manager.

The CAMR is a World Sailing (WS)-provisional Grade One event. The format will feature a full round robin of all teams followed by knockout quarterfinals for the top eight, then knockout semi-finals, petit-finals and finals. The event will be sailed in the IC24, a modification of the J/24.



DEAN BARNES

The Virgin Islands Sailing Association and St. Thomas Yacht Club are the organizing authorities for the CAMR, named for the late Carlos Aguilar, who was an avid sailor and match racer. Sponsors for the regatta include the US Virgin Islands Department of Tourism, Yacht Haven Grande, Bellows International and K3.

The Women's International Match Racing Series is the first and only professional sailing series for women, hosted by the Women's International Match Racing Association and joined by the world's leading women match racing sailors. Match racing is sailed in two identical boats around a short course, providing fast action close to the crowds on shore. The intense racing is just as exciting for the spectators as it is strategically, tactically and physically challenging for the competing crews.

An overall prize purse of US\$50,000 will be distributed by the WIM Series, in addition to the prize money at each of the other events included in the 2016 WIM Series. Visit [www.wimseries.com](http://www.wimseries.com) for more information about the Women's International Match Racing Series.

Visit [www.carlosmatchrace.com](http://www.carlosmatchrace.com) for more information about the Carlos Aguilar Match Race.

#### New Western Caribbean Series in 2017

The Montego Bay Yacht Club, the Storm Trysail Club and the Hemingway Yacht Club have announced the 2017 Western Caribbean Series. The Western Caribbean Series will include the 33rd edition of the Pineapple Cup – Montego Bay Race and the Cuba Cup, a new race from Montego Bay to Havana following the conclusion of the Pineapple Cup.

The Pineapple Cup is set to start in Miami, Florida, on February 3rd, 2017 and send competitors on a challenging 811-nautical-mile course to Montego Bay, Jamaica. Following a brief stop-over and Awards Ceremony in Montego Bay, boats may elect to sail in the newly formed Cuba Cup, a 640-nautical-mile race from Montego Bay to Havana set to start on February 17th.



The two events will include divisions for IRC, PHRF, double-handed and multihulls. Both races may be registered for and raced independently, however there will be an overall series trophy awarded in Havana to the boat with the best combined corrected time.

The Pineapple Cup will award the Robert McNeil Mobay Course Challenge Trophy to the first monohull to break the Montego Bay Race Record of two days, 10 hours, 24 minutes and 42 seconds set in 2005 by *Titan 12*. In addition, the Silver Rose Bowl (first monohull to finish), Silver Pineapple Cup (first overall corrected time IRC), Silver Seahorse (first overall correct time PHRF), Arawak (first overall corrected time multihull) perpetual trophies will be awarded at the prizegiving. The Jamaica Tourist Board Log Award will be awarded to the team with the most interesting log.

Storm Trysail Club Commodore Lee Reichart says, "The Pineapple Cup has long been central to Storm Trysail Club's mission, 'to encourage the sport of ocean racing'. We are excited to be again partnering with the Montego Bay Yacht Club to reinvigorate this classic race. We think there is great potential in the new Cuba Cup, applaud Montego Bay for expanding its offerings and look forward to the series becoming a staple in the offshore calendar for years to come."

Visit [www.pineapplecup.com](http://www.pineapplecup.com) for more information.

#### YOUTH SAILING NEWS

##### Opti North American Championships Return to Antigua

Hundreds of young sailors will test their skills in the waters outside historic Nelson's Dockyard, when the Optimists North American Championships, the biggest youth racing class in the world, returns to Antigua & Barbuda.

—Continued on page 46



## St. Kitts Marine Works

### BOAT YARD - Haul & Storage

LOCATED AT NEW GUINEA, ST. KITTS Long 62° 50.1' W Lat 17° 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:  
  
[www.budgetmarine.com](http://www.budgetmarine.com)

**www.skmw.net**  
 E-mail: [Bentels@hotmail.com](mailto:Bentels@hotmail.com)  
 Cell: 1 (869) 662 8930

**REGULAR HOURS FOR HAUL:**  
 Monday to Thurs 8am to 3pm, Fridays 8am to Noon

# MOVING FORWARD




CARIBBEAN



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

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

*Anguilla Racing*




**Biminis and Dodgers  
 Cushions  
 Upholstery  
 General canvas work**

**Opposite Island Water World**  
 +1(721) 544-5231 / +1(721) 520-6484  
[rgilders@ullmansails.com](mailto:rgilders@ullmansails.com) / [admin@stmaartensails.com](mailto:admin@stmaartensails.com)  
[www.stmaartensails.com](http://www.stmaartensails.com)

# BRISA — from Dream to Reality

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

La Parguera, Puerto Rico, 1991: Graham Castillo, an attorney and sailing instructor by training, helped windsurfing champion Eddie Rodriguez run a sailing summer camp. By 1993, they had a vision for youth development through sailing instruction for kids from disadvantaged communities close to La Parguera. Their dream seemed to take shape when early in the '90s, the Puerto Rico Sailing Federation (PRSF) promised a donation of seven Optimists from Russia. Alas, they were shipped to the wrong organization. Other setbacks included lack of location offering good water access, lack of public support, and lack of a steady sailing community from which to develop a volunteer base. Unable to ramp it up, the plan was shelved.

"We got a lot of rejection initially. There was a void in community leaders and interested parents. They wanted to know what was in it for them financially. We had to convince them that it was not a moneymaking scheme. Every penny is invested in the kids. It is an educational association for youth," Graham says.

In 2009, Graham again poured his energy and legal training into formulating a corporate structure for the public sailing center. By 2010, he presented the plan to then Borinquen Islands Sailing Association (BRISA) President Nelson Ramirez, who already embraced the educational mission and included such in BRISA's bylaws. "Interestingly, he never envisioned the structure of public sailing centers. But, as a retired college professor and great sailor, he immediately accepted the plan. His wife, Pura, a retired college professor and expert in education, along with Nelson, helped push the plan to the next level. They are currently working on a sailing curriculum for the development and local licensing of new instructors."

With support from BRISA, the community sailing plan was revived for La Parguera. This is not the only Puerto Rican success story enabled by umbrella organization BRISA.

Comprised of a diverse membership including cruising and racing sailors and power boaters, BRISA roots are growing in neighborhoods throughout Puerto Rico. Its emphasis is on family participation. From their website: "BRISA is a non-profit corporation that was founded with the purpose of promoting recreational sailing, nautical education and boating safety for the geographical area of Puerto Rico and adjacent islands. To achieve these goals, the Association will be responsible for advancing the sport of sailing regattas, performing activities such as sailing cruises, fishing tournaments, sailing, civic and educational activities... to promote fellowship among our community of sailors and educate our youth under the best principles and social values through sport. For such activities, we will use the best physical facilities within our reach. The Association shall have the power to own, control, operate and rent incidental properties to achieve these purpose. The Association must comply fully with their 'non-profit' qualification."

"The Opti class was nearly dead in 2014. Kids grew up and moved on causing a temporary void. It took a while to boost ranks. Now, Club Náutico de San Juan (CNSJ), the Ponce Yacht & Fishing Club and BRISA are supporting each other's events," says Graham. The Optimist challenges were not confined to southern Puerto Rico. CNSJ's momentous International Dinghy Regatta held each February featuring Optimists and other one-design boats had a momentary hiccup. It was discontinued in 2014 but resurged in 2015.

"Leadership is a huge factor. Optimist Class President Alfredo 'Ape' Lopez, Arturo Diaz, Jose Maria Albiñana, and committed parents and leaders have been instrumental in reviving the Optimist class," says Graham.

A new 2015 summer club held in Santa Isabel, located east of La Parguera on Puerto Rico's southern coast between Ponce and Salinas, was successful. Graham indicates that the mayor got behind funding and security, and offered resources once he understood that the BRISA summer club was an educational association for kids. "Every penny is invested in the kids," Graham emphasized.

In Santa Isabel, José Maria Albiñana works actively with the local community and BRISA. "We are very aware that everyone needs to learn to sail," he says. This attitude of including disadvantaged children normally unable to access the world of sailing is growing within BRISA.

José also emphasizes the importance of preserving Puerto Rico's sailing heritage. The Chalana Festival every February embraces both national heritage and modern sailing. Once known as fast-boat "49ers" built in backyards, traditional Chalanas are incorporated into BRISA activities, racing regularly out of Ponce Yacht Club and CNSJ. Demonstrating that they are behind preserving Puerto Rican historical boat sailing, the government came out to record a Chalana event recently.

BRISA is getting traction with Puerto Rican business companies, too. Sponsorship is coming from a commercial wind farm, fast-food restaurateur El Meson and various marinas. Graham explains to prospective sponsors that, as you grow the learn-to-sail programs, ushering socio-economically deprived kids into the sport and associated travel, there is an industry that grows in parallel. At the recent Fourth Annual Fun Day sponsored by El Meson, BRISA breezed ahead with the largest dinghy gathering Puerto Rico has ever mustered — 76 dinghies!

Another step forward in 2015 came when, after numerous meetings and lobbying of the government's sports authority (the Recreation & Sports Department's Sports Institute), they agreed to support BRISA and PRSF as sports educational entities. BRISA is behind the development of an instruction program for Sailing Levels 1 through 3. Step One will be to develop more instructors and more volunteers. Step

Two is engaging municipalities. Step Three is purchasing more Optimists and small one-design boats.

BRISA now has three chapters: BRISA East, including Fajardo and Puerto del Rey, which includes big boats; BRISA South, including Ponce and Salinas; and BRISA West, including La Parguera and Boquerón, where Marina Pescadería is playing a pivotal role.

According to Graham Castillo, "BRISA has been working on the development of Sailing Centers for the past five years. BRISA is devoted to developing the sport through education in both the recreational and competitive arenas. Utilizing ISAF and/or US Sailing, training programs include certification of instructors, race officers and national judges. The recent creation of a partnership with the government has brought new valuable resources."

Currently, Graham is PRSF secretary. Serving on the PRSF Board, he fully understands why there is a need for BRISA. "The Puerto Rican Sailing Federation is the MNA (World Sailing's Member National Authority). They are tasked with advancing only athletes produced by yacht clubs and Olympic boat classes for the Olympic cycle. To advance sailing education within Puerto Rican communities, this is where BRISA comes in. Puerto Rico's Recreation & Sports Department Sports Institute believes in our program."

"The key is developing more instructors, as well, more volunteers. The secret is volunteers," he says.

"Sometimes all this is very tiresome. People expect me to be at every event." But, "teaching kids good values and making them better citizens" turns Graham on and keeps him chugging along. "They collect trash from beaches, leaving them cleaner than we found them. BRISA puts an emphasis on being a good sportsman. The process of protests and 'why sportsmanship', getting parents to attend to see that when we teach the kids, we teach values. We bring professionals in to talk to the kids. Sailing has taught me these ways. We make sure to keep it fun and to build leadership skills."

Graham leaves us with: "The answer is simple. Make it a fun family, community and educational affair by inviting children to our sailing center, where they not only learn the Racing Rules of Sailing but also class rules, and have the opportunity to



Boats racing in BRISA events range from the high-tech to the traditional. BRISA stands for Borinquen Islands Sailing Association, Borinquen being the indigenous Taino name for Puerto Rico

sail one-design boats. These children have the unique opportunity to grow in both (local and international) sailing cultures. Parents are invited to participate in seminars, help race officers with sequences, set marks with their own powerboats and perform other race-related chores. In turn, this results in a fabulous experience and develops a sense of belonging in the organization. We all work together as a team.

"Additionally, we hold educational seminars around the island. We get a complete cultural immersion sailing and racing Chalanas, which builds great friendships. We promote the Chalana and Nativo tradition by inviting these classes to participate in other BRISA events around the island. Holding our signature event, the Annual Chalana and Nativo Festival, now for six consecutive years, includes formal education for parents and volunteers to develop as new sailing instructors, coaches and leaders. Without them, there will be no continuity. The plan is to have the community run the sailing center. This will take a few more years as we work to certify instructors and develop the new leaders."

The reality of what is happening with BRISA in Puerto Rico inspires hope for what can be for youth sailing elsewhere.

#### Take-Aways

- With perseverance and clear messaging, obtaining community and government support for public sailing centers is possible.
- A nation's MNA and a non-profit like BRISA play unique roles within sailing development.
- BRISA's "purpose", as stated on its website, is explicit and encompassing — a model from which other nations can draw valuable language and ideas.
- Preservation of historical local boat sailing and modern boat competition can co-exist.

For more information visit [www.brisaweb.net](http://www.brisaweb.net) and BRISA on Facebook.

Ellen Birrell attributes her opportunity to cruise the Caribbean aboard S/V Boldly Go to life skills built in childhood. Believing swimming and sailing are essentials for island youth, she supports junior sailing and serves on Caribbean Sailing Association's development committee ([Caribbean-sailing.com/youth/youth-programs](http://Caribbean-sailing.com/youth/youth-programs)).

# SMALL FLEET, GREAT BEAUTY

by John Everton



In 1972 I sailed into St. Barths for my first visit. At that time St. Barths was a free port in every sense of the word; there was plenty of room for the few cruising boats around and, although the commercial boats took precedence, free dockage for extended periods of time abounded. One of the delights of being anchored or tied up in the harbor at Gustavia was watching the sloops or schooners, primarily from Carriacou and Petite Martinique, sail in; most of the sloops still without engines then, and they almost invariably did a beautiful job of sailing alongside and off the dock in all kinds of shifting winds.

Sadly these times have changed drastically, as anyone who has been to St. Barths in the last several years can attest. Now mega-yachts rule in the winter season and cruising boats have to pay to roll in the outer harbor. The only time you are certain to encounter West Indian-built vessels these days in St. Barths is in the spring at the West Indies Regatta, usually held a week or more after the finish of the Antigua Classic Yacht Regatta.

This year's gathering was much smaller than previous years. For various reasons many of the vessels taking part in the past were absent, including *Summer Cloud*, *Sweetheart*, *Exodus*, and *Ocean Nomad* — all based in Antigua but built in Windward, Carriacou or in Petite Martinique. Also missing were the Grenada-based *Savvy* and the Petit St. Vincent-based *Beauty* — both built in Petite Martinique by Baldwin de Roche — the schooner *Scaramouche* from Union Island, built in Windward, Carriacou by Cheesemon Patrice; *Tradition*, based in Anguilla and built in Windward by Robbie Roberts; and *Mageta O* (the second; it was built by Bernard Compton in Windward for his brother "Uncle C" after the first *Mageta* was wrecked in Hurricane Emily), which attended last year's regatta and is the only such vessel still actively fishing for a living. A smaller sloop that Bernard built, *New Moon*, attended the regatta that year, and the square-rigger *Picton Castle* made a stop in her circumnavigation to act as the Committee Boat. Also missing was the schooner *Jambalaya* (see last month's cover), designed by Jassie Compton and built in Tyrrel Bay, Carriacou by Alwyn Enoe and crew.

There were four West Indian vessels which did show up for this year's regatta: the 46-foot schooner *Alexander Hamilton*, built on the beach in Nevis by Ralph Harris for charter skipper Neil Lewis, based in Red Hook, St. Thomas, USVI, and now owned and lovingly cared for by Ray Linnington and based in Antigua; and three 42-foot Carriacou Sloops all built by Alwyn Enoe and sons in Windward. (The film *Vanishing Sail* documents the building of *Exodus* by the Enoe family and was shown at the West Indies Regatta again this year after premiering in St. Barths last year.)

The three sloops taking part were *Genesis*, owned and sailed by Alexis Andrews and his family from Antigua; *Zemi*, owned and sailed by Biff from Antigua; and *Free*, the latest Enoe creation and built mainly by Alwyn's sons Cal and Terry, and friends. In the informal racing *Free* proved to be the fastest — not unusual for the newest build in the fleet. *Free* is owned by Thierry and is to be based in St. Barths.

Because the fleet was so small this year, three non-West Indian wooden vessels were invited to take part and supplement the gathering. One was *Segue*, an iroko strip-planked 34-foot, gaff-rigged, double-ended ketch designed by Paul Johnson of *Venus* fame, owned by Austin Ross, former bo'sun of the three-masted gaff schooner *Adix*. *Segue* was awarded first prize for privately maintained Classic Class yachts in the Antigua Classic's Concours d'Elegance this year, and is based in Bermuda.

Also present was Tom Gallant's *Avenger*, a 48-foot gaff schooner built in Nova Scotia by David Stevens, who built about 50 beautiful schooners of similar model



(and whom I had the pleasure to meet years ago in his boatshop outside of Lunenburg, Nova Scotia; a more solid man you could never meet).

The most unusual vessel at the regatta was in many ways the most traditional: *Ontong Java* is a 75-foot asymmetrical catamaran of Polynesian influence, which was built on the Gambia River in Africa by Hans Klaar and crew. Chip marks on the hulls show how they were fashioned by adze. There is a very wide planked deck between the hulls with abundant accommodation below, and a low-aspect ratio rig with a crab claw mainsail. *Ontong Java* was awarded the Spirit of Regatta prize. A special prize was also given to *Flying Buzzard*, Mike Nelder's 105-foot tug, which was built on the Clyde River in Scotland out of riveted iron and originally had a steam engine, and served as the regatta's committee boat again.

Because the Mini Transat fleet that had recently arrived was given the main dock as their berth, the West Indies Regatta entries were docked across the harbor out from The Point. There was some great music on the dock and it was good to see LouLou Magras, one of the original founders of the regatta and friend to all the captains of the merchant sailing vessels that used to frequent the harbor, playing his accordion to entertain the crews and spectators.

Although downsized, the West Indies Regatta in 2016 still had the good feel of renewing old friendships and starting new ones with like-minded people — the people who see great beauty in basic wooden craft built to make a living on the sea.

*John and his wife, Roni, sail the Caribbean aboard their 1943-built, 50-foot wooden ketch, Gaucha.*

*Clockwise from left: The rafted fleet made a memorable sight; at the dock in Gustavia, Carriacou sloops contrast with modern megayachts; the most unusual vessel at the regatta was Ontong Java, a 75-foot asymmetrical catamaran of Polynesian influence*



# CRUISING PUERTO RICO'S SOUTH COAST

by Joan Conover

The southern coastline of Puerto Rico is an ignored cruising ground, or so it seems from the coverage in major cruising guides. My husband, Greg, and I cruised aboard our Morgan 511, *Growthiger*, from the west coast beach village of Boquerón with its northern bay, the city of Cabo Rojo and Marina Pescaderia, to the historic grandeur of Ponce, to our midway stopping point, Salinas, to the island of Vieques plus Culebra — it was like a return to our past experiences of early cruising.

## The South Coast Lifestyle

Southern Puerto Rico has maintained a proud lifestyle that takes you back in time. The many harbors started as and still are fishing villages, with very good local seafood found everywhere. There are myriad finger-food bars, such as Sal Pa Dentro in Salinas, where local specialties, as well as beers and tropical drinks and music, are served late into the evening. We found the traditional "grouper fingers", empanadas of octopus and regional fish, and an absolutely wonderful *muero* — a white fish with amazing flavor.

On weekends, the people focus on their children and family members. The people you meet along the southern coastline are living a life they are happy with, with family and friends; it's a lifestyle reminiscent of the 1960s. Sundays are family days; you'll find groups at the beach or public parks flying kites and enjoying picnics. Friday night is "dress up" night, and the outfits are amazing: formal attire, long dresses, jewelry, and perfect makeup and hair. Be sure to have at least one outfit to shine in!

The cruising lifestyle is also "back in time", to an era before charter boats and internet distractions.

The low-lying southern coastline area is similar to The Bahamas in many ways, with sandy cays, protected waterways behind coral and sand dunes, with quiet



Above: Salinas Harbor is a changing boatscape of transients mixed with longtime liveaboards

Below: Puerto Rico's south coast, showing Ponce, Caja de Muertos, Salinas and Bahía de Jobos: 'It was like a return to the past'



anchorages. However, unlike the Bahamas, the elevation inland rises up to protective mountains running east and west along the center of the island. These mountains offer not only destinations for wonderful day trips (rainforests and other ecosystems are in easy driving distances), but also cause weather and wind changes that smart cruisers can use to transit west to east along the coastline. The diurnal wind patterns offer the opportunity to sail eastward against the prevailing winds.

—Continued on next page

**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

**Better Boat Insurance is Here!**

Better Coverage  
Better Prices  
Better Service

Any boat. Anywhere. Anytime.

[www.offshorerisk.com](http://www.offshorerisk.com)  
800-773-0105 or 284-494-8925  
Caribbean • North America • Bahamas • Saipan • Europe

**ORM** Offshore Risk Management

—Continued from previous page

Most of Puerto Rico's south coast features anchorages protected by coral reefs, mangroves and small private cays. The reefs and mangroves protect an amazing waterway system of small coves and bays that are suitable for overnight or day stops. Sailing behind the reefs, in protected waters, cruisers can tuck into small coves and take advantage of a sparsely populated shoreline.

The mangrove habitat is swarming with large tarpons and even larger manatees. Not only are the mangroves a hatchery for fish, but also lobsters are found all through the underwater grasslands of the bays. Puerto Ricans are proud of and protect their environment: when we visited in April 2016 there were three environmental efforts underway for turtle, forestry and manatee conservation near Salinas alone.



COVER/ALU

**Sailing Against the Trades**

Located between the Mona Passage, with its strong southerly currents, and the Virgin Islands, Puerto Rico has west and east coastlines with strong current flows. East of Puerto Rico, south-trending currents sweeping from the open Atlantic join



Above: The crews of Sans Cles and Growltiger share nav notes on a beach-bar napkin

Left: Snack time! Tasty bites and cold beers rule at Sal Pa Dentro

Puerto Rico is a land of contrasts in geography and in industry. In the smaller southern towns such as Salinas, most local businesses are still separated into their functions — a separate family run bakery and so on. However, in nearby large town areas near Salinas or Ponce, within taxi range, we found Walmarts, as well as Home Depots, McDonalds — all the products of a modern USA. From the old-time ambience of the south-coast lifestyle, it's a short drive to modern-day America on the major interstate highway leading directly to San Juan and the upscale, big-city living found there in the Old City.

with the west-flowing currents of the Leeward Islands and can make easting a challenge, even with perfect wind conditions.

The southernmost tip of Puerto Rico needs to be respected as a "cape". Photos of this landmark show it to be similar to Portugal's Cape Finisterre. Follow guidebook advice on times and weather patterns that support rounding this land feature.

—Continued on next pag

**CARIBBEAN BOAT STORAGE**



**CLARKES COURT**  
BOATYARD & MARINA  
GRENADA W.I.



FOR ALL YOUR MAJOR REFIT, REPAIRS AND SHELTERED SANCTUARY FOR THE HURRICANE SEASON AND BEYOND!

With our **242 TONS TRAVEL LIFT** affectionately called "THE HULK" with max lifting beam 37ft., max draft 13ft. to haul you with ease.

- HAULOUT • HIGH PRESSURE WASH • CHOCKING • TIE DOWN • CRADLE • FREE WIFI • 24 HOUR SECURITY
- ON SITE SUBCONTRACTORS TO ADDRESS YOUR NEEDS (Mechanical, Electrical, Rigging, Canvas, Woodwork, Composite/Finishing, Design & Structural Engineering, General Maintenance)
- NO SURCHARGE FOR SUBCONTRACTOR'S WORK
- NO SURCHARGE TO DO YOUR OWN WORK
- DIVERS AT NO ADDITIONAL COST FOR EVERY HAULOUT

- NO VAT ON YACHT SERVICES AND THAT'S A FACT!

Contact us today to make your booking right away! Call us on 1-473-439-3939 or email us info@clarkescourtmarina.com or visit our website www.clarkescourtmarina.com

CLARKES COURT BOATYARD & MARINA

YOUR 1ST STOP FOR CARIBBEAN BOAT STORAGE & MAINTENANCE

Clarkes Court Bay Rd, Woburn, St. George's Grenada W.I

Phone: 473-439-3939/ Fax: 473-439-3940

Email: info@clarkescourtmarina.com



Yacht storage maintenance and repair

Stainless and aluminum fabrication

Enclosed spray cabin (max 50ft)

Engine repair/ maintenance

AWL grip spray painting

Hauling up to 50 ton

Chandlery - BM

Carpenter shop

Sailmaker

CURACAO

MARINE

N 12 06.5 W 068 55.3

+599 9 465 8936

info@curacaomarine.com

[www.curacaomarine.com](http://www.curacaomarine.com)

—Continued from previous page

Locals make the eastward passage along Puerto Rico's south coast and the protected side of Vieques in the evening and nighttime, taking advantage of mountain downslope (katabatic) winds and the diurnal wind patterns affecting the prevailing trades. Local knowledge also provided us an insight on ways to utilize the winds, tides and currents to travel against the trades towards the Virgin Islands.

On traveling west to east, SSCA Station Host Janso Lassus and Chris Parker of the Marine Weather Center both mentioned diurnal winds and staying close to the southern coastline because of currents, gaining the benefit of the mountain winds at night. By close, they mean very close, just outside shoal and reef areas, in safe depths.

To sail west to east back to the US Virgin Islands, we followed the local guidance and waypoints, staying just outside the reefs in over 20 feet of water. This kept us away from the local fishery pots, and out of the west-setting currents found off the southern coast of Puerto Rico. Some currents run as high as 1.5 knots. (There is a small circular current area to the south and west end of Puerto Rico; be aware if you get counter-current as you navigate that area.) Once to the tip of southern Vieques, it's easy to head north to Cubebra, or south.

Locals know to depart from Salinas via the Boca del Infierno/Bahia de Jobos area in later afternoon, if necessary for tides and winds; cruisers can anchor just to the north and west of the cut in good holding near the northern shore line. Leaving Salinas at 3:00PM, we took the Boca del Infierno cut, and then sailed close in along the southern coast to the eastern tip of Vieques and onward to St. Croix, arriving at dawn in Christiansted harbor.

Cruising the southern coastline, long-time cruisers of more than 20 years' experience, the Klumbs on their Morgan Out Island, S/V Orion, sail day hops from Culebra to Punta Arenas (a.k.a. Green Beach) on Vieques to Puerto Patillas on the southern coast mainland (be careful: this is a complicated anchorage with reefs, and having local knowledge is a good idea), to Salinas, onward to Coffin Island and Ponce, and then back. Sue Klumb says, "Punta Arenas, located on the west coast of Vieques, is an excellent stopover when sailing from Puerto Rico to Culebra or the USVI. Punta Arenas is a peaceful anchorage with good holding in sand for a short stop."

**Bahía de Boquerón**

On the southwest tip of Puerto Rico, Boquerón is a large harbor with a fishing heritage. This is the most popular western port for vessels heading north or south from Puerto Rico on the east side of the Mona Passage. It's well traveled, with lots of cruisers anchoring here, and well described in Frank Virgintino's Puerto Rico cruising guide (see footnote).

This is not a port of entry; crew will have to travel to Mayaguez to check in. The holding is okay; note that this is an old harbor which has old fish traps and more on the seafloor. A marina, Club Náutico de Boquerón, has fuel and water but very shallow depths. Contact the marina before attempting entry. On any entry to the harbor or exit, carefully follow charts and guides: reefs and rocks make difficult passages on the western side of Puerto Rico.

Boquerón has loud music and an active nightlife!

Just to the north of Boquerón, find a second harbor, with a midsize marina, Marina Pescaderia. SSCA Cruising Station Host José Mendez, says, "Draft is no

problem at all. The bay has anywhere from 12 to 18 feet on the entrance channel and the marina has at least nine feet on all three docks at the end." Vessels of up to eight foot draft are seen in this harbor, just to the north of Boquerón. They offer full services, with fuel and water.



**Bahía de Ponce**

Ponce, the second largest city in Puerto Rico and the key city on the southern coast, is an excellent stop for cruisers. It offers boat services, provisioning, inexpensive slips in the Ponce marina, an easy-in-and-out fuel dock with a T-head tie-up, an anchorage (rolly at times), plus nearby Isla Caja de Muertos (Coffin Island) for alternative anchoring in settled weather.

—Continued on next page

# MERIDIAN PASSAGE OF THE MOON

## JULY & AUGUST 2016

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!

July 2016					
DATE	TIME				
1	0910	21	0058	10	1750
2	1009	22	0150	11	1836
3	1107	23	0242	12	1923
4	1205	24	0333	13	2012
5	1302	25	0424	14	2103
6	1355	26	0516	15	2155
7	1446	27	0609	16	2248
8	1533	28	0703	17	2341
9	1619	29	0759	18	0034
10	1702	30	0856	19	0000 (full moon)
11	1745	31	0953	20	0127
12	1828			21	0219
13	1911			22	0312
14	1956			23	0405
15	2043			24	0500
16	2113			25	0555
17	2222			26	0651
18	2313			27	0707
19	0006			28	0853
20	0000 (full moon)			29	0937
				30	1028
				31	1131

**Cruising Life**  
The Best Stories from Caribbean Compass

Now available as an eBook at Amazon.com,  
**Cruising Life: The Best Stories from Caribbean Compass** is a collection of 49 outstanding stories selected from more than 200 issues of *Caribbean Compass*.

Ann Vanderhoof, author of *An Embarrassment of Mangoes* and *The Spice Necklace*, says, "Given a new life beyond the magazine, the pieces in this collection resonate and sparkle in a very different way, offering new pleasures. Beyond its entertainment — the first piece had me hooked — the collection is sure to spark ideas in both cruising sailors and armchair dreamers."  
US\$8.95

Read a preview and order **Cruising Life** now at [www.amazon.com](http://www.amazon.com)!

The best stories from  
**CARIBBEAN COMPASS**  
Compiled by Sally Erle and Ross Beams

—Continued from previous page

Sue Klumb says, "Anchorage is not very good in the harbor, but can be done. Better to get a dock at the Ponce Yacht and Fishing Club (PYFC) if possible. PYFC is a private club, but they will accommodate transients and offer a special weekly rate, which allows partial use of the facilities including showers, laundry, and dinghy dock. Arrangements for hauling out and having work done at PYFC need to be coordinated with the club's management beforehand. Friendly warning: It is loud in Ponce anchorage and PYFC, because the boardwalk, La Guancha, is right next to it and music at full power and dancing is enjoyed by all who go there, especially on the weekends."

Ponce has the Old World flavor of Spanish colonial Puerto Rico as well as cultural events and good shopping areas. Sue adds, "Ponce has an old inner city, a spectacular Museum of Art, a huge indoor mall with upscale department stores including Macy's, and numerous fine dining restaurants as well as casual ones. There are two Super Walgreens, a Sam's Club, Pueblo Supermarket, Marshall's, TJMax, Burlington — you name it! In other words, good shopping and eating!"

**Salinas, Bahía de Jobos**

Midway along the coastline, in the Bahía de Jobos area, Salinas offers very protected natural anchorage. It is known as a hurricane hole, and nearby mangrove swamps are opened for public access for boats to go into and tie up to the mangroves.

In the entry channel we found ten to 11 feet of water. Entering the harbor for his first time, Hank Schmidt of Offshore Passage Opportunities had no issues with his Swan, which draws eight feet, and tied up stern to at the Salinas Marina. We found 11 to 12 feet of water at the Marina de Salinas docks.

With vessels coming in for a day or so of rest and provisioning, then heading out on their next leg of the passage, the harbor is a changing boatscape of transients mixed with longtime liveaboards. Boats are anchored or on private moorings in the harbor. In the harbor, as all along the southern coast, night-time winds die to zero around 6:00PM, building again after 8:30AM, so make sure you take those winds into consideration if choosing a spot to anchor. The fuel dock is not easy to access; sailboat cruisers should expect to jerry-jug diesel fuel unless they have good bowthrusters, a short turn radius for right angles, and the ability to back out through several angles.

Marina de Salinas offers a monthly package to allow cruisers access to their facilities, laundry, swimming pool, WiFi and more. Anchoring is, of course, free!

Cruisers are very welcome in Salinas; visitors find a family friendly community that seems like a piece of Spain tucked into a corner of Puerto Rico. Most everyone is bilingual, but the favorite is definitely Spanish! The nights in Salinas are filled with Latin music sounds, but not usually noisy.

All over the area are excellent small family-run restaurants and tapas bars. On Sundays, Mexican Train dominoes are played almost everywhere. Cruisers are welcome to join in, and many expats will offer advice on playing techniques. They are serious about their dominoes and their beers!

There is barbecue on Friday nights at the Marina snack bar. The El Dorado Restaurant is next door to the marina, for a more formal dining experience. Walking towards the beach to the west you can find a lovely little bakery with "Cuban" sandwiches for snacks. Just look for an open sign and walk in, no reservations required.

A casual cruisers' bar, Sal Pa Dentro, operated by SSCA Cruising Hosts Janso (Gene) Lassus, Anna and little Yorkie Diego, is just outside the marina gates. Sal Pa

Dentro is on the water (tame tarpons beg for snacks), has a dinghy dock, and is designed with the boating community in mind: "sin zapatos, sin camisa, sin problema." The restaurant was rebuilt following a 2015 fire and Janso has been collecting boat burgeses again, as the old facility was covered floor to ceiling with boat flags. The restaurant offers the most amazing homemade finger foods! Live music is provided on holidays, or "just because". The colorful local ferry stops by at the Sal Pa Dentro dock on its way around the Bahía de Jobos mangrove area as well as on its way to the oceanside bar beloved by locals.



"Sailors welcome!" SSCA station hosts Janso and Anna with Offshore Passage Opportunities' burgees

Hank Schmitt adds, "Salinas is centrally located to rent a car and tour the island. The crew of Avocation visited the Camay Caves, the waterfalls in the rainforests, the food kiosks in Loquillo and the Bacardi Rum Factory. We look forward to visiting again."

Next month: Vieques and Culebra.

For the best current guide to sailing Puerto Rico, including chart information, waypoints and location-specific details, go to Frank Virgintino's [www.freecruisingguides.com](http://www.freecruisingguides.com) and download the Puerto Rico guide (2015). He utilizes the advice of many local experts, such as Tom Cordero, for an excellent publication. There are so many aspects of the western Puerto Rico coastline, it would require an entire article; the same for the eastern coast with its many marinas and quality sailing areas near Fajardo. Virgintino's guide goes into great detail about both east and west sides of the island. — JC

Joan Conover is the Cruising Station Coordinator of the Seven Seas Cruising Association (SSCA).

# FREE CRUISING GUIDES

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



[www.freecruisingguides.com](http://www.freecruisingguides.com)

COMPLIMENTS OF: **MARINA ZAR-PAR**  
Boca Chica, Dominican Republic  
[www.marinazarpar.com](http://www.marinazarpar.com)

## MARINA ZAR-PAR

Dominican Republic 18.25.50N  
69.36.67W

THE FOCAL POINT FOR CRUISING YACHTSMEN



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

Visit: [marinazarpar.com](http://marinazarpar.com) email: [info@marinazarpar.com](mailto:info@marinazarpar.com)  
Tel: 809 523 5858 VHF Channel 5



## 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](http://www.CARIBTAILS.org)

# Panama: It Adds Up To a Lot More Than the Canal!

Part One:

## SAN BLAS TO SHELTER BAY

by Priscilla Packer

In our original plans and imaginations, the name "Panama" conjured up little more than a narrow isthmus between the Americas, where we would find the canal that would open the door to the Pacific for my husband, Hugh, and me aboard our 43-foot aluminium sloop, *Anemos*.

However, after spending two months here, we have come to realize how much more this small country has to offer, both to cruisers like ourselves and to visitors that come to explore its many national parks and protected forests.

Here you will experience surprising contrasts, as when going from a lush rainforest environment full of an incredible variety of birds and wildlife, to the tall and glittering jungle of high rise towers in Panama City, a huge commercial center for Central and Latin America.

As we are on a yacht, naturally what we have appreciated the most are the many beautiful coastal archipelagos both on the Caribbean and the Pacific side.

### The San Blas Islands

We spent the month of November in the San Blas, or the Comarca de Kuna Yala as its inhabitants prefer to call it. This is a hundred-mile long archipelago, stretched along the Caribbean coast of Panama, between Obaldia, on the Colombian border at the eastern end, and Punta San Blas at the western end. It comprises some 340 islands, many uninhabited, plus an awful lot of reefs.

The islands are home to the Kuna (or Guna) Indians, who have fought to preserve their traditional lifestyle. After the Republic of Panama was established in 1903 (before that, all this area was part of Colombia), the Kuna territory was ruled by the new Panamanian government. The Kunas, normally a very peaceful people, had retained a loyalty to Colombia, and they eventually organized a bloody rebellion. It was only through the intervention of the United States that the central government did not retaliate militarily. Instead, the Kuna were granted a form of autonomous government that allowed them to continue in their ways, with an economy based on producing and selling coconuts and a social structure of small village communities headed by a *cacique*.

Our first landing was near a place called Snug Harbour, and we were immediately enchanted by our surroundings: everywhere we looked were small, low-lying islands, covered in palm trees and/or mangrove. Most have white sandy beaches but are resting on coral shelves, and all around you can see waves breaking on the reefs that protect this inner sea from the swell usually coming from the east. It felt like our dreams of the Pacific before the Pacific!

Some of the islands, such as Aridup, behind which we had anchored, are not inhabited, but are cultivated as a coconut grove. The ones where there are settlements look from a distance like rafts on which all the houses are huddling together,

with their big shaggy palm roofs that reach almost down to the ground. You think of floating villages, or villages built on stilts as you might see in Southeast Asia.

Ours was the only sailing yacht around, but there were plenty of dugout canoes (*cayucos* in Spanish or *ulus* in the Kuna language), mostly propelled by paddle power or gently wafting under small homemade sails, around the bay. They make no noise and you are sometimes surprised to hear a friendly "Hola!" next to the boat. The Kunas are invariably polite and soft spoken and, though they obviously want to sell their fish, or lobster, or bananas, or *molas*, they are not pushy about it.

—Continued on next page



'We were immediately enchanted by our surroundings.' For many cruisers, the first taste of Panama is a tiny, uninhabited isle in Kuna Yala



## 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!



info@partsandpower.com      www.partsandpower.com

+1 284 494 2830

Your Power Solution Company

—Continued from previous page

Molas are beautiful rectangular pieces of textile craft, made by the Kuna women using several layers of multicolored cloth sewn together in a kind of inverted appliqué technique. They are really attractive and I especially liked the more traditional, abstract and geometrical designs that use no more than three complementary colors. These colorful rectangles are often made in symmetrical pairs as they form the front and back of the traditional blouses worn by Kuna women. A really good mola can sell for US\$40 to 80 depending on its size and quality, and with the expansion of the tourist trade, this has made the women major earners in their communities, already fairly matriarchal in structure.

From Snug Harbour we went west, stopping in Isla Tigre, a delightful and peaceful village where we met lots of shy women and children, all keen on showing us their work. The houses there are lined up along a long stretch of concrete that goes from one end of the small island to the other: the old American-built landing strip, dating back to WWII. You find a lot of these all over the San Blas, with a couple still operational like the airfield in El Porvenir.

We then continued to visit several wonderful cays, notably the Coco Banderas and the Holandes Cays, which offered a particularly beautiful and well-protected anchorage.

All the while we were in these islands, we had plenty of fresh water and food: fresh water was supplied by the skies, opening up regularly in deluges of rain, which typically lasted an hour or so and filled our buckets to the brim; and fresh lobsters, bananas and coconuts were brought to the boat by the locals in their ulus, all at very reasonable prices. So, having done a good shop for staples before we left Colombia, we did not set foot in a *tienda* for almost a month, which was great.

We did see signs that things were changing in the San Blas, for instance almost

everywhere portable phones and tablets can be seen, and most houses in the villages are equipped with solar panels for electricity. Unfortunately, less positive aspects of "civilization" were in evidence, too, such as a lot of litter on most beaches we landed on, and floating in the waters that surround the islands. We do hope that the Kuna communities will react in time to preserve their little piece of paradise!

There are other groups of islands to be enjoyed on the Caribbean coast of Panama, notably the Bocas del Toro group. Many sailors we met had only good things to say about them, but we had run out of time.

[See article on Bocas del Toro on page 30.]

#### Panamarina

And so we headed straight for the place where we were to leave *Anemos* for our holiday in Europe: Panamarina, a secluded mangrove creek equipped with mooring buoys. It boasts a small compound offering some boat services and a nice open-air restaurant. This is well run by a French couple, who, having built their catamaran on the African coast some 20 years ago, sailed it across the Atlantic and eventually ended up here, in this little enclave in the rainforest, close to Puerto Lindo.

After we returned from Europe, in February 2016, we spent a little time getting *Anemos* ship-shape again, then pursued our way west towards the Canal.

#### Portobelo

On our way we stopped at Portobelo, a small town located a short sail away from Panamarina. As you approach the bay of Portobelo, you round off a small island called Drake Island: it is said that after Francis Drake died of dysentery in 1596 he was buried in a lead coffin in this bay.

—Continued on page 27

At the head of a well-protected bay, Portobelo ('puerto bello' means beautiful port) offers basic provisions and more than four centuries of history



# The future is clean



Antifoul tests in Caribbean waters have confirmed new Seajet 038 Taisho offers a 100% eco-responsible alternative with a significant uplift in underwater performance against the infestation of plant and shell growth and the prevention of slime.

Listen to your conscience and protect your environment by applying **Seajet 038 Taisho with ECONEA®.**

**SEAJET 038 Taisho**  
Next generation eco-responsible antifoul for yachts is now here!

[www.seajetpaint.com](http://www.seajetpaint.com)

Distributed in the Caribbean

by WIND, Martinique: + [596] [0]596 68 21 28 [www.wind.mq](http://www.wind.mq)

by WIND, Guadeloupe: + [590] [0]590 99 27 69 [www.wind.gp](http://www.wind.gp)



Use Biocides Safely. Always read the label and product information before use.

# CARENE SHOP

MARTINIQUE

Centre de carénage 97290 Le Marin herve@careneshop.fr

**LE GRENIER DU MARIN**  
MARTINIQUE Dépôt-vente - Accastillage - Boulonnerie Visserie Inox - Electricité - Mouillage  
**ACCASTILLAGE NEUF ET OCCASION**

Centre de carénage 97290 Le Marin  
magasin@legrenierdumarin.fr



Sapelli or Okoume



# KARENESHOP

ShipChandler Guadeloupe

Marina bas du fort 97110 Pointe à Pitre  
magasin@kareneshop.fr



Available from  
1/2" to 2"



## Cut to order



12V 105AH  
Maintenance free battery  
**185.00 €**



**International**  
yachtpaintonline.com  
**Antifouling MICRON 77**  
SPC (Self Polishing Copolymer)

5 liters  
~~375.00€~~  
**299.00€**



**20% OFF**

Offer valid until June 31 2016  
Upon presentation of this coupon  
Within the limite of available stock

## ANAFGROUP

ABC 1 KG  
Powder Fire Extinguisher

**19.95€**



Metric Chain Stainless Steel

10mm ISO4565  
**28.00€ / Meter\***

\*price for more than 49 meters  
Upon presentation of this coupon



DYNEEMA ROPE  
« Punch » 10mm

**5.90€**  
**by Meter**



Metric Chain Galvanized  
10mm ISO 4565

**6.80€**  
**by Meter\***

\*price for more than 49 meters  
Upon presentation of this coupon







# 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](http://nature.org/defendparadise).



—Continued from page 23

We anchored in a pleasant cove on the north side of the bay, just off San Fernando fort. This cove was alive with pelicans and I spent a lot of time watching them dive-bombing the fish all around us. In between dives, they would all cluster around an old wreck not far from where we anchored.

Portobelo is a rather ramshackle little town situated at the head of a deep and well-protected bay, some 20 miles from the Atlantic entrance to the Panama Canal. It was founded at the end of the 16th century by a Spanish explorer and it quickly became a major port for the exportation of Peruvian silver to Spain. Because of all the Spanish treasure transiting through this port, the Spaniards built some important fortifications, some of which can still be seen on either side of the bay.

UNESCO has put the site on their World Heritage List, but so far little has been



GLYNIS JERLING

Shelter Bay Marina: 'A good place to stop while organizing a passage to the Pacific'

done to make the place more attractive or preserve the fairly extensive architectural remains. We walked around the fort and admired the arcades of what was the old Aduana (Customs) building, but found no explanations anywhere.

Here we did learn, however, more about Admiral Vernon, whom we first "met" in Cartagena, Colombia. In 1739, Admiral Vernon, with a small fleet of six British ships, attacked and captured Portobelo. This victory generated an outburst of popular acclaim throughout the British Empire. More medals were struck for Vernon than any other 18th-century British figure! This is also why there are so many places that bear that name, such as the Portobello Road in London.

However, the Spanish quickly recovered from their initial defeat and soon took the town back. And a little later Admiral Vernon was soundly defeated at Cartagena de Indias, in 1741, and forced to return to London with a decimated fleet.

We did some basic provisioning at the Chinese supermarket in town and the next day, we headed towards the Panama Canal entrance and Shelter Bay Marina.

#### Shelter Bay Marina

As you approach the very long breakwater that protects the Atlantic entrance to the Canal, you weave your way among the innumerable big ships at anchor, all waiting for their passage to the other side. It is quite a sight, all those tankers, carriers, container ships and cargo vessels from all over the world. You begin to understand the international economic importance of this canal.

Once inside, we turned right along the west breakwater, keeping close to the green buoys marking the way to the marina. It is situated in a well-protected inlet and your first impression as you come in is that it has a "military base" atmosphere — which is quite accurate, as this used to be Fort Sherman under United States rule. There is still a small Panamanian naval base on site.

This is a good place to stop while organizing a passage to the Pacific. As it was a little on the expensive side for us, we tried to be as efficient as possible, contacted our agent immediately and booked a time to haul out and repaint the hull in the adjacent boatyard. Everything seemed to progress smoothly until we discovered an oil leak in the windlass gearbox that needed fixing before we crossed.

While we waited for the necessary parts to arrive, Hugh and I had a chance to visit the Gatun Locks. At the original locks — over a hundred years old today — you get a really close-up view of the big ships going through, pulled by the "mules" that keep

them centered in the lock chamber. There is very little room to spare on either side! Which is why the government of Panama is currently building new, bigger locks that will accommodate the super-size ships now being built. From what we could see, these new installations are almost finished.

Thanks to a good and informative Sailors' Net, we learned about events in the marina and saw several good documentary films — one about the Kon-Tiki adventure prepared us for the Pacific sail ahead — and attended the Pacific Puddle Jump meet organized at the marina thanks to several sponsors. Attended by over 80 people, it was informative and fun.

I also went for walks, as the area all around, apart from the naval compound, is almost like a nature reserve; it is located in the San Lorenzo National Park and I have been told there are sometimes crocodiles (or are they alligators in this part of the world?) swimming around the boats in the marina! Even if you don't fancy meeting crocodiles, you can easily spot lots of different birds, and howler monkeys, too.

But I think what I will remember best about Shelter Bay Marina are all the people I got to meet here, every one with a different background, and an interesting story to tell.

Next month: Part Two, The Canal Transit.

## When Is Graffiti More Than Just Writing on the Wall?

by April Delahunt

Yachts crossing the Atlantic Ocean have a longstanding tradition of painting an image of their vessel at their departure port for good luck. The tradition started in the Azores. The full brunt of the Atlantic Ocean's power is clearly visible here, and captain and crew painted an image of their vessel on the walkways and seawalls hoping for good fortune. This tradition spread to the Madeira Archipelago and finally to the Canary Islands.

The tradition has now come to the Caribbean side of the Atlantic. Yachts transiting the Panama Canal, many of which are planning a Pacific voyage, now have a chance to leave behind a memorial and a lucky talisman. Shelter Bay Marina has converted an old theatre building into their new Sail Loft. They have invited cruisers to paint their boat names and images on the structure's exterior walls.

The theatre building itself has seen a lot of history. The Marina grounds were originally used as a US Army base. For decades young American soldiers, many of whom were shipped out to war, were taught the art of jungle warfare here. Since the exodus of the US from the Canal Zone, most of the structures on the site have been taken over by the jungle, but the old theatre remains standing. With the Marina's efforts to fix up the structure and the cruisers' artistic skills, the old theatre building looks set to become a historical and nautical landmark for the Panama Canal.

All of this is just in time for the grand opening of the new bigger, wider Canal. Progress continues, but it is nice to see traditions living on!



April Delahunt, who once memorialized a voyage in the Azores (below), now sees this sailors' tradition carried on in Panama (left)



**GUYANA** South America Undiscovered

Your Safe Haven #ComeDiscover

www.guyana-tourism.com | www.guyanabirding.com

GuyanaUndiscovered TourismGuyana

# Another Day at the Races

by Tom Nichols



Above: Racing goats and their jockeys burst from the starting gate at Mt. Pleasant, Tobago on Day One

Below: Undoubtedly, the world's finest goat racing stadium is the one at Buccoo

As fans of Trinidad, it was starting to seem odd that we had never sailed to Tobago, the "other" part of the island nation of Trinidad & Tobago.

Since 2014, my wife, Sabrina, and I have kept our boat in Chaguaramas for hurricane season for two big reasons — it's out of the storm zone and it's one of the best places in the Caribbean for boat projects. This year, we left in early December to sail north, but planned to return in late January to experience Carnival for the first time. After a cruise through the Grenadines, we returned to Trinidad, and once we recovered from Carnival, we needed to plan our next move. Tobago has been on the short list for quite a while, so we decided this was the year.

Many other cruisers told us "it's a hard sail, against the wind and current", "only Trinidadians go there on holiday", or "there's not much there for cruisers". Well, for starters, we're used to sailing against the wind and current, as many Caribbean cruisers will agree. Plus, it's only a 40-mile trip once you leave the Boca at Chaguaramas. Also, we like to make our own judgments regarding a new destination. After seeking advice from cruising friends in Trinidad, Tobago seemed like a must. The plan was to motor-sail along the northern coast of Trinidad just offshore, and then crack off toward Tobago.

That's just what we did and it wasn't bad at all. We arrived in Store Bay on March 2nd after a 13-hour motor-sail with light winds and calm seas. We checked in with Immigration and Customs in Scarborough

after taking a short taxi ride. We presented our clearance papers endorsed by officials in Trinidad, and were treated with every courtesy.

There were only two other cruising boats anchored in Store Bay, but plenty of vacationers enjoying one of the most spectacular beaches in the Caribbean. We soon started making our way around town, which normally includes talking to locals about things we should see and do. We quickly learned that Easter weekend was a big holiday for Tobago, and oh, that's when the annual goat races are held.

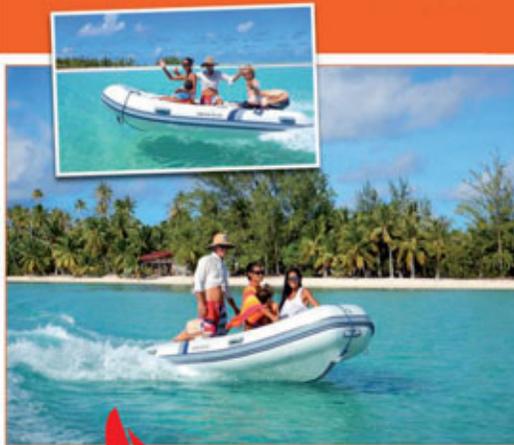
Goat races, now that had our attention. We had to find out more. We consulted with another cruising couple who had been to Tobago the year before and discovered their visit also included the goat races, and it was quite the spectacle. So, with Easter weekend almost three weeks away, we had plenty of time to explore Tobago and meet some of the locals, most of whom take the races very seriously. We learned that the goat race festival began in 1925 at the recreation grounds in the small fishing village of Buccoo, in southwestern Tobago. It has been an annual event ever since and occurs on Easter Tuesday. This event is so popular and important that the village now boasts a state-of-the-art goat-racing stadium adjacent to Buccoo Beach, constructed with government assistance five years ago. In addition to the racing at Buccoo, the nearby village of Mt. Pleasant also hosts an Easter Monday Sports Meeting which features goat racing along with a parade, racing for boys and girls, a mathematics competition, and other family events. Mt. Pleasant has been hosting this event since 1972.

—Continued on next page



**HIGHFIELD**

ANNEXES ET SEMI-RIGIDES  
COQUE ALUMINIUM - HYPALON - PVC  
TOUTES TAILLES



**Regis Guillemot**  
Charter

[contact@regisguillemot.com](mailto:contact@regisguillemot.com)

en MARTINIQUE au MARIN  
[www.regisguillemot.com](http://www.regisguillemot.com)

+ 596 596 74 78 59

—Continued from previous page

We were starting to get the idea that Easter was a big deal in Tobago and we needed to participate.

On Easter Monday, we flagged down a private taxi for the 15-minute ride to Mt. Pleasant from Store Bay. Accompanying us were our new Swedish friends whom we had met in the anchorage at Store Bay. They had planned to leave Tobago several weeks prior, but after meeting us in Store Bay and learning about the goat racing, they decided to stick around as well.

We arrived in the afternoon and purchased our tickets outside the walls of the sporting grounds. The full crowd hadn't yet arrived, so we made our way to the paddock to check out the goats and mingle with the jockeys. Earlier in the week we had met a goat owner

and trainer at a beach barbecue hosted by a local tour operator. His name was Blundie, and he had been training a goat named Brigadier, who was set to run in his very first race that afternoon. We learned that the training regimen for goats and jockeys is very comprehensive, usually consisting of early morning runs, swimming, and special diets. Training for most goats and jockeys starts in October. These aren't the goats you see on the hillside or a vacant lot chewing away at what's left of the greenery. In fact, shortly after we arrived in Tobago, we rented a car for a tour of the island and witnessed several trainers walking goats along the road. We both remarked that these didn't look like regular goats — they were tall, lean, and appeared to be very strong willed, certainly they must be racing goats. It turns out we were right.



In the paddock, Blundie introduced us to several owners and jockeys and pointed out some of the more highly ranked goats. We wished him well and hoped his jockey and goat made a good first showing. The first race was announced and we made our way to the bleachers. We saw the starting gate with ten stalls and ten very excited goats ready to sprint down the 100-metre track. When the gun went off, goats and jockeys exploded down the track at a speed we couldn't have imagined. Think college track meet with runners clocking in at 12 seconds or less for 100 metres; that was how fast the goats were running. Not all jockeys could keep up with the goats, and that is part of the racing. Jockeys must be in top form to keep up with the goats, which are led by a rope no more than nine feet long. This rope must be held by the jockey at the finish line for the time to be official. Other jockey rules include mandatory white shorts and no shoes or spikes. Just like in horse racing, each goat had a colorful name, such as Corruptor, Super Jet, Magnum, News Flash, C Biscuit, and even Obama.

Twelve goat races were held that day, with prize money awarded for win, place, and show. Typically, third place was worth \$1,500, second \$1,800, and first \$2,200. The final race, Champion of Champions, awarded \$3,200 for first place — all in TT dollars of course. (One TT dollar is equal to about 15 US cents.) Our friend Blundie had his goat entered in two races but failed to place in either one. He was hopeful for the next day's racing in Buccoo, where Brigadier was entered in two more races.

The second day of racing, held in Buccoo, was just as exciting and the new stadium was impressive. Most of the same goats from Mt. Pleasant were there, but in the new stadium, the level of organization was a bit higher, which made the paddock off limits to the public. We had wanted to get another look at the goats and mingle with the jockeys, but no such luck.

As with the grounds at Mt. Pleasant, food and drink vendors were in big supply so we treated ourselves to some amazing "buss up shut" roti, one of our Trini favorites. There were 15 goat races that day, along with some live musical acts and other fun events such

as a beer-drinking contest and the famous crab races. The crab races seem to get equal billing to the goat races, so we were intrigued. It turns out a large container full of crabs is brought out to the track, where contestants pick a crab at random and place it on a line. The first crab to cross another line a few feet away is the winner. It was over in about a minute and we couldn't see much of the action, but the crowd certainly enjoyed it. This happened about midway through the goat racing, so it was more of an intermission than a serious competition.

The goat racing was intense, just like the day before. Several jockeys took a fall right out of the gate, one of whom required assistance from the medics stationed nearby. Our friend Blundie didn't have any better luck



Above: On the way to the starting gate at Mt. Pleasant. Mandatory jockey gear includes white shorts and bare feet. Racing goats have names like Brigadier and C Biscuit

Left: Sabrina and Tom trackside at Mt. Pleasant

with his goat, Brigadier, but as he told us before, every goat has his first race and only gets better as time goes by. The final race was the championship race and the winner was a goat named Flash Light. This was one fast goat that either won or placed in all of its previous races. First prize was TT\$10,000.

While the goat races can be a reason for a stop in Tobago, this island gem has plenty of attractions to keep a cruiser exploring for weeks and even months, as we found out. Our plan was to stay for a week or two then sail up island, but Tobago grabbed us and offered up amazing beaches, rainforests, terrific snorkeling and diving, but best of all, local people who are among the most welcoming we've found in the Caribbean. We stayed for almost two months and plan on returning next year for another day at the races.

Since 2013, Tom and Sabrina Nichols have been cruising the Eastern Caribbean aboard their Caliber 40, Honey Ryder. For more information about their adventures, visit Sabrina's blog at [www.wildcatsailorgirl.blogspot.com](http://www.wildcatsailorgirl.blogspot.com)



**Team spirit at your service**

Martinique FWI - Le Marin Marina  
+596 (0) 596 74 80 33  
[www.caraibe-marine.fr](http://www.caraibe-marine.fr)



BSI SELDÉN NAVTEC MAX POWER SPARCRAFT

HARKEN GOÏOT Raymarine AQUA-BASE

Onan Fischer Panda Fruisair spinlock

FURLEX nke ACMO facnor LEWMAR JABSCO

Whale ICOM KOHLER DESSALATOR Z DIFFUSION

Lofrans SFA ProFurl Vitrifrigo IRVI

More than 3 000 spare parts references in 300 sqm of sales area & 250 sqm of workshop with Technical Staff

# Bocas del Toro: The Undiscovered Caribbean

by Ray Jason

DESTINATIONS



For anyone out there still seeking a great spot to hide from the hurricanes this coming season, I've got a hot tip for you. It is the Bocas del Toro archipelago in Panama. It consists of nine big islands and hundreds of smaller ones. They range from heron height to Eastern Caribbean height.

They are home to many wonderful wild creatures including monkeys, sloths, ant-eaters, toucans, and parrots. And because they are below the latitude where the hurricanes roam, even insurance agents like this spot. To make it even more enticing, it is probably a fairly easy downwind sail from where you are reading this article.

Here are some of the reasons why those of us who have already found this gem consider it The Undiscovered Caribbean:

There are dozens of splendid anchorages without a single boat in them at any given time. Even the "crowded" anchorages rarely have more than 12. And there are no "pay until it hurts" mooring fields.

For those who prefer marinas, there are three to choose from — Red Frog Beach Marina, Careening Cay Marina (Marina Carenero) and Bocas Marina — with all of the usual First World amenities. My favorite, the Bocas Marina ([www.bocasmarina.com](http://www.bocasmarina.com)), has floating concrete docks, sparkling clean shower rooms, reliable water and electricity and free WiFi. But what really makes it special is the bar and restaurant sitting out on its little peninsula. While sipping a festive rum drink, one can admire the boats bobbing on their anchors on one side and those tugging at their dock-lines on the other. This hangout is one of the last true "cruisers' havens" still out there.

The main town of Bocas del Toro is so laid back that it is almost horizontal. It is a human kaleidoscope of surfers, backpackers, sailors and adventure travelers. There is not a single franchise outfit, and yet most of your shopping needs are readily accommodated. Plus shore-side errands provide much more flair here. Just recently, a friend and I were entering a market when he stopped to hand some coins to someone outside the door. He laughed when I remarked, "You could visit a thousand Walgreens and never get pan-handled by a midget." But we had just done so.

The quality and affordability of the waterfront restaurants is amazing. Unfortunately, the *Rip Tide*, which was a reformed shrimp boat and a great favorite of sailors, finally reached the point where she had more leaks than planks. Fortunately, the magical "pizza in the jungle" restaurant is still going strong, way out in the islands.

Boat repairs are far easier now since a full-service boatyard ([www.bocas-yacht-services.com](http://www.bocas-yacht-services.com)) has opened with a 60-ton travel-lift that can accommodate vessels up to 20 feet wide. Their haulout prices are very reasonable and the labor prices of their welders, fiberglass slingers and painters are also quite affordable. Even heavy items such as anchors and dinghies can be brought in by ship using their Marine

Warehouse system. So while you are waiting for your AIS cappuccino machine to arrive, you can cruise around the *islas*.

Because this archipelago is ringed by a protective string of islands, the cruising is essentially done in a mellow inland sea. Big waves are waist-high and normal waves are knee-high. Plus, the many possible destinations make it easy to avoid plowing to weather. If the wind is blowing from Starfish Beach then you can fall off and head for Dolphin Bay. By the way, each of these spots is named quite accurately, with the latter boasting many newborn dolphins.

It is a surfer's paradise here, with beautiful, almost empty beaches if one prefers to ogle the surfers and the waves. The reefs are young and protected, and there is an excellent National Marine Park.

But as alluring as all of these aspects of Bocas del Toro are, it is the intangibles that have cast their spell on me. Things just constantly happen to you here that certainly do not occur in the misnamed "real world". Here are a few examples:

One day, when I was anchored alone in a secluded cove, a small boy rowed over to me in his tiny *cayuco*. He had previously sold me coconuts that I use for what I call Tarzan Tea (delicious coconut water). But today he had expanded his merchandise inventory, and he attempted to sell me a live chicken. Although my Spanish is pretty good, I had trouble verbalizing what a nuisance a chicken would be on a sailing boat. So I scurried around the sidedeck pantomiming a very disgruntled chicken, and the young boy laughed so hard that he nearly tipped his little *cayuco* over.

Then there was the time that a sailing buddy and I were renting bicycles from an easy-going Jamaican who had relocated to Bocas del Toro years earlier. After we had selected bikes and were ready to pedal off, my friend Tor asked the vendor if we needed to leave a deposit. In his musical Antilles accent he replied, "I know you boys didn't sail your pretty boats all the way down here just to steal me bicycles!"

But I am hardly the only person who is drawn to the kick-back charms of Bocas. Jimmy Buffett has vacationed here at least twice that I recall. And if it is chill enough for Jimmy, it should be good enough for just about anybody who cherishes time on the water and time away from the hurricanes!



Clockwise from left: The old shrimper-turned-restaurant Rip Tide has finally succumbed to the sleepy vibe of Bocas Town; this local boy was selling coconuts and chickens from his canoe; a casual sidewalk nail salon



## LE PHARE BLEU MARINA'S HURRICANE SPECIAL FOR 2016



**Get FREE Electricity, Water & Wifi for all non-AC boats**  
Valid when staying in our marina between 1 June - 31 October, 2016

**No minimum stay required**  
**Stay as long as you want and SAVE, SAVE, SAVE**  
**while you do your part to live the green life!**

In 2015, Le Phare Bleu Boutique Hotel & Marina installed an 80,000 Watt solar plant to cut down electricity cost and support our green energy approach to life! We are proud to say it has worked! We cut down our electricity costs by more than 50%! **Now we are passing that savings on to you... our valued cruising community!**

**Contact: 473-444-2400**  
[www.lepharebleu.com](http://www.lepharebleu.com) / [hotel@lepharebleu.com](mailto:hotel@lepharebleu.com)  
Calivigny Bay, St. George's, Grenada



# DOWN ISLAND WITH 'BIG TI'

By TD Matzenik

TIM BRIGHT / WWW.PHOTOACTION.COM

Deshaies Bay, at the northern end of Guadeloupe, was our first and last stop out of Antigua. Fran MacKenzie, our chef and second in command, usually got a well-deserved break there. It was a sleepy fishing village with only a few lights at night. In the evening we would run the dinghy up onto the sand and walk into the only restaurant: a ramshackle tin roof on posts and table legs settled in the sand. Madame Racin was a little turbaned Creole woman who held sway over the staff — her husband and boy. There was no menu, just whatever was on that day, usually spicy fish, and it was always good after a long day of sailorizing.

—Continued on next page

Left: Designed by L. Francis Herreshoff and built in 1936, Ticonderoga is a living legend — as fast as she is beautiful

Below: Ken MacKenzie owned and skippered 'Big Ti' during her glory days in the Caribbean. In the early 1970s, he was instrumental in organizing the races that evolved into the Antigua Classic Yacht Regatta

**I LOST** my job when the S&S schooner *So Fong* was laid up. So, I shouldered my seabag and headed south. Classic sailing yachts had been my passion, even before they called them classics. It was late 1973 and there I was in Antigua, on the quay in Nelson's Dockyard, looking at the fanciest sailboats in the charter fleet. It would be my third winter in the Caribbean, back in the days when 50 bucks a week was good money for a deckhand.

Trouble was, most every classic sailing yacht arrived here fully crewed, but I accosted a few likely lads until I got a tip. "Yeah, I think there's a job going on *Ticonderoga*, but no way would I work for that guy!" I had not met "that guy," but I knew his hire-and-fire reputation.

I saw him coming down the gangway, Captain Ken "Fourteen Knots" MacKenzie. He was a tall, ruddy-faced Yankee about 12 years my senior, and he shut me up fast: "If you want to sail in *Ti*, there are three ways to do it: the right way, the wrong way, and my way. Guess which one it's gonna be." I guessed right, but part of doing it his way, he told me, was to make sure the fridge was full of beer at all times, and not bother him if I wanted to crack one.

Ken liked to brag that *Big Ti* could make 14 knots, and it was not just the beer talking. *Ticonderoga* is a 72-foot ketch by L. Francis Herreshoff, launched in 1936. Her clipper bow and raked masts give her tangible links to the earliest days of American yachting. But her lines are so long and easy that she could still win major ocean races in the 1960s.

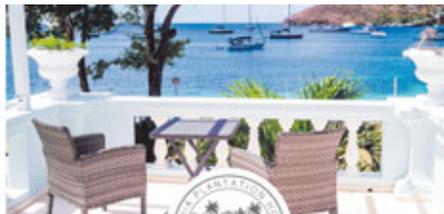
On our first charter we cleared English Harbour leaving placid waters that gave no hint of what was to come. We sailed out from under Shirley Heights into a brisk tradewind with the big cresting seas of the open ocean. The uninitiated would hang on with white knuckles for the 25-mile reach across to the French island of Guadeloupe. *Big Ti* would fairly romp over the swells, tight sailcloth all-a-thrum. This is what I lived for, and most of our cruises in the lower Caribbean were much like this.



MATZENIK



**Accommodation & Event Packages:**  
 Weddings, Vow Renewal, Honeymoon, Anniversary & Birthday Packages  
**Summer Packages: Valid Apr 30th – Oct 31st 2016**  
 ~ 3 nights & 7 nights Specials  
 ~ Day Pass  
 ~ Staycation packages for Local and Caricom nationals



  
**Bequia Plantation Hotel**  
 Bequia, West Indies  
 telephone: 1 784-534-9444 or 1 784-534-9333  
 email: info@bequiaplantationhotel.com  
 www.bequiaplantationhotel.com



**Beachside Restaurant & Bar:**  
 ~ Daily breakfast, lunch & dinner using fresh local & seasonal ingredients  
 ~ Wholesale breads, pastries, cakes & quiches from our onsite pastry chef  
 ~ Fresh local fruit juices daily  
 ~ Speciality Cocktails, Happy Hour Specials & Afternoon Tea

—Continued from previous page

After several weeks on charter farther south, *Ti* returned to English Harbour with her main engine a total write-off. It was a financial disaster for a charter yacht in mid-season, and it looked like a month at the dock. But to my surprise MacKenzie did not cancel any charters, and when he came on deck with a mask, fins, and a wrench he said, "If we are going to sail, no reason to drag the propeller."



And sail we did. With two days until our guests arrived down-island in Martinique, we got underway and slipped out under short sail through the anchored yachts. That season turned out to be the heaviest in my ten years in the West Indies. It rarely blew less than 25 knots, and often well over 30 with rainsqualls.

We carried the reefed mainsail while we had daylight. Under the lee of Guadeloupe, the reinforced tradewind drove down the ravines from storm-clouded jungle peaks. We could see the williwaws coming down through the bending trees, but the flat water allowed us to drive *Ti* for all she was worth. The lights of Basse Terre were just coming on to port while we put the mainsail to bed. West of les Iles des Saintes, the last of the sun set in an angry smear of yellow and grey.

*Ti* was under mizzen and headsails and we were unlikely to see any traffic crossing the channel to Dominica, but that did not make the loss of visibility any more cheery. It was all soon blotted out in torrential rain. The old sailing instruments were long unserviceable, but I learned to sail without them anyway. I guessed wind strength by observing the sea state, and by how the spray stung my face. Thirty knots seemed a suitably conservative estimate. My crewmate Cathy and I took one watch, Ken and Fran the other, but Ken was around most of the night. *Ti* bucked her way across the

20-mile passage, with the wind backing and veering with each squall.

Dominica is a wild island with a history of war and conquest. The first headland is named in French for the devil and brimstone. We swept in under the lee close by the village of Plymouth. At the Spot Light Bar, of stewed frog fame, they would be hoping the weather would bring in a passing yacht or two, but we were "dead-heading" all the way to Martinique.

The wind backed and blew enough to shimmy the rigging. Was this really the Caribbean? The heavy rain made my teeth chatter when it fell down the mountain slopes from peaks of 3,000 feet. When the wind began to come ahead, we knew we were close to the southern end of the island. Pointe des Fous is where the mountains tower over the sea like the eerie ramparts of Skull Island. Apparently the French did not care for the place too much either. Even in good weather you can expect some powerful gusts to come licking around the near-vertical cliff faces. It was too dark to see what was coming until the wind blustered and came ahead. Soon I was fisting the working jib out on the end of the bowsprit.

We had not seen the end of the island, except for a weak light in the vicinity of Soufriere, but Dominica was not done with us. The wind and rain howled around the headland, close to gale force. *Ticonderoga* forged on under mizzen and a reaching staysail, the wind backing as we came out from under the cliffs. We certainly hadn't missed the engine so far. I took the helm in heavy bursts of spray that carried all the way from the weather bow to the mizzen boom.

Sometime after midnight I had taken my position at the lee side of the wheel, with MacKenzie standing to windward. The wind was about 35 knots, boat speed maybe 10 or 11, when she shouldered into a big one. The spray shot up like geyser and seemed to pause, and then it pelted down on us. Ken turned away as it hit like hail and hissed into the sea. I must have voiced some complaint, because Ken leaned over to me. I made out his dripping nose in the glow of the compass light. He put his hand up to his hooded face to help carry his words. "Didn't go to sea to keep your ass dry, did yeh?"

No, I did not, and I wouldn't exchange the memory of that night in the Martinique Channel for the prettiest day in paradise. *Ti* was snugged down, close reaching on the top of the breaking seas. At times she would gather momentum beyond her natural boat speed.

Like many clipper-lined vessels, *Ti* had a habit of settling by the stern when driven hard. The Golden Eagle on her transom would get a regular dunking. "Drowning the chicken," Scotty the rigger called it.

A sea would gorge the deck, water spewing over the rail, and then I'd hear the freeing port slam shut as she rolled to leeward again. Steering in those conditions was work. You had to pay attention, but I was slightly disappointed when the wind backed and eased a bit. First light caught *Ticonderoga* running in under the lee of the sleeping volcano at St. Pierre, Martinique. I'd been up all night. But hey, no problem, I'll sleep when I'm dead.

For the next two weeks *Ti* worked in and out of every anchorage and berth under sail without incident. Ken was a born seaman and I was fortunate to see his deft handling of *Ticonderoga* without an engine. They were feats I would attempt to emulate in coming years, with less than spectacular results. But those adventures could wait. In the meantime, I knew that when we got back to English Harbour and the Admiral's Inn, MacKenzie would swear *Big Ti* had touched 14 knots that night. Who knows? Maybe she did.

Down Island in Big *Ti* is an excerpt from an unpublished memoir by TD Matzenik, author of the South Seas romance *Song of the Mokihana*.





**BLUE LAGOON**  
Hotel and Marina LTD

call. **784.458.4308** marina. VHF Channel 16 or 68 email. [info@bluelagoonsvg.com](mailto:info@bluelagoonsvg.com)





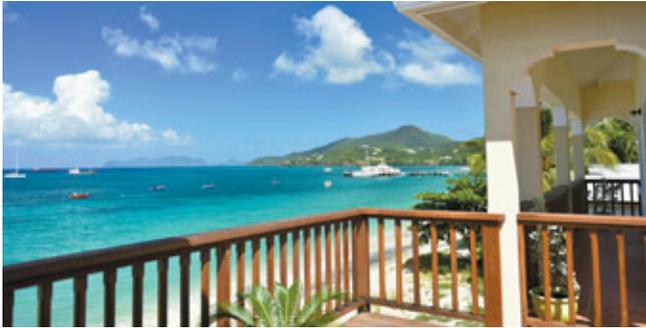

- ✔ Fuel Dock
- ✔ 24 hour Security
- ✔ Port of Entry
- ✔ Customs & Immigration Office - 9am to 6pm
- ✔ Electricity 110v/220v & Water
- ✔ Complimentary Wifi
- ✔ Laundry Service
- ✔ Gourmet Supermarket & 2 Boutiques
- ✔ Cafe Soleil & Flowt Beach Bar
- ✔ The Loft Restaurant
- ✔ Indigo Dive Shop
- ✔ Swimming Pool
- ✔ Beautifully Designed Hotel Rooms

# Carriacou's Mermaid Tavern: YESTERDAY TODAY AND TOMORROW

*Souls of Poets dead and gone,  
What Elysium have ye known,  
Happy field or mossy cavern,  
Choicer than the Mermaid Tavern?*

— John Keats

What became Carriacou's Mermaid Tavern, and is now the Mermaid Hotel, had its beginnings in 1954 when John and Mariah Scott, of a prominent merchant family from the village of L'Esterre, built the premises on lower Main Street in Hillsborough.



A haberdashery and a bakery were housed on the bottom floor, while rooming accommodations occupied the upstairs. The new property was an addition to those owned by the Scott family, including Everybody's store, also on Main Street, Hillsborough, and the Mariah Scott store (later Cromwell and Scott) in St. George's, Grenada.

Sometime in the early 1960s, Jamaican-born sailing enthusiast J. Linton Rigg became a tenant, acquired a lease, and transformed the property into a six-room hotel to host his guests and as the staging post for the Carriacou Regatta.

Rigg, a veteran mariner, was involved in starting a sailing regatta in the Bahamas and was well connected in the yachting world, as detailed in the book *Sixty Years of Sport*, by Art Ross. Carriacou and Petite Martinique, with their strong seafaring traditions, were a new and interesting feeding ground for his enthusiasm, and soothing relief for his "itching to do something that would popularize Carriacou for all time." An annual regatta was mostly his idea and Rigg helped put shape to what was launched in 1965 as the Carriacou Regatta. In 1970 he wrote: "The Carriacou Regatta has simply called the attention of the world to the talent which has always existed here."

Of course, being his home, and a significant tourism and entertainment landmark, the Mermaid Tavern's story is closely interwoven with that of Carriacou Regatta. It was here that sailors of the various "navies" in attendance for the inaugural event were hosted, and dances with live band music held. The Mermaid was the happening thing of its day.

The name "mermaid" — which perhaps derived from the many paintings of mermaids done by Carriacou's best-known artist, the late Canute Calliste; or John Keat's poem "Lines on the Mermaid Tavern" — was also lent to the sailing sloop he built in partnership with a local shipwright, and *Mermaid of Carriacou* has since become a part of regatta folklore.

One of the regular bands at the Mermaid was the Sun Blisters Combo, which evolved into YTT (Yesterday Today and Tomorrow), known for their popular single, "Cry of the Poor" [1974]. Leo Joseph played lead guitar in that band, and like most other members, eventually migrated to Brooklyn, New York. But Joseph, a man of the sea himself and participant in the first regatta, was connected to the Mermaid in other ways — by family. He is the nephew of Mariah Scott.

Proprietorship of the business changed hands after Rigg retired and there were also slight variations in the name over the years. Eventually though, the Mermaid

Tavern lost her preeminence and was largely unused.

And thus it remained until its rebirth through Leo Joseph, an entrepreneur with a keen eye for a promising real estate investment. Of course, there are the sentimental strings of attachment to the Mermaid Tavern, and in an interesting twist, Joseph has served as chairman of the Carriacou Regatta committee, somewhat reminiscent of the days when Rigg of the Mermaid was at the helm.

Last year marked the Golden Jubilee celebrations of the Carriacou Regatta Festival. And after 50 years, the Mermaid Tavern is back and on a larger scale, now as the completely rebuilt Mermaid Hotel and beachside Callaloo Restaurant, poised to again be a prominent place for Carriacou Regatta.

Carriacou Regatta 2016 will take place from July 29th through August 1st.



*The sloops still sail; the Mermaid Tavern still lives. Clockwise from left: View of Hillsborough Harbour from the Mermaid Hotel; the once-lively Mermaid Tavern had lapsed into disuse; the 1968 launching of Linton Rigg and Zepherine McLaren's Mermaid of Carriacou*



Since 1984



## Barefoot Yacht Charters & Marine Centre

**BAREBOAT CHARTERS - FULLY CREWED CHARTERS - ASA SAILING SCHOOL**

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

PO Box 39, Blue Lagoon, St Vincent, West Indies  
Tel. 1-784-456-9526 / 9334 / 9144 Fax. 1-784-456-9238

[barebum@vincysurf.com](mailto:barebum@vincysurf.com)

[www.barefootyachts.com](http://www.barefootyachts.com)



# The Sky from Mid-July to Mid-August

by Jim Ulik

## Where's the Fireball?

Making up part of the 100 to 300 metric tons of cosmic dust entering the Earth's atmosphere each day is a barrage of meteors. The mid-July to mid-August period will provide us with scattered showers from 16 different meteor showers. Shooting stars should streak across the sky every night, but this period will provide us with seven nights of peak activity. One of these events is called the Perseids with up to 100 meteors per hour.

Some issues back I wrote about brushing up on navigation skills and chart plotting because of the potential threat of GPS satellites getting hacked. There is also the possibility that the satellites may go down owing to solar flares, or software or hardware failures. Recently the European Space Agency's (ESA) Swarm Mission detected changes in an area known as the South Atlantic Anomaly. The Earth's magnetic field protects us from cosmic radiation. The South Atlantic Anomaly is an area where the Earth's magnetic field actually directs cosmic radiation towards Earth instead of repelling it. The Swarm satellites' instruments showed that the weakened magnetic field area is getting larger and declining in strength, further reducing Earth's protection from cosmic radiation. This area is the most dangerous place on the Earth's sphere for satellites and spacecraft to traverse. Anything electronic traveling through it is vulnerable to strong radiation from space, resulting in electronic malfunctions.

In addition, the Swarm satellites have determined that magnetic north is wandering east, toward Asia. The speed of the magnetic north shift has increased to 40 miles or 65 kilometres per year. So pay attention to the accuracy of the annual magnetic variation as noted in the compass rose of your chart. It is shifting at an increasing rate.

The satellite named *Swarm B* will pass from south to north just over the western horizon on the morning of July 17th.

Four navigational stars are in the well-known constellation Orion. They will begin to show bright in the eastern sky early in the morning. Look for the constellations Canis Major and Minor to rise in the morning as August approaches. During the evening hours, Jupiter will be getting lower in the west along with constellations Leo and Virgo.

## Saturday, July 16th

Look low in the western sky just after sunset. See if you can pick out Mercury. The messenger of the gods will be positioned right next to Venus in the constellation Cancer. Turn to face east and you will find that the Moon has shifted eastward from Saturn, away from yesterday's conjunction.

## Tuesday, July 19th

Full Moon is at 1856 hours. Rising at 1825, the Moon will be located on the opposite side of the Earth from the Sun.

## Thursday, July 21st

Shooting stars associated with the Alpha Cygnid meteor shower are expected to be visible each night from July to August. The maximum rate of meteors expected to be visible from a dark location is around five per hour.

## Saturday, July 23rd

There is a conjunction between the Moon and Neptune. There will be less than one degree separating them. Both objects are situated in Aquarius.

## Tuesday, July 26th

As the Moon reaches third quarter it has moved away from Neptune and now appears near Uranus. The conjunction will occur just after midnight July 25th. Uranus was discovered in 1781 by William Herschel, a German-born British musician turned astronomer.

The Capricornids meteor shower will reach its maximum rate of activity. There won't be any moonlight to hinder your ability to see shooting stars as long as you look for them before the Moon rises just after midnight.

## Friday, July 29th

In the morning sky you will see that the illuminated portion of the Moon faces Aldebaran, the eye of Taurus and "follower" of Pleiades. As you look at Aldebaran, ponder that the star is a planetary system. Aldebaran is 50 times the size of our Sun with an orbiting star, Aldebaran B, and planet.

The Delta Aquarids peaks this year on the night of July 28th and morning of July 29th. Meteors will radiate from the constellation Aquarius, but can appear anywhere in the sky. This shower could produce 20 meteors per hour. Light reflected off the Moon will not hinder viewing shooting stars until after 0100.

## Sunday, July 31st

The Piscis Australid meteor shower will reach its maximum rate of activity tonight. Shooting stars from this shower can be seen between July 15th and August 20th.

## Monday, August 1st

This is the date of the Alpha Capricornids shower to peak. What sets this shower apart is that these meteors are very bright and slow moving. Here is a good opportunity to view some meteors with three meteor showers peaking near August 1st.

## Tuesday, August 2nd

The Moon will rise at 0533 with sunrise following at 0554. The Sun will gradually appear closer to the Moon reaching the New Moon moment at 1644. This is the best time of the month to observe faint objects such as galaxies and star clusters because there is no moonlight to interfere.

## Thursday, August 4th

After sunset in the western sky near the horizon is Venus, positioned near the star Regulus in Leo. Looking higher you will find a very thin sliver of a Moon positioned right next to Mercury. Above that grouping will be the planet Jupiter. Tomorrow evening will find the Moon appear closer to Jupiter.

## Saturday, August 6th

Tonight is the peak of the Southern Iota Aquarids meteor shower. This marks

Earth's pass through the first of two debris fields left behind from a comet. The second peak will occur on August 25th when the Earth passes through this comet's second debris field.

## Friday, August 12th

The Perseids meteor shower takes place between July 17th and August 24th. The peak shower occurs from tonight into tomorrow morning. A maximum of 100 meteors per hour may be seen as the Earth passes through the debris left behind by comet Swift-Tuttle during its 133-year orbit around the Sun. The source of these meteors will originate near the constellation Perseus in the northeastern sky around 2300 hours. These meteors are fast moving at over 135,000 mph (217,000 km/h).

The Moon has moved past Spica over the last couple days and is now grouped with Mars, Saturn and Antares. The Moon will finally set at 0134 on August 13th. After that time will be your best opportunity to watch the fireballs from the Perseids.

## In the News

Astronomers at the European Southern Observatory's (ESO) La Silla Observatory have discovered three worlds with potentially habitable regions, orbiting a dwarf star. According to the ESO, these worlds are similar in size and temperature to Earth and Venus. The planets are considered to be the best targets found so far for the search for life outside the Solar System. The star and planets are positioned in the constellation of Aquarius

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

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

Figure 1: Swarm satellites measure the changes in Earth's magnetic field

Figure 2: Location of the South Atlantic Anomaly. Blue designates a weakened magnetic field

Figure 3: Artist's concept of three planets in the Goldilocks (habitable) Zone

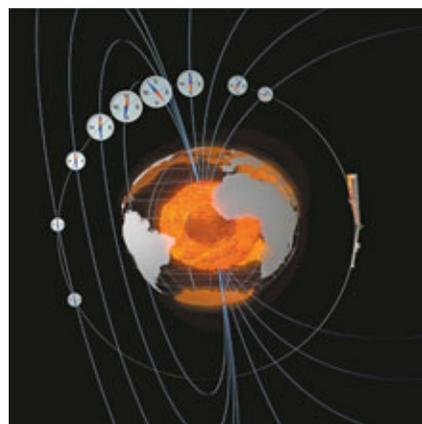


FIGURE 1 ESA/ATG-MEDIAB

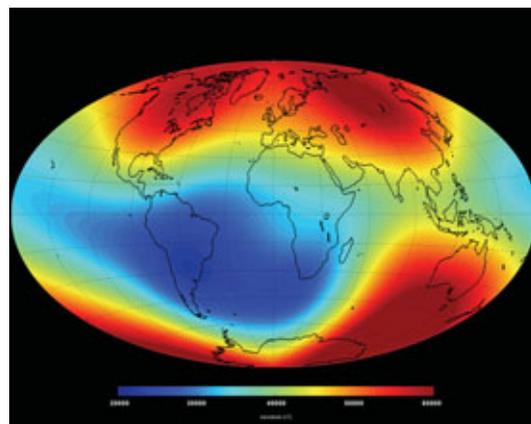


FIGURE 2 ESA



FIGURE 3 ESO/M. KORNMESSER

# LOOK OUT FOR... HELICONIA — *An Eye-Catching Native*

by Lynn Kaak

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

It's rainy season in the Caribbean now, party time for the extravagantly coloured and shaped heliconia flowers. The heliconia really needs little introduction. These showy relations to the banana plant can be seen most everywhere around the Caribbean Basin. This spectacular flower was here when the Europeans arrived, already decorating the landscape. There are a few varieties that are native to the Pacific, but the majority can trace their roots here.

*Heliconia caribea* is the most common of the heliconias in the Caribbean. This is the one known as the "lobster claw". There are approximately a hundred or more known species of heliconia, with numerous subspecies to be found. Considering their popularity as ornamental plants and cut flowers, it's no surprise that gardeners have been mixing and matching to create ever more splendid types. The "False" Bird of Paradise is also part of the heliconia family, but the real one is native to South Africa, and while distantly related to the Caribbean's poser (like ginger and bananas), is not a close relation.

Like many tropical plants, the heliconia is a bit of a cheat in the flower department. What is typically thought of as the flower, the large waxy "lobster claws" or the more delicate "birds", are in fact bracts; these are showy and attractive structures on the plant that surround the flower itself, both to protect the delicate structure and to attract pollinators. But when the hummingbirds do get to the flower, they are rewarded with a rich supply of nectar. In the meantime, the riot of colours that run the spectrum from a solid, dark red to a brilliant yellow, with oranges, pinks, greens and mixes of colours thrown in for variety, create a feast for human eyes.

Over time, heliconias have developed a relationship with their pollinators. Most times these are hummingbirds, but in some parts of the world bats do the job. Some of the pollinators call the flowers home, tucking themselves under the leaves for protection from the elements and concealment from predators. There are some bats that will alter the banana-like leaves to suit their housing requirements.

The pollinated flowers will eventually develop bluish seeds, which birds and mammals help disperse. While this is a method to help spread the plant, it is not the plant's primary method of reproduction. Heliconia spread from rhizomes, spreading their roots out and sending up new plants. Some heliconia send the new shoots up quite close to the mother plant, while others will let the rhizome run farther before a new plant shoots up. All of the species will let their stalk die after seed production, but there will always be active offspring around from the same plant.

Heliconias flourish in wet, warm conditions, doing very well in rainforest areas. When walking or driving, it's not uncommon to see them by the side of the road or in areas of second growth; if you've ventured anywhere outside the towns of Dominica, you've probably witnessed this. The stands can become quite dense, and finding a path cut through the stalks is a regular sight in some of the wetter areas of the islands. While heliconias seem to prefer altitudes of less than about 450 metres (1,500 feet), the greatest variety seems to be found in higher altitudes.

Besides being decorative, heliconias have at least one use: the Kalinago people of the Caribbean would use the leaves as a liner in some of their baskets to help waterproof the containers. Otherwise, it would seem that there is no food or bush-medicine use for this pleasing-looking plant.

*The banana plant's crazy cousins, heliconias aren't shy about appearing in their most surprising shapes and colors*



## GRENADINES SAILS & CANVAS • BEQUIA



**Services provided:**  
 NEW SAILS  
 SAIL REPAIRS  
 U/V COVERS  
 & FOAM LUFFS  
 BIMINI, DODGERS  
 & AWNINGS  
 DINGHY COVERS  
 UPHOLSTERY  
 TRAMPOLINES  
 STACKPACKS &  
 LAZY JACK SYSTEMS



REPRESENTATIVE

DINGHY CHAPS IN A DAY

Tel (784) 457-3507 / 457-3527 (evenings)  
 e-mail: gsails@vincysurf.com VHF Ch16/68



## BOAT INSURANCE

Any Craft, Any Use, Any Age, Anywhere!

- Careful sailors rewarded with no claims discounts
- All hull types considered, including Ferro, Steel & Timber
- For no obligation quotation call us or go to our website and complete the online proposal form
- Introducers wanted in all ports, waters & related industries
- Generous commissions available



Tel: +34 952 476 090 Email: info@edwardwilliam.com

www.edwardwilliam.com

Edward William Marine Services are appointed on behalf of an E.U. fully authorised and regulated Insurer to offer quotations and arrange cover for Private and Pleasure marine insurance on their behalf. Insurers terms and conditions apply

**Marine Insurance**

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

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

e-mail: [streetiolaire@hotmail.com](mailto:streetiolaire@hotmail.com)  
[www.street-iolaire.com](http://www.street-iolaire.com)

**McINTYRE BROS. LTD.**

True Blue, St George's Grenada  
 Call 1 (473) 444 3944 [macford@spiceisle.com](mailto:macford@spiceisle.com)

**YAMAHA** REVS YOUR HEART GRENADA

**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](mailto:info@caribbeanhorizons.com)  
[www.caribbeanhorizons.com](http://www.caribbeanhorizons.com)

**HEY, READERS!**

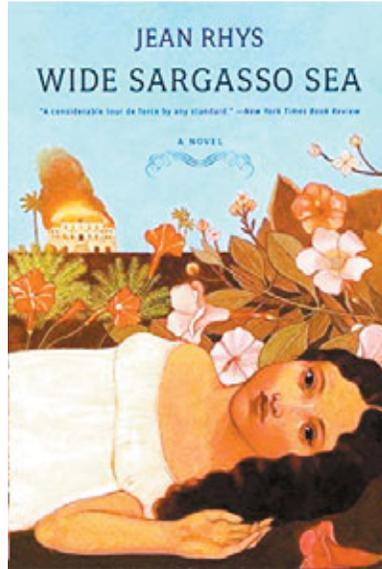
If you'd like to receive notification by e-mail when each month's new *Compass* is available free online, just drop a note to [sally@caribbeancompass.com](mailto:sally@caribbeancompass.com) and we'll put you on the list — it's as easy as that!

**A PASSAGE TO HAITI**

BOOK REVIEW BY J. WYNNER

*A Caribbean Classic*  
**From Thornfield Hall to the Tropics and Back**

*Wide Sargasso Sea* by Jean Rhys, Buccaneer Books, Inc., ©1966, 190 pages, ISBN 1-56849-729-6  
 This year marks the 50th anniversary of the publication of Dominica-born author Jean Rhys's Caribbean classic, *Wide Sargasso Sea*.



Mrs. Rochester, the wife confined in the attic of Thornfield Hall in Charlotte Brontë's timeless novel *Jane Eyre*, gets a rewrite in *Wide Sargasso Sea*. Although the book is still set in the early 19th century, Rhys removes her protagonist from the confines of Thornfield Hall in England to the Caribbean islands in a "prequel" to *Jane Eyre*, before returning her to the attic.

"For many years, Jean Rhys has been haunted by the figure of the first Mrs. Rochester — the mad wife in *Jane Eyre*," says Francis Wyndham in his introduction. Through Rhys's novel we get to know the circumstances of the mental illness of Mrs. Rochester, born Antoinette Cosway and eventually renamed Bertha Mason.

On the surface, the book reads like a simple story, but it is a layered novel, dealing with landscapes vital to the story, racial tensions, complex characters and relationships, and, in turn, the diverse voices of Antoinette, and then Mr. Rochester.

In the question-and-answer segment of the discussion on "Wide Sargasso Sea at 50" held in April at the NGC Bocas Literary Festival in Port of Spain, Trinidad, a former University of the West Indies lecturer commented that if she had to teach the book again she would teach it as a ghost story, highlighting it from the perspective of the disembodied voice of Bertha Mason.

Rhys unfolds her story in three parts. The first part, told by Antoinette, is set at the Coulibri Estate in Jamaica. The second part, set in Dominica where Rhys was born to a Welsh father and a white Creole West Indian mother, is narrated by Mr. Rochester. And Thornfield Hall is revisited in the third part, with Antoinette continuing her story up until shortly before *Jane Eyre*'s scene of the fire in the attic.

In the first section a young Antoinette Cosway relates the story of her early life on the estate, although it takes an eternity for the narrator to identify herself. The account opens around the time the Emancipation Act was passed (1833), and Antoinette muses, "All Coulibri Estate had gone wild like the garden, gone to bush. No more slavery — why should anybody work? This never saddened me. I did not remember the place when it was prosperous."

Her world comprised her widowed mother, Annette, a pretty Martinican woman who was her father's second wife, and much younger than him; her brother Pierre; Aunt Cora; the servants, Christophine and Godfrey; and Tia, the daughter of Christophine's friend Maillotte.

Antoinette tries in vain to gain the love and attention of her mother, who only has eyes for her sickly son, Pierre. When her mother marries Mr. Mason, Antoinette recalls some of the previous conversations she overheard from the gossiping ladies: "Why should he marry a widow without a penny to her name and Coulibri a wreck of a place? ... Her new husband will have to spend a pretty penny before the house is fit to live in — leaks like a sieve. And what about the stables and the coach house dark as pitch, and the servants' quarters and the six-foot snake I saw with my own two eyes curled up on the privy seat last time I was here."

But the society ladies were not the only source of ridicule. The blacks also had their say. "They called us white cockroaches... 'Go away white cockroach, go away, go away... Nobody want you. Go away.' After a year of marriage Annette, begins pleading with Mason to take them away from Coulibri, 'An agent could look after the place... The people here hate us. They certainly hate me.' But he always kept putting her off.

Even as the blacks were stoning the house, prior to setting it on fire, Mr. Mason was still making excuses for them. Pierre died while the family was making their escape as the house burned. Antoinette, running to her friend Tia who she thought would help her, saw the jagged stone in Tia's hand, but she did not see her throw it; I did not feel it either, only something wet, running down my face. I looked at her and I saw her face crumple up as she began to cry. We stared at each other, blood on my face, tears on hers. It was as if I saw myself. Like in a looking-glass.

When Antoinette came to, she was recovering from the ordeal at Aunt Cora's home. "Your mother is in the country. Resting. Getting well again. You will see her soon."

But on her way to start the first day of school at the convent a native boy and a girl she met along the way gave her their taunting version. The girl said, "Look the crazy girl, you crazy like your mother. Your aunt frightened to have you in the house. She send you for the nuns to lock up. Your mother walk about with no shoes and stockings on her feet, she sans culottes. She try to kill her husband and she try to kill you too that day you go to see her. She have eyes like zombie and you have eyes like zombie too."

Prior to leaving the convent, Mr. Mason, on one of his visits to see Antoinette, tells her that he had asked some English friends to spend next winter with them. "Do you think they will come?" Antoinette enquired. "One of them will. I'm certain of that."

But Mr. Mason dies soon after Mr. Rochester embarks for the West Indies. In section two of the book, on Mr. Rochester's arrival, Antoinette's half brother Richard makes him an offer of a handsome sum of money to propose to Antoinette.

At first Antoinette declines the marriage proposal but later gives in. "What is the matter, Antoinette? What have I done?"

She said nothing. "You don't wish to marry me?"

"No." "She spoke in a very low voice.

"But why?"

"I'm afraid of what may happen."

"But don't you remember last night I told you that when you are my wife there would not be any more reason to be afraid?" And after kissing her fervently and "promising her peace, happiness, safety" they were wed in Spanish Town and set sail for Antoinette's inherited estate in Dominica.

Soon everything is too much for Mr. Rochester — his wife, the climate, the people, his surroundings, the servants, especially Antoinette's attachment to Christophine, whom he comes to hate. A spiteful letter to Mr. Rochester from Daniel Cosway, Antoinette's father's bastard child, relating Antoinette's family background of mental illness, does not help either. Mr. Rochester cruelly begins rejecting Antoinette and brings a servant girl to his bed, fully aware that his wife is in the next room listening to them. He grows heartless and colder towards Antoinette and even takes away her identity by his insistence on calling her Bertha.

Mr. Rochester's earlier promise to Antoinette of peace, happiness and safety falls by the wayside, as does the marriage, and eventually he returns to England where he places his "mad" wife in the attic from where, in the third and shortest section of the novel, Antoinette recounts her recurring dreams of setting fire to Thornfield Hall.

This book is as imaginative and moving as it was half a century ago, and just as well worth reading — a deserved Caribbean classic.



# A New Addition to Our Galley's Pantry

BY ROSS MAVIS

Willa and I have an extra bin in our galley of late and it contains an excellent complement to the dried beans, peas, rice, corn, barley and oats that accompany us on any voyage. It's not a new product but a very old one that we recently have been using more and more.

Quinoa is an ancient grain native to South America, where it has been cultivated and used for more than 3,000 years. Like many additions to our diet, it has gone from obscure to front-of-view with the advent of healthy eating.

This grain has a wonderfully nutty flavor and is quickly and easily cooked in boiling water with a pinch of salt. In less than 20 minutes, you can have a pot full of fluffy quinoa ready for use as a breakfast alternative or in a salad or simply as an accompaniment with meat or fish. It can be purchased in colours ranging from red to black but white is the most common. All are high in antioxidants but have the same flavour. Furthermore, this gluten-free grain has a high protein content and has all eight essential amino acids plus magnesium, potassium, zinc and Vitamin E and B making this a potent super-food.

When you purchase quinoa, check the package carefully to see if it needs to be soaked before cooking (to eliminate the bitter saponins), or if it is pre-soaked.

My wife and I prefer the regular white quinoa, as it is available in almost any food store. Before cooking, it should be rinsed in cold water, cooked for about 15 minutes in boiling water and fluffed with a fork. Here are a couple of recipes we enjoy and recommend you trying them.

### Quinoa Breakfast

- 1 Cup cooked quinoa, fluffed with a fork
- 1/2 Cup cut-up banana, mango or fruit of your choice
- 2 Tablespoons brown sugar
- Milk or yogurt to taste



Mix quinoa and fruit of your choice with a sprinkle of brown sugar. Add milk or yogurt and enjoy.

### Toasted Quinoa and Beef

- 2 Cups cooked quinoa
- 1/2 pound ground beef (or pork, turkey, etcetera)
- 1/2 medium-size onion, chopped
- 1 clove garlic, finely diced
- 2 teaspoons olive oil
- 1/4 Cup chopped fresh parsley
- Salt and pepper to taste
- Hot pepper sauce to taste



Toast quinoa in a hot frying pan. Toss to brown nicely. Then add chopped onion, garlic and small amount of olive oil. Stir while browning. Add ground meat and cook until nicely done. Sprinkle with parsley. Salt and pepper to taste, and enjoy for a protein-packed lunch or light supper. We like a dash or two of our favourite hot sauce as well.

### Shrimp and Quinoa Salad

- 1 pound shelled shrimp, cooked
  - 2 Cups mixed greens of your choice
  - 1 Cup cooked quinoa
  - Red and/or green pepper and/or tomato, diced
  - 2 Tablespoons cider vinegar
  - 4 Tablespoons olive oil
  - 2 teaspoons honey
  - Salt and pepper to taste
- In a large salad bowl toss mixed greens, shrimp and quinoa with pepper and tomato.
- Whisk cider vinegar and olive oil and honey and pour over salad. Toss to mix. Salt and pepper to your liking and serve.
- Delicious light lunch or side salad!

Use quinoa as you would cooked rice and develop your own recipe ideas. It is an easy, healthy alternative to potatoes or pasta as well. Enjoy.



## 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!



*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

For less than the price of a fancy meal for one, Chris Doyle will visit everywhere in your old guide, update all the information, and print you a brand new copy! Watch out for the new Windwards & Trinidad guides

[doyleguides.com](http://doyleguides.com)

## The best anchorages are only in Street's Caribbean Cruising Guides



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 guides include: south east & east coast Grenada, the south & east coast of Carriacou, & the east coasts of Canouan & 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 navigation companion for all the other guides

### Order online

USA/Caribbean: iUniverse or Amazon (search Donald M. Street)

UK/Europe: [www.imray.com](http://www.imray.com) (search: Don Street)





**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 Food Fair**

**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

C R I B B E A N  
**COMPASS**  
[www.caribbeancompass.com](http://www.caribbeancompass.com)  
**FREE on-line version!**  
 C R I B B E A N  
**COMPASS**

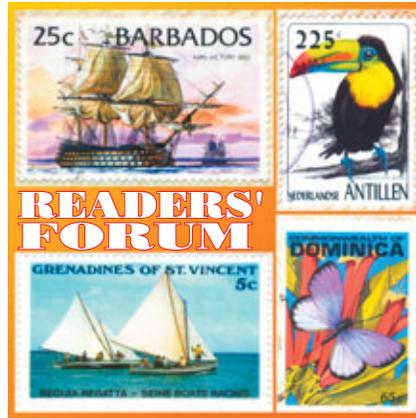
**Read in  
 Next Month's  
 Compass:**

Cruising Culebra and Vieques  
 The Grenadines' Marine Protected Areas  
 Sugar Apple — the 'busy' fruit

...and much more!



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



**KUDOS TO ST. LUCIA MARINE POLICE  
 Dear Compass,**

A long, loud scream terminating in a dramatic crash just behind my head but on the other side of the hull interrupted an otherwise pleasant sunny afternoon anchored by Pigeon Island in Rodney Bay, St. Lucia. I quickly went on deck, fully expecting to be pulling unconscious bodies from the water but instead spotted two heads swimming after their rental jet ski, which was blowing down past my transom.

Yelling for my first mate to get a camera, I jumped in the dinghy and followed. The two tourists were shaken but unhurt and stammering their apologies and explaining that they lost their steering when they let off the throttle to slow down. This did not come as major news to me; I have witnessed a number of jet ski collisions in Rodney Bay.

They offered a name and address in England but were now in a great hurry to get off the jet ski, which they still did not have under control, and left to return it. They did not know the name of their hotel nor the operator they had rented the jet ski from. To me this was a somewhat less than satisfying conclusion to their little holiday adventure.

I contacted the Vigie Light on VHF channel 16 and was met within an hour by the Customs boat with representatives from Customs, SLASPA (the port authority) and the Coast Guard. The Marine Police arrived shortly thereafter. They maintain a 24/7 watch on channel 16 and had heard our conversation. They took a very professional report including copying the photos onto an officer's cell phone.

They went out and found the jet ski and its owner, who had not been informed of the incident, and brought him back to my boat. I explained that I was not happy with the vague promise to pay for repairing the damage to the hull by a couple of strangers who would be leaving the island in a few days. Furthermore, I don't care that they signed a waiver of liability. His boat hit my boat and it is his responsibility, regardless of who is driving.

The end of the story is that the jet ski owner went and found the rider, and brought him back to the boat for a discussion. We agreed on an estimate for the damages and the jet ski owner rode him to an ATM and back with a cash settlement. He was given a

receipt and I called the Marine Police to let them know I was now satisfied.

The whole incident was handled most professionally by the Marine Police and they deserve kudos for their work. However, I do believe I helped by:

- getting the license number for the vessel and a clear description, plus details such as the time and names of everyone involved;
- having a local phone number to facilitate communication; and
- staying on island and indicating my willingness to follow up in person.

I hope this letter will be helpful to anyone involved in an accident and that the authorities on the other islands are able to resolve the matter so professionally.

**Lance Batten**  
*S/V Queen Emma*

**CARBON MONOXIDE DETECTION**

**Dear Compass,**

Carbon monoxide (CO) detectors are fast becoming important standard pieces of equipment on cruising yachts (see [www.tradeonlytoday.com/2016/06/minnesota-law-mandates-co-detection-system-on-boats](http://www.tradeonlytoday.com/2016/06/minnesota-law-mandates-co-detection-system-on-boats)).

Carbon monoxide is produced from the partial oxidation of carbon-containing compounds; it forms when there is not enough oxygen to produce carbon dioxide (CO<sub>2</sub>), such as when operating a stove or an internal combustion engine in an enclosed space. CO is a colorless and odorless gas that can kill you. What we do smell are the other components in the exhaust fumes. The effects of CO are cumulative and CO combines faster and easier with hemoglobin than oxygen.

Many cruisers don't realize the dynamics of airflow past their yachts. With or without hatches closed, the shape of the dodger over the companionway creates a tiny negative pressure as the breeze passes by. Exhaust fumes from nearby boats with engines running can be drawn in and collect below decks. When the companionway is open, the CO is drawn down below by a sort of a Venturi effect.

If the deck hatches are open and there is a breeze, then the airflow through the boat might displace the CO or prevent it from being drawn in. The problem is, you just don't know.

As a former commercial diver we learned the acronym for CO poisoning symptoms "VENTID":

- Vision
- Ears (ringing)
- Nausea
- Trembling
- Irritability
- Dizziness

But don't wait for symptoms. A good CO detector can save your life.

**Mitch Witt**  
**Accredited Marine Surveyor**

**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](mailto:sally@caribbeancompass.com).*

**Island Poets**

**RICH AND FAMOUS**

They never mix in island life,  
 Its richness, laughter, quarrels, strife;  
 They don't know the coconut vendor,  
 While locked in isolated splendor,  
 In air-conditioned villas where  
 They never sniff the island air,  
 Never know when conch shells blow  
 It's time to buy fresh fish and go  
 Down to the beach to check the catch,  
 Barter for what you want, and watch  
 The seabirds swoop and swirl and screech,  
 An early morning on the beach!  
 Like skater insects on a pond,  
 They never see a thing beyond  
 Their perfect villa, their dimension,  
 Never breaking surface tension.

That's fine! It doesn't bother me  
 Until they dictate where I can be  
 On my own island, my own beaches:  
 Money corrupts, avarice reaches  
 Politicians who arrange  
 Things so that quickly laws are changed.  
 No longer can we drop a hook  
 To anchor. Wardens say, "Hey look,  
 You'll ruin all the coral there."  
 (There's not a polyp anywhere!)  
 Now Rich and Famous have the notion  
 They own the beach, the bars, the ocean.  
 They bring in money, that's for sure,  
 Money that doesn't reach the poor,  
 Who watch their freedom drift away,  
 Until they wake up one fine day  
 To find that they are now bereft  
 Of everything and nothing's left!

— Nan Hatch



# Letter of the Month

SCHOONER *GLORIA COLITA*: FACT OR FICTION?

Dear Compass,

Having run charter yachts in the Caribbean waters for more than half my adult lifetime I've read more than my fair share of the *Caribbean Compass* issues. Two articles have stood out more than the usual "liveboards" grumps and groans over Immigration costs, mooring costs and the "highly dangerous" waters outside of the safe anchorages (pirates everywhere!).

COLLECTION OF J.F. MITCHELL



The first was Chris Long taking a pop shot at Don Street, saying that Don was rather irresponsible going about these waters without an auxiliary engine — which I have to agree with.

And second was the subject matter concerning the loss of the windjammer *Fantome* in 1998, during Hurricane Mitch — of which there were several really well informed articles and letters of a very high standard.

Enough; on with my business. Currently I am again reading *Clean Sweet Wind* by Douglas C. Pyle. He travelled through the Windward Islands in the 1970s, recording and researching the designs of the sailing craft built on the beaches throughout these islands. Seems his research methods were to just pitch up on an island, go to the beach with a tape

measure, and see what happens. And what a mass of information came his way, no doubt with the occasional aid of some local liquid produced from a sugar plant.

The book can get quite technical down boat-design avenues, which is fine by me but might get a little glossy for others. But he does go into some local Caribbean lore, which is what I am coming to.

The chapter on Bequia already had my attention, as it's been a favorite of mine for charter stops and regatta sailing. There I've sailed a "two-bow" open-deck boat, enjoyed fine dining, and on one or two occasions at the bar had the ground give way unexpectedly for no apparent reason. Mr. Pyle obviously has the capacity to take up not just boat designs, but pretty much anything going regarding Caribbean sailing. So the story of Reg Mitchell and his 165-foot (yes, read it again, 165-foot!) Bequia-built schooner is given a brief account in the Bequia chapter. He writes thus:

"Even allowing for the well-known inflationary tendencies of folklore, the builder of *Gloria Colita* must have been a man of unusual abilities. Himself the son of a schooner builder, Mitchell owned two schooners before building *Gloria Colita*. His first was *Water Pearl* (94 feet, 68 tons), built in partnership with his father and launched in 1932. Two years later the schooner failed to come about when tacking over Bequia Head and was blown ashore. Next came the *Juliana*, a Nassau-built schooner, larger than the *Water Pearl*... With her, Mitchell freighted between British Guyana and Cuba and on one occasion set out to New York until turned back due to heavy weather off Cape Hatteras..."

The three-masted schooner *Gloria Colita* was built where the Frangipani Hotel now stands, and was launched in 1939. Pyle wrote:

"On his last voyage, Mitchell again loaded rice in British Guyana for Havana, and then loaded sugar for Venezuela. There he discharged his Bequia crew without explanation and sent them home. He shipped a Spanish-speaking crew and returned to Mobile, where he loaded lumber and cleared for Havana. No overdue report was ever made. The *Gloria Colita* was simply found abandoned and awash in the Gulf Stream by a US Coast Guard patrol plane... No report was ever had of Mitchell or the crew.

The schooner was towed to Mobile and sold..."

The mystery of what happened to Mitchell and his crew was never solved.

I was thinking that maybe the power of the *Compass* might find a reader or two who might be able to clarify what did actually happen to Capt. Reg Mitchell on his last voyage. Or does the Windward Islands have its own *Marie Celeste*? If no factual knowledge exists, then any additional information to add to what Mr. Pyle says I am sure would be interesting reading. As we all know in this part of the world, the Mitchells' name goes far and wide across these waters. The family was/is synonymous with the evolution of sailing within the region and the loss of Reg Mitchell must have been quite a severe blow at the time of his disappearance.

**Jerry Bethell**  
St. Lucia

Dear Jerry,

We asked Sir James F. Mitchell, Capt. Reg Mitchell's son and former Prime Minister of St. Vincent & the Grenadines, for comment. He tells us:

"I still remember the spot outside school, near where the Port Hole restaurant is now, where the cable from the Coast Guard was read to me as an eight-year-old boy: 'Schooner *Gloria Colita* found abandoned. No souls on board.'

"Other than that, I have nothing to add. My father did disappear. So did my mother's father — in a hurricane off Bequia. So my mother turned down my grandfather's offer to build me a schooner, and instead he paid my way for a second degree at the University of British Columbia, in Soil Science. I eventually got a bigger ship to steer: St. Vincent and the Grenadines."

An article in the *St. Petersburg Times* dated February 6th, 1940, simply reported: "The blue waters of the Gulf of Mexico last night still concealed the fate of nine crew members of the schooner *Gloria Colita* found Sunday helpless and abandoned 150 miles south of Mobile, Ala.

"The Coast Guard, towing the 125-foot [sic] vessel to Mobile, reported a skiff — possibly the lifeboat of the water-soaked *Colita* — had been found upside down in the Gulf..."

"Chief Boatswain Sven Halvorsen, commanding the *Cartigan*, radioed yesterday, 'No lifeboat on board the *Colita*. From the general condition of the vessel, the deck cargo of lumber shifted and parted the main rigging... the ship has taken severe punishment.'"

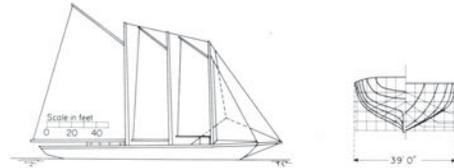
Pyle notes some other theories:

"The version chiefly favored by the old heads is that the Spanish [i.e. Venezuelan] crew mutinied and abandoned ship after murdering Reg... The heroic theory — chiefly favored by the younger set — is that Reg was kidnapped by a U-boat and pressed into service as a pilot, since it was surely known to the German High Command that "it only in Bequia you could get real true navigators". In support it is claimed that on several occasions when schooners were being sunk by the deck gun of a surfaced U-boat (as was frequently done), a tall dark man without uniform was seen on the bridge."

Do any *Compass* readers have more information about the possible fate of the captain and crew of the *Gloria Colita*?

CC

At upper left, the last known photo of Captain Reginald Mitchell, taken in Mobile, Alabama



At right, Douglas Pyle's rendering of the lines of the *Gloria Colita*, taken from a half-hull model

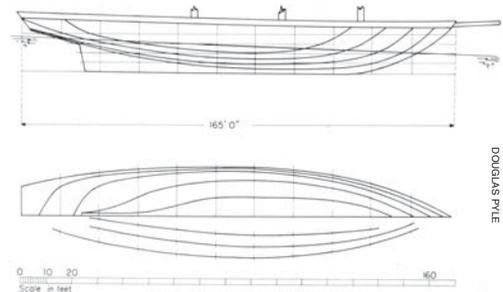


Fig. V-14. Lines of the tern schooner *Gloria Colita*. Built 1939 by Reginald Mitchell, Admiralty Bay, Bequia. Taken off March, 1974.

DOUGLAS PYLE



## Johnson Hardware Ltd.

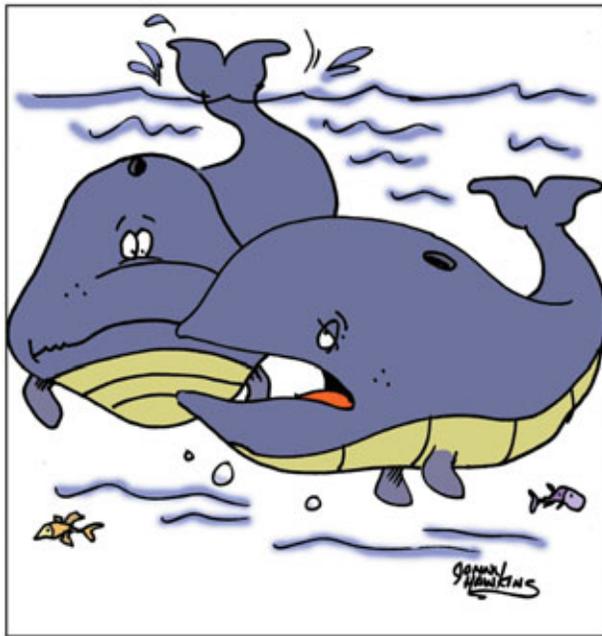
FOR YOUR MARINE HARDWARE, AND MORE

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

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

# COMPASS

# COMICS



"If swimming is so good for your shape, how come we look like this?"

2014



"RUNS AFTER THE CAR WHEN I TELL HIM TO STAY HOME, TOO!"



**BEACHCOMBER COMBOVER**



"I was having so much fun, I didn't pay attention to how far I was going. Can you bring me some gas? I'm on an island somewhere in the Caribbean."

# 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 (16%) importation  
Duty free fuel (+10.000lt)

TEL +351 292 391616 FAX +351 292 391656  
mays@mail.telepac.pt

www.midatlanticyachtservices.com

## Dominica

### DOMINICA YACHT SERVICES

- Relax! Leave the work to us -



Hubert J. Winston

18 Victoria St.  
Roseau & Bay St. Portsmouth  
Dominica

+767-275-2851 Mobile / 445-4322  
+767-448-7701 Fax  
info@dominicayachtservices.com  
www.dominicayachtservices.com

## Grenada

# ART FABRIK

seldom seen  
arty boutique  
backstage ART  
gallery  
locally made  
wearable art  
handpainted  
balik  
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

Check out our website or contact us directly  
for a competitive quote on rugged and  
well-built sails that are well suited to the  
harsh environment of the charter trade  
and blue water cruising.

Jeff Fisher - Grenada (473) 537-6355  
www.neilprydesails.com

## Grenada

GUARDIANAGE &  
YACHT MANAGEMENT  
GRENADA

C&N Port Louis Marina & Le Phare Bleu Marina  
+473.415.2138 +473.443.3603  
info@islanddreamsgrenada.com

www.islanddreamsgrenada.com  
Island Dreams

## 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

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

TURBULENCE Ltd. (473) 439 4485  
turbosail@spiceisle.com www.turbulence Ltd.  
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

## Martinique

### MARINE CONSUMABLES

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

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



## REMEMBER

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

## Martinique



### LOOKING FOR FLAGS?

Specializing in flags  
since 15 years in the Caribbean.  
Any country, any size, customized  
wide stock, fast delivery.



# WIND

+ (596) 596 682 128  
www.wind-flag.com

Caraibe Marine  
team spirit at your service

Martinique FWI - Le Marin Marina  
+596 (0)596 74 80 33  
www.caraibe-marine.fr contact@caraibe-marine.fr

CLIPPERS SHIP

Onan Official dealer  
caribe Large choice  
YAMAHA New in Marin

Martinique FWI - Le Marin - clippers-ship@marina.fr - +596 696 71 41 61

## St. Lucia

International Inflatable BUDGET MARINE

- > Duty Free Sales
- > Part Exchange Deals on Dinghies and Outboards
- > Free Online Valuations
- > Free Storage & Insurance
- > Free Boat Name in Hypalon
- > No Quibble Guarantee
- > Warrantee claims dealt within 24 hours
- > Full after sales service
- > Slip available to take up to 30ft dinghies

International Inflatables Ltd.  
Rodney Bay  
St. Lucia W.I. 00124  
Tel: (758) 715 9671 / (758) 285 8408  
info@internationalinflatable.com

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

continued on next page →

# Caribbean Compass Market Place

## SVG



### UNION ISLAND

St. Vincent & the Grenadines

Tel/Fax:  
(784) 458 8918

capgourmet  
@vincysurf.com

VHF Ch 08

## Trinidad

**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 marconeld@tstt.net.tt

## Caribbean-wide

**FOR SALE**  
**LOOK YONDER VILLAS**  
BEQUIA - Crown Point, Industry Bay  
St. Vincent & the Grenadines



Land Area: 39,315 sq ft  
3 Cottages: 12,664 sq ft  
including 2 Decks & 2 Pools  
Boat Mooring next to Property

Contact: (403) 940 4743 (June-Oct) / (784) 457 3362  
vthadley@vincysurf.com vthadley@shaw.ca  
www.begos.com/lookyonderbequia



**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)

THE ELECTRONICS EXPERTS!  
**ELECTROPICS**  
AUTHORISED DEALER & SERVICE CENTER FOR

SCS FURUNO B&G  
SIMRAD MASTERVOLT SkyMate  
ACR

and too many more to be named here

Tropical Marine, Chaguaramas  
868.634.2232 info@electropics.com

**LAND FOR SALE**  
LOTS 1/4 ACRE AND LARGER  
CARRIACOU

Spectacular Views of Tyrrel Bay &  
the Southern Grenadines to Grenada

Contact:

473-443-7058 / 404-9280  
www.caribtrace.com



### 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 system and be a part of promoting a clean & healthy environment for all!  
On Call - 522-3022 for more info: <https://www.facebook.com/sgeta>

## Venezuela

Venezuelan Marine supply  
Vemasca, C.A.  
Marine Distributors  
Venezuelanmarsupply@cantv.net  
Vemasca@c-com.net.ve

**ECHO Tec. Watermakers**

Av. Raul Leoni, Playa Concorde, Sede Asovene  
Porlamar - Isla Margarita  
P 58 295 2642837  
F 58 295 2647293

## Trinidad

www.powerboats.co.tt

- 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, Carriacou, Trinidad, WI | Email pbmfi@powerboats.co.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 yachts for all new visiting cruisers.  
Trinidad offers cruisers a unique experience like no other Caribbean Island.  
Trinidad... far from the ordinary.

Shipwright Building, Creations Hotel & Teaching Centre,  
P.O. Box 2882, 21 West, Chaguaramas, Trinidad W.I.  
Tel: (868) 634-4128 | Fax: (868) 634-2180  
E-mail: info@ysatt.org, admin@ysatt.org | Website: www.ystatt.org

C R I B B E A N  
**COMPASS**

We're on the Web!  
Caribbean Compass

www.  
caribbeancompass.  
com

FREE On-line

C R I B B E A N  
**COMPASS**

Brand New Book From  
**Bob Bitchin**

Now available as a hard-cover, first edition! The real story behind how an outlaw biker became a world cruiser.

www.bobbitchin.com  
FTW Publishing - Box 100 - Berry Creek, CA 95916

www.hydrovane.com

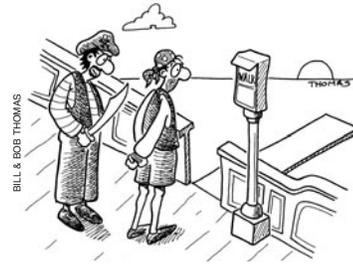
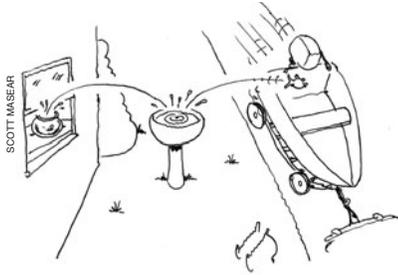
**FEEL THE FREEDOM**  
With Independent Self Steering AND an Emergency Rudder

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

HYDROMAX ECHO Tec Luatt & vrea  
Watermakers

**HYDROVANE**  
SINCE 1981  
STEERING THE DREAM

**COMPASS  
CARTOONS**



# YACHT FOR SALE

Acting in accordance with an order of The Eastern Caribbean Supreme Court in the High Court of Justice, dated April 15, 2016, and pursuant to Section 47 (1) of the Proceeds of Crime Act, No. 38 of 2013, the Management Receiver over the realizable property of Antonio Gellizeau offers for sale, the following sailing yacht:

**Type: Fiberglass, Length: 13.72 meters, Depth: 2.04 meters, Beam: 4.51 meters  
Registration No. P598612, Registered Name: Orion**

**For viewing appointments, or enquiries:  
Contact: KPMG, Telephone: (784) 456 2669, Facsimile: (784) 456 1576,  
Email: kpmg@kpmg.vc**

Offers should be submitted in sealed envelopes, no later than July 31, 2016 and addressed as follows:

**The Management Receiver, Offer for Yacht, KPMG Eastern Caribbean,  
The Financial Services Centre, P O Box 561, Kingstown Park,  
St. Vincent & the Grenadines**

Brian A Glasgow acts in his capacity as Management Receiver over the property of Antonio Gellizeau, and not in his personal capacity. The Management Receiver contracts without personal liability. All information contained within this advert is subject to change and amendment without notice. For full particulars of sale please contact the Management Receiver.



## THE MULTIHULL COMPANY

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

### BROKER SPOTLIGHT



ALEXIS DE BOUCAUD  
ST MARTIN  
+590 690 58 66 06

ALEXIS@MULTIHULLCOMPANY.COM



CHRIS RUNDLETT  
GRENADA  
473-440-1668

CHRIS@MULTIHULLCOMPANY.COM



CARL OLIVIER  
VIRGIN ISLANDS  
268-717-4536

CARL@MULTIHULLCOMPANY.COM



JARYD FORBES  
TRINIDAD & TOBAGO  
868-680-8909

JARYD@MULTIHULLCOMPANY.COM



ANTOINE LELIEVRE  
GUADELOUPE  
+590 690 34 20 60

ANTOINE@MULTIHULLCOMPANY.COM



JEFF JONES  
FORT LAUDERDALE, FL  
954-557-4050

JEFF@MULTIHULLCOMPANY.COM

### FEATURED BROKERAGE LISTINGS



2002 CATANA 581  
\$829,000



2013 LAGOON 52  
€895,000



2003 CATANA 521  
\$895,000



2004 LEOPARD 47  
\$295,000



1997 CATANA 471  
\$449,000



2007 DOLPHIN 460  
\$579,000



2009 CATANA 50  
\$879,000



2006 PRIVILEGE 745  
\$2,600,000



1990 PROUT QUASAR 50  
\$295,000



2002 GUNBOAT 62  
\$1,500,000



2000 CATANA 471  
\$495,000



2006 DOLPHIN 460  
\$499,000

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

## FOR SALE



**2006 Island Packet 445 "Tirnanog"**  
Excellent condition. Life raft, bow thrusters, stereo, VHF, 2 anchors, all Coast Guard equipment, 12' Caribe RIB, bimini/dodger, autopilot, chartplotter, electric winches. Well priced at \$335,000



**1987 Island Packet 38' "Salty Shores"**  
Rare centerboard two owner boat. Extremely well maintained by second owner. The centerboard and all centerboard brackets and hardware have been re-engineered. Also added, a rudder keel strap not on early IP's of this year. New rudder bearings and epoxy glassed rudder. This boat is set up perfectly for cruising the Caribbean. Upgrades include: Maxwell windlass, 55 lb bronze Barnacle anchor, new stanchions and lifelines, new genoa tracks, primary winches, chainplates, standing rigging. Stalok's Harken furling, new S/S arch, 6 x 65 watt solar panels with charge controller. New custom centerboard, new Yanmar 4JhJE 54hp.



**2007 Island Packet 445**  
Lovely vessel with excellent maintenance record, one owner, always in IYC's care. Equipment includes: Fridgaboat Keel Cooled refrigeration, bow thrusters, Autopilot, Raymarine wind, knot and depth meters. Boat set up for bareboat chartering so has minimal electronics, perfect for adding the newest gear. **Asking \$375,000**

Andrea King, Island Yachts Charters, Red Hook, St. Thomas, USVI •  
E-mail: [sailing@iyc.vi](mailto:sailing@iyc.vi) Ph: 800-524-2019 • 340-344-2143

## 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](mailto:info@boatpaintstuff.com)  
[www.boatpaintstuff.com](http://www.boatpaintstuff.com)

## 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**  
**McIntyre Bros**  
Port Louis Marina  
Office and Victory Bar

### SOUTH COAST

**Budget Marine**  
**Clarks Court Marina**  
Essentials Mini-Market  
**Grenada Marine**  
Island View  
**Le Phare Bleu Marina**  
Nimrod's Bar  
Prickly Bay Marina  
**Secret Harbour Marina**  
**Spice Island Marine**  
**TechNick**  
Timbers Restaurant  
**Turbulence Sails**

### CARRIACOU

Alexis Supermarket  
Carriacou Marine

Gallery Café  
Malick's Shop, Windward  
Matherson Supermarket  
Port Authority  
Regatta Jupa  
Osprey Office

### Slipway Restaurant

Tourism Office  
PETITE MARTINIQUE  
**B&C Fuel Dock**



## CALENDAR

### JULY

- 1 Public holiday in Suriname (Emancipation Day)
- 2 Public holiday in BVI (Territory Day) and Curaçao (Flag Day)
- 2 Firecracker 500 race, BVI. West End Yacht Club
- 4 Public holiday in CARICOM countries (CARICOM Day), Cayman Islands (Constitution Day), and Puerto Rico and USVI (Independence Day).  
St. John USVI Carnival
- 4 - 5 St. Vincent Carnival
- 5 Public holiday in Venezuela (Independence Day) and Suriname and Trinidad & Tobago (Eid ul-Fitr, end of Ramadan)
- 10 Public holiday in the Bahamas (Independence Day)
- 10 Mott Memorial Hobie Challenge, Grenada. Petite Calivigny Yacht Club (PCYC). [www.pcygrenada.com](http://www.pcygrenada.com)
- 10 - 18 North American Optimist Dinghy Championships, Antigua. [www.optiworld.org](http://www.optiworld.org)
- 14 Public holiday in French Islands (Bastille Day)
- 14 Yole races in Martinique, [www.yoles-rondes.net](http://www.yoles-rondes.net)
- 15 - 16 Petite Martinique Maroon & Heritage Weekend
- 15 - Aug 1 Tobago Heritage Festival, [www.tobagoheritagefestival.com](http://www.tobagoheritagefestival.com)
- 17 Bastille Day Kingfish Tournament, St. Thomas USVI.  
[www.facebook.com/pages/Northside-Sportsfishing-Club](http://www.facebook.com/pages/Northside-Sportsfishing-Club)
- 18 Public holiday in Puerto Rico (Birthday of Don Luis Muñoz Rivera)
- 18 Aruba Hi-Winds Kitesurf event. [www.hiwindsaruba.com](http://www.hiwindsaruba.com)
- 18 - 19 St. Lucia Carnival
- 20 FULL MOON
- 23 Guy Eldridge Memorial Regatta, BVI. Royal BVI Yacht Club (RBVIYC). [www.royalbvicyc.org](http://www.royalbvicyc.org)
- 23 - 25 Culebra Cup, Culebra, Puerto Rico. Borinquen Islands Sailing Assn., [smileandwavesailing@gmail.com](mailto:smileandwavesailing@gmail.com)
- 24 Public holiday in Venezuela (Simón Bolívar's Birthday)
- 25 Public holiday in Puerto Rico (Constitution of Puerto Rico Day)
- 25 - 27 Public holidays in Cuba (National Revolutionary Festival)
- 27 Pre-Regatta Cruisers' Potluck Barbecue & Raffle, Carriacou, [www.carriacouchildrenseducationfund.org](http://www.carriacouchildrenseducationfund.org)
- 28 Annual Carriacou Children's Education Fund Flea Market and Auction, [www.carriacouchildrenseducationfund.org](http://www.carriacouchildrenseducationfund.org)
- 31 - Aug 7 Around Martinique Yoles Rondes Race, [www.yoles-rondes.net](http://www.yoles-rondes.net)

### AUGUST

- 1 Public holiday in many places (Emancipation Day) and Barbados (Grand Kadooment parade) and Jamaica (Independence Day).
- 1 - 2 Carriacou Regatta Festival, Grenada Grenadines, [www.ccouregattafestival.com](http://www.ccouregattafestival.com)
- 1 - 2 Public holidays in Antigua & Barbuda (Carnival)
- 1 - 3 Public holiday in BVI (Emancipation Festival)
- 1 - 4 Nevis Carnival
- 2 Public holiday in many places (Emancipation Day observed)
- 6 Public holiday in Anguilla (Constitution Day)
- 8 - 9 Grenada Carnival
- 9 Public holiday in Suriname (Indigenous People's Day)
- 15 Public holiday in Haiti (Assumption Day)
- 16 Public holiday in Dominican Republic (Restoration Day)
- 17 - 21 Dominican Republic International Fishing Open, Cap Cana. [wtevents01@gmail.com](mailto:wtevents01@gmail.com)
- 18 FULL MOON
- 19 - 21 Aruba International Regatta, <http://aruba-regatta.com>
- 20 - 21 Round Grenada Race, PCYC
- 31 Public holiday in Trinidad & Tobago (Independence Day)
- TBA Carib Great Race (powerboats) from Trinidad to Tobago

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](mailto:sally@caribbeancompass.com)

We are on-line:  
[www.caribbeancompass.com](http://www.caribbeancompass.com)

## CLASSIFIEDS

### BOATS FOR SALE



**BERTRAM 28 FLYBRIDGE 1983**  
2x Yanmar 2007 w/ 2000 hrs. Very good condition, completely renovated at Ottley Hall, St. Vincent. Well equipped w/ AP, fish finder & large iceboxes. US\$40,000. For quick sale E-mail: gardenboutique@hotmail.com or mousmed@yahoo.fr. Tel: (784) 458-3518 or (784) 430-5021



**GALAPAGOS 43 STEEL KETCH**  
Center cockpit. Recently hauled out and refurbished, ready to sail, lying Bequia, US\$39,500. Robin. E-mail: robinfxman@gmail.com



**41' ROGER SIMPSON** Light weight cruising catamaran. Fast & easy to sail. One of her sister ships "Ii Kanoo" owned by the famous Chris Doyle for his Caribbean Cruising Guides. US\$87,000. Marc One Marine Supplies Ltd. Tel: (868) 684-7720 (Luc) E-mail: ldemontbrun@hotmail.com



**50' LUXURY YACHT 2 x 420hp**  
Caterpillar 3126, low hrs. Complete yacht professionally refit 2011. Excellent condition ready to go. Full a/c. Ideal for charter. Recent survey. Reduced price US\$150,000. E-mail: florent.dubois@hotmail.fr



**50' BENEteau OCEANIS 1994**  
Excellent condition, refitted 2011. Lying Bequia, St. Vincent & the Grenadines. US\$115,000. E-mail: kennyon\_charlie@hotmail.com

**INTREPID 36' 1996 "BONSAI II"**  
12m offshore power boat, 2 x 250hp 4 stroke engines. Stereo, VHF, fresh water shower, toilet. Good working condition. Tel: (784) 465-5520 E-mail: Mackiebonsai@yahoo.com

**C&C 42** Reasonable condition. Perkins 60hp. Working well. US\$15,000. Lying Trinidad. Tel: (868) 634-4346 E-mail: don@powerboats.co.tt

### PROPERTY FOR SALE

**UNION ISLAND - RICHMOND BAY**  
Well situated land in the height of Clifton, Mayreau & Tobago Cays view. 13,973 sq/ft. US\$60,000 Tel: (596) 696-92718 E-mail: karmg972@gmail.com

**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

**CARRIACOU - HERMITAGE**  
Overlooking Tyrrel Bay. 2 storey house with fenced garden on 1/4 acre. Upstairs apt has 2 bedrooms, 1 bath, large veranda. Downstairs apt has 3 bedrooms, 1 bathroom, opens onto garden. Available immediately EC\$800,000 Laura Tel: (473) 443-6269 or +44 208-621-5001 E-mail: tbyh@usa.net



**BEQUIA - MT. PLEASANT**  
Interesting & unusual, 3 bdms, 2 baths, pool. Tel: (784) 533-4865 www.cdarealestate.wordpress.com

**DOMINICA - UNIQUE PROPERTIES.**  
The Peanut Farm Bungalows in Picard, featuring two all wood-and-stone bungalows, overlooking RUSM & Cabrits, see <http://milleniarealty-dominica.com/property/viable-business-for-sale-in-picard-port-smouth> for information. Currently being utilized as a guest house with a 17' x 26' view deck, 15 different fruit trees, hot springs nearby & Sisserou & Jaco Parrots, see [www.homeaway.com/vacation-rental/p3706602](http://www.homeaway.com/vacation-rental/p3706602) for photos & current rental rates. EC\$425,000/US\$159,000. Camp Dominéco at Syndicate Falls, see [www.syndicatefalls.com](http://www.syndicatefalls.com) (has a land survey and great photos) and <http://milleniarealty-dominica.com/property/property-for-sale-at-milton-state-syndicate-offering-9-9-acres>, a self-sustained solar concrete bungalow & a cinnamon tree house on 1,400 feet of riverfront land with income-producing utility fees charged to tourists on their way to see Milton Falls (we are the only access to it) EC\$440,000/US\$165,000. Contact Captain Mark Densheim, E-mail: mark@captainmarksway.com

### RENTALS

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

### MISC. FOR SALE

**Twin LZ 200 Yamaha (HPDI) OB**  
engines, 450 hrs US\$8,000 ONO. Contact Franc. c/o Power Boats, Trinidad Tel: (868) 620-7686 E-mail: francbasp@gmail.com

**HAMILTON JET DRIVE 212** Ideal for 20'-26' boat or yacht tender. Diesel or gas engines up to 350hp, 250 hrs. Make an offer. Located Dominica, Tel: (767) 277-2571 E-mail: underwater@champagnereef.com

**2 X VOLVO PENTA DIESELS** MD 2020 D20 HP 2001 w/ Saildrives. Still running. We are going to replace them with 30 HP engines. Tel: (721) 527-0619, +491729220094 E-mail: info@tropicalbeachparadise.com



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

## Share Our Passion

## Become a Suzuki Marine Dealer

Suzuki del Caribe is inviting interested parties for Suzuki Marine Dealership opportunity in key Caribbean territories:

- St. Maarten / St. Martin
- Trinidad
- Jamaica
- Others

For more information and application details, please email [info@suzukipr.com](mailto:info@suzukipr.com).



## 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](mailto:shellese@caribbeancompass.com)**

**YOUR CLASSIFIED IS ON-LINE!**



CASIMIR HOFFMANN



## 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](http://www.CARIBTAILS.org)

—Continued from page 15

...Regatta News

The event, which is exclusively for sailors ages eight to 15, will begin on July 10th and run until July 18th. The aim of the Championships is to promote youth sailing worldwide. The Championships should also provide the environment necessary to ensure that individual friendships develop among competitors and goodwill amongst all participating nations.

This is the first time that the Optimist North American Championships organizers have afforded a host country the opportunity to host the event consecutively. Paola Vittoria, chairperson of the local organizing committee, said, "We are very proud that Antigua has been selected as the host venue for this prestigious event for the second year in a row. Antigua has lived up to its reputation by proving that it has the best sailing conditions, the most beautiful venue — Nelson's Dockyard — and great hospitality."

She adds, "It was with the help and generosity of the government and people of Antigua & Barbuda that we were able to successfully host Optinam 2015 and promote the sport of sailing in Antigua. We have a great organizing committee, preparations have already begun for the 2016 event and we hope to see many kids, friends, and family in Nelson's Dockyard in July."

Last year, the destination welcomed 165 serious competitors from 23 countries as far as New Zealand, Japan and Singapore.

Visit [www.optinam2016.org](http://www.optinam2016.org) for more information.



**"The Informative Brokers"**  
[www.bviyachtsales.vg](http://www.bviyachtsales.vg)  
 TEL: 1-284-494-3260

**B.V.I. YACHT SALES**

**WE NEED MORE LISTINGS!**  
**38 SOLD JAN - JUN 2016!!**


**To see all of our listings, visit [www.bviyachtsales.com](http://www.bviyachtsales.com)**

**ADVERTISERS INDEX**

ADVERTISER	LOCATION	PG#	ADVERTISER	LOCATION	PG#	ADVERTISER	LOCATION	PG#	ADVERTISER	LOCATION	PG#
Art Fabrik	Grenada	MP	Doyle's Guides	USA	37	LIAT	C/W	8	Slipway Restaurant	Grenada	MP
Barefoot Yacht Charters	SVG	33	Echo Marine	Trinidad	18	Marc One Marine	Trinidad	MP	Spice Island Marine	Grenada	7
Bequia Plantation Hotel	SVG	31	Edward William Insurance	C/W	35	Marina Santa Marta	Colombia	11	St. Kitts Marine Works	St. Kitts	15
Blue Lagoon Hotel & Marina	SVG	32	Electropics	Trinidad	MP	Marina Zar-Par	Dominican Rep.	21	St. Maarten Sails	St. Maarten	15
Boat Paint & Stuff	St. Maarten	44	Food Fair	Grenada	38	McIntyre Bros	Grenada	36	Sugar Reef Bequia	SVG	MP
Bob Bitchin Book	C/W	MP	Free Cruising Guides	C/W	21	Mercury Marine	C/W	47	Sunbay Marina	Puerto Rico	6
Budget Marine	St. Maarten	2	Gonsalves Liquors	SVG	37	Mid Atlantic Yacht Services	Azores	MP	Suzuki Marine	C/W	45
BVI Yacht Sales	Tortola	46	Grenada Marine	Grenada	14	Multihull Company	C/W	43	Technick	Grenada	MP
Captain Gourmet	SVG	MP	Grenadines Sails	SVG	35	Neil Pryde Sails	Grenada	MP	The Nature Conservancy	C/W	26
Caraibe Marine	Martinique	29/MP	Guyana Tourism Authority	Guyana	27	Parts & Power	Tortola	22	Tobago Cays	SVG	MP
Carene Shop	Martinique	24	Hydrovane International Marine	C/W	MP	Off Shore Risk Management	Tortola	18	Turbulence Sails	Grenada	14/MP
Clarkes Court	Grenada	19	International Inflatables	St. Lucia	MP	Power Boats	Trinidad	MP	Venezuelean Marine Supply	Venezuela	MP
Clippers Ship	Martinique	MP	lolaire Enterprises	UK	36/37	Regis Guillemot	Martinique	28	Virgin Gorda Yacht Harbour	Virgin Gorda	12
Cruising Life	SVG	20	Island Dreams	Grenada	MP	Renaissance Marina	Aruba	5	WIND	Martinique	25/MP
Curaçao Marine	Curaçao	19	Island Water World	Sint Maarten	48	Sea Hawk Paints	C/W	9	YSATT	Trinidad	MP
Dominica Yacht Services	Dominica	MP	Island Yachts Charters	St. Thomas	44	Seajet Paints	C/W	23			
Down Island Real Estate	Grenada	MP	Johnson Hardware	St. Lucia	16	Secret Harbour Marina	Grenada	10			
Doyle Offshore Sails	Tortola	4	Le Phare Bleu	Grenada	30	Sevenstar Yacht Transport	C/W	13			

MP = Market Place pages 41 to 42  
 C/W = Caribbean-wide



Mercury Marine offers the Verado 350 in a choice of colors. In addition to our standard Phantom Black, you also can order the engine in either of two shades of white – Cold Fusion or Warm Fusion – that will complement almost any boat design or style.



ISLAND	DEALER NAME	CITY	TELEPHONE NUMBER
ANGUILLA	MADCO	St. Martin	+590-590-510-540
ANTIGUA	Paradise Boat Sales	St. Johns	+268-562-7125
BAHAMAS	Lightbourne Marine	Nassau	+242-393-5285
BAHAMAS	National Marine Limited	Marsh Harbour	+242-367-2326
BAHAMAS	Out-Board Services Limited	Freeport	+242-352-9246
BAHAMAS	Spanish Wells Marine & Hardware Co. Ltd.	Spanish Wells	+242-333-4139
BARBADOS	Marine Power Solutions Inc.	Barbados	+246-435-8127
BELIZE	Belize Diesel & Equipment Co.	Belize City	+501-223-5668
BELIZE	Thunderbirds Marine	Placencia Village	+501-624-1411
BELIZE	William Quan & Co.	Belize City	+501-2-27-2264
BERMUDA	Pearman Watlington & Co Ltd.	Hamilton	+441-295-3232
BRITISH VIRGIN ISLANDS	Marine Power Service Ltd.	Tortola	+284-494-2738
CAYMAN ISLANDS	Scott's Industries Ltd.	Grand Cayman	+345-949-4186
DOMINICA	Dominica Marine Center Inc.	Roseau	+767-440-BOAT[2628]
DOMINICAN REPUBLIC	Auto Marina S.A.	Santo Domingo	+809-565-6576
FRENCH GUIANA	Sovale s.a.s.	Cayenne Cedex	+594-594-359-777
FRENCH WEST INDIES	MADCO	St. Martin	+590-590-510-540
FRENCH WEST INDIES	Maximarine SAS	Martinique	+596-696-454-502
FRENCH WEST INDIES	S.A.D	Guadeloupe	+590-590-269-797
GRENADA	Anro Agencies Ltd.	St. George's	+473-444-2220
GUYANA	W & H Rambaran Marine	Georgetown	+592-226-4523
HAITI	Matelec S.A.	Port-au-Prince	+509-2813-0829
JAMAICA	Jamaica Offshore and Marine Supplies Limited	Kingston 5	+876-383-4809
NETHERLANDS ANTILLES	Boat and Fishing Paradise	Aruba	+297-588-1316
NETHERLANDS ANTILLES	Caribbean Nautical Sales and Service Distribution	Curacao & Bonaire	+599-9-563-7478
PANAMA	Chikos Internacional		+507-2-25-6331
PANAMA	Acqua Marine S.A.		+507-262-4824
PUERTO RICO	Powerboat Marine LLC	Toa Baja	+787-510-2550
PUERTO RICO	Vita's Marine Center	Aguadilla	+787-691-0669
SAINT KITTS AND NEVIS	Dominica Marine Center Inc.	Roseau	+767-440-BOAT[2628]
SAIT LUCIA	A1 Island Marine Supplies Inc.	Castries	+758-452-9404
SAINT MARTIN	MADCO	St. Martin	+590-590-510-540
SAINT VINCENT AND THE GRENADINES	A1 Island Marine Supplies Inc.	Castries	+758-452-9404
SAINT VINCENT AND THE GRENADINES	Dominica Marine Center Inc.	Roseau	+767-440-BOAT[2628]
ST. BARTS	MADCO	St. Martin	+590-590-510-540
SURINAME	Tomahawk Outdoor Sports	Paramaribo	+597-422-682
TRINIDAD AND TOBAGO	Corsa Marine	San Fernando	+868-657-4723
TURK AND CAICOS ISLANDS	Sherlock Walkin & Sons	Providenciales	+649-9-46-4411
VENEZUELA	A&F Marine Center	Maracaibo	+261-752-9511
VENEZUELA	Corporacion Alba	Valencia	+241-842-1644
VENEZUELA	Engine Service Marine	Caracas	+212-267-9398
VENEZUELA	Protienda C.A.	Barcelona	+281-286-5843
U.S.VIRGIN ISLANDS	St. Croix Marine Corporation	St. Croix	+340-773-0289
U.S.VIRGIN ISLANDS	Ruans Marine Service	St. Thomas	+340-775-6595
U.S.VIRGIN ISLANDS	Ruans Marine Service	St. Thomas	+340-775-6595

# WHAT'S NEW?

**20% OFF**

# WHAT'S ON SALE IN STORE?

## LUCI LIGHTS

Collapsible, inflatable solar powered LED lights. Ideal cockpit or emergency lighting. Run up to 12 hours on a full charge. Available in soft warm ambient light, color changing, bright white and emergency lantern.

Priced from **\$12.50**



## ALL JABSCO AND RULE PUMPS

Huge range of bilge, diaphragm, engine cooling, macerator, freshwater, fuel transfer, refrigeration and general purpose pumps.

Priced from **\$34.60**



## ALL IGLOO COOLERS

Igloo's industry-leading assortment of sizes, function and style, ensures there is an Igloo cooler for everyone.

Priced from **\$59.95**

**20% OFF**

## NAUTIKFLOR "CLICK LOCK" FLOOR SYSTEM

Made from 100% Marine Grade PVC, featuring a quick install "click" system. Fast and Easy to install. Lightweight water-resistant marine grade PVC. Beautiful wood grain texture finish. High UV protection with anti-skid surface. Planks are 4.5mm thick and cover a surface of 2.7 sq ft. 35 sq ft per box. Available in teak and holly & black and holly.

Priced at **\$382.50** per box



## ALL PELICAN CASES

Pelican cases, with Pick 'n' Pluck foam, are unbreakable, watertight, airtight, dustproof, chemical resistant and corrosion proof hard cases used to carry any kind of equipment that needs to be protected from the elements. Made of ultra high impact structural copolymer that makes them extremely strong and durable.

Priced from **\$38.75**



**20% OFF**

## SEANOVO 2 STROKE 2.5HP OUTBOARD

Great back-up outboard. Max Output: 2.5HP (1.8kw), RPM: 4000-5000, Stroke: 2, Cylinder: 1, Weighs 9.8kg.

Priced at **\$549.00**



Earn Miles for discount!  
Get your **FREE Advantage Card** now - Valid in all Island Water World stores!



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

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

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

