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

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OECS Director General Highlights Yachting Tourism

In an address given to the Workshop on a Common OECS Tourism Policy held in St. Lucia on March 23rd, Director General of the Organization of Eastern Caribbean States’ Secretariat, Dr. Len Ishmael, focused her remarks on “one of the tourism niche areas in which the OECS has a demonstrated competitive advantage — that of yachting.”

Dr. Ishmael told delegates including Ministers and Directors of Tourism from the OECS member states — Anguilla, Antigua & Barbuda, the British Virgin Islands, Dominica, Grenada, Montserrat, St. Lucia, St. Kitts & Nevis and St. Vincent & the Grenadines — that, “In terms of average daily expenditure per visitor, even in the face of far less numbers, yachting continues to outperform the cruise sector in many OECS destinations... yet this sector remains one whose huge potential is still largely untapped, even though the OECS lies at the very heart of the best sailing waters in the Caribbean — if not the world.” She added that although the OECS Council of Tourism Ministers has agreed on a number of concepts, including facilitating the adoption of a common policy and approach to the clearance of vessels into and out of OECS sailing waters, not enough is being done to implement these ideas.

Dr. Ishmael stated, “The potential of this industry is too vital to the social and economic development of the OECS to be left to the vagaries of chance. It represents an incredible resource literally on our doorstep and must be given the attention it deserves. It lends itself exquisitely to the development of a common policy framework.” She highlighted input received from the yachting community stressing the importance of simplification and harmonization of clearance procedures and entry fees throughout these English-speaking islands, and the need for simple infrastructure such as dinghy docks. She also noted the willingness of members of the yachting community to work with the public sector to ensure that plans for the industry are practical and result in the best outcomes.

She concluded, “We must reshape our thinking to embrace the unique qualities of the totality of this space which is the OECS and celebrate that which each Member State contributes in the making of one of the most beautiful corners of the world. Instead of trying to be like everywhere else, let us focus instead on identifying, promoting, protecting and projecting what makes the OECS Space special, and different from any other. Let that be our brand.”

For more information on the OECS visit www.oecs.org.

—Continued on next page
Eight Bells

MIKE HARKER

Circumnavigator Mike Harker, 64, died in early April after suffering a stroke aboard his Hunter 49, Wanderlust 3, at Marigot, St. Martin. As a pioneer hang-glider, a 400-foot tree-fall in 1977 while flying off Grenada left him in a nearly yearlong coma and paralyzed from the waist down. Owing to his strong will, he recovered and went on to enjoy long solo bluewater passages and cruising and racing in the Caribbean.

Last June, Harker was attacked and badly beaten by robbers, also while anchored at St. Martin.

DAN HEMLEY

Denise Cluistra reports: Dan Hemley moved from England recently to live on his Colvic 50, Davara Manu (“Sea Bird”). He fell in love with Grenada and its people and decided to make Grenada his new home. While dinghying to his boat at about 9:00PM on March 5th, he hit an un-lit concrete channel marker buoy. Judging from the gash on his head he was knocked unconscious, fell into the sea, and drowned.

Friends on boats nearby heard the collision and rushed to see what had happened. They dived in with an underwater torch and sadly found Dan on the bottom next to one of the buoys. Sadly, too much time had elapsed for them to be able to resuscitate him. He was 32 years old.

Other cruisers say that this was not the first time people have hit these concrete buoys in the dark. They are by the northwest end of Prickly Bay, directly in front of the Spice Island Marine travel-lift, next to the Grenada coast guard. The buoys cannot be seen easily, even with a torch, by those commuting by dinghy at night. If there is cloud cover, it is exceptionally hard to see them against a dark sea surface with many shadows. Thankfully, a few days after Dan’s death, the Grenada Coast Guard quickly responded and fixed all the channel marker lights.

A dedicated account has been set up by Dan’s family in England to collect money for the Coast Guard in Grenada to help them maintain the lights and buy lifesaving equipment for the area. Any donations would be much appreciated. The account details are: Barclays Bank plc, St. Albans, Hertfordshire, UK. Sort code 20-74-09. Account 72999968.

We can all learn from this tragic incident.

Firstly, on the water at night (especially with cloud cover) there are many reflections off the dark sea playing tricks on your eyes, therefore you need to motor slowly and have “all eyes peeled” (you should never presume that channel buoys are always lit). If you find any lights not working, please report it in writing to your local Coast Guard.

Secondly, sometimes boats are tethered to buoys by ropes that are so long they hang below the water. This can also cause terrible dinghy accidents. Again, please report it in writing to your local Coast Guard and hopefully they can address the problem.

Thirdly, shine a waterproof torch or mount a fixed light on your outboard so that other people can see you clearly to avoid collisions in the dark.

Fourthly, have at least two underwater torches, say one in the dinghy and one on board, sealed in a waterproof pack with back-up batteries included, for any nighttime emergencies in the water.

Dan’s family flew out from England for his memorial service. It was a very sad occasion, however they have said they will return to see his cruising friends again, get to know Grenada and do some sailing on Davara Manu.

Cruisers’ Site-ings

• Know the nature of St. Martin. The journal of the Réserve Naturelle of Saint-Martin is published three times per year, in French and English. The most recent edition can be downloaded at www.reservenaturelle-saint-martin.com/doc/journal11.pdf.
• Miss the Tobago Carnival Regatta this year? See the Windsurfing and Kite Boarding fun at www.youtube.com/watch?v=UjVBAoUQjHw and the Optimist racing at www.youtube.com/watch?v=6G279NRIGME.
• Helping Haiti. Peter Dybing and Mandy Thody have been building a new blog to be a multipurpose forum for discussion on how small organizations can best help Haiti. Visit http://100percentforhaiti.blogspot.com.
• Interested in oceans? The quarterly electronic newsletter of the World Ocean Observatory has a new format. To subscribe to the World Ocean Observer visit www.thew2o.net and click on “Information and Resources”.
• Compass contributor and cruiser Ellen Birrell is developing her writing. Check it out at http://boldlygo.us/Boldly_Go/Log_of_Boldly_Go/Log_of_Boldly_Go.html.
Guyana Port Says "Welcome" to Yachts

The small town of Bartica, about 35 miles up the Essequibo River, is the most popular port of entry for yachts visiting Guyana, and Immigration officer Corporal Dodson tells Compass readers, "By all means, come — we welcome you!"

Guyana remains off the beaten track for most cruisers, however. Corporal Dodson says that while he has seen an increase in yacht arrivals over the past year or two, Customs and Immigration at Bartica currently clear an average of about one yacht a month. Most arrive in July and August, making the roughly 400-mile passage from Trinidad.

At Bartica, you no longer have to call Customs and Immigration and wait for them to come to the boat. Upon arrival, anchor, dinghy in to the stelling (ask the ferry drivers or wharf coordinator where to tie up) and go to the nearby offices. The Customs clearance fee is about US$13 in and another US$13 out. Immigration wants to see all crew, and will give you 90 days, after which you can apply in Georgetown for an extension. Bartica’s airport could allow for crew changes. After clearing out, some leeway is given about actual departure time: "We understand about tides and weather!"

Anchorage in the river is generally unrestricted, but use your common sense in light of river traffic and currents. The Essequibo River offers no yacht services per se, but groceries and basic services are available in Bartica, and the riverside Baganara Island resort (www.baganara.com) offers a scenic anchorage and welcomes cruisers to its friendly bar and restaurant. Ask at Baganara about air tours to Kaieteur Falls. For major shopping or sightseeing, take a small passenger ferry (a little over an hour) from Bartica to Patika and from there a bus or taxi to Georgetown. As Guyana is the only English-speaking country in South America, some of the culture is West Indian, but the wildlife and geology are most impressively South American.

For more information visit www.doyleguides.com/updatesguyana.html and contact Kit Nascimento at kitnasc@gol.net.gy. Part One of Jack Cooley’s comprehensive 2004 cruising guide to the Essequibo is archived on the Compass website at www.caribbeancompass.com/guyanaguide.htm; if you’d like Parts Two and Three e-mailed to you, contact sally@caribbeancompass.com.

Here We Go Again...

The Department of Atmospheric Science at Colorado State University is forecasting well-above-average activity for the 2011 Atlantic hurricane season, and anticipates an above-average probability of a major hurricane landfall for the Caribbean. The "extended range forecast of Atlantic seasonal hurricane activity and landfall strike probability for 2011" report by the William Gray-led department specifically states that the 2011 Atlantic hurricane season will have significantly more activity than the average 1950-2000 season.

The report states that 2011 will have about nine hurricanes (average is 5.9), 16 named storms (average is 9.6), 80 named storm days (average is 49.1), 35 hurricane days (average is 24.5), five major hurricanes (average is 2.3) and ten major hurricane days (average is 5.0). The Colorado officials said the cause of the stormy season was a combination of high water surface temperatures in the Atlantic and neutral surface temperatures in the Pacific.

Jazz on the Pier in Jamaica

For the third consecutive year, Errol Flynn Marina in Port Antonio, Jamaica, will be the site of the Ocho Rios Jazz Festival’s "Jazz on the Pier" featuring an international and local array of top musicians. This year’s Jazz on the Pier is set for June 17th. For more information visit www.errolflynnmarina.com.

Eleventh Annual Benefit Auction in Carriacou

The Carriacou Children’s Education Fund will hold its 11th Annual Benefit Auction on July 29th to raise funds for purchasing school uniforms and supplies for needy children of Carriacou to begin the next school year. Start cleaning out your lockers and bilges! If you haven’t even seen or thought of a particular article for over a year, chances are it is a good candidate for donation. If you have already made plans to be somewhere else during the Carriacou Regatta Festival, consider leaving your donations with the staff at the Carriacou Yacht Club on your way through. And, don’t forget that there is free wireless in Tyrrel Bay — just make a contribution to CCEF. For more information contact ccefinfo@gmail.com.

Welcome Aboard!

In this issue of Compass we welcome aboard new advertisers PRI fuel treatments of Trinidad, on page 28; the St. Maarten Marine Trades Association, on page 17; Villamar gourmet foods of St. Vincent, on page 36 and Capital Signal of Trinidad, in the Market Place section pages 42 through 45.

Good to have you with us!

The commercial wharf, or ‘stelling’, at the yacht-friendly Essequibo River port of Bartica

TOM HOPMAN
Stay at Marina Santa Marta from May through November 2011 for 30 days at the monthly rate and get 10 additional days FREE!*!

BRAND NEW LOCATION. IGY HOSPITALITY.

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- Brand new facilities
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Compass in Puerto Rico
It’s good to be back! We are pleased to announce that regular distribution of Caribbean Compass has resumed in Puerto Rico. Pick up your monthly copy in Fajardo at Sunbay Marina’s office or Puerto del Rey Marina’s office, or in Humacao at the Palmas del Mar YC office.

New Yacht Services in Dominica
Hubert Winston reports: I would like to introduce Compass readers to Dominica Yacht Service, the island’s newest, most comprehensive professional yachting service company, with offices on Victoria Street in Roseau and Bay Street in Portsmouth. As an affiliate of the Dominica Marine Center, Dominica Yacht Services can capably handle any yachting service needs, whether large or small.

In addition to fuel, lubricant and engine sales, this local company handles yacht clearance, transportation, provisioning, tours and scuba diving, Dominica Yacht Services also includes mechanical engineering, rigging and small-engine sales through the Dominica Marine Center.

Knowing that you have a comprehensive yachting service to handle all your needs quickly, professionally and locally, what are you waiting for? Join us on Dominica, the beautiful Nature Island, for the best the Caribbean has to offer.

Contact us at info@dominicayachtservices.com or visit www.dominicayachtservices.com.

Virgin Gorda Yacht Harbour Offers Summer Specials
Check out Virgin Gorda Yacht Harbour’s summer dockage rates, effective May 1st to October 15th, 2011. Here are just some sample summer rates (per foot per day based on the overall length with a minimum footage of 32 feet. Vessels requiring more than one slip due to beam will be charged 1 1/2 times the stated rates):

<table>
<thead>
<tr>
<th>VESSEL/SLIP LENGTH</th>
<th>DAILY</th>
<th>WEEKLY</th>
<th>MONTHLY</th>
<th>SEASONAL</th>
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</thead>
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<tr>
<td>0 – 50 ft</td>
<td>1.00</td>
<td>.90</td>
<td>.80</td>
<td>.80</td>
</tr>
<tr>
<td>51 – 79 ft</td>
<td>1.25</td>
<td>1.15</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>80+ ft</td>
<td>1.25</td>
<td>1.15</td>
<td>1.00</td>
<td>1.00</td>
</tr>
</tbody>
</table>

For full details on Summer Special Dockage Rates visit www.virgingordayachtharbour.com/vgyh/specials.aspx.

For more information on Virgin Gorda Yacht Harbour see ad on page 6.

Dockwise Yacht Transport and Floating Life
When Floating Life was introduced to Dockwise Yacht Transport (DYT) a year and a half ago, it became clear that this match between two corporate dynamos would be one made in heaven. Floating Life (www.floatinglife.com), with offices in Switzerland, Italy, Monaco and Shanghai, offers comprehensive management and technical services to an international clientele of yacht owners, and in so doing it demands the highest degree of professional competence from its own employees as well as any outside entity that becomes involved with the company’s coordination of countless technical, administrative and logistical details. In the case of transporting Floating Life’s three 131-foot (41-meter) Norman Foster-designed motor yachts back and forth between the Caribbean and the Mediterranean, there is no other yacht transport company with which Floating Life would rather involve itself than DYT.

—Continued on next page
For more information visit www.antigua-charter-yacht-meeting.com.

December 4th through 10th, 2011.

Dates have been announced for the 50th anniversary Antigua Charter Yacht Show:

Antigua Show 2011 Dates Set

With this accomplishment, Barbados will be the first country in the world to have total WiFi accessibility “from bus stop to rum shop.” The achievement of this goal will have tremen-
dous marketing benefits for the island, especially in tourism.

WiFi access “from bus stop to rum shop.” Achievement of this goal will have tremen-
dous marketing benefits for the island, especially in tourism.

Low Season Specials at Lagoon Marina, St. Maarten

Lagoon Marina, Cole Bay St. Maarten is offering low season specials from July 1st till November 1st! The summer rate for monthly dockage is US$10.00 per foot. Hurricane conditions apply.


Gateway to the Grenadines

Shafiq London reports: The BridgeHouse, a hotel located in Kingstown, St. Vincent, is ideally situated to accommodate persons traveling to and from Bequia and the other Grenadine islands. Characterized by colonial Spanish architecture and modern interior decor, The BridgeHouse is an inviting boutique hotel that offers a fusion of elegance and affordable accommodation and the warmth of St. Vincent & the Grenadines. All rooms are fitted with air-conditioning, en suite baths, free high-speed wireless internet access and cable television. The staff at the BridgeHouse is ready to assist with airport pick-up and drop-offs and to help plan and organize trips and meetings. Ten minutes away from the airport and the Grenadines wharf, we are bright and cozy for that relaxing getaway or pre-Grenadines stopover.

For more information visit www.bridgehousesvg.com.

New Digital-Only Sail Racing Mag

A new monthly digital-only publication targeted at the worldwide sail racing community has been launched. Sail Racing Magazine will cost readers $3.99 per issue to download or view online.


Caribbean Cruise Board Game App

Clive Ramsden reports: I recently published an abbreviated version of the WorldWide Cruise Line Caribbean Cruise board game for the iPhone and iPad. There are a total of 400 Island Cards and Ship Cards involved in the game, visiting 160 different island destinations. Players will learn of the history and culture of the Caribbean, of pirates and explorers, of unbelievable riches and desperate poverty, and of grand development and ecological preservation.


New Chart Apps from Imray

Wille Wilson reports: The first of the Imray charts apps, Marine Imray Charts: North Sea and Marine Imray Charts: English Channel is now in the iTunes store. This will run on both iPhone and iPad. The app combines the quality of Imray’s charts with an easy to use but comprehensive set of functions for planning routes, seeing tides, saving waypoints, capturing tracks and more. Aerial photographs are included. Caribbean and Mediterranean coverage are due by next month. There is a free trial app called Marine Imray Charts: Introduction. See a short video of the app at www.youtube.com/watch?v=zoohiqKzn7o.

Barbados to Become 100% WiFi accessible by November

Accomplishing island-wide WiFi access in Barbados by November 11th is the Barbados Entrepreneurship Foundation’s first major milestone in its quest to make "Barbados the number one entrepreneurial hub in the world by 2020." One pioneer in offering free WiFi is Italia Coffee House. General Manager Cecil Yearwood said that the provision of free WiFi "improves the customer experience and gives us a different demographic of customer that we would not normally see, and improves customer stay and ‘spend’ in the shops.”

Floating Life owners can enjoy time aboard their yachts in the Med this summer. Toward that end, both Ocean Emerald and Ocean Pearl completed a voyage in March from Martinique to Toulon aboard DYT’s Super Servant 4. Dockwise owns a total of four yacht carriers, including the 668-foot (209-meter) super ship Yacht Express, and operates on a regular schedule to deliver yachts around the world. The ships, looking something like giant moving marinas, use their unique loading method to allow yachts of any size to be safely floated on and off as cargo. The carriers submerge themselves by pumping nine million gallons of water into their ballast tanks; the vessels are floated into place one-by-one, then sea-fastened before the ship pumps dry to prepare for boat transport. Once the ship reaches its final destination, the process is reversed so the yachts can safely dis-


For more information visit www.bridgehousesvg.com.

Curtains on the BridgeHouse are bright and cozy for that relaxing getaway or pre-Grenadines stopover.

With this accomplished, Barbados will be the first country in the world to have total WiFi access “from bus stop to rum shop.” Achievement of this goal will have tremen-
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Antigua Show 2011 Dates Set

Dates have been announced for the 50th anniversary Antigua Charter Yacht Show: December 4th through 10th, 2011.

For more information visit www.antigua-charter-yacht-meeting.com.
St. Maarten Establishes its First National Marine Park

St. Maarten established its first national marine park – the Man of War Shoal Marine Park — in late December 2010. It is the first step St. Maarten has taken towards preserving Prooselyte Reef, the island’s most important underwater habitat.

“The development of the marine park has been long in the making and we are pleased to have begun the first and most crucial phase of the process. By creating the marine park, St. Maarten is taking steps to preserve the local environment as well as enhancing sustainable tourism,” said Honorable Franklin Meyers, Minister of Economic Affairs, Tourism, Transportation and Telecommunications.

Prooselyte Reef includes coral reefs and sea grass beds as well as a large population of aquatic animals, including whales, dolphins, sharks, sea turtles and fish. The reef also acts as a migratory stopover and breeding site for three IUCN Red List Species, ten CITES Appendix I species and 89 Appendix II species. The reef was named after the HMS Prooselyte, a 32-gun frigate that struck Man of War Shoal in 1801, and artifacts such as anchors, cannon, barrel hoops, cannon balls and pottery are still present at the site, which is considered an archaeological treasure.

The new Man of War Shoal Marine Park allows St. Maarten to have an official protected area that is enforced in accordance with the Specially Protected Areas of Wildlife (SPAW) Protocol and the federal decree on Maritime Management. The marine park designations will also help boost tourism to the island as diving in marine parks is on the rise globally and is a tourist “must do” while on vacation.

700 Kilos of Trash Collected in Venezuela’s Mochima National Park

On March 26th, 700 kilos of underwater garbage were taken from El Faro beach on the island of Chimana Segunda in Venezuela’s Mochima National Park. Divers and “snorkelistas” were given the task of clearing the garbage that unfortunately many people still throw in the sea. Thanks go to the Guanta Coast Guard, Inparques, SPAO, Bay Divers, Association of the Anzoategui State underwater activities and the sponsors of this event: Pepsi Cola Venezuela, EPA hardware store and City Mansion bakery. Most of the extracted materials were beer and liquor bottles, soft drink and beer cans, plastic bags and other plastic containers.

For more information contact info@fundatortuga@gmail.com.

Environmental Education for USVI and Puerto Rico

According to the March 29th issue of the St. Thomas Source, tourists’ habit of collecting coral and shells for souvenirs is hurting the territory’s marine environments, but the University of the Virgin Islands and scientists from the National Oceanic and Atmospheric Administration (NOAA) are hoping to help reverse the trend. NOAA and For the Sea Productions have put together a seven-minute etiquette video and 30-second public service announcement that will be played on the local airwaves in hopes of deterring visitors from pillaging from the territory’s beaches.

Local laws prohibit anyone from taking living or dead corals and shells from the beaches and reefs, but every year almost 260 pounds of these natural resources are confiscated at airports in the US Virgin Islands and Puerto Rico. Taking them contributes to the erosion of marine habitats for fish and coral species. The video and corresponding PSA are meant to encourage visitors to “leave paradise where it is” by just looking and not touching. Making sure snorkelers don’t step on coral reefs with their fins, and telling boaters the importance of anchoring on a sandy bottom instead of in coral or seagrass beds, are also included in the etiquette tips.

The video and PSA will be aired on television and radio stations and in hotels and dive shops throughout the US Caribbean, while educational posters will be put up at airports and cruise ship terminals in an attempt to stop potential violators before they even get to the beach.

The video is available in both English and Spanish, with Academy Award-winning actor Benicio Del Toro voicing the main character of a smooth trunkfish. Grisel Mamery, host of the Puerto Rican television show Que Noche, is the voice of the spotted eagle ray in the Spanish-language version.

Help Plan the Future of Marine Resources in the Grenadines!

Are you concerned about the future of the marine areas surrounding the Grenadine Islands? The Sustainable Grenadines Inc. invites marine resource users (fishers, cruisers, dive shop operators, day tour operators, water taxi operators, ferries, etcetera) and other community members to take part in a series of community meetings about planning for long-term management of the marine and coastal resources of the Grenadine Islands. The meetings are part of a project to develop a draft regional marine multi-use zoning plan that would incorporate a broad range of interests and management goals to promote sustainable development in the area. The project spans from October 2010 to March 2012 and is funded by National Oceanic and Atmospheric Administration (NOAA) and the Global Environment Facility Small Grants Programme (GEF SGP).

Community meetings are scheduled to take place in June 2011 on every inhabited island of the Grenadines. The meetings are a follow-up to the regional stakeholder visioning workshop that kicked off the project in Hillsborough, Carriacou at the end of January. Meetings will involve introductions and discussions of the project components, and initial discussions on local priorities for marine space and resources.

The tentative schedule for Marine Resource Users and Community meetings is as follows:
- June 9th & 10th – Carriacou
- June 11th – Petite Martinique
- June 12th & 13th – Union Island
- June 14th – Mayreau
- June 15th & 16th – Canouan
- June 18th & 19th – Bequia
- June 20th & 21st – Mustique

The venues for the community meetings will be known before the end of May.

If you would like to attend and/or require additional information contact Martin Barriteau (susgrenpm@vin.com), Kim Baldwin (baldwin.kimberly@gmail.com), Valerie Francella (valerie.francella@mail.mcgill.ca) or SusGren (784 485-8779).
NEW CAPE AIR C.O.R.C. CHALLENGE

by Carol Bareuther

There’s nearly a regatta every weekend in the Caribbean come spring. Many sailors like to leapfrog from island to island to compete. Regatta organizers, such as Puerto Rico’s Angel Ayala, have come up with a fix for these competitive spirits: a regatta series that offers even more ways to win.

This year, and thanks to the sponsorship of Cape Air, Ayala turned the traditional Caribbean Ocean Racing Triangle into a four-event series. The new Cape Air Caribbean Ocean Racing Circuit, or C.O.R.C. for short, included two US Virgin Islands’ regattas, one in Puerto Rico and one in the British Virgin Islands. Nine boats met the challenge, three sailed the whole circuit and ties in two classes weren’t broken until the last race.

The circuit kicked off in February with the St. Croix Yacht Club Hospice Regatta, where five boats (out of a fleet of 17 for the regatta) registered in the initial C.O.R.C. sign-up. Sailing under near-perfect 16 to 18 knots of breeze and sunny skies, three of these boats saw success early and it was a trend that followed them right through to the end. Puerto Rico’s Jaime Torres on his Beneteau First 40, Smile and Wave, led Spinnaker Racing A, St. Thomas’ Paul Davis driving his J/27, Soca, led Spinnaker Racing B, and Puerto Rico’s Fuakata, topped the Jib & Main Class, leading into the next event.

Sunny skies and blustery winds topping 20-plus knots set the scene for the Puerto Rico regatta. In the end, Torres’ Smile and Wave continued his lead in the Spinnaker Racing A class.

We got the boat last year and have been training about five days a month since then, getting ready for regatta season,” says Torres, who is the co-owner of Vela Uno, San Juan’s largest windsurfing, kite-boarding and paddle-boarding operation. “It looks like it’s paying off.”

Davis’ Soca continued its reign in Spinnaker B, while Sampere’s Cayennita Grande had to settle for second again in Performance Cruising, behind Puerto Rico’s Maarten’s Orion, first in class and capturing the raffle for a Cape Air ticket. Indeed, perfect racing conditions continued over the round-the-buoy and round-the-island courses that characterize the Rolex Regatta. As for the Cape Air C.O.R.C. standings, this was the regatta that set up ties in two classes. One was Spinnaker A where Puerto Rico’s Luis Juarbe’s Henderson 30, Socu, and St. Maarten’s Frits Bus on his Melges 24, Coors Light, tied for second place in Spinnaker A with five points apiece. In Performance Cruising, Sampere’s Cayennita Grande bested Bonne Chance giving both boats three points each.

The circuit concluded and ties were broken at the BVI Spring Regatta, held out of Nanny Cay Marina, in Tortola, during the first weekend of April.

This is where Puerto Rico’s Socu beat out St. Maarten’s Coors Light for a class second by one point when Coors Light didn’t start the last race, and when St. Croix’s Cayennita Grande pulled ahead to win the Performance Cruising Class by one point over Puerto Rico’s Bonne Chance.

“It was a great circuit,” says Sampere.

Each of the 2011 Cape Air C.O.R.C. class winners received a complimentary round-trip ticket for one to anywhere in the Caribbean that Cape Air flies. The regional airline, based in the US, flies between Puerto Rico, St. Thomas, St. Croix, Tortola, Vieques and Anguilla.

2011 Cape Air C.O.R.C. Winners

Spinnaker Racing A
1) Smile and Wave, Beneteau First 40, Jaime Torres, Puerto Rico (4)
2) Soca, Henderson 30, Luis Juarbe, Puerto Rico (3)
2) Coors Light, Melges 24, Frits Bus, St. Maarten (3)

Spinnaker Racing B
1) Mag 7, J/27, Paul Davis, St. Thomas, USVI (4)
2) Team Maximus, Jorge Santiago, Puerto Rico (3)
2) Toda Via, St. Thomas, St. Croix, Tortola, Vieques and Anguilla (3)
2) Cayennita Grande, Beneteau First 35, Bernardo Gonzalez, Puerto Rico (3)

Performance Cruiser
1) Cayennita Grande, J/36, Antonio Sampere, St. Croix, USVI (4)
2) Maarten’s Orion, Beneteau First 35, Bernardo Gonzalez, Puerto Rico (3)
3) Jib & Main, Beneteau First 38SS5, Dwight Rodriguez, Puerto Rico (3)
3) Team Maximus, Jorge Santiago, Puerto Rico (3)
3) Smile and Wave, Beneteau First 40, Jaime Torres, Puerto Rico (3)
Weather described by the organizers as "challenging" didn’t dampen spirits at the 2011 edition of the South Grenada Regatta, based at Le Phare Bleu Marina on the island’s south coast.

Nineteen entries, slightly fewer than last year, encountered 15- to 35-knot winds and exceptionally rough seas from February 25th through 27th. Committee member Damon Dubois concludes, "Against all odds, the sailing crews showed great seamanship and actually enjoyed spectacular sailing. The management of Le Phare Bleu succeeded in creating a great atmosphere even on the Saturday when it was pouring down with rain the whole day. Probably the guys who got the worst of the rain were the guys in the marker boat and the photographer in the press boat!"

The goal of the organizers of the South Grenada Regatta is always to attract racing boats as well as keen sailors with less racing experience. This year most of the boats raced either in Cruising Class 2 (non-spinaker) or in the Fun Class, with only two — Richard Szyjan’s Hobie 33, Category 5, and Rene Froehlich’s Dione — braving spinnakers in Cruising Class 1. Both Cruising Class 1 boats are Grenada-based.

The first race on the Saturday went from Le Phare Bleu Marina around Glover Island and back. The winner in the Cruising Class 1 was Category 5, in Cruising Class 2, Mike Bingley’s Beneteau 38, Tulaichean II, and in the Fun Class the Dufour 41 Alou, with skipper Paul Dale.

The second race had the same winners as the first, except in Cruising Class 2, which was won by Scott Watson on the 52-foot Boxer.

The Sunday races took place under the shining Caribbean sun, but the sea was even rougher than it had been the day before. In the end, the winners were the same as in the first race: Richard Szyjan on Category 5 in Cruising Class 1, Mike Bingley on Tulaichean II in Cruising Class 2 and Paul Dale on Alou in Fun Class. The regatta’s overall winner was Category 5.

Race Officer James Benoit comments: "The regatta was enjoyed by all. The competitors could not complain about lack of wind for the two days and the courses were challenging for all boats sailing in rolling seas. The starts were quite demanding with some boats arriving at the start line too early which meant a restart for them."

While the big boats were fighting high waves and strong winds along the south coast, the junior sailors turned their rounds in the Petit Calivigny Bay, organized by the South Grenada Regatta committee in co-operation with the Grenada Yacht Club. The results of the Junior Sailing Races on the Saturday were, in the Mosquito Class: first place, Kwasi Paul, second place, Mozart St. John and third place Rondell Ferguson; and in the Optimist Class: Brent McQueen first, Noah Bulling second and Rees Evans third.

Throughout both days, a lot of activities were going on both on shore and on the water for non-racers. Speedboat rides with Seafaris gave many Grenadians the opportunity to see the south coast for the first time from a different perspective. Others had a trial sail with a Hobie Cat. Sunday’s “15-horsepower dinghy race” was the favorite for grown-up boys. The other children enjoyed themselves with the Pirates’ Trail, where all different skills in the water and on the beach were necessary. The after-race parties rocked.

Committee member Jana Caniga points out: "The South Grenada Regatta is a small and friendly regatta. And after the third edition we think we have figured out the concept for this sort of event. There will be changes next year but not in the main structure of the regatta."

The SGR committee would like to thank Gold Sponsors Westerhall Rum, North South Trading, Netherlands Insurance, Real Value IGA Supermarket and Le Phare Bleu, Silver Sponsors Budget Marine, Le Phare Bleu, Grenada Yacht World, Act-Art&Design, Carib, The wirermans House/ACDC and the Grenada Board of Tourism. Other sponsors included Turbulence Sails, McIntyre Brothers, Spice Island Marine Services, Palm Tree Marine, Gary Adams Chiropractor, Island Dreams Yacht Services, C&J Car Hire, The Canvas Shop, Petite Anse Hotel, ModOne, Grenada Marine, Underwater Solutions, Glenelg, Art Fabric, Dive Grenada, Dion Healing Hands Massage, Carib Sushi, Coconut Beach Restaurant, Seafairs and The Moorings.

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The fourth edition of the South Grenada Regatta will take place February 24th through 26th, 2012. For full results, videos and more information visit www.southgrenadaregatta.com.
The boats and the breeze turned up for the Bequia Heineken Easter Regatta 2011, held April 22nd through 25th, making the event’s 30th anniversary an Alleluia Chorus of glorious sailing, despite earlier fears that an extraordinarily late Easter and a preceding spell of calms and heavy rain might make it flat.

A ‘moveable least’, Easter is the first Sunday after the full moon following the northern hemisphere’s ecclesiastical vernal equinox, March 21st, so its date varies between March 22nd and April 29th. Easter fell on April 24th this year, but pre-event anxiety about Bequia’s turnout suffering owing to coincidence with the Round Guadeloupe Race (April 21st through 25th) and Antigua Sailing Week (April 24th through 29th) was unfounded. (Easter will not be this late again until 2095, something the current organizers will not have to worry about!) Moreover, new title sponsor Heineken added a touch of “fresh green” to this spring calendar feature. At the prizegiving, Bequia Sailing Club founder Sir James Mitchell noted that decades ago neighboring Grenada had races at Easter. He got a laugh by “thanking the Communists” on that island for the 1979-to-1983 People’s Revolutionary Government’s neglect of sailing, which allowed Bequia to usurp this desirable time slot in 1982.

With 39 yachts in three handicap classes and two one-design classes, and 28 of the famous local open sloops in seven classes, all racing in the same waters, Bequia Regatta 2011 was a vibrant spectacle. Sailing from Antigua, Barbados, Grenada, St. Lucia, Trinidad, the UK, the USA and the US Virgin Islands joined competitors from Bequia and St. Vincent, plus a strong contingent from Martinique (“France” on the scoreboard) that has swelled the Racing and Surprise classes since 2000. All classes completed three races, except for the J/24s, which knocked off six. Three race days of tried-and-true courses — Admiralty Bay to Friendship Bay and back on the Friday, around the island on the Saturday, and a tactical harbor triangle on Easter Monday — plus wind-conditioned courses helped keep the boats on the course. So, with one race to go, Fadeaway beat Fadouwaj by just one second for third, leaving Die Hard fifth. That left Sumtin’s Happ’n in and Fadeaway tied with 16 points each. After application of the CSA tie-break rules, Sumtin’s Happ’n was declared both the Overall Winner of the Bequia Regatta, J/24 Class and the J/24 Southern Caribbean Champion 2011.

Thanks go out to Race Officer James Bennett from Grenada, the Bequia Sailing Club race committee, all the hard-working ESC volunteers, premier sponsors Heineken (St. Vincent Brewery) and the SVG Tourism Authority, main sponsors Mount Gay Rum (Bryden’s, St. Vincent), United Insurance, Mountain Top Water, Tradewinds Cruise Club, the Frangipani Hotel, Bequia Beach Hotel, De Reef, Windward Island Plantation and CK Greaves, and the many more generous supporters who make this little island’s regatta a big success.

For full results and a slideshow visit www.begos.com/easterregatta.

Next month: A full report on the local double-ender division of Bequia Easter Regatta 2011.
Record Entry for ClubSwan Caribbean Rendezvous
Nautor’s Swan saw a record entry this year for the eighth edition of their ClubSwan Caribbean Rendezvous held in the British Virgin Islands from March 14th through 19th. For the 2011 cruising event 26 Swan yachts attended with more than a hundred participants.

25th St Barths’ Bucket
A fleet of 40 yachts celebrated 25 years of great large-yacht racing at the St. Barths’ Bucket March 24th through 27th.
Smiled upon by the Wind Gods, all three days of racing provided exciting courses, with stunningly accurate starts and increasingly close finishes every day, proving again that Jim Teeter and his team have applied their lessons learned from gathering Bucket ratings data for several years.

The ClubSwan Caribbean Rendezvous programme is designed to offer structured cruising and social occasions organized by Nautor’s Swan with the option of low-key racing in some of the world’s most sought-after sailing locations. The Caribbean venue suits those intent on enjoying local island hospitality mixed with Swan cruising organization, taking the fleet to a range of island stop-overs.

This year the cruising route started at Bitter End Yacht Club and took in Virgin Gorda, Norman Island, Jost Van Dyke and Marina Cay in six days of comfortable activity.

The highly coveted ‘Spirit of Swan Award’ was presented by Nautor’s Swan Board Members Benni Brunow and Sir Anthony Greener to the crew of the Swan 66 Godot from Norway, which sailed the week including children among its crew with a wonderful philosophy of fun with competitive spirit. The award for Best Boat was given to Twanette Tharp’s Swan 62 Giselle following an intensive judging session.

For more information contact racing-office@nautorswan.com.

Fun Fundraiser for Fajardo
The Brisa Association is hosting a charity fundraising regatta at Isleta Marina, Fajardo, Puerto Rico on May 14th. All are welcome. There will be classes for Spinnaker Racing, Jib & Main Racing, “Race As You Are” (Cruiser Class) and the native folk boats.

For more information contact Rey Gamarillas at (305) 726-5979 or reygal@onelinkpr.net, or visit www.brisaaca.com.

World ARC Circumnavigation Rally Goes Annual
World Cruising Club is delighted to announce that from 2014 the World ARC round-the-world sailing rally will become an annual event starting every January from Rodney Bay in St. Lucia.
World ARC is currently on annual event, starting in January and finishing 15 months later. The current event started in January 2010 and the next will start in January 2012.
Joining World ARC provides practical support in port and at sea, the camaraderie of a close group of fellow cruisers, and a structure that provides peace of mind. Interest in World ARC has increased in the last year, with more than 30 boats ready to take part in World ARC 2012.
Demand from sailors for a rally in the “off” years led to the decision to make World ARC an annual event. This will make it easier for cruisers to sail half the rally, then take a year out to explore on their own, before rejoining the subsequent rally to complete their circumnavigation. An annual event also enables more people to join the rally.

World ARC is a multicultural event, with participants drawn from many nationalities. Participants are drawn from many backgrounds: some are taking a sabbatical before returning to work, while others are enjoying retirement. There are usually family boats sailing with children.
The boats themselves are a cross-section of popular cruising designs, from proven blue-water marques such as Hallberg Rassy, Oyster, OVNI and Amel to production cruisers from high-volume builders such as Bavaria, Lagoon and Jeanneau.
World Cruising Club organized the first-ever circumnavigation rally, Europe ’82. Since then, the company has organized seven successful circumnavigation events.

World ARC 2012.

Other prizes went to All-Star Crew Rebecca, and to Aasia family earning the Skulduggery Cravat for some successfully aggressive maneuvers. The Walter Huisman Memorial Award went to the owners of Malo, who generously arranged for the daily air shows on four WWII era fighter planes buzzed the fleet and the island, captioning off each day’s racing in spectacular style.

Congratulations go to those who work hard year-round to organize a regatta of this magnitude, led by Hank Halsted, Tim Laughridge and Ian Crackaddock. The new Bucket Race management team, spearheaded by Peter Craig, did an outstanding job in their first flat — but surely not their last — Bucket Regatta. Thanks too to the many volunteers, sponsors and participants who make this all possible.

For full results visit www.bucketregattas.com/stbarths/results.htm.

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The first World ARC was held in 2008-09, and the current edition, World ARC 2010-11, recently drew to a close in St. Lucia after 26,000 nautical miles and 15 months.

World ARC follows a route that makes the most of the tradewinds and seasonal weather systems, while enabling the participants to enjoy some of the most beautiful and remote cruising destinations. From the first World ARC, World Cruising Club made a decision to follow the classic sailing route around the Cape of Good Hope in South Africa, avoiding areas of political instability and piracy.

Since 1992, World Cruising Club has helped more than 200 boats and 950 people to realize their dream of sailing safely around the world.


VOYAGES FROM THE CARIBBEAN
Through December 2011

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Yacht at Rest, Mind at Ease

From racers to classics, 48 yachts met in St. Barth’s for the second Les Voiles event

Les Voiles de St. Barth officials, who presented each of the crews with a bottle of Taittinger champagne—thus putting a final French touch on a ritual that in other parts of the world involves cold beer. Event organizers Francois Tolede, Luc Poupon and Annelisa Gee were understandably pleased with the second edition of the event. Tolede and his organizing committee are already busy planning the 2012 Les Voiles de St. Barth, April 2nd through 7th. For full results visit www.lesvoilesdesaintbarth.com.

Team INTAC/Crowley Dominate Northern Island Regattas

Team INTAC GlobalInvestments and Crowley won five of the major Caribbean regattas in 2011 and achieved an average result of 1.1 out of 49 races competed. Virgin Islands: Team INTAC/Crowley did it again at the 40th Annual BVI Spring Regatta with a convincing victory in their class, CSA Spinnaker Racing 2, and also won the trophy for Best Overall Boat of the Regatta, matching their results achieved at the Heineken International Regatta and the International Rolex Regatta in the weeks prior. “It is very hard to win one regatta, but to win Best Boat at three of the Caribbean’s premier regattas is unheard of. Our company could not be happier with the results, the team delivered beyond our expectations. All I can say is a big congratulations to Mr. Plaxton and his entire crew,” stated INTAC’s President Tim Vermeulen.

J24 World Champion Anthony Kotoun, main trimmer on the INTAC/Crowley team, said, “We worked very hard together as a team for the last several months and it has paid off handsomely for us and our sponsor”. Team INTAC Results in the Caribbean Racing Season 2011:

- 1st Place Budget Marine Match Racing Cup (14 firsts in 14 races)
- 1st Place CSA Spinnaker Racing 2, Gill Commodores Cup (three firsts in three races)
- 1st Place CSA Spinnaker Racing 2, St. Maarten Heineken International Regatta (four firsts in four races)
- Best Overall Boat of the Regatta, St. Maarten Heineken International Regatta
- Best Overall Performance Round the Island Race, St. Maarten Heineken International Regatta
- 1st Place CSA Spinnaker Racing 2, Rolex International Regatta (three firsts and three seconds in six races)
- Best Overall CSA Boat of the Regatta, Rolex International Regatta
- 1st Place Gill BVI Match Racing Championships (14 firsts in 14 races)
- 1st Place CSA Spinnaker Racing 2, BVI Spring Regatta (seven firsts and one third in eight races)
- Best Overall Boat of the Regatta, BVI Spring Regatta

“Due to the hard work, dedication, and professionalism of the entire INTAC/Crowley racing team, we are very pleased to have been fortunate enough to achieve these results for the Virgin Islands. I thank my entire crew, our sponsors, and all those who make these Caribbean regattas such a fantastic experience. The Caribbean regattas are among the very best run and most fun Regattas in the World!” said Skipper and Owner Mark Plaxton.
I live with my family (husband, Kirk, and 12-year-old twins, Claire and Wesley) on board Discovery V, a 57-foot Bowman cutter-rigged ketch. We left Toronto, Canada almost two years ago, explored the island chain from the BVI down to Trinidad and back up again to St. Lucia to make the jump to the ABCs in early January of this year. In true living-in-the-moment fashion, we decided in Bonaire to head for the Panama Canal via the San Blas Islands we had heard so much about. We had some terrific sails along the Colombian coastline and thoroughly enjoyed our time in Santa Marta, Cartagena, and Cholon Bay.

We became a few pounds lighter as the outboard engine for our dinghy was stolen in the wee hours of the night before leaving Cholon Bay on an uneventful 24-hour sail to the southeastern end of the San Blas Islands (Kuna Yala). Large dark dolphins came by to say hello periodically during the passage.

We arrived at mid-morning and scouted out an anchorage at Escoses (a failed Scottish settlement from the 1700s). As the only sailboat in sight we enjoyed four days of isolation in the most idyllic setting near the very traditional small Kuna village of Caledonia. I thought Kirk was going to jump ship and pull a Robinson Crusoe on me... really!

The residents here were very shy, with only a few boys in a dugout canoe (ulu) daring to come by to check us out from a respectful distance. Claire and Wes broke the ice by paddling out in our inflatable kayak and engaging the boys, taking turns in each other’s boats and swimming together amidst much laughter. These boys came to visit each day after school and the relationship, while largely non-verbal (the boys speak Kuna and Spanish), grew to include paddling over to play on the beach and explore together.

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The community of Caledonia takes up every square inch of the island on which it is built. The reed huts with palm-leaf roofs are built very close together (often sharing walls within family compounds). David, a young man who speaks a bit of English from his schooling in Panama, came out to collect the US$8 anchoring fee (a receipt was issued, good for 30 days) and brought with him a list of rules for the area which included no dumping of trash, no giving sweets to the children, no taking photographs without permission and a per-person fee to visit the community. When I inquired about coming to the village to get some bread he said the fee was not really required and that he would be happy to show us around the next morning at 11:00AM.

We had a guarded audience as we arrived, paddling our dinghy the next morning to the main dock. David was summoned while we waited outside the store with two women and ten young children quietly giggling at my attempts to speak Spanish. As David walked us through the village some of the braver children followed at a discreet distance, becoming bolder with encouragement. We stopped to shoot some hoops with a few local boys at the basketball court near the school where the children are taught in Kuna and Spanish. Walking through narrow lanes, we passed through small yards just feet from the windowless walls of homes to see faces of curious children and women peeking through the cracks in the reed walls. The glimpses we caught of life inside these homes were of hammocks strung over earthen floors, a wooden table and a few chairs. This village of 900 residents relies on solar panels for electricity and a few homes have TV and radio. Mini loaves of bread are sold for ten cents apiece. The store has three shelves with canned meat (good ole Spam) and rice along with an assortment of cold beverages (no beer or alcohol).

The people of the San Blas divide their time between fishing and tending the small plots of land on which they farm subsistence-style along the riverbanks of the mainland. The wives and grandmothers make the world-famous molas, which command a good price (everything is in US dollars here) and make a valuable contribution to the family.

St. Maarten, the Marine Capital of the Caribbean, is hands down the best place in the Caribbean to berth, provision, repair, and explore.

If you are looking to extend your cruising season or for a place to safely hang your hat for the summer, contact one of our Marine Facilities for a discounted rate.
earlier called “An Embarrassment of Mangoes” as mangoes are so plentiful you cannot eat them fast enough to keep up with the endless supply. Here in the San Blas there is an embarrassment of molas, and as each mola-maker has their own style it is hard not to at least have a look! The San Blas is called Ruma Yala by the local Kuna and each island is known by its traditional Kuna name as well as a Spanish or English name. Pulling ourselves away from Caledonia we began our exploration westward and met up with a few other boats in Tubal (Isla Pinos). A couple of the boats had kids on board and we enjoyed sunset bonfires on the beach most evenings. We gathered quite a crowd of ulus in Achutupu a bit further on in the chain. This community seemed very accustomed to yachts coming through and the race was on between mola makers to get our attention first. A big ulu filled with kids of varying ages hung out to watch the action as our kids swam and paddled kayas in between boards. Claire and her friend on an Australian boat got a lift in the dugout and managed to exchange names with a few of the kids. We enjoyed a couple of quieter days at anchor in Smug Harbour between the islands of Apaitup and Ogumnaga near the community of Payon Chico before heading to the twin settlements of Corazon de Jesus/Nargana, one of the largest communities in these islands. My frantic provisioning in Cartagena proved wise as we traveled almost two years from Canada to get here. During this time we learned to make our own provisioning boat, and the race was on to yachts coming through the trails to lead us to all kinds of wildlife (looking for crocodiles, and of course the adorable molas). Frederico would stop every ten minutes or so to hold court and generally let us know how blessed he was to have so many international friends (he later confided to me that the Canadians were really his favourites), to be so in love with his four daughters, and to thank God for all his blessings. All the wildlife I saw was huge splitters and a four-foot-long black snake, thankfully heading in the opposite direction. The highlight was watching the kids (and Frederico) jump off a large overhanging tree into the crocodile-infested waters (but none right here, Frederico assured us) before being towed back to our boats by a sympathetic cruising couple heading down stream in their dinghy. We moved on from this busy twin communities of Corazon de Jesus and Nargana (joined by a pedestrian bridge) after stocking up on fresh fruit and veggies, to the tranquility of Ranahup (Green Island). We spent a few days enjoying this uninhabited island surrounded by shallow reefs and hunting the crocodile reputed to have recently claimed the lives of a couple of dogs. No sign of the croc but we certainly did enjoy snorkelling in the shallow waters and playing with the huge red starfish.

Our next stop was to do a quick snorkel and exploration of the picturesque tiny island of Chichitupu before anchoring off Canbombia, home to two Kuna families, one at either end of this small island. We discovered friendly kids and dogs on shore and of course more molas to consider. The adults in the family had a good laugh as I bungled the word for husband (esposo) and accidentally called Kirk my wife (esposa)!

Back in Colombia, I had been unwillingly nominated chief translator by my family, and while my “Spanish for Dummies” book is well thumbed through and I fall back on French in a pinch, I find it very frustrating not to be able to get beyond basic conversations. I can negotiate for molas and iringaots (lobsters) and tell folk we’ve traveled almost two years from Canada to get here.

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—Continued from previous page

I can exchange greetings and names and ask where to find bread, fruit, fish, etcetera. I often exchange words with local children as a few have some basic words in English like fish, dog, and cat. I have learned a couple of words in the Kuna language: “more” is turtle, “dup” is island and “achu” is Kuna for dog. (There doesn’t seem to be a significant feral dog population in these islands and the dogs we encountered belonged to families, seemed well cared for, are allowed inside the dwellings and often accompany their masters in their ulus.)

By March 21st we had made our way to the Eastern Holandeses Cays to spend five days anchored in the “swimming pool” area behind Morechup (Barbuece Island) and the south side of Banechup or Bug Island (nicer than it sounded). It was here we met Laura Dekker on board Guppy. Laura is the 15-year-old from Holland who is endeavouring to become the youngest solo circumnavigator. She and the kids enjoyed a few days of some serious snorkelling, skin diving (Claire and Wes went down to 40 feet with no air and no weights) and drift diving in the six-knot current just inside the outer reef with Laura and a Master Dive Instructor from a neighbouring boat. Sharks, man-sized rays, and lionfish were a few highlights. Laura will be transiting the Panama Canal around the same time as we will and we will no doubt see more of this mature, determined and competent young lady in the months to come as we all head to the Galapagos and points beyond.

We spent a couple of nights in the Eastern and Western Lemon Cays where we finally encountered one of the famous mola makers we’d heard about for weeks. Venancio. Buying molas from Venancio was an experience of almost two hours, as he came aboard and proudly displayed each of his molas, often with an interpretation of the scene or design and the details involved. He certainly is a talented craftsman; his stitches are minute and designs very refined. After viewing the couple of hundred in his collection he then shows each one again as he puts them back into his large Tupperware container, watching you closely for a “second look” pile. Our “second look” pile had about 40 molas in it and with one quick pass we had it down to a dozen. Only at this point will Venancio talk money! Next followed negotiations between Kirk and myself as we have discovered over three weeks of almost daily mola purchasing that we have slightly different tastes in molas. We vowed, as Venancio paddled away from Discovery several hundred dollars richer, that this was our last mola purchase and we would stop at the grand count of 19 in our possession. This row lasted 24 hours until Kirk caved in and bought one more from a young lady in the Chachime Cays, where we sit now preparing for some serious snorkelling, skin diving (Claire and Wes went down to 40 feet with no air and no weights) and drift diving in the six-knot current just inside the outer reef with Laura and a Master Dive Instructor from a neighbouring boat. Sharks, man-sized rays, and lionfish were a few highlights. Laura will be transiting the Panama Canal around the same time as we will and we will no doubt see more of this mature, determined and competent young lady in the months to come as we all head to the Galapagos and points beyond.

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our early morning departure out of the San Blas to sail the 55 miles to Portobella, Panama. Yesterday we dropped the hook in the crowded anchorage in the West Lemons to go to the internet bar on shore at Nugarnachup to get our first internet access in a month. The bar has three plugs to connect to the ethernet and the connection is painfully slow. For US$3 an hour you can drink one-dollar cold beers and chat with the other sailors waiting for their e-mails to come and go. We have met many sailors here from around the world, with interesting stories to exchange of places and adventures.

The San Blas has been an experience we won’t soon forget. We are so glad we started our exploration of this huge archipelago at the most remote eastern end. The traditional Kuna way of life in communities like Caledonia has not changed significantly in 100 years. The Kuna are eager to tell you about their history and the great Kuna revolution of 1925 when the historically peaceful Kuna got fed up with the “Spanish” (Panamanian government) trying to tell them where they could live and what language to speak, and attempts to take over the fertile fishing and farming the Kuna had established. The Kuna took up arms and a bloody battle ensued. I’ve read something about the US stepping in to discourage a massive Panamanian retribution at the time. Now the 55,000 remaining Kuna, who numbered more than half a million at the time of the Spanish arrival, are divided between those in the more remote eastern section that does not see many yachts or tourism and those in the western portion who are giving up traditional dress for modern style and have frequent contact with yachtsies and backpackers, and mainland Panama.

This is definitely a people and culture in transition. We’ve had old Kuna fishermen paddling their dugout ulu over to us if we could plug their cell phones in for a couple of hours of charging. I have shopped for molas in a reed hut with dirt floors while listening to the latest hits of Canadian singing sensation Justin Bieber. On the island of Tubak in the small village of Manimatu there is a raised wooden platform on the windward side of the community with a “Digicel” sign (cellular provider in the east and west Caribbean) on top, as this is the only place one can hope to get a cell signal from on the island and only when the wind is blowing the right way! Kuna women dressed in the traditional molas, with beadwork on their arms and legs, gold nose rings, and rouged cheeks will paddle the right way! Kuna women dressed in the traditional molas, with beadwork on their arms and legs, gold nose rings, and rouged cheeks will paddle over to ask for fashion magazines.

In our nearly two years of cruising, the San Blas has been a highlight as the culture and way of life is more removed from our own than anywhere we’ve yet to see. If you plan to visit this intriguing land I would advise you do so soon before too many things change. And bring lots of cash for molas!

Visit the sailing Brousseau family’s website, web.me.com/saildiscovery.
LAST month I took you on a trip through the Venezuelan offshore islands and this month I will tell you about Bonaire, Curaçao and the return trip to the Eastern Caribbean.

There are several attractions to spending summer in Bonaire and Curaçao. These are dry islands and more than half of the 22 inches (52.8 cm) of average annual precipitation falls from October to January. Bonaire offers world-class scuba diving and snorkeling and Curaçao offers an anchorage that is well protected and has cruiser amenities and a large cruiser community.

Bonaire

Bonaire is a daysail (33 nautical miles) from Venezuela’s Aves de Sotavento (the western Aves islands). Customs and Immigration are co-located in the Customs building and there is a dinghy dock near Customs. The Immigration rules have changed since Bonaire recently became a municipality of the Netherlands (they were formerly part of the Netherlands Antilles). Under the new rules, when you first check in, a six-month clock begins. You can stay for a total of three months while that six-month clock runs, possibly coming and going from the island, so long as the accumulated duration on the island does not exceed three months. If you leave and then return after the six-month clock has run out, a new six-month clock begins, during which you can stay for three months. In other words, you can stay three months out of every six months.

Kralendijk is the capital of Bonaire and the center of the island’s small yachting industry. You must use a mooring ball; anchoring is not permitted. There are about 40 mooring balls anchored by six-ton blocks spread out along the shoreline of Kralendijk; the cost is US$10 per night on a first-come, first-served basis. You pay the fee at the nearby Harbour Village Marina. If you have a choice of mooring balls give some thought to location. The balls in front of bars may provide you with loud music at unwelcome times and some of the balls in the inner row are closer to shore and might have too shallow a draft if the wind reverses.

Fresh water is made at a desalination plant and you can fill up your boat’s tank at the full service Harbour Village Marina (US$0.10 a gallon in 2010). Cruisers stand by on VHF channel 77 and change to 71 or 88A to talk. There is no cruiser net, but people do make announcements for upcoming events.

A few times a year the wind reverses direction and comes out of the southwest and the mooring area can become quite rolly and uncomfortable. If the governor declares an official emergency, dockage at the marina is at a reduced rate. Hurricanes do occasionally graze Bonaire and Curaçao, but they are rare and not usually direct hits. The last hurricane to hit Bonaire was in 1831, but it is good to have a plan just in case. Our plan was to head to coastal Venezuela near Tucacas and hang out in the mangroves until it passed.

Bonairians are very friendly and welcoming to visitors. The two main industries are tourism (mostly diving) and salt production. Dutch is the official language of both Bonaire and Curaçao although most people speak English. The language of the streets and among locals is Papiamentu, which is a mixture of Spanish, Portuguese, Dutch, English and French; it even has some Arawak and African influences.

There is a Budget Marine that carries basic supplies. If they don’t have what you need they can have items shipped from their larger stores in Curaçao. There is a laundromat where you can drop off your laundry or do it yourself, and they will pick you up at the dock.

There are a few grocery stores that carry a variety of American and Dutch products. I do not speak Dutch or a related language and I often found myself reading the ingredients or directions in French, or just asking someone in the store for help in translation. I bought a small Dutch/English dictionary and found that very helpful. The inventory varies depending upon when the container comes in and if the item was in the shipment, so the adage of “if you see it, buy it” applies here more than on most islands.

—Continued on next page
Annabaii, an inlet that leads into the large natural harbor called the Schottegat. Willemstad is a picturesque town with bright pastel-colored buildings. Parts of the town are a UNESCO World Heritage Site. There are duty-free shops that cater to cruise ship clientele. This is a reasonable place to shop for electronics and name-brand clothing.

Customs is a large yellow building at Punda, north of the floating bridge and west of the floating produce market. Immigration is at Otrobanda, over the floating bridge to the right, directly under the high bridge. The Harbor Authority office is next to Immigration and here you can obtain an anchoring permit. They will ask you to mark where your anchoring spot is and you must be in one of the permitted anchorages (Spanish Water, Puik Bati, Piscadera Baa, Porto Marie, Santa Marta and Santa Cruz). After you anchor, you must wait for your permit. The skipper or captain can go to clear in alone. I think you can take your boat to the Customs dock in Willemstad, but I cannot recommend it as the dock is not set up for smaller boats and there is a lot of commercial traffic.

After a few days in Spanish Water we motored to Willemstad to haul Arctic Tern out at Curacao Marine. The passage through St. Annabaii to Schottegat is busy and the first obstacle is the Queen Emma floating pontoon bridge. The bridge operator answers to “Fort Nassau” on VHF channel 12 and will clear the bridge and move it open only as much as necessary. Cruise ships enter through the bridge, so it can open wide, but for a small boat like ours they just move it a bit.

Curacao Marine is a full-service yard with secure storage and service workers on site. They haul boats with a hydraulic trailer pulled by a large tractor. Budget Marine has a small and very well stocked store within the yard. You can also rent an air conditioner from Budget Marine, for which we were very grateful as the daytime temperatures approached 100 degrees Fahrenheit. The yard is a bit remote from grocery stores, but one of the large supermarkets sends a bus to Curacao Marine Monday through Saturday. A 15-minute walk will get you to Willemstad where you can get a meal or walk around the scenic town.

We left our boat in the working yard for five weeks while we went to visit family in the United States. Before our flight we went to the Immigration office to check off the boat. At that time yachts received a permit to stay in Curacao for six months. In the April 2011 issue of the Caribbean Compass (page 8), Curacao Marine announced that the beach zone status, enabling yachts without without restriction. I am not clear if this will apply to the marinas and boats at anchor, so be sure to check the regulations before you leave your boat.

We returned from our shore leave and finished up painting the bottom and our other “on the hard” chores. I re-registered in Curacao, which seems to have a more consistent inventory of foods than Bonaire.

Returning to the Eastern Caribbean
If you choose to return to the Eastern Caribbean you must balance the light winds of summer and the risk of hurricanes. Late October and early November can provide a good weather window. If you want until the end of November you risk the onset of the tradewinds or early “Christmas Winds”. Regardless, you must keep a sharp eye out for hurricanes brewing in the eastern Atlantic. You might get lucky and find a few days of west or southwest winds. At worst you might have to settle for a nearly windless period, and motor. If you make the crossing from Bonaire to Isla Blanquilla (223 nautical miles), an east or southeast wind will give you a good trip to Puerto Rico.

Our return to the Eastern Caribbean was not as leisurely as our one-month trip west had been. We checked out of Curacao and sailed to Bonaire for a few last days of diving. We motored to Las Aves de Sotavento and hung out with friends for a few days. Hurricane Tomas passed us by to the north giving us a brief window of west winds and we took that opportunity to move east to Las Aves de Backeveltos and on to Cayo de Agua, Los Roques. We lost our west wind three-quarters of the way to Cayo de Agua, but the east wind was light and it was an easy motor-sail. The light winds continued for a few days and we made a nice few-hour trip to the Sebastopol channel in the southeastern Roques and anchored behind a reef for the night. We departed at mid-day and spent a windless night motoring the 120 nautical miles to Isla Blanquilla. We got into Blanquilla before sunrise and, being unfamiliar with the anchorage, have to until daylight when we could see to anchor at Playa Yaque. There were several other boats in the anchoring resting and waiting for a weather window.

If Blanquilla you can choose where you want to make landfall and then see where the wind takes you. Three to four days can get you to Puerto Rico, with the right conditions. The forecast continues to be unreliable so an option is to head north-east to Chatham Bay, Union Island in St. Vincent & the Grenadines, where our westward adventure had started four-and-a-half months before.
**RAMBLING AROUND SOUTHERN ST. LUCIA**

by Jo-Anne Nina Sewlal

St. Lucia’s capital in French colonial times, Soufriere is full of history.

In August of last year I was fortunate to call St. Lucia my home for two weeks. One of the first things I noticed about the island was the language. The official language of St. Lucia is English; however, the unofficial language is Kreyol (French Creole). A majority of the language is composed of French dialect but it also contains some Spanish and Hindi and many speakers cannot recognize Patoisian French.

Most visitors to St. Lucia stay in the northern part of the island. While I was in St. Lucia I lived in the town of Soufriere, in the south of the island, and found it full of interesting things to see and do. It may be tiny by metropolitan standards, but it is full of history. This was the first official town on the island, recognized by the French government in 1746. It also served as the first capital city of the country but when the British took over the island around 1803, Castries became the official capital and still is to this day.

It’s worth spending some time in this area as, aside from the well-known sightseeing and diving, Soufriere has quite a number of attractions to offer the visitor, many relating to the area’s volcanic nature. Around Soufriere (the name refers to sulphur) you’ll notice that there are patches of earth that have low-growing vegetation — an indication of how hot the earth is, as nothing taller than grasses can grow on these hot spots. If you have a good view, you can see steam escaping from vents on the sides of the hills around the Pitons.

If you like a walk, visit the Diamond Botanical Gardens. It is quite large and in its grounds there are mineral baths fed by underground hot springs and the Diamond Waterfall. If you want to visit both the gardens and the sulphur spring and waterfall, you need to buy two tickets. On entering the garden you can look around on your own or join a guided group. When you are ready to take a dip in the mineral baths and waterfall, you can change in the rooms provided, give up your second ticket and have more fun.

But the real “stars” of Soufriere are the Pitons, a pair of impressive conical mountains rising right out of the sea. The area around them is a UNESCO World Heritage Site. Moorings are available at Soufriere. Malgretout (just north of the Pitons) and right between the Pitons. The Gros and Petit Pitons are volcanic plugs — over the years the more brittle rock around the plugs has eroded. If you want to climb the Pitons, bear in mind that it is a very challenging climb taking two or more hours each way. As you approach the road to the Pitons you’ll be greeted by eager young men offering to act as guides (for a fee of course). They will say the climb is “easy”, but you know your capabilities. The Gros Piton (at 2,619 feet or 786 metres) is supposedly the “easier” climb, with some steps cut into parts of the steep trail. Pick a clear day — the views are spectacular.

If you want a less strenuous hike, a trip to the Canaries River might be just the thing. Ask for directions at Palmer’s Gas Station on the road into Soufriere. The trail is not steep and a 30- to 45-minute walk takes you past two waterfalls; the second is larger than the first. At the second one there are picnic tables and chairs set up so you can eat, relax and swim.

A bit farther from Soufriere, you might enjoy a trek along the Des Cartier Nature Trail in the Quillesse Forest. Located in the southeast of the island near the village of Micoud, this forest has a network of gently undulating trails. If you are lucky, you may even see the St. Lucia Oriole and the St. Lucia Parrot, the national bird of the island, both of which are endemic species.

During my stay I also visited the Manikoté mangrove forest, located in the south of the island in the district of Vieux Fort, and currently the only pocket of mangrove on the island. The wood from the mangroves used to be used to fuel sugar cane factories in St. Lucia and Barbados, but now it is used for making charcoal, primarily used for cooking. I was surprised to come upon the old landing strip of a US air base placed here during the Second World War. After touring this wonderful island you will need some souvenirs. There are many stores in the Rodney Bay area, but if bargaining is your thing, you’ll be in paradise in the craft section of the Castries Central Market, where there are rows and rows of stalls with handicraft items. Other craft stores include the Choiseul Arts Centre in the village of Choiseul. In the centre of Soufriere you can visit The Image Tree store, which has a wide selection of souvenirs at affordable prices. Sought-after items include batik in the unique St. Lucian style. You can visit the batik boutique “St. Lucie” at the Hummingbird Resort, located about a five-minute walk from the centre of Soufriere.

St. Lucia is an island full of natural beauty, but tourism is its major source of income so be prepared to pay to see the sights, with costs ranging from admission fees, to mooring fees, to hiring a guide. Even at tiny waterfalls, one has to pay an admission fee. Note that the fees apply to everyone, both locals and tourists. At most locations the fees and access hours are posted.

Above: Above: Admission fees are ubiquitous.

Right: A copra house. Coconut oil is extracted from copra, the dried meat of the coconut.

My two weeks in southern St. Lucia were great. However, I could not see everything this island has to offer. A good excuse to visit it again!

Jo-Anne N. Sewlal BSc., MPhil., is studying for her doctoral degree at the Department of Life Sciences, University of the West Indies.

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By Rosie Burr

Grenada is one of those islands that has it all: from beautiful beaches to lush tropical rainforests. It’s no wonder tourists and cruisers alike flock there by the boatload. What better way for us to explore this island than through our love of water?

**Underwater Sculpture Park**

The underwater sculpture park at Moliniere Bay was designed by artist Jason de Caires Taylor. It is accessible either by road and a short walk, by organized tour, or in your own boat. Free mooring buoys have been put in place but if you find the area a little rolly, try anchoring in Grand Mal Bay to the south and dinghying around the corner. With a total of 65 sculptures the aim of the park is to provide an environment for marine life to grow and to provide an alternative for water activities that elsewhere are damaging to the fragile coral reefs.

Standing in the sand, each sculpture tells a different story, changing and growing each day as marine life and weather conditions affect them and their environment. The most recognizable and perhaps easiest-to-find sculpture is the circle of life-sized children holding hands; it is called Vicissitudes meaning the ups and downs and changes in your life. As the lives of children change and evolve over time, so do the statues, adapting to the environment around them as light and marine conditions change. Grace Reef in the northern part of the bay plays host to 16 figures of Grenadian women. Scattered about in an area that suffered considerable storm damage, these figures depict the ongoing development of the island and its people as the women become hidden by and re-emerge from the shifting sands of the sea floor.

To find out more information about these and the other sculptures and where to find them visit www.underwatersculpture.com.

**Gems of Beaches**

Grenada is not well known for its beaches but if you dig a little deeper some real gems can be found. Many of the beaches you are unable to anchor off, in order to reserve them for swimming or owing to pollution concerns. Grand Anse beach is one of those, a large expanse of white sand beach stretching for more than two miles. Popular with both locals and tourists alike, it is lined with hotels and beachside restaurants and makes a fun and lively place to hang out for the day. You can anchor just to the north or dock at Port Louis and come by dinghy, or arrive from other anchorages and marinas by road.

For something a little more serene, the pristine beach at Morne Rouge is the perfect place to escape and relax in the quiet shallow waters of the secluded bay. In favourable conditions it makes a charming anchorage for those with a shallow enough draft.

If it’s a day of snorkeling you fancy then try heading farther west along the north side of Point Saline to Magazine Beach. Not only does it have glorious white sand and turquoise blue sea but offers some good and safe snorkeling in relatively shallow water. The Aquarium restaurant right on the beach makes a nice place to refresh with a cold beer.

---Continued on next page---
Wayside Waterfalls

To whet your appetite for wetness even further, Grenada has some of the best waterfalls in the Caribbean. One of the most popular and easiest to drive to is Annandale Falls near Grand Etang. A short walk leads you to the falls that drop 30 feet to pools below. Locals like to jump from great heights while you snap them with your camera for a small fee. Be warned that on cruise ships days these falls can get very busy.

Seven Sisters is not one but a series of falls — seven to be precise! A small fee and a 45-minute walk through a private plantation takes you on a trail with tropical vistas, past nutmeg and cocoa trees and down through verdant rainforest. Not to be done on a rainy day, flip-flops are a “no-no”. At the first waterfall, known as St. Margaret’s, you can swim in the pools below. The very adventurous can take a guide and carry on up the rest of the Seven Sisters falls — the only way back down being through the river and falls themselves!

Mount Carmel is a less-visited site a few miles south of Grenville on the east coast. This again takes you through private land where a small fee may be charged. A guide is useful as he takes you on a 20-minute walk through tropical foliage, explaining all the flora and fauna. Two falls drop from over 70 feet and are the highest in Grenada.

Concord Falls is situated halfway up the west coast. You can take a bus and a long walk up the hill, or drive and park directly outside. A small fee is charged and allows you access to toilets and changing facilities. Concord is the first of three falls. The deep pool offers a refreshing dip in the clear water as it cascades down into the River Concord; if you are brave enough you can swim around the back of the falls and let the currents push you out the other side. Farther up — about a 45-minute hike — you will find two larger falls, Au Coin and Fontainbleu. The paths are marked, so a guide is not necessary, but it is nevertheless interesting to have someone point out plants and other points of interest around you.

So whether you want to swim off a beautiful beach, explore underwater artwork, or get into a cool mountain stream, there is something water-wonderful in Grenada for you!

Rosie Burr and Sim Hoggarth are cruising the Caribbean aboard their Corbin 39, Alianna. They have traveled through 23 countries and more than 12,000 miles in six years. Visit their blog at www.sailblogs.com/member/alianna39.

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allowed in the Park and the 10:00PM commencement of Quiet Hours made for a very
interesting and kayaking were marvelous. The white sand beaches are clean. No jet skis are
— was postcard-perfect. The waters were perfectly clear, so the swimming, snorkel-
bequeathed to the National Park Service along with most of the island of St. John
Rockefeller (way before it was “in” to be so environmentally conscious), and then
Dutch Sea Scout, so our duties worked out perfectly for us as a couple. Our work-
and interesting yachties every evening. I am the social persona and John a former
true for us in our notoriously rolly northwest bays, especially in the northerlies —
blance to the early days of the US Postal Service, when “neither rain nor heat… stays
aboard in semi-civilized fashion on the hard.
board aloe plant thrives on it!). An extra added attraction is its ideal use when living
that — three months after being fully composted from its peat moss base. (Our on-
odor-free, self-tending for three months and producing perfect garden fertilizer after
composting toilet. How marvelous it has turned out to be: compact in size, quiet,
made, in anticipation of being accepted as Bay Hosts, was a portable Nature’s Head
 activist for three months after being fully composted from its peat moss base. (Our on-
boat aloe plant thrives on it!). An extra added attraction is its ideal use when living
aboard in semi-civilized fashion on the hard.
the job does indeed sound idyllic, it is worth noting that there is a resem-
blance to the early days of the US Postal Service, when “neither rain nor heat… stays
these cows come from the well completion of their appointed rounds”. The same was
true for us in our notoriously rolly northwest bays, especially in the northerlies but
the sunsets made up for it, as did meeting and helping the many mostly lovely
writers, artists and actors… our kind of folks.
the Friends of the National Park, the Animal Care Center, the Art Gallery exhibition
sentations at the Antilles Prep School. While not as soul-nourishing as our cultural
activities, the highly pragmatic tax- and duty-free access for cruising yachties to
Budget Marine, Offshore Marine (where we needed to purchase a new Yamaha out-
board, as well as repair our old ones), Office Max for a new laptop, KMart and Home
Depot was so very convenient.
On St. John, we established a Mailbox at Connections for receiving USPS mail,
newspaper, the Antilles News, and the “Arts Alive” programs in the Tillett Gardens and the “Forum” pre-
restaurants and lovely beaches, plus films and concerts at the Reinhold Performing
Bay, St. John’s capital, for ease of provisioning, shopping, cultural activities and
dining out in the many excellent and interesting restaurants there.
We also found the convenience of being able to sail over to St. Thomas in less than
an hour quite handy on our days off. We loved being able to get to the many shops
there — all duty- and tax-free — as well as the St. Thomas Yacht Club, the diverse
restaurants and lovely beaches, plus films and concerts at the Reinhold Performing
Arts Center, the “Arts Alive” programs in the Tillett Gardens and the “Forum” pre-
sentations at the Antilles Prep School. While not as soul-nourishing as our cultural
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board, as well as repair our old ones), Office Max for a new laptop, KMart and Home
Depot was so very convenient.
On St. John, we established a Mailbox at Connections for receiving USPS mail,
magazines, Netflix (!) and boat parts. We began to establish social connections with
the Friends of the National Park, the Animal Care Center, the Art Gallery exhibition
openings, charity races and the St. John Film Society, as well as with some fellow
writers, artists and actors… our kind of folks.
Yes, we began to feel ties to the land-based wintering community and can truly
envision returning again to this lovely spot in our advancing years. But first, it’s off
to the Lennards and Windwards once more while we’re still young and able enough!

Author Suzanne Longacre and her photographer husband John Gideonse cruise the
Caribbean, returning to their New-Jersey beach home, and land travel in the US and Europe, for the summer and
early fall months.

For more information on the Virgin Islands National Park visit www.nps.gov/viis.
Our first visit to Stopp Knot was at least 15 years ago, but it doesn’t seem so. Dawn and I landed for the first time at the quaint little airport on Beef Island, Tortola and walked to the beach. The boats were allC&C yachts: always built with both racing and cruising in mind. With a strong lean towards cruising, Stopp Knot had a large cockpit, flat vertical stem, foredecke over a raked bow, and a well-defined pilothouse. Under the large cockpit was a very large owner’s cabin, with two beds and a private head with shower. The fully windowed pilothouse made for a place to sleep after a full day of sun and sail.

We hopped in with our bags and headed out through the door of boats to see our captain and accommodation for the next week. The captain, John Fallon, could not come to meet us at the dock, but called an afternoon cockpit/cocktail party was in full swing, with other seasonal cruisers in attendance. We soon learned that it was not a party for our arrival, just a typical event aboard Stopp Knot.

Stopp Knot was a single-masted, cut-off, rig280 C&C Landfall 48, with the typical lines and styling of the C&C yachts: always built with both racing and cruising in mind. Under a strong lean towards cruising, Stopp Knot had a large cockpit, flat vertical stem, fordecke over a raked bow, and a well-defined pilothouse. Under the large cockpit was a very large owner’s cabin, with two beds and a private head with shower. The fully windowed pilothouse made for a place to sleep after a full day of sun and sail. When we first visited this beautiful boat, John shared its ownership with five other partners, all friends from the Royal Kennebecasis Yacht Club in Saint John, Canada. Together, they had purchased the boat from a New England gentleman. Dr. Topp, in the spring of 1994, changed her name from Topp Knot to Stopp Knot, sailed her to Canada, and overhauled her systems and interior. Historically, they had to sign a federal document saying they would not “enjoy her” in Canadian waters to avoid paying significant duty and taxes on the boat. The next year, they organized crews and sailed her to the British Virgin Islands, where they began a mostly friendly bickering over vacation rotations, maintenance schedules, and management schemes.

Under sail, Stopp Knot was magnificent, the long waterline making even an upwind tack in the Caribbean Winds seldom more than an enjoyable romp. The open-water sail to Anegada often had crewmembers at the bow, enjoying the spray as each great wave was sliced, and being airborne in each trough. Life aboard Stopp Knot was always easy. The captains/owners often filled the boat with their friends, and always had an adventure. Each new crew charted their special courses back and forth around the British and Spanish Virgins, and likely made hundreds of trips across the Sir Francis Drake Channel. The great majority of meals were managed by the many restauran-
tants of the area, with their staff often recognizing the crew. At least they all recognized Captain John with his easy, positive, extrovert personality. Under John’s management, this resulted in a favorable harbor with the many Passer’s outlets; as well as the Norman’s Bight area with its unique restaurants, anchorage, and snorkeling. Any arguments all humour would result in a caution from the captain: “We don’t come down here for that reason.”

During our times on board, we usually woke up to hear John communicating by ham radio on the Mississauga Custom Cruises with their own carry-on luggage that included our snorkel gear, walked out the door, politely turned down the tax drivers, and made our way down the potholed little road to the sea, parallel to the runway. As instructed, we went to the end of the nearest rickety dock, and just started to wave our hands. In front of us was the strange and exotic Trellis Bay, crowded with sailboats of all shapes and sizes, and a little island that we heard had a restaurant with a donkey. Shortly, almost nowhere of our dinghy appeared in our view, under the control of Jeanne, the very close friend from home who had convinced us to join her on this adventure.

We hopped in with our bags and headed out through the door of boats to see our captain and accommodation for the next week. The captain, John Fallon, could not come to meet us at the dock, but called an afternoon cockpit/cocktail party was in full swing, with other seasonal cruisers in attendance. We soon learned that it was not a party for our arrival, just a typical event aboard Stopp Knot.

John was no stranger to tragedy. After finding the love of his life late in his own life, he lost an adopted son to a motorcycle accident, and lost his wife only two years later in a skiing accident. He honoured a promise to raise his remaining young daughter in the Jewish faith, and did so with love and patience, even though John remains an outspoken atheist. One can assume that his personal tragedies had some bearing on his insistence on a positive attitude and positive experiences aboard Stopp Knot. Indeed, John’s approach to life in the Caribbean is legendary. I can remember one early experience with him that demonstrated his approach. He and I had determined to take care of the ship’s laundry one morning at Leverick Bay, Virgin Gorda. The large laundry facility was soon full of quiet women: housekeepers, chambermaids, cruiser first mates, and charter first mates. Strangers to each other; they were all very busy, quiet, and making no eye contact. John would ask a local woman if she was being good, then ask her why, no matter what the answer. He would start up a conversation with another regarding their particular laundry, ask another advice on his own laundry, start a joke with, and include the fifth in the teasing. Within minutes, everyone was acknowledging and the company of the rest of the people in their surroundings, and enjoying the time being spent on their chores.

The crew, at least under Captain John Fallon, and at least when we were aboard, enjoyed their toots, and a lot of disposable income went to buying the bars and “run houses”. One thing that I am allowed to tell, since I am the protagonist, involved a Christmas day trip in Martinique. We ordered early, and I had his happy Caribbean cruising.
(Mis)Adventures in Colombia

Part Two: SURVEYED, PAID AND AWAY!

by Luis Blondet

Recap from Part One: In December 2009, I sailed to Colombia aboard my 1985 Tayana 37, S/V Coqui. Experiencing an engine problem, I anchored in Rodadero Bay (11°12.27N 74°13.70W), which is not a port of entry. While I was ashore doing the paperwork required to remain in Rodadero, a fire broke out aboard Coqui. Although it was eventually extinguished, there was extensive damage below. After submitting a claim to my insurance company, an agent from a claims processing company that handles claims for them arrived in late January. However, I had no luck finding a local surveyor to do a survey describing the damages and estimated costs for repairs, and enquiries proved that the cost of having Coqui towed to the nearest yacht repair facility, in Cartagena, was prohibitive.

After some weeks, I was advised by my marine agent that the Colombian equivalent of Customs and Internal Revenue (DIAN) was requiring that I do a temporary importation of my sailboat as there was no known date when the vessel could leave Rodadero. The required paperwork and DIAN visit to the vessel was completed and the vessel was given the same number of days to stay in the country that Immigration (DAS) had given me on my passport. In late June, I went to DIAN renew my tourist visa and was told that my 190 days would expire on July 7th.

PANIC! I knew that if I had to leave for 180 days, as required, there would be no S/N Coqui for me to come back to because DIAN would have impounded the boat as contraband due to my failure to renew the temporary importation.

I discussed the situation with my marine agent. We went back to DIAN and asked what I could do to extend my stay legally. The very helpful and attractive young lady said, with a very wide smile, that I could get married and that would give me a spousal visa good for two years. Ah, temptation... But I asked what else I could do. By this time the local head of DIAN got into the picture and asked me if I was retired and what I could do to extend my stay legally. The very helpful and attractive young lady handles claims for them arrived in late January. However, I had no luck finding a local surveyor to do a survey describing the damages and estimated costs for repairs, and enquiries proved that the cost of having Coqui towed to the nearest yacht repair facility, in Cartagena, was prohibitive.

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Luis Blondet has single-handed in the Eastern Caribbean and Colombia since 1998. He currently lives in Barranquilla, Colombia and Coqui is in Club Nautico Cartagena.
We are all familiar with diesel fuel: it runs our engines and without it, most of us can’t enjoy our boats without it. Diesel fuel, however, comes with a number of side effects that may damage the life and reliability of our engines. Diesel fuel, like any carbon-based fuel, comes with a specific shelf life. Fuel degrades owing to many factors, and once it degrades it becomes harmful to our engines. Also, the quality of fuel that we get in many areas is not always what we expect. The main reason for the degradation of our fuel is that we use water in our tanks via condensation or leaks in our seals or in some cases osmosis. The fact that we are in the Caribbean makes matters worse. This region’s high humidity means that we get more water in our fuel owing to condensation. Also our seas are generally choppy, so we get some more water coming in through the breathers and tank seals, etcetera. Once this water gets into our fuel it becomes a breeding ground for microorganisms such as bacteria, algae and fungi. Once these microorganisms are present in our fuel they feed off of the hydrocarbons in the diesel and create a by-product that is corrosive and harmful. It also creates a layer of emulsified oil that increases the rate at which they multiply and also increases the rate of degradation of your diesel fuel. These organisms also die and settle to the bottom of our tanks as sludge.

This degradation of fuel is made even worse by the fact that during the summers we tend to haul our boats out to do whatever repairs are necessary, or to safeguard them for the hurricane season. This extended amount of time that the diesel sits in our tanks allows it to degrade even further by allowing the microorganisms to have more time to feed on the hydrocarbons and keep on multiplying, thus creating more sludge and becoming more and more harmful to our engines as time goes on.

In addition to the above, diesel fuel inherently comes with a slight disadvantage owing to the fact that it is a carbon-based fuel. The heat is created in your fuel in a very short space of time when it goes from low pressure to high pressure passing through your fuel pump. The carbon molecules tend to clump together under heat and pressure. When these tiny carbon clumps pass through your injector it’s very hard for the engine’s natural combustion to burn these clumps completely. Consider a piece of coal will take a long time to burn but coal dust will burn in an instant.) These carbon clumps that have not burnt completely settle on the piston crowns, valves and injector tips, and in the piston chambers. Also the lighter unburnt particles pass through the exhaust and on to our turbos, and eventually pass out of our exhaust as black smoke. This causes the sooting up of our turbochargers and valves.

Another slight drawback is the fact that diesel fuel faces is the fact that it is a very “dry” fuel. The reason that I use the word “dry” is because it is a very hydrocarbon base such as diesel or hydrocarbon car-

All of these problems can be avoided by the simple use of the correct fuel treatments and proper maintenance of your fuel systems. The proper maintenance of your fuel system will include the changing of filters when it is necessary to do so: place gauges on top of your Racors so that you may be able to tell when they should be changed. Ensure that your fuel tank seals are not leaking, pull and clean the pick-up meshing every now and again and if necessary, clean your tank. However if you use the correct fuel treatments, you will eliminate or at least significantly reduce problems. The reason why I say to use the correct fuel treatments is that not all fuel treatments are the same. Some treatments in fact do more damage than good. For example, some fuel treatments contain cetane boosters. This idea seems great to most people, but think about it. If your engine is designed to run off of a certain amount of cetane and you add more cetane you are adding more explosion in your piston chamber and the manu-

Other reasons for the degradation of fuel is that during the summers we tend to haul our boats out to do whatever repairs are necessary, or to safeguard them for the hurricane season. This extended amount of time that the diesel sits in our tanks as sludge. These deposits on our valves cause the valves to not seat properly and thus lose compression, which results in a loss of power. Also, when we have all that excess carbon build-up on our turbo, it causes our engines to run inefficiently. So things like injector leaks, plungers and all the rubber elements get damaged as fuel passes. If the rubber elements in your injector pump start to deteriorate, not only does it become harder for the pump to move the fuel but you start to lose power over time and it will eventually lead up to a trip to our favourite fuel pump and injector store — which is not only costly but leads to downtime for our beloved vessels.

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The use of harsh injector cleaners is also not good, because over time your valves develop little craters in them that get packed with carbon and, believe it or not, the carbon, acts as a sort of oil filter so the harsh injector cleaners take the hard carbon away and you are left with basically a crater in your valve that leaks compression, which causes loss of power and black smoke.

Be careful of false claims. There are treatments that claim to be a two-in-one product: a biocide and a diesel treatment. But you have to read the labels when it comes to these, because a biocide is in essence a type of poison and if it is a poison it has to be registered with the EPA and assigned an EPA number that has to be displayed on the label on the bottle. There are also fuel treatments that claim to have biological enzymes that “eat” algae. The fact is, enzymes are amino acids and amino acids cannot survive in a hydrocarbon base such as diesel or hydrocarbon carriers such as xylene.

My recommendation to avoid all of these problems pertaining to fuel and microorganism growth is the use of two fuel treatments. Firstly, the continuous use of a biocide will kill all organisms in your diesel. Remember that even fresh diesel contains algae, etcetera. Ensure that the biocide is dual-action: that is it has both an initial “kill” as well as a residual treatment.

Secondly, you can also use a fuel stabilizer (not a fuel treatment). The reason why I recommend this is that it stabilizes the diesel fresh and up to spec (for up to a year). It keeps carbon molecules from clumping up, which in turn gives you a better burn. A more complete burn maximizes your fuel efficiency, increases power, and minimizes the amount of carbon left on your cylinders, valves etcetera. It also significantly reduces the amount of smoke. It breaks up the existing sludge and keeps your fuel clean. These molecules that can be burnt off during the combustion process, it assists with burning oil (small amounts of) water out of your tank, and it increases the lubricity of the diesel to help lubricate the fuel pump and injectors and keep seals from drying out.

There is a caution, however, when using biocides and treatments in a boat with a heavily sludged and infected tank. These treatments will kill the bio-organisms, as well as break up the sludge. This mess will eventually find its way through to your filters, most often at the worst time (say, in ten-foot seas 50 miles from shore). You must expect to change your filters frequently when these are first introduced. However, in a reasonable time, you will find that the frequency of your changes will decrease, to the point where you will be changing filters mainly out of caution or regular servicing.

With the fuel stabilizer and the fuel micro-biocide together you can’t lose. You can rest easier at night knowing that your boat’s fuel is algae-free and will not deteriorate over time.

An acid angler, Captain Gordon Dalgliesh of Trinidad is associated with the SCL Group. See related ad on page 28.

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**MERCUY OUTBOARDS**

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- 7’10” (240cm) 75lb(34kg)
- 8’10” (270cm) 86lb(39kg)
- 9’10” (295cm) 92lb(42kg)
- 11’2” (340cm) 98lb(45kg)

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**MAY 2011 CARIBBEAN COMPASS PAGE 29**
May 2011  Caribbean Compass  Page 30

GOOD GUIDES ARE TIMELESS

Rock doesn’t move — or if they do they are shown on
up-to-date Imray charts. Regarding marine
infrastructure, virtually every island puts out a free
weekly chart each week, which is much more
up-to-date than any guide; similarly, the tourist
departments put out a free annual guide for bars,
restaurants and hotels.

With all these updates readily available, Street’s guides are timeless.

DOLLY’S ANSWERS

Topical word is TSUNAMI!

Read in Next Month’s Compass:

On Board for Antigua Classics!
Exploring Honduras’ Bay Islands
Hurricane Season Weather Reports
...and more!

Crossword Solution

ACROSS

20) FRUIT 21) BIRD
28) BOOBY 31) AS
30) WAx 32) DAR
35) ANTS 36) MAST
37) HURT 39) KPR
40) RAT 41) ORDO
42) COCK 43) DOWN
44) ELU 45) SE
46) BLU 47) POLLUX
48) WORMS 49) SET

DOWN

1) ROACH 2) SEA
3) LEO 4) EAP
5) STEER

DO...
A DETOUR TO TOBAGO FOR TURTLES
by Katy Winter

It’s gone nine o’clock at night on March 28th, 2011 and my fiancé, John, and I are sitting on Turtle Beach in Tobago hoping to catch a glimpse of the largest sea turtle in our oceans: the Leatherback. Tobago is one of the nesting sites of these magnificent creatures, and it has been for probably thousands of years. Every year the females return to the same spot where they were born and lay their eggs (they lay every two to three years).

John and I were sailing from Grenada to Trinidad in our 35-foot Dufour, Susan, and we made a detour to Tobago specifically to watch the Leatherbacks.

We sit very still — turtles can be put off from coming up onto a beach or scared off in the middle of nesting by activity and by lights. At least the moonlight is bright enough to see when they do come ashore. All you can hear is the lap of the waves coming ashore and it’s just a question of waiting and watching.

Although John and I got to Turtle Beach via a hire car from our anchorage in Store Bay, you can go on organized tours. Save Our Seaturtles (SOS) Tobago, a charity set up to preserve the island’s turtle population, gives guidelines on how you should watch turtles so as not to disturb them during the laying and hatching process. Using flash photography, driving onto the beach and lighting beach fires are not allowed. SOS Tobago Volunteers patrol the beach during the nesting season (March to August) and SOS Tobago has a list of approved tour guides for this magical experience.

John and I have dived for years; he was lucky enough to see a Leatherback off Bucco Reef in Tobago but I have never seen one in the wild. I come from Cornwall, England, and we have had Leatherbacks washed up on the beaches there; some are strangled but sadly often dead, tied up in fishing gear or starved to death after eating marine rubbish and plastic bags mistaken for jellyfish. Researchers at the University of Exeter’s Cornwall campus have carried out extensive research into the migration patterns of these creatures to try and find out why this species is in decline. There are fears that in the next five to ten years Leatherbacks could become extinct in certain oceans — another reason I am here to grab an opportunity to try and see one.

After about an hour we’re rewarded by the sound of something moving up the beach. John and I can just make out a shadow of something about the size of a suitcase lumbering along. It’s a female Leatherback. You can see the effort it takes her, full of eggs, to come up onto the beach. She could have travelled thousands of miles to come back to the beach where she was born. We keep really still so as not to frighten her. She moves slowly along the sand, up and down for about half an hour until she finds a place to make her nest above the high-tide line.

Slowly she starts to dig with her flippers, you can see how hard it is for her and you sit there thinking about helping but knowing you can’t. Finally, after about three quarters of an hour, her nest is dug and then she lays her eggs. It’s a lot — apparently a female lays up to a hundred eggs each time she nests. It looks like she is crying as she lays her eggs — you can actually see tears in her eyes. You think she must be in pain or is somehow displaying emotion in some way (the females are long gone before the eggs hatch). I later found out it’s how they get rid of the excess salt in their system after being at sea for so long.

Once she lays, she then carefully covers up her nest and flicks sand over the top to hide it from any predators and then she heads back out to sea. The whole process has taken around two hours.

It is perhaps one of the most humbling experiences I have ever had and it’s probably an experience future generations won’t have if Leatherback numbers continue to decline. Come to Tobago and see this amazing feat of nature before it’s too late. You can get further information on Tobago’s leatherback turtles by going to the SOS Tobago website at www.sos-tobago.org or the charity’s Facebook page, SOS Tobago.
MAY 2011

ARIES (21 Mar - 20 Apr)
Romance will hog your helm this month. Let boat business stay in its sailbag and indulge yourself in the senses.

TAURUS (21 Apr - 21 May)
This is a time for romance for you. The influence of the sun sailing into your sign will add creative inspiration to the mix. Have a great time, especially on the 17th during the full moon, when things will really heat up.

GEMINI (22 May - 21 Jun)
Boat business aspects are still positive, so keep a firm hand on the helm of this influence and it will pay off in due course.

CANCER (22 Jun - 23 Jul)
Relationship difficulties among crew or cruising pals may be frustrating. Petty arguments and disagreements abound, so decide when a captain’s word needs to be law.

LEO (24 Jul - 23 Aug)
Your cruising creativity will be diverted by romantic inclinations and the possibility of true love sailing into port. Just relax and go with the flow.

VIRGO (24 Aug - 23 Sep)
Hello, Sailor! Creative juices will be flowing and will be further stimulated by the possibility of a madcap love affair late in the month.

LIBRA (24 Sep - 23 Oct)
Once again boat business is the focus of your attention. Try to remember that too much attention outside of the main cabin could leave your co-captain feeling left out. It’s a good time to rethink your priorities.

SCORPIO (24 Oct - 22 Nov)
Line squalls of arguments, misunderstandings and unfathomable silences will culminate on the full moon. Keep your stinger sheathed if you want a positive outcome with your cruising partner or racing crew.

SAGITTARIUS (23 Nov - 21 Dec)
The arrows of romance start the month flying fast and furious but will thin out as the days pass. They will fade into a dim memory around the full moon on the 17th.

CAPRICORN (22 Dec - 20 Jan)
Concentrate your energies on your creative muse. Let inspiration guide your course around the time of the full moon.

AQUARIUS (21 Jan - 19 Feb)
You will still be juggling your business with your love life. Though you may feel that romance is overpowering, you will have fresh winds in the business area next month so it will all balance out in the end.

PISCES (20 Feb - 20 Mar)
You may feel no fair wind on any course this month. Be self-indulgent and just let the current carry you where it may. Give yourself a break from the daily stresses of cruising life and renew your energies with pleasurable diversions.

Compass Cruising Crossword

‘PESTS’

<table>
<thead>
<tr>
<th>ACROSS</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td>2) The evening choir?</td>
<td>1) The two main types of 16 Across are German and American</td>
</tr>
<tr>
<td>6) Temperature many insects thrive in</td>
<td>2) Member of the largest marine phylum</td>
</tr>
<tr>
<td>7) 2 Across can breed in a ____ of water</td>
<td>3) Employer, of a sort</td>
</tr>
<tr>
<td>8) Breed</td>
<td>4) Agency that protects us from certain pests (abbrev.)</td>
</tr>
<tr>
<td>10) Pest that feeds a sminking ship</td>
<td>5) Take the helm</td>
</tr>
<tr>
<td>12) Pest ____ hospital for persons with communicable diseases</td>
<td>6) Top of 36 Across</td>
</tr>
<tr>
<td>13) Distinctive smell</td>
<td>9) Ship 23 Acroses</td>
</tr>
<tr>
<td>14) This can be standing or running</td>
<td>11) Scrub the bottom to get this off</td>
</tr>
<tr>
<td>16) Nature’s alarm clock or sleeper’s annoyance?</td>
<td>15) Birds who sit in the 14 Across and poop on your deck</td>
</tr>
<tr>
<td>18) Some types of 28 Across have ____ feet</td>
<td>16) Chases 10 Across</td>
</tr>
<tr>
<td>21) The Caribbean is one</td>
<td>17) Subject of this puzzle</td>
</tr>
<tr>
<td>22) 12 Across, 26 Across and horse are all ____</td>
<td>19) A good ship’s cat is a ____</td>
</tr>
<tr>
<td>23) Squirmy lawn pests</td>
<td>20) Prefix meaning tiny</td>
</tr>
<tr>
<td>25) Don’t let 22 Across ____ on your food</td>
<td>24) What this month is</td>
</tr>
<tr>
<td>26) Mangoes, papayas, bananas, etcetera</td>
<td>25) 11 Down is the ____ thing to attach to a newly painted hull</td>
</tr>
<tr>
<td>28) Large fish-eating sea bird</td>
<td>26) A 19 Down should move ____</td>
</tr>
<tr>
<td>31) ‘Catch ____ catch can’</td>
<td>27) A 10 Across is likely to come aboard a vessel moored alongside in a ____</td>
</tr>
<tr>
<td>32) 2 Across and 22 Across can come in if you leave the hatch</td>
<td>29) A 26 Down speed ____ can be a pest in an anchorage</td>
</tr>
<tr>
<td>34) Plant fiber used to make baskets and hats</td>
<td>30) What you need to do to the deck after a visit by 15 Down</td>
</tr>
<tr>
<td>35) Uninvited picnic guests?</td>
<td>33) 22 Across are ____-borne pests</td>
</tr>
<tr>
<td>36) A 28 Across might 25 Across at the top of this</td>
<td></td>
</tr>
</tbody>
</table>
When the Moon is overhead, gravitational forces pull on the water below it. The water rises and there is high tide. There is also a high tide on the opposite side of the Earth at the same time, caused by a rotational force as the Earth spins on its axis. The bulge of water on the two ‘sides’ means that there is a corresponding fall in water level in between (see diagram). This is low tide. There are two tides every 24 hours and 50 minutes. The extra minutes are accounted for by a time lag between the spinning of the Earth and the orbiting of the Moon.

The Sun also pulls on Earth’s oceans but its effect is less because it is so much farther away. If the Sun, Earth and Moon are in line (at new moon and full moon), solar high tides and lunar high tides “add up” and cause an extra-high high tide and an extra-low low tide. These are called spring tides. If the positions of the Sun, Earth and Moon form a right angle, the high solar tides coincide with the low lunar tides (and vice versa) so, at that point, the high tide is at its lowest and the low tide is at its highest. These are called neap tides. The height and time of high tide may not be exactly the same at all points along a coastline. Both the shape of the coastline and the profile of the sea floor affect the size of the tides.

Unlike wind waves, which are difficult to predict, the times of high and low tides on Earth can be calculated with some precision. This enables the publication of tide tables, so helpful to sailors everywhere.

**WORD PUZZLE**

Cross out the letters of the following words from the diagram on the left. Unscramble those letters remaining to find a topical word.

COASTLINE, EARTH, FORCE, GRAVITY, HEIGHT, LUNAR, MOON, NEAP, PREDICT, SOLAR, SPRING, SUN, TIDE, WAVE.

— Answer on page 30
BOOK REVIEW BY J. WYNNER

Out of Order


Anthony C. Winkler has scored an offbeat novel, first published in 1987. The Jamaican author tells the story of Aloysius Hobson, a madman with matted, dirty hair, unkempt wild looks, and a thousand other names: “Aloysius Gossamer Longshoreman Technocracy Predominate Involuted Enraptured Parliamentarian Patriarch Verdure Eulamite…” who lived on a diet of wild fruit in the wilderness near the village of Moneague in the Parish of St. Ann, Jamaica.

And how did Aloysius, with little schooling, learn so many words? Some from hanging around with the Rastafarians on street corners in Ocho Rios, but most, by lurking under the windowsill of the schoolroom as the new teacher taught her pupils words, words and more words.

This side-splitting, artistically distilled narrative will delight many readers, except those of pious sensibilities who will be offended by its raw Jamaican vernacular, a couple of irreverent passages and incessant sex.

Although Winkler has said in the introduction to the 2006 edition, that The Lunatic has been his most satisfying work in terms of feedback from readers, including cancer patients who told him that reading the book made them laugh so hard that it helped them get through chemotherapy or endure postoperative pain, the initial response to the book by his immediate family was disappointing. His American wife, who is usually very supportive of his work, did not like the story. His Jamaican mother’s reaction was, “What a fool-foo book! … Tony, you don’t see you write a stupid book!”

But regardless of the language, the sex, or talk about sex at almost every turn of the page, and the pros and cons about the book, Winkler has created an endearing character in The Lunatic. The supporting characters are the unconventional white woman, Inga, who tells Aloysius that she was a cow in another life: Service the unbelieving butcher who proclaims, “My God is mud”; and Busha, the rich landowner who is preoccupied with the location of his final resting place.

Since Aloysius is shunned by the villagers, his communication is mostly with the animals in the field, and trees and bushes. The author’s depiction of his characters, human, animal and plant life presents a wonderful read. In The Painted Canoe he uses sea and shark as characters, in The Lunatic Winkler has given the trees and bushes personalities all of their own.

We first meet Aloysius dancing and prancing along a mountainous countryside road. He hears a noise and ducks behind a cut-stone wall from where he sees a village woman coming out of the bush with a basket of yams on the way to market. She puts down her basket, looks around furtively, lifts her dress, drops her panties and begins to empty her bladder from an upright position.

Offended, Aloysius springs out from behind the wall. Words ensue between the two even as the woman picks up her basket and continues along the countryside road and Aloysius covers the juddle made by the woman with stones and dirt, fretting, “De woman was rude and out of order!”

Following this episode, Aloysius encounters another ‘out of order’ woman in the person of Inga, a German tourist. She’s taking pictures of birds in the bushland where Aloysius is fast asleep. She sees him and trains her camera on him. When he awakes and finds out why she’s taking pictures of him, some very amusing dialogue takes place with even the bushes chiming in. Both the bush and Aloysius are in accord: “What a woman out of order!”

Inga remains in the bush with Aloysius and soon the two become lovers. They take long walks exploring the countryside. During one of their walks they come across Service, a butcher who has been hired to slaughter a goat. They stop to look on as Service carters out his job. Inga is impressed with the way Service slaughters the animal, comparing him to a sculptor at work. She invites him to come and live with them under the flame heart tree, much to the discontent of Aloysius and the tree.

Eventually, Inga’s father stops sending her money and she hatches a plan to break open Busha’s house and steal his money. Aloysius is not in agreement. He has no problem with Busha. They “went back a long way. Before his first bout of madness, Aloysius had worked for Busha, living in a back room in the servants’ quarters. The two of them played together on the village cricket team.” Inga tells Aloysius if she does not get money she would have to go back to Germany. He pleads with her not to leave. He breaks down and confesses his love for her and eventually agrees to the robbery. The bushland trio starts rehearsing and sets the date for the Sunday, the day after the village cricket match.

To learn the outcome of the case, get a copy of The Lunatic and know the fate of the three offbeat characters. Believe me, the plot is not the only element to the story; you need to read The Lunatic to experience the essence of the writing and of the characters and their interactions with each other, especially the rapport between Aloysius and the plant and animal life, which in this narrative seems as if it’s the most natural thing in the world to have.
THE SKY
IN MAY
by Scott Welty

The Planets in May, 2011
MERCURY, VENUS, MARS, JUPITER — Wow… Get
up! Look east! They’re all there!
Take a look at Figure 1 showing the eastern horizon
at 0500 hours on May 12th. A nice clear horizon will
help as usual. Figure 2 shows a view from space, high
above the North Pole of the Earth. Since the Earth spins
counter-clockwise, the four planets are going to rise
just before the sun. This will be a treat all month and
the crescent moon joins the party the 1st and the
29th. So get out of that bunk and make pot of coffee!
If you watch day by day you’ll get a feel for the rela-
tive motions here. It’s not simple because everything is
moving around the sun including us! There are sev-
eral nice pairings of the planets all month long.
EARTH - Left the dance alone.
SATURN - Rising in the afternoon and setting in the
wee hours all month. Riding in Virgo.

Sky Events This Month
1st - Crescent moon and four planets
3rd - New Moon
17th - Full Moon
29th - Crescent moon and four planets

Featured Constellations for May: Hercules and
the Southern Cross

Of the 88 agreed-upon constellations, Hercules is
the fifth largest and easy to find this month. Hercules
(Figure 3) will be rising in the northeast around 2000
hours all month. He’s pretty easy to spot with his
characteristic trapezoid body with arms and legs stick-
ing out. His right arm is swinging a club. Of recent
interest in this column and elsewhere is the confirm-
ation of extra solar planets. Eleven of the stars in
Hercules are known to have planets circling them.
Life? Who knows?
You notice M13 is located within the Hercules con-
stellation. M13 is one of the more famous globular star
clusters. With a nice dark sky you should be able to
make this out and with your Steiners even better. Let
Hercules rise high in the sky, as viewing is better over-
head owing to less atmosphere for the light to go
through and less light pollution from sheer. M13 is
composed of more than 400,000 stars spread out over
140 light years of space. Originally discovered by
Edmund Halley of comet fame it is a popular target for
amateur astronomers. It was a target for the pros, too,
when they sent a radio message toward M13 in 1974
from the giant radio dish in Arecibo, Puerto Rico just
in case anyone was listening. This was a big deal
at the time and Carl Sagan was one of the people
involved in deciding what the message should contain.
Figure 4 shows the message that was sent as strings
of 1’s and 0’s with such information as the numbers
one through ten, things about our DNA, and the
dimensions of the Arecibo dish. If anyone is going to
answer it’s going to be a while as the cluster is about
25,000 light years away. That makes it a minimum of
50,000 years to get a reply! The other bad news is that
in 25,000 years the cluster won’t be where we aimed
the message! Incomplete pass, I guess. Oh well, it was
really more of a demonstration of the capability of the
new equipment at the time. Still, it’s fun to think that
that message is still screaming across empty space
now 37 light years away from Earth!

I always like to mention the Southern Cross (the
smallest of all the constellations) in May. This is the
best month to see it, as it will be due south around
2100 hours all month. No figure here… it looks like a
cross! For those of us who have traveled to the
Caribbean from exotic climes such as Chicago, the
first sighting of the Southern Cross lets you know that
you have indeed sailed far from home.

To Contemplate While Having
a Glass of Wine on Deck

Why do clocks go “clockwise”? An early timekeeping
device was a simple stick stuck vertically into the
ground. As the sun moves east to west through the
sky, the shadow of the stick will move “clockwise”
round the stick. This is why clocks have hands as well
to simulate the shadow of the stick.

Quiz Question: Would such a stick have a clockwise
turning shadow in Australia?

Scott Welty is the author of The Why Book of Sailing,

THE CARIBBEAN SKY: FREE SHOW NIGHTLY!
When it comes to food, I’m a savory rather than a sweet person — with one exception: I love chocolate. Any type will do in a pinch, but given a choice, I’ll go for dark chocolate with a high percentage of cocoa every time. I even rationalize it (as I do with red wine) as actually being good for me. (To my mind, the folks who discovered cocoa contains anti-aging and heart-disease-fighting antioxidants and mood-elevating serotonin deserve more research grants.)

When we first cruised the Windwards and Trinidad in the late ’90s, all the high-end chocolate for sale was imported. Island-grown cocoa beans were exported and turned into chocolate elsewhere; the beans that remained behind were used to make cocoa balls and sticks, and not much more. Not that I have anything against a nice cup of West Indian cocoa tea made from one of these balls (truth be told, I’m a big fan), but it’s just not the same as a silken bar of dark chocolate, a truffle, or a bonbon slowly melting on the tongue.

Oh, how times have changed. Cocoa estates that became uneconomical during the last century, and were left derelict with cocoa pods rotting on the trees, are now being brought back to life as the world price for fine-flavoured cocoa beans rises and consumers buy into the trend towards “single-origin” and “single-estate” chocolate. And the beans aren’t merely exported anymore. Island entrepre- neurs are now “adding value” to them in the Caribbean, making first-rate chocolate where the cocoa grows. Good news for cocoa farmers, who are being better paid for their beans, and good news for chocolate-craving cruisers who like to “buy local”.

Wherever we anchor our Tartan 42, Receta, I’m on the lookout for great island-made chocolate. Here is my Chocoholic’s Guide to what I’ve found:

**Grenada’s Bars and Bonbons**

The Grenada Chocolate Company is the best-established of the new breed of island chocolate makers, and its 60-percent and 71-percent dark-chocolate bars have long been cruiser favourites. But a visit to the company’s recently opened shop, Bonbon Chocolates, at Belmont Estate (at the northeast end of Grenada) reveals new pleasures. The Grenada Chocolate Company is now producing two additional bars that have surpassed the original two in my affections — one that’s 82 percent cocoa, and one called “Nib-A-Licious,” a 60-percent bar with pieces of cocoa nibs. The 82-percent is intensely fruity, and if you want the flavour of pure, rich cocoa unadulterated by much sugar, this is the bar for you. Eating the Nib-A-Licious is sort of like biting into a chocolate-covered espresso bean: the slight bitterness and crunch of the nibs — crushed roasted cocoa beans — contrasting beautifully with the smooth, slightly sweet chocolate around them.

As the name suggests, you’ll also find bonbons in the new Bonbon shop. Under the tutelage of Philadelphia chocolatier Eric Chocolates (surely a nom de guerre, several young Grenadians combine the Grenada Chocolate Company’s chocolate with island fruits, nuts and spices to produce treats such as chocolate-covered ginger (rationalize buying it as a seasickness preventative) and filled bonbons with passionfruit, guava, and other tropical-fruit centres.

—Continued on next page
—Continued from previous page

The cocoa-dusted truffle filled with local Rivers rum was, surprisingly, a standout — the harsh (some, like me, would say undrinkable), high-octane Rivers somehow mellowed when combined with high-octane chocolate.

If you're lucky when you visit Bonbon, you'll also find slices of a chocolate layer cake. It's baked in a solar oven and then sandwiched with homemade sorrel, golden apple, or other fruit jam, depending on the season. Grenada Chocolate Company co-owner Mott Green describes the cake as kind of like a science experiment — it combines vinegar and baking soda (remember from your school days what happens?), which gives it a moist, light, fluffy texture.

You can feel good about buying Grenada Chocolate. It's completely organic, and Mott and his partner Edmund Brown (a third founding partner is now deceased) have given the farmers who supply their main ingredient a real leg up: they've created a cocoa farmers' cooperative, which owns a portion of the company.

(Aside: If you're sailing between Grenada and Carriacou, you may spot a 13-foot Hobie Cat bouncing over the waves, and you'll likely say to yourself something along the lines of, “Who in their right mind would sail a 13-foot Hobie Cat from Grenada to Carriacou?” Here’s the answer: it's the Grenada Chocolate Company's Mott Green, delivering chocolate bars to Grenada's sister island. He even catches fish along the way. (When you're in Carriacou, check for his bars at Patty's Deli.)

The Grenada Chocolate Company's tiny candy-box of a factory in Hermitage, up the road from Belmont Estate, doesn't offer tours — a lot of people in a small space isn't good for fine chocolate, which is very sensitive and picks up odours readily — but you can see part of the beans-to-bar process at Belmont Estate, where cocoa is grown and the beans fermented and sun-dried. If you visit the estate on a “buying day” during the cocoa harvest season, you'll see farmers bringing their “wet cocoa” to the estate, and it's fascinating to see it being inspected, weighed, and purchased.

St. Lucia's Cocoa Cuisine

If the Grenada Chocolate Company is the old master of Windward Island chocolate-making, then St. Lucia's Hotel Chocolat, which opened in March near Soufriere, is the new kid on the block — a bold initiative to revitalize the island's once-flourishing cocoa industry. Yes, it's actually a hotel, but it's much more than that. Five years ago, Angus Thirlwell and Peter Harris, founders of the beloved British chocolatier Hotel Chocolat, bought derelict Rabot Estate, St. Lucia's oldest cocoa estate (it dates from 1745), and began rehabilitating the cocoa groves and restoring the old estate house. They started what they call an Engaged Ethics Cocoa Programme, signing on 112 St. Lucian farmers so far and guaranteeing that Hotel Chocolat will buy all the cocoa they grow, paying them 30 to 40 percent above world market price for their beans and guaranteeing them payment within seven days. (They're also offering technical assistance and subsidized cocoa tree seedlings.)

Construction will start soon on a chocolate factory; for now, the beans are shipped to Hotel Chocolat in the UK and transformed into chocolate there. The only bar available when we visited shortly after Hotel Chocolat's St. Lucia opening this spring was a smooth, fruity 70-percent bar of “Island Growers” dark chocolate — which I can tell you disappeared way too quickly on our boat.

But there was cocoa and chocolate aplenty in the Hotel Chocolat restaurant, Boucan (the Creole word for a traditional cocoa drying shed). The restaurant offers a menu of “cacao cuisine”: some form of cocoa in almost every dish. It sounded like a gimmick — over the top, even for an inveterate chocolate lover — but it turned out to be completely delicious. —Continued on page 45

Left: At Belmont Estate, Grenada, visitors — schoolkids and adults alike — are given a chance to ‘walk the cocoa’. Done regularly throughout the day, this process turns the beans so they dry evenly in the sun. Right: Hotel Chocolat in St. Lucia serves up a view of the Pitons and divine desserts such as homemade ice creams and dark chocolate mousse.
Dear Compass,

Frank Virgintino has written an excellent article in the January 2011 issue of Compass regarding repair and maintenance of a yacht in the Caribbean, and I would like to make a few additional comments.

When you arrive on an island, before you make any commitments for having work done, hauling or storing your boat, spend four or five evenings at the most popular sailors’ watering hole at Happy Hour. Sit, listen and ask questions, see how the land lies, and then start making your arrangements.

In North America and Europe, most independent contractors will have insurance policies covering both liability for work they do and also insurance for injury to their employees. However, very few independent contractors in the Caribbean have this type of liability insurance. Ultra-violet rays not only ruin sails but also trash lift slings. They have been known to fail and when they do, the boat in the slings is damaged. So before you haul, ascertain whether her or not the hauling facility has insurance to cover damage to boats they are hauling. If they have insurance, fine. If not, and your boat is insured, the boat’s insurance will cover the cost of damage incurred while hauling. But unless an arrangement has been made with the yard, the owner of the boat will have to pay the insurance deductible (“excess” on European policies). If your boat is not insured and the hauling facility does not have insurance, do not haul.

Similarly, does the hauling facility’s insurance cover damage caused by mistakes when checking? For boats falling over in a windstorm? If so, fine. If not, and your boat is insured, the boat’s insurance will cover the cost of damage. If your boat does not have insurance, find a yard that is fully insured.

Finally, remember that the person immediately available to do your repair work may not be available because everyone else has avoided him!

Don Street
Glandore, Ireland

Dear Compass,

Finally, a breath of fresh air after all the regular Trinidad bashing. I would like to thank Elizabeth Brouse for her article “Discovery Discovers Trinidad”, Compass March 2011, for her succinct, non-emotional and very apt report on her family’s days in Trinidad.

Not only is Trinidad a hurricane haven, Trinidad also provides good services, tradespeople, friendly locals, great food and culture and excursions. Without glossing over the security issues, Elizabeth has been able to put into words what we have felt over the past five years and not been able to write ourselves.

All I may add is, as long as we are in the area, we will continue to return.

Louise Kupka and Gordon Nicholl
S/V Coho

Dear Compass,

Lynn Kaak of Silverheels in her letter in the March issue’s Readers’ Forum was, I believe, referring to us when she condemned the “couple who had three teenagers on board” (as mentioned in Elizabeth Brouse’s article about Chateau Darte, St. Vincent in the January issue). Ms. Kaak may recall that the local teenagers were invited aboard a visiting yacht to play Scrabble in the cockpit.

We can talk about wanting good relations with people of the Windwards, but if we build psychological walls and treat the locals who allow us in their harbors and communities as potential thieves, they might indeed live up to our expectations.

That Kirk Brouse and Jim Hutchins worked with 15-year-old Vincentian George Small to help him repair his raft, and that we all reached out to local business owners and others in the community during our visit, sends a positive signal—a hand of friendship.

Only by example do people lead. If we believe that we must see a “different world,” then do it. That is, if we believe that with a tidal range of around two feet there is no circulation in the lagoon and as result marine growth on the hulls of yachts is incredible. I have used the most modern anti-fouling paints and they all last only around six months in there. I have a local friend who used to mix a bottle of super hot sauce in a gallon of paint to try to stop the little critters. When you run a dinghy across the lagoon after dark, you are most amazing is left giving some idea of the marine organisms floating around, just waiting for a new hull to show up!

Below is a photo of a barnacle I picked up from the floor of the dry dock in Fort de France when I was hauled out there some years back. I can’t imagine how long it had been since the ship this came off was cleaned! 

John Kessell
St. Lucia

Dear Compass,

What a sad pass we’ve come to when we are advised never to admit liability — even if we are in the wrong (see Business Briefs in the April issue). No doubt this is good insurance advice, but it is not the way I want to live or to have my children behave. My daughter, driving my car back in Scotland, put a scrape in another car while manoeuvring in the supermarket carpark. She got the staff to call over the tannoy and another car owner thanked her and said she would endeavour to get the cheapest repair he could and added that he had never heard of anyone doing such a thing before.

Why I am writing for the first time to Compass is that my wife and I have recently been the victim of possibly this kind of insurance advice. A large yacht dragged onto our boat and T-boned onto our bow at 0430 hours. The wife apologized most sincerely for dragging onto us and between us we got the yacht on our port side. The captain then tried to motor off and unfortunately dragged us onto another boat. We spent the next several hours sorting out the mess with no perpetrator and lots of help including the owner of the third party donating scrub gear and spending perhaps 15 minutes extracting the tangled chains. This is because the large yacht had managed, as well as picking up our chain, to get the third party’s chain round his bulb keel.

To our amazement the large yacht, once free, depart with the sound of chains being pulled down on our keel, itself still totally tangled. We tried to get him to re-anchor and come and talk about the affair but he denied any responsibility, claiming the VHF and, without inspection) that the other boats were undamaged. I might add that at no time were we thinking of claiming for the three or four hours’ restoration of the cosmetic damage to our boat.

Is this the new way? We have been cruising continuously in the North and South Atlantic for 11 years and of course have dragged and been dragged upon. Every cruiser worth his salt has dragged. If this has ever resulted in boat-to-boat contact it has always resulted in mutual help and a new friend acquired. Never have I been party to denying responsibility or heard of responsible boats denying blame. Things have been settled in the fashion of the cruising fraternity: a cup of tea together and a joint effort to straighten a pulp ectera.

---Continued on next page---
Dear John Quin

Perhaps the cruising spirit lives on! “unreserved apology” from the owner of the large boat. Is the advent of the ubiquitous, gleaming million-dollar yacht changing all this? I hope not!

The old rotten coach roof with a new one, and re-step-ping the masts, she started to look like a boat that could go places! I was then attempting to earn a living by doing the occasional yacht delivery, doing yacht maintenance and a bit of sail training from time to time. I had some dealings with a gentleman called Edmund Whelan, who for many years was the head barrister at the Royal Yachting Association. On his retirement he took up sail training and that’s where I met him: we were on the RYA Cruising Instructor course together. I told him about the schooner, and he suggested we take it across to the Caribbean. And so a plan was hatched: if I could get it to the Canaries, he would meet me there.

That is just what happened, and on January 6th, 2011 we made St. Lucia. I was not terribly impressed with St. Lucia. Customs had been temperamental at Rodney Bay, and the marina could have been in Europe. My girlfriend, Helen, rejoined the boat at Vieux Fort, where Customs were a lot friendlier, and we cleared out. We sailed over to Bequia, where the engine died completely. Ed was meeting another boatload of friends at Bequia and then going back to the UK, so we sadly said goodbye to him and went off to Mayreau. We stopped at the lovely Salt Whistle Bay, more like the Caribbean I was looking for! But it did get crowded. Our inflatable dinghy started getting big trouble then, and I had to pump it up each time we used it. So we went to Union Island, and anchored at Friargate Island so we were close to Ashion. There I met into the dinghy and dinghied over to our friends in the dark for a nice evening together. It was hard to see the boats around us in the darkness but could distinguish them by their lights.

At about 9:00am a boat passed by and shouted into the wind something about a boat on the reef. We looked for Septima but could not identify her lights. I jumped into the dinghy and sped in her direction. Not there! I turned the dinghy to leeward and found Septima tied up to a catamaran with the bow line that had earlier been attached to the mooring now hanging, undamaged, under the bow. A friendly neighbour came up to me on Septima and told how he had seen her drifting, hitting a moored vessel, and finally stranding on the reef. He had called for help at the Anchorage Yacht Club and some young men had pulled her off the reef and tied her to the catamaran.

She was eventually taken back to the mooring in the dark and we secured her with two lines to the mooring and dropped our anchor as well. In the morning, in daylight, we could snorkel and check out damage on Septima and determine what had happened with the mooring. This had a number of loops and some loose ends, which seemed to have been earlier loops now broken. One of them had a “fresh” fractured loop which was probably the one used by Septima.

Lucily, Septima only suffered minor damage on the teak rail, the port side downhill torn away and some scratches on the keel. Guess whether we choose mooring or anchoring next time? We’re in Clifton! Only if there is limited space for anchoring would we consider a mooring. If so, we will definitively drag in the line through a loop is returned to the same cleat to minimize any relative movement between line and loop. We will also secure with a second line through another loop. And we would probably also lower an anchor with sufficient chain in case the mooring gives up.

Claes Tornberg

Editor’s note: This is a good opportunity for a reminder that, whenever possible, it’s prudent to dine on unfamiliar surroundings to inspect their condition.

Dear Compass and cruising kids,

I am 12 years old and I’m living aboard S/V Lala for three years. I am currently in Le Marin, Martinique and attending school at College Gerard Cafe. I would just like to say it’s still a brilliant cruising ground and I will miss it very much while I am away, but there won’t be too long!

Kind regards,
Max Liberson
Schooner Gloria

Dear Compass Readers,

Be suspicious about moorings in Clifton, Union Island! We had a had experience.

We came from Chatham Bay with our Septima, a Hallberg Rassy 392, in strong headwinds (as usual here) and made the 40 miles in the week before we had some trouble in Clifton with our anchor and we drifted into the channel between the reefs, so we thought we should spend some dollars on a mooring to be safe!

When we approached, a boat boy was quick to offer a mooring and we accepted. He took our line, pulled it through a loop in the mooring and back to Septima. We felt safe with a bow line from the starboard cleat to the mooring and back to the port cleat. We paid him €950S and then took the dinghy ashore for some shopping and internet. We had a good lunch in the village and went back to Septima with the dinghy loaded with fresh vegetables, beer, etcetera. Everything seemed fine.

In the evening we were invited to dinner on another Swedish boat moored about 100 metres away from Septima. We sat on our light and dinghied over to our friends in the dark for a nice evening together. It was hard to see the boats around us in the darkness but could distinguish them by their lights.

At about 9:00am a boat passed by and shouted into the wind something about a boat on the reef. We...
Dear Compass,

Thank you Sean Fuller for your interesting article about Granuoy Loqer in the April issue of Compass. I have a little to add.

Back in the late 1960s, being out of work in England, I had set myself up as a ‘Yacht Delivery Contractor’. This was way before my time as an RYA Instructor, examiner, with no paperwork at all, really, but with as much ‘hands on’ experience as one can accumulate in 25 years.

I duly arrived in Woolston and met the couple, Rosie and Robin Swale: Robin a quiet intellectual man, Rosie a ravishingly attractive ball of fire. I fell in love straight away. (With her, not him, of course.)

Taking them sailing out of Southampton Water I realized that they actually did know nothing about sailing, but they were full of enthusiasm about their proposed trip around the world. I found myself in a bit of a quandary. With all respect to the Bill O’Brien design, I don’t think he had in mind a world-girdling yacht and — certainly in those days, when multihulls were hardly proven (I’ll bet that brings a flood of protest from multi-hull enthusiasts) — she was not my idea of the perfect yacht: for me something like a 45-foot Colin Archer design would fit the bill. I seem to recall that I suggested that they go down through the French canal system to the Med, hoping that perhaps they would like it there and stay. After a couple of days I left them to complete their preparations, no doubt having advised them as best as I could.

Against all odds, they did go on to complete the circumnavigation. Rosie giving birth to children on the way, one result of which was her book Children of Cape Horn — which goes to show how enthusiasm and determination can succeed where my “dyed in the wool” old-fashioned principles would fail me.

Some years later I saw Granuoy Loqer on the hard in St. Helen, Jersey. Channel Islands. I had heard that she had been built for Rosie Swale to take part in the Whitbread Around the World Race, but the plans had been shelved. Next time I saw the boat was in Antigua laid up ashore, probably in about 1993.

The new owners engaged Peter Smith, a renowned shipwright who was then based in Crabbs’ Boatyard at Purham, to prepare her for her day charter work. He installed two large electric generators and proper awnings and made her into the excellent day charter boat that she now is. So if you are in Antigua and see the catamaran Caribbean Queen with “Caribbean Cruises” painted on the topsides, look closely and on the stern you will see in small letters the real name, Granuoy Loqer.

Rosie has gone on to have further adventures, including running around the world for charity, and has written five books. Have a search on Google to find out more about an amazing and inspirational woman.

Frank Pearce

Samadhi

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 correspondence. We do not publish anonymous letters; however, your name may be withheld from print at your request. Letters may be edited for length, clarity and fair play.

Send your letters to:
sally@caribbeancompass.com
Compass Publishing Ltd.
Readers’ Forum
Box 17564
Bequia VC0400
St. Vincent & the Grenadines

Dear Compass,

I have read with interest Liesbet Collaert’s article about Saltwash Bay and power boaters, featured in the January issue of the Caribbean Compass. This has prompted me to respond, not only about Saltwash Bay in particular, but about the seemingly insurmountable rift between the sailing ‘yachtrics’ and the power boaters in general.

There are three main differences between yachts and power boaters. One is that power boaters anchor bow and stern, while sailboats swing in the wind. The second is that, unlike the yachts, power boaters also patronize the bar and restaurant. The owners and crews of several powerboats, namely Finness, Sirena, Jodie III and others, have adopted the school at Mayreau, and every trip they donate schoolbooks, textbooks and supplies, so surely we have also earned the right to be in Saltwash Bay. What do the day-trippers and charter boats contribute? NOTHING.

Let’s discuss our generators.

I purchased a boat that has all the comforts that I desire: air conditioning, water heater, watermaker, electric stove, etcetera, etcetera. If yachts do not want these modern conveniences, that’s not my problem. Why should we? Yet several of my friends and I have been openly threatened by yachts (mostly French) that if we do not turn off our generators we will have our anchor rope cut or our boat hulled. We have also been verbally abused.

While most yachts don’t like us to use our generators, I take great offence in seeing the white bottom hanging over the side of a yacht “doing their numbers” while I have a holding tank to protect the environment. I think that my generator is the lesser of the evils.

In August last year, several of us returning from Grenada to Trinidad were berthed off Sandy Point on the air by an American yacht in Grenada for being on VH-channel 68 at 6:30 in the morning. As I told him, Channel 68 is a public hailing channel, and if he wanted quiet, he should have turned it off. We power boaters in Trinidad, however, tolerate the yachts monopolizing channel 68 for an hour or more each day. On two occasions, I have personally saved a sailing yacht from destruction. Once when a yacht was becalmed off Cannings Point in current, and once in Scotland Bay in a storm. Yet with the latter, even though there were several other yachts around, there were no thanks given.

Let’s talk about what the powerboats have contributed in addition to the above. After Hurricane Ivan hit Grenada in 2004, Trinidad powerboats made hundreds of trips to Grenada with aid. The Trinidad & Tobago Game Fishing Association arranged that year’s tournament so that ALL the sponsorship funding, entrance fees and prize money was donated to the Grenada relief effort. Last year, after Hurricane Tomas damaged St. Lucia, the TTGFA members taking part in the St. Lucia tournament once again donated all the prize money and prizes to the relief effort, and several Trinidad boats also donated cash on the spot.

The powerboats in Trinidad are actively co-operating with the T&T Coast Guard in the annual trip of an Auxiliary Vessel for the betterment of all boating in T&T as well as the protection and safety of ALL boaters in the surrounding regions. I have always in the past had the attitude of live and let live. Unfortunately, over the past few years, because of the attitude and actions of a few yachts, both in Trinidad and abroad, I have changed this attitude to my current opinion of “If you don’t like my powerboat being here, feel free to leave!”

Stuart Dalgleish
Trinidad

Letter of the Month

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I left them to complete their preparations, no doubt having advised them as best as I could.

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---Continued from previous page---

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Stuart Dalgleish
Trinidad
**CALENDAR**

**MAY**

1. Start of Atlantic Cup Rally, Tortola to Virginia. [www.carib1500.com](http://www.carib1500.com)
2. Local Fishing Tournament, Montserrat.
3. Public holiday in many places (Labour Day celebrated).
4. – 7 Freelandr Fishing Festival, Guadeloupe. [www.lanadrooverfishingfestival.com](http://www.lanadrooverfishingfestival.com)
5. – 15 St. Barth Theatre Festivals. [www.theatrefestivalstbarth.com](http://www.theatrefestivalstbarth.com)
6. – 8 Grenada Drum Festival. [www.grenadadrumfestival.com](http://www.grenadadrumfestival.com)
7. Start of ARC Europe, Tortola to Portugal. [www.worldcruising.com/arcEurope](http://www.worldcruising.com/arcEurope)
8. Commodore’s Cup, St. John, USVI. [isamarineatlanticaio.com](http://isamarineatlanticaio.com)
9. – 9 Anguilla Sailing Festival. [www.anguillaresort.com](http://www.anguillaresort.com)
13. Contact Rey Gandarillas (305) 726-5397
14. Martineau to St. Lucia Race. [ycma@wanados.fr](http://ycma@wanados.fr)
16. – 17 Full Moon.
17. Public holiday in Haiti (Flag Day).
18. – 20 Mora Castle Festival, Grenada. www.yachtclub@cnih.mh.tu.ru
21. – 23 Start of Atlantic Cup Rally, Tortola to Virginia. [www.worldcruising.com/arceurope](http://www.worldcruising.com/arceurope)
24. – 27 Public holiday in Timidad & Tobago (Indian Arrival Day).
25. Anguilla (Anguilla Day) and Haiti (Mother’s Day).
27. – 29 Puerto Rico Vela Cup. [www.puertoricovelaclub.com](http://www.puertoricovelaclub.com)
29. – 30 Salines Regatta. [www.thestylecup.com](http://www.thestylecup.com)
30. St. Croix Reef Jam. [www.reefjam.com](http://www.reefjam.com)

**JUNE**

1. Public holiday in some places (Ascension Day).
2. – 4 Combat des Cocques Race, Marin, Martinique. [www.clubnautilquedemarin.com](http://www.clubnautilquedemarin.com)
3. – 5 Bonaire Heineken Jazz Festival 2011. [www.bonaireajazz.com](http://www.bonaireajazz.com)
5. World Yacht Delivery Day.
7. – 9 Canouan Regatta, Grenadines.
8. – 12 Antigua & Barbuda Sport Fishing Tournament. [www.antiguabarbudasportfishing.com](http://www.antiguabarbudasportfishing.com)
9. – 12 Bimini International Optimist Championships St. Maarten. [www.flyers.org](http://www.flyers.org)
10. – 13 Sunrise World Championship. Curaçao. [www.sunriselogo.org](http://www.sunriselogo.org)
11. – 13 Jamaica International Jazz Festival, Ocho Rios. [www.ochojazz.com](http://www.ochojazz.com)
13. Public holiday in the BVI, Montserrat and some other places (UK Queen’s Birthday celebrated).
14. FULL MOON.
15. Jazz on the Pier, Erol Flynn Marina, Port Antonio, Jamaica. [www.erolflynnmama.com](http://www.erolflynnmama.com)
16. – 19 Scotiabank International Optimist Regatta, St. Thomas, USVI. [www.sycl.net](http://www.sycl.net)
17. – 20 Marlow One Design Championship, St. Maarten. [www.smyc.com](http://www.smyc.com)
18. Public holiday in Stinmad & Tobago (Labour Day).
19. Sailing. [www.caribbeancompass.com](http://www.caribbeancompass.com)
20. Public holiday in many places (Crapo Christ).
21. – 26 offshore Regatta, St. Maarten to Statia/Newv. [www.smyc.com](http://www.smyc.com)
22. – 26 Fishing Festival, Charlotteville, 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

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Drinks such as Chocolate Daiquiris and Cacao Bellinis (featuring the pulp that surrounds the cocoa beans in the pod) and dishes such as seared yellowfin tuna with a cocoa-and-herb pesto and dorado with a red wine and cocoa sauce take the bean in wonderful new directions. And don’t even get me started on the desserts.

Cruisers on moorings between the Pttons or around the corner at Malgetout can arrange a free shore-side pickup if they want to visit for lunch or dinner, or you can hoof it up the hill. (Hotel Chocolat is across the road from another place frequented by cruisers, the restaurant at Ladera resort.)

Chocolate Becomes Edible Art in Trinidad

From Brasso Seco in the north to Rancho Quemado in the south, cocoa estates are being revitalized with a vengeance on Trinidad. Demand still outpaces supply for the highly regarded Trinitario beans grown on the island. (Trinitario is a flavourful, high-yielding, hardy variety of cocoa that developed on Trinidad and is now also grown elsewhere, including St. Lucia and Grenada.) So prized are Trinidad cocoa beans that they fetch a premium price on the world market. This cocoa renaissance has been accompanied by a bloom of small, high-end chocolate companies.

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