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Sailing by the Volcano

If you'll be sailing to or past the volcanically active island of Montserrat, be aware of the new Hazard Level System, which was updated on November 4th, 2011, and check the hazard level within the two Maritime Exclusion Zones. The Soufrière Hills Volcano erupted violently in 1995, leaving large portions of the island covered in ash, and has rumbled now and then ever since.

The new Hazard Level System has replaced the Alert Level System and is not related to the old Alert Level. The Hazard Level System divides the southern two-thirds of Montserrat into five zones, with two Maritime Exclusion Zones. Access permission for each of these zones is dependent on the Hazard Level, which ranges from 1 (least threat) to 5 (highest threat).

One of the Maritime Exclusion Zones is off the island’s west coast, extending two kilometres offshore between Sturge Point and O’Garra’s. The other is off the island’s east coast, extending four kilometers offshore between Roche’s Yard and Spanish Point, decreasing to two kilometres offshore from Spanish Point to Pelican Ghaut (see waypoints on map). To see the current Hazard Levels or for more information visit www.mvo.ms/about-volcanoes/safety/hazard-level-system.

Tyrrel Bay, Carriacou Navigation Hazard Removed

Under the auspices of the Carriacou Port Authority, Tyrrel Bay Yacht Haulout and Arawak Divers removed the last of the floating debris left from the sinking of the Phebeana Corion last September. The debris has been piled on shore just south of the commercial jetty in Tyrrel Bay, Carriacou.

Georg Schmitt of Arawak Divers, who did the underwater work, advises that there is still a considerable amount of non-floating debris in the form of ropes and lines, the old engine, and a couple of anchors, which they were not able to raise. Therefore, although the wreck is no longer a hazard to navigation it continues to be a hazard to anchoring at 12°27.490’N and 61°29.134’W. There are currently some seven or eight fish pots and mooring buoys around the site but none of those are permanent markers.

For this and other useful notices visit www.safetyandsecuritynet.com/NEWS.

Caribbean Marine Association Concludes Technical Assistance Project

The Caribbean Marine Association (CMA) recently completed a technical assistance project aimed at building the CMA’s capacity for policy dialogue and promotion of the regional yachting sector.

The project ran from January to September 2011. It was supported by the Centre for Development of Enterprise (CDE, www.cde.int), which contributed Euro 29,738 to the overall project budget of Euro 44,927; the remainder was contributed by the CMA in cash and kind.

During the life of the project, the CMA was successful in completing the following:

• Hosting of the CMA Annual General Meeting and appointment of the new Board of Directors (2011-2013). At this meeting, the core priorities for the CMA were identified;
• Development of the CMA website (www.caribbeanmarineassociation.com) into an informative and interactive website for CMA members and interested parties. The website development included training for the CMA member associations which will allow for country-specific updates. The reconfigured CMA website is a portal for information on the yachting sector, events and services available in the region;
• Increased visibility of the CMA through the publication of press releases to key yachting and tourism publications and organizations;
• Development of the CMA work-plan, which will be used as a tool for implementation, development of policy positions, and lobbying and advocacy to governments and key stakeholders and strategic partners.

In concluding this project, CMA President John Duffy stated, “The revitalization of the CMA is essential to the increasing recognition of yachting in the Caribbean’s tourism industry… The CMA needs to be the authoritative voice on yachting matters in the Caribbean and much of this project was directed at establishing this position. We are only on the bottom rung of the ladder and there are many years of effort ahead if the goals of the project are to be achieved.” —Continued on next page
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In moving forward, the development of a funding proposal along with an aggressive membership drive will be the CMA’s immediate activities for sustainable capacity building.

For more information on the Caribbean Marine Association visit www.caribbean-marineassociation.com or contact CMA President John Duffy at info@caribbean-marineassociation.com.

Eight Bells
Regional racing sailor and executive committee member of the Royal British Virgin Islands Yacht Club, Dave West passed away on November 5th, 2011. Dave’s Melges 32, Jurakan, is the holder of the Round Tortola Race’s marshall record. Fellow sailor Ellen Sanpere says, “He creved with us a board Cayenne II to win the Sweethearts of the Caribbean regatta a few years ago. Few skippers were as enthusiastic, competent, kind and modest. He was only 56. We’ll miss him.”

Cruisers’ Site-ings
• The yacht moorings in les Iles des Saintes, Guadeloupe are now being charged for and it is compulsory to use them. Rates are posted on Chris Doyle’s website: www.doyleguides.com/updatesLee.htm.

• The number of island Facebook pages for cruisers is growing. As you sail through the Eastern Caribbean, check out Trinidad Cruisers, Tobago Cruisers, Grenada Cruisers, USVI Cruisers, and the latest, Sint Maarten Cruisers. Other useful Facebook groups include Coconut Telegraph, for cruisers, and Caribbean Sailing Association, for racers.

Arrests Made in Canouan Yacht Burglaries
Four persons are presently in the custody of the police in Canouan, in the St. Vincent & Grenadines, in respect of burglary of yachts in the waters of Canouan during the mid-October 2011 period.

In the possession of the police are also the following items: one digital camera, three Pads, one laptop computer and one cellular phone.

The Police are trying to get in contact with the owners of the boats that were broken into, to seek their assistance in identifying their property and returning to the island to give evidence in the suspects’ trial.

If your boat was one of those broken into last October in Canouan waters, you are asked to contact the office of the St. Vincent & the Grenadines Commissioner of Police at spgpolice@gov.vc.

The Bequia Tourism Association presents:
9th Bequia Music Fest
Since 1703
Mount Gay Rum
2012 Barbados

January 26 - 29

Thur 26th - 9.00pm: 13-piece Elite Steel Orchestra - Frangipani Hotel
Fri 27th - 8.30pm: MUSTIQUES BLUES FESTIVAL IN BEQUIA - De Reef
SUN 29th - 12.30pm: TOBY ARMSTRONG & Band
Grand Mount Gay Finale - Surprise Guests - De Reef

For complete line-up check: www.begos.com/bequiamusicfest
musicfest@begos.com
Tel: (784) 458 3286

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Well, as Google has so forcefully demonstrated, there are good ways to sort bits of information into products that people find valuable. The creation and tweaking of sophisticated algorithms increasingly advances all sorts of real-life applications: medical research, financial markets, and international terrorism, to mention a few.

In theory it should be possible to assess the crime and security risks of Caribbean anchorages in a similar way, by examining a basketful of variables. What is the level of education and literacy? Average income? How is it distributed? Unemployment rate? Infrastructure? Security presence? What is the current crime profile?

Assign some values, crunch the numbers and you’ll have what Free Cruising Guides Inc. is pleased to call their Caribbean Security Index. As this issue of Compass goes to press the CSI is due to go on line at freecruisingguides.com with a statistically based, country-by-country assessment of crime risks.

Of course, statistical analysis is something of an art as well as a science. Knowing when and where a crime was committed is not the same as knowing why or what the probability of a recurrence might be. CSI’s expert, Dr. Catherine Hebson, an economic geographer from Rutgers University, will also be examining mitigating factors and distinguishing a changing pattern from an outlying ‘rogue’ event.

Such a sophisticated method is only worthwhile if it provides more accurate forecasts than those that might be intuited from the simple historic information currently available on the Safety and Security Net and websites such as Noonsite.

A statistician looks at crime differently than does a criminologist, or a victim. If a numerical index can provide insight into future trends in this field, you’ll be able to study your destinations for their security risks as easily as you study the route there and the weather on the way. The Caribbean Security Index from freecruisingguides.com looks like a good way to begin.

Moor at Basil’s Bar, Mustique for Blues Festival 2012

Stanley Ollivierre reports: Perched upon the sea lies Basil’s Bar and Restaurant in Mustique, a destination for every sailor. The usually tranquil ambience, lulled by lapping waves, will change to the rhythm of Blues music as Basil’s Bar presents its 17th annual Mustique Blues Festival from January 25th through February 8th. The Blues Festival will take place at Basil’s Bar in Mustique every evening from 8:30 “until…” except for one night, Friday, January 27th, when the Blues Festival moves to Bequia to join the Bequia Music Fest (see page 43). Sundays are the Mustique Blues Festival’s special family event, which we dub Sunset Blues.

This Blues Festival is the only one of its kind in the entire Caribbean. Each year we do a live recording of the Blues Festival and produce a CD which is sold at Basil’s Bar Mustique, Basil’s Bar Kingstown and at our website, www.basilbar.com, in our e-store. All proceeds from the Mustique Blues Festival and the CDs go to the Basil Charles’ Educational Foundation, which helps underprivileged students through secondary school in St Vincent & the Grenadines.

You can enjoy world-class live music, hang with the ‘rich and famous’, and support underprivileged students all at once by attending this month’s Mustique Blues Festival
KNOW-HOW.

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

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BUSINESS BRIEFS

New Island Water World St. Maarten Debit Card
An easy way to monitor your expenses or give your crew access to funds, whether you are on island or not: load any amount on the Island Water World St. Maarten Debit Card and shop until your funds are depleted!

To introduce the Debit Card, Island Water World St. Maarten gives customers an incredible incentive. Sean Kennelly, Managing Director, explains, “Load the card with US$2,000 and get an extra US$300 from us. Or even better: load the card with US$5,000 and get an extra US$1,000!”
The offer is valid only in St Maarten until February 15, 2012 and conditions apply. To see all the great products offered by Island Water World, pick up a copy of their 2012 catalogue at any Island Water World location. For constant product and price updates, go to islandwaterworld.com.
For more information on the Island Water World St. Maarten Debit Card contact Sean Kennelly, sean@islandwaterworld.com or (+721) 544-5310.
For more information on Island Water World see ad on page 48.

Velox Plus Antifouling Paint Now Available in the Caribbean
Curaçao Marine announces that Italian-based Marlin yacht paints have appointed Curaçao Marine as the Caribbean distributor for Velox Plus propeller paint. Well known by yacht owners worldwide and previously unavailable in the Caribbean, Velox Plus is an antifouling paint specifically designed for use on underwater metal. Growth on propellers is a common problem for yacht owners. While hull coatings have been designed to limit growth on the hull itself, the underwater fittings and propellers have been exposed to marine growth, increasing drag, increasing fuel burn and potentially reducing engine life due to increased loading by a fouled propeller. Other products in the market have been designed to protect propellers from fouling, but Velox Plus is designed to be used on propellers, shafts, struts, rudders, trim tabs, and through hull fittings. Velox Plus dries to a hard finish, with excellent adhesion properties, and is designed to not promote galvanic corrosion.
For more information on Curaçao Marine and Velox paint see ads on page 10.

Complete Raymarine Service Now in Grenada
Turbulence Ltd. is teaming up with Budget Marine Grenada to offer a complete Raymarine service in Grenada, with a comprehensive display of instruments and spare parts in the Budget Marine store. The installation and after-sale service is done by certified Raymarine technicians from Turbulence Ltd. conveniently located next door at the Spice Island Marine boatyard.
For more information on Budget Marine see ad on page 2.
For more information on Turbulence Ltd. see ad on page 25.
For more information on Spice Island Marine see ad on page 7.

More Courses at Ondeck Maritime Training in Antigua
Antiguan-based sailing charter and maritime training company, Ondeck, has announced a commitment to the wider yachting community to run additional courses for captains and their crew. Ondeck is currently the leading provider of RYA/MCA courses in Antigua.
With approval from the RYA and MCA, Ondeck now intends to add to its training calendar by running one STCW'95 basic safety-training week per month as well as at least one Yachtmaster Offshore. Ondeck recently acknowledged the need for the RYA-governed SAP course, particularly aimed at racing sailors, and has committed to flying a UK instructor in to Antigua to teach both this course and the sought-after Yachtmaster Ocean Theory course this season. With bases worldwide Ondeck is also in the position to allow people the opportunity to start and finish their studies across continents.
—Continued on next page
Chairman Peter Anthony commented, "There is no question that we want to be the market leader in training, both in Antigua and worldwide. We are now focusing on extending our portfolio of courses so that a yachtsman of any level can come to these shores and get the training s/he needs. With the help of the input of the super-yacht community we are willing and able to build Antigua into THE training capital of the Caribbean."

For more information on Ondeck see ad in the Market Place section, pages 50 to 53, or pop in upstairs at Antigua Yacht Club.

New Team Heads Martinique’s Clippers Ship

The biggest ship chandlery (600 square metres) in Martinique has a new direction. After 15 years working there, Jocelyne bought the shop, along with Emmanuel and Nicolas from Alize Composites. All the composite materials, marine generators, inboard and outboard engines, fishing gear, antifouling, chandlery and everything else you can expect for your boat are still available, and the new team improves Clippers Ship’s offers on inflatable dinghies with a large stock of Apex and Caribe, on electricity with Mantagua LEDs, and on sailing clothes and dinghy equipment with Zhik.

A dinghy channel through the mangrove at Le Marin and direct access by car make Clippers Ship the most accessible shop in Martinique.

For more information see ad in the Market Place section, pages 50 to 53.

Accommodation Available at Lagoon Marina, St. Maarten

Short-term rental for crew and captains in luxury lagoon-side apartments is now available at Lagoon Marina in St. Maarten. Dock space available, too!

For more information on Lagoon Marina visit www.lagoon-marina.com.

New Technical Services Dock in Grenada

X Marine is the newest marine business in Grenada. Based on the Lagoon in St. George’s, opposite Port Louis Marina, they offer Grenada’s first dedicated technical services dock, with berths for up to eight vessels. The dock is backed up by a fully prepared workshop and fabrication facility. X Marine has a mobile team that works in close collaboration with local and regional boatyards to offer a complete refit service for out-of-water intervention, modifications and repairs.

The concept is the combination of two talents with extensive experience in the marine and project management arena. Nicolas Roelens has recently left Grenada Marine where, as Technical Manager, he was responsible for composite repairs and the Awlgrip-licensed paint center, as well as the creation of technical teams. Originally from France, Nicolas is well known throughout the marine industry, having worked in Venezuela and Grenada. Mark Solomon, an engineer, ex-charter captain and experienced project manager, has had a wide-ranging marine career in the Caribbean and has been living in Grenada for 11 years.

Together they have created X Marine: Technical Marine Solutions. X Marine’s aim is to work with clients to create the boat that is right for them, from stock installations to radical modifications for race or transpacific preparation and safety certificate compliance and conformity. "We have a unique view on technical solutions that are not immediately apparent, offering cost- and weight-saving solutions."

This new team’s central location and dedicated service approach are a welcome addition to the growing marine services sector in Grenada.

Boat-Worthy Folk Art from Recycled Materials

Kato Charles is a Caribbean artist living in Carriacou, Grenada. Most of her artwork is made from recycled clothes and scrap fabrics. Her one-of-a-kind boat-worthy artworks and craft items include wall hangings, rag baskets, rag rugs, coasters, potholders, hot pads and friendship bracelets. They make great gifts and unique keepsakes.

Visit the Kato Charles Folk Art Studio at the Hillsborough Vendors Market in Carriacou, or check out www.facebook.com/KatoCharlesArt.
Caribbean Community Working on Common Fisheries Policy

More than 80 persons engaged in fisheries administration, research, fisherfolk organizations and related businesses across the Caribbean gathered in Jamaica recently for a workshop to promote the Caribbean Community Common Fisheries Policy. The Policy, which is an overarching set of guidelines and principles aimed at regional co-operation in the management of our shared marine ecosystem, sets the framework and key principles for the harvesting of fish and other marine resources as provided for by the Revised Treaty of Chaguaramas and other international instruments.

The workshop was held as part of ACP Fish II, a demand-driven program financed under the ninth European Development Fund and aimed at strengthening fisheries management in ACP (Africa, Caribbean and Pacific) countries. The next regional workshop will be held in Suriname in mid-2012.

For more information visit www.acpfish2-eu.org.

Tagged Tiger Sharks Return to Cayman Islands

As reported in the Caymanian Compass newspaper (www.compasscayman.com), a number of tiger sharks tagged off Grand Cayman returned 'home' in late 2011. Two of the sharks, Tina and Luiza, were tagged in December 2010, with Coco being tagged last April. Tina had last been heard from off Jamaica in May 2011, Luiza had last been heard from in August off the coast of Honduras. All three had traveled up and around the western Caribbean Sea, nearing the Gulf of Mexico at times and visiting Cuban and Jamaican waters.

The tagging of the sharks was a collaborative project between the Cayman Islands Department of Environment, Marine Conservation International, the Guy Harvey Research Institute at Nova Southeastern University and the Save Our Seas Foundation. According to conservationist and artist Guy Harvey, the electronic tags used to tag the three tiger sharks reveal much more about their behavior than traditional tags. "Electronic tags give real-time locations and movements on a very detailed basis. The animal does not have to be recaptured as the tracks are detected and then downloaded from a satellite," he said.

"The tracks show us the extensive areas that the tiger sharks need to patrol for food and in turn help to keep a balance in the seas," said Mauvis Gore of Marine Conservation International. However, the wide range covered by the sharks also means they are exposed to multiple threats throughout the region. Even though some Caribbean countries have enacted legislation protecting sharks from commercial fishing, sharks still pass through areas offering no such protection.

Oil and Water Won’t Mix!

Christy Recaii reports: Docking in the IGY Rodney Bay Marina in St. Lucia this cruising season? Well yachties can sleep a little safer at night, not worrying about the environment or their topsides, as the staff of this marina recently underwent an oil-spill response workshop in theoretical and, more importantly, practical training.

“We looked at different things: the causes of an oil spill in a marina, particular setting, what happens when oil is spilled, and how we would respond. We looked at response on land and at sea. We also did a complete session on booming. We stressed the use of absorbent pads, which is what the marina would use, and then containment booms, which is what the depot would use,” said Carl Farley, the Group Operations Manager for Sol Caribbean who hosted the training.

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Killer Whale Sightings Wanted
Jaime Bolanos-Jimenez, a marine biologist who works on cetacean conservation, whalewatching and ecotourism in Venezuela, says, "I am writing on behalf of a team of colleagues from around the Caribbean Sea, who started a common database for killer whalewatching and ecotourism in Venezuela, says, "I am writing on behalf of a team of colleagues in the region. We wish to draw attention to the importance of reporting killer whale sightings in our region. We have been recording sightings of killer whales (Orcas) in the Caribbean Sea, including Aruba, Barbados, the Cayman Islands, Curacao, the French Antilles, Honduras, Jamaica, Panama, Puerto Rico, Trinidad, St. Lucia and St. Vincent. We have counted 48 sightings for Venezuela and almost 30 for the rest of the Caribbean, including Aruba, Barbados, the Cayman Islands, Curacao, the French Antilles, Honduras, Jamaica, Panama, Puerto Rico, Trinidad, St. Lucia and St. Vincent.

In particular, we are interested in getting pictures or videos and related information such as date, time, coordinates, number of animals and the like. All credits will be properly acknowledged. If anybody has info to share we would be most grateful. Please send information on killer whale sighting to bolanos.jimenez@gmail.com."
REGATTA NEWS

Record-Breaking 2011 Sol Optimist Championships

The 2011 Sol Optimist Championships held in Sint Maarten saw the most participants ever — and that is only one element of a watershed event. The attraction of five other territories plays a role as well, but the most significant addition is that long-time major participant, Anguilla Sailing Association, is now producing sailors that give her neighbors in Sint Maarten a good run for their money.

Overall winner of the event held on November 5th was Leonardo Knol (12), who has done less training than other sailors but who clearly does more winning. Second was Hosea Williams (15) of the strong sailing island of Antigua where Coach Karl James is pushing his team to greater efforts. Third place went to pint-sized nine-year-old Nathan Smith, who relished the light winds.

Winner of the Junior Division (11 years and under) was Nathan Smith (9) followed by Alec Scarabelli (11) and Rocco Falcone (10) of Antigua. The Senior Division (12 years and older) standings were Leonardo Knol (12), Hosea Williams (15) and Thomas Maccow (14).

The Sportsmanship Award went to ten-year-old Nathalie Fay of the BVI who made it very clear, in the course of a buoy incident, that she would do the correct thing when in an awkward situation.

Visiting territories were BVI, Anguilla, St. Barth’s, Nevis and Antigua for a total of 29 sailors racing.

Winds in the Simpson Bay Lagoon were light and diminished during the day, until the final races were almost drifters with wind switches towards the south. The race officer was Alfred Koolen, and David de Vries sat as the judge. The event was sponsored once again by Sol Petroleum, now in their fifth year of sponsorship.

From Fat Cat to Defiant: Caribbean 1500

Sixty-two boats entered the 22nd running of the Caribbean 1500 rally, which started on November 11th after delays of nearly a week due to Tropical Storm Sean. The destinations for the sailors are Nanny Cay on Tortola BVI, and Green Turtle Cay in Abaco, Bahamas. The Caribbean 1500 is North America’s largest and longest-running sailing rally; established in 1990, it has provided a fun way to cruise to the Caribbean every fall.

World Cruising Club took on the rally from founder Steve Black and his Cruising Rally Association earlier this year and is looking to continue and expand on the success of the event. For the first time, the boats arriving in Tortola were able to clear BVI Customs in Nanny Cay where previously they had to make an additional stop at Soper’s Hole.

The fastest boat to finish in Tortola was Fat Cat, John Winter’s 24-metre Morelli, which completed the journey from Hampton, Virginia in just under six days, shortly followed by Blackbird, Michael Reardon’s carbon-fibre Tripp 73, which took overall victory on corrected time for the BVI fleet.

The Bahamas fleet prizegiving, held in Green Turtle Cay, saw the Bristol 56.6 Amour V taking the victory.

Only an hour before the start of the special happy hour and prizegiving for late arrivals in Tortola on November 25th, Defiant, the Wauquiez 43 stricken with steering problems over 400 miles from Tortola, arrived in Nanny Cay to rousing applause from other rally participants. Class B results were calculated and special awards handed out on the final evening in Nanny Cay.

The 2012 Caribbean 1500 will leave Hampton, Virginia on November 4th. For more information visit www.worldcruising.com/carib1500.

Discover Caribbean Series Makes Waves in Puerto Rico

Nanette Eldridge reports: The 22nd Annual Discover the Caribbean Series Regatta ended November 18th at Ponce Yacht & Fishing Club, Puerto Rico, having had excellent sailing conditions. PYFC Sailing Director Joel Santiago and Race Chairman David Kerr organized the races to be easily maneuverable for all classes, making for some excitingly close races, won at the last minute.

In the IC-24 class, a tight race between two generations of Puerto Rican sailing champions pitted the older, experienced sailors against the younger generation ready to make a name for themselves. Robbie Ramos, one of the first BVI champions in the 80’s, and Jorge Santiago, second-place winner of the IC-24 class at BVI Spring Regatta 2011, battled for the top position. Some have called Robbie one of the best tacticians to come out of Puerto Rico, and in the end, Robbie led his team to first place, followed closely by Jorge’s team.

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In the Racing A Class, a brand new J/122, Lazy Dog, made its racing debut and challenged Otra Kosa and Soca, among others. Owned by Sergio Sagaramazo, the Lazy Dog had Fraito Lugo’s champion sailing team aboard. The first weekend’s racing saw a men-only regatta, coloring to 22, prompting the Race Committee to shorten courses. Lazy Dog won first place, proving it is going to be a serious contender in the Caribbean racing circuit.

In the Jib & Main Class A, the strong winds caused a temporary delay for the Ladies First all-women team from San Juan. Their mast broke off at the top spreader, so while the mast was being repaired, the crew of Ladies First joined the crew of Adelante for a day of racing with the men. Adelante went on to win first place in their division. Many thanks go to Fraito Lugo for making the repairs to Ladies First so they could finish the regatta series.

The Escape to Coffin Island Stand Up Paddle Board Race helped to kick off the regatta. The SUP race on November 5th, organized by Heather and Jim Baus, featured a mix of local champions, novice paddlers and juniors as young as nine years old, and was a huge success with participants and spectators alike. One of the social highlights was the fashion show on November 19 put on by new sponsor Old Navy. The Discover the Caribbean Race Series Race Committee and PYFC thank all their generous sponsors, which include Don Q, Medalla and Old Navy.

On November 20th and 27th PYFC hosted the Discover Dinghy Regatta for Sunfish, Laser, and Optimist classes. This was also the first of two regattas for the IODA South American Championship 2012 and the first of three regattas for the IODA World Championship 2012. PYFC was represented by an Optimist team including most of the members of the team that took second place in the IODA 2011 North American Team Race Championship. Alejandro Monllor won first prize in the Sunfish division, out-sailing his mentor, PYFC Junior Sailing Coach Jorge Santiago, while Savannah Baus won the top prize in the Optimist division. According to Jorge, “We love the Discover Dinghy Regatta because it gives us the opportunity to focus on youth sailing, and that’s the main goal of the entire Discover Caribbean Series, to support our junior sailing program.”

For more information visit www.discoverypyc.com.

Jurakan’s Round Tortola Win a Fitting Tribute to Dave West

Perfect conditions, fantastic turnout and fitting results. Only two weeks after Dave West passed away, his crew sailed his Melges 32, Jurakan, to an epic victory in the Peg Leg’s Round Tortola race on November 19th. This year’s race was dedicated to Dave West’s memory, in recognition of his huge contribution to sailing in the BVI. CSA Measurer Renata Goodridge says, “RIP Dave West — a talented and well-respected sailor throughout our Caribbean Sea.”

Jurakan, skippered by Andrew Waters, won Racing Class in a corrected time of two hours, 39 minutes and 58 seconds — just five seconds ahead of second-place Peg Leg’s crew assembled on stage to receive their first prize and the Peg Leg’s Round Tortola Trophy. Andrew Waters made a short speech, which ended with the crowd raising their glasses to the words: “Cheers, Dave.”

The Royal BVI Yacht Club thanks everyone who contributed to making the event a success. In particular sponsors Peg Leg’s and Nanny Cay, and the race committee volunteers Jane Metcalf, King Greenspan, Penny Haycraft and Matt Oliver.

Hark, the ARC! St. Lucia’s 6th Annual ARC Flotilla

Christy Recalci reports: The cannon fired in Castries Harbour, meaning one of two things: pirates were about to pillage and plunder the port or it is ARC time again. Luckily for St Lucia, the latter caused the ruckus, though many of the local sailors and crew of the 56 boats seemed to be in a pirate mood as they gathered for the 6th ARC Flotilla. On November 20th, the ARC (Atlantic Rally for Cruisers) set sail from Las Palmas de Gran Canaria, sailing across the Atlantic Ocean bound for St. Lucia. The local St. Lucian vessels simulate the sail by “rallying” from Castries Harbor to the IGY Rodney Bay Marina.

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To get 56 completely local boats on the water supporting this event, that’s huge! That’s about 83 percent of the island’s fleet, really showing everyone’s support to the ARC,” Adam said.

The ARC, organized by the St. Lucia Tourist Board, the St. Lucia Yacht Club and IGY Rodney Bay Marina, serves to increase local awareness of the ARC, which has proven its financial benefit to St. Lucia on many levels. “By the time the ARC boats get here about 5,000 people will be visiting the island primarily for this event. For us, it really shows the importance the marina plays in the larger economic environment, not just tourism,” Adam added.

The ARC, in its 26th year, has landed in St Lucia 21 times now. This year’s edition of the world’s most popular ocean rally has 271 vessels registered, with 1,188 sailors participating.

See story on ARC 2011 on page 18.

Ondeck Atlantic Adventure Prizegiving at the Barbados Yacht Club
Renata Goodridge reports: November 2011 saw two of Ondeck’s four Farr 65 sailboats race each other 2,100 nautical miles across the Atlantic, sailing from Sao Vincente, Cape Verde to Carlisle Bay, Barbados, with only hours between them at the finish. First prize went to Spirit of Juno, which arrived in Barbados on November 20th, crossing the Atlantic in 12 days, while second went to Spirit of Juno, which finished 14 hours later on the 21st. The weather coming across varied from dead calm to raging squalls but the boats and their crews forged ahead, knowing that the sunny beaches of Barbados were waiting at the other end.

Senator Peter Gilkes handed out prizes for first and second place, as well as to the youngest sailor on board (Sam Robinson, 20) and to the eldest sailor on board (Clive Wheatley, 71).

Mark Burton, Ondeck’s lead skipper as well as skipper of Spirit of Juno for this most recent crossing, is an integral part of the company’s team and has been steering the Farr 65s for four years now. This year Kylea Trinder was shore support for the boats, making sure needs were met on both sides of the Atlantic. Also present for the prizegiving were Ondeck managing directors Peter Anthony and Michael Williams.

Senator Gilkes also presented the Spirit of Adventure award to Ynke Vellinga. This award is given to the person on the trip whom the Ondeck staff felt achieved the most, and represented what the trip is really all about. Ynke decided to do the trip after her father passed away last year. She said he had always wanted to cross the Atlantic, so Ynke took this trip in honour of his memory.

11th Club Náutico de San Juan’s International Regatta
Hot competition, superb sailing conditions and great fun on and off the water is...
Strong Sponsorship and New Name for Grenada Work Boat Regatta

Scotiabank is the new title sponsor for the 2012 Grenada Sailing Festival Work Boat Regatta, formerly known as the Scotiabank Work Boat Regatta. The company has been a top-level supporter for the past three years and now moves into the central role for this high-profile national event, to be held February 4th and 5th, 2012 on Grand Anse Beach.

Thanks to valuable additional support from long-term sponsor United Insurance, which provided funds for integral maintenance on the Festival’s own work boat fleet, an important element of the event’s sailing tradition will continue for another year at the 2012 Work Boat Regatta. Back in the 1990s, as part of the Festival’s commitment to traditional community sailing, the Grenada Sailing Festival commissioned its own fleet of five matched-design 16-foot work boats – the GSF16s – especially for the event. These were built in Gouyave and have been used ever since in what has become the high spot of the event – the National Team Sailing & Skipper of the Year Finals.

There is further good news for the 2012 Grenada Sailing Festival and its Work Boat Regatta with the confirmation of more new premier sponsors – Grenada Breweries Ltd joining with Carib as the beer brand of the Scotiabank Work Boat Regatta, prestige prizes from Chivas Regal, plus Grenada Broadcasting Network becoming the official Broadcast Sponsor and LIME taking up the role of official Communications Sponsor. Festival Chairman James Bristol welcomed Scotiabank’s new role and the Festival’s other sponsors. “For nineteen consecutive years the Grenada Sailing Festival has been proud to run the national Work Boat Regatta, which has become an extremely important event not only to the island’s sailing communities, but to all Grenadians and overseas visitors too. This is a significant part of the Grenada Sailing Festival’s remit to help support and develop sailing in Grenada and its sister islands. With its strong commitment to youth development, sport and community, I know that Scotiabank will be an excellent partner and title sponsor for the Scotiabank Work Boat Regatta 2012.”

For more information visit www.grenadasailingfestival.com.

More Ways to Win at Puerto Rico Heineken International Regatta

Hot competition in monohull and multihull classes, plus more ways to win with the addition of three new prizes, highlight the 2012 Puerto Rico Heineken International Regatta (PRHIR), set for March 16th through 18th. Sailors from throughout the Caribbean and the world come for the high-caliber racing along Puerto Rico’s windy southeast coast and for the nightly parties ashore.

“it’s race courses that test all sailors’ skills, one of the best race management programs in the Caribbean and exceptional facilities offered at the Palmas del Mar Resort & Yacht Club that make the Puerto Rico Heineken International Regatta so special,” says regatta organizer, Angel Ayala. One of the classes to boast incredible competition next year is the Hobie 16. Puerto Rico’s Enrique “Kike” Figueroa and crew Victor Aponte are fresh from winning a gold medal at the 2011 Pan American Games, while fellow Puerto Rican beach cat sailors, —Continued from previous page
Regatta at the top of West Indian racing events. François Tolède, Luc Poupon and
alist and match-racing expert, and his friends in the Caribbean Sailing Association
official list of Caribbean regattas. Peter Holmberg, the Virgin Islander Olympic med-
able to take advantage of the exceptional sailing conditions in the magical setting
organizers are doing their utmost to ensure that as many sailors as possible will be
same goal in mind: to offer sailors from around the yachting world maximum enjoy-
steady development following the success of the previous two editions, with the
award you hold this year’ is our slogan.
created right here in the BVI. ‘The drink you were holding last year may be the
The glass will be recycled and repurposed to make outstanding awards that are
Sailor for the Sea certification. This year we will be using all the bottles we have recy-
cled over the past three years — over 45,000 — to be made into our 2012 awards.
March 28th and 29th. This is a Grade 3 event. Please contact us for an invitation.
Director Judy Petz says, “We have three race areas, with 18 classes — the right rac-
ing for everyone. We are adding the Gill BVI Match Racing Championships on March 28th and 29th. This is a Grade 3 event. Please contact us for an invitation.
“We are also continuing our practice for a greener regatta and our silver level with
Saltier for the Sea certification. This year we will be using all the bottles we have recy-
cled over the past three years — over 45,000 — to be made into our 2012 awards.
For more information visit www.bvispringregatta.org.
Les Voiles de Saint-Barth: The Place To Be!
Les Voiles de Saint-Barth, scheduled for April 2nd through 7th, continues with
same goal in mind: to offer sailors from around the yachting world maximum enjoy-
ment out on the water and ashore. With the support of their faithful partners, the
organizers are doing their utmost to ensure that as many sailors as possible will be
come up, with careful attention paid to the race courses around the islands and rocks
swept by the seas and the seasonal tradewinds, to make them as technical and
tactical as possible. In addition to the Maxi Yachts, Racing Yachts (spinnaker and
non spinnaker), Classic Yachts and Racing Multihulls may be joined by several TP52s
following requests from a certain number of owners; “If there are more than five
boats, we reserve the right to open a new class and they will have their own com-
petition,” added François Tolède.
Without over-estimating the demand, the harbour in Gustavia can welcome 70
boats. The concept of the race on the water and a friendly reception ashore
clearly pleases everyone. Peter Holmberg praises the wisdom of this approach and
the perfect combination of racing and friendly gatherings ashore: “Les Voiles really
does offer an intelligent concept. The organizers have taken the initiative, found the
right formula, pleasing hardened racers and those competing for their own enjoy-
ment. The message is clearly understood and is circulating around the racing world.
Saint-Barth is in the process of becoming necessary on the event calendar in the
Caribbean in April. It is up to the organizers now to keep the growth of the event in
check, so that it will remain one of the leading regattas in the Caribbean.
For more information see ad on page 17.
Finland’s Lindberg Tops World-Class Competition

by Carol Bareuther

“Rain don’t stop the Carnival” in the Virgin Islands and neither did a downpour derail any of the match racing action at the fourth Carlos Aguilar Match Race (CAMR), presented by Ulysse Nardin/Trident Jewels & Time. The sprinkles turned to squalls just as Finland’s Staffan Lindberg sailed over the finish line three boatlengths ahead of the USA’s Sally Barkow to win the Finals 3-1. “It wasn’t easy,” says Lindberg, who is currently rated the 15th match racer in the world. “The conditions were very tricky and I was amazed by the quality of the other sailors at this regatta.”

Lindberg lost to Barkow in the first race of the Finals and came back to win the next three and the championship.

“Sally made good work of me in the first three starts,” says Lindberg. “In the last race, we were able to pull ahead and sail one long tack to the finish.”

Robert Skarp, Carl-Johan Uckelstam and Benny Ulvaeus sailed with Lindberg as crew.

For their win, Lindberg and his team were each awarded a distinctive Ulysse Nardin precision timepiece. In addition, the team received an invitation to the prestigious Stena Match Cup Sweden, in Marstrand, Sweden, in the summer of 2012. The CAMR is an Official World Tour Qualifier (WTQ) for the 2012 World Match Racing Tour (WMBT) (www.worldmatchracingtour.com).

Barkow, the fourth-ranked woman match racer in the world, who hopes to represent the USA in Women’s Match Racing at the 2012 Summer Olympics in Weymouth, UK, says, “We were so close. We tried hard, but just didn’t get it in the end,” she says. “There were definitely some tough conditions. There were moments when we weren’t sure what the wind was doing. It was a good challenge.”

This is the first year the Carlos Aguilar Match Race was an Open event, meaning men and women sailed both on the same teams as well as against one another. “It’s great to race against good teams, men or women, when there’s such a high level of competition,” says Barkow.

The USVI’s Taylor Canfield won the Petite Final 2-0 over the USA’s Dave Perry, thus each skipper finished third and fourth, respectively. “It was tough to get in phase with the breeze all over the course and with new crew,” says Canfield, who is ranked 28th in the world and who won this event in 2008. “But it’s always great to be back home and sail in the harbor.”

This is the third CAMR in which Perry has competed, finishing third, fifth and now fourth. “It’s incredible to sail here because it’s sunny and warm,” says Perry, who is the author of Understanding the Racing Rules of Sailing Through 2012.

In other team scores, Greece’s Stratis Andreadis finished fifth; the USVI’s Tyler Rice sixth, the USA’s Stephanie Roble seventh, the BVI’s Colin Rathburn eighth, the USA’s Sandy Hayes ninth, the USVI’s Nikole “Nikki” Barnes tenth, Puerto Rico’s Jorge Santiago 11th, the USA’s Louise Bienvenu 12th and El Salvador’s Mauricio Gallardo 13th.

The four-day Grade 2 match race was sailed in Inter-Club (IC)-24s.

The St. Thomas Yacht Club (STYC) and the Virgin Islands Sailing Association are organizing authorities for the CAMR, named for the late Carlos Aguilar, who was an avid sailor and match racer.

Supporting sponsors of the CAMR are the US Virgin Islands Department of Tourism; Heineken Beer, distributed in the U.S. Virgin Islands by Bellows International Ltd.; Budget Marine; Hooters; Patron, distributed by Premier Wines & Spirits; Choice Communications; Bolongo Bay Beach Resort; Yacht Haven Grande; and St. Thomas Yacht Club.

For more information visit www.carlosmatchrace.com.
After sailing some 2,700 miles from the Canary Islands to St. Lucia, Mission accomplished. More than 200 yachts carrying crews of 38 different nationalities safely reached Rodney Bay Marina. The World Cruising Club organizes the Atlantic Rally for Cruisers, which annually brings more than 200 yachts from Europe to the Caribbean, and recently joined forces with the Caribbean 1500 rally, which brings some 60 boats down from the US East Coast.

For the past two decades, the ARC’s finish line has been at Rodney Bay, St. Lucia, and the St. Lucia Tourist Board works hard to provide a warm welcome. There’s a ship’s technician in the boatyard and a new security company has stepped up the safety factor. Marina manager Adam Foster adds that the marina now boasts an optician: “Sailors are always losing their glasses!”

St. Lucia is on a mission to remain the ARC’s landfall. Tracey Warner Arnold says, “For us, the ARC is hugely important. It puts us on maps that we otherwise wouldn’t be on.” Adam Foster adds, “The ARC is the start of our season. An average of 30 percent of the marina’s year-round occupancy is represented by ARC boats.”

St. Lucia’s Director of Tourism, Louis Lewis, adds that St. Lucia is a perfect first landfall for boats coming from Europe: “St. Lucia is compelling — it’s the entire Caribbean condensed into one island, with beaches, rainforest, soft adventure, sailing, diving, a street party every weekend and a warm population. It has something for every interest and budget.”

Not least among the island’s attractions, ARC arrivals enjoy marina life after weeks at sea. Rodney Bay Marina offers full yacht-related services plus an impressive variety of open-air dining options and other amenities on pleasant grounds. There’s a new ship’s technician in the boatyard and a new security company has stepped up the safety factor. Marina manager Adam Foster adds that the marina now boasts an optician: “Sailors are always losing their glasses!”

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St. Lucia’s Director of Yachting in the Ministry of Tourism, Cuthbert Didier, who served as General Manager of Rodney Bay Marina for many years, says ARC participants and their families will benefit not only from improved marina facilities, but also from St. Lucia’s new yachting legislation that includes reduced and simplified clearance charges, the waiver of pre-entry visa requirements for Australian and Russian nationals, and the allowance of a 72-hour stay after onward clearance.

Mission: Sailing for the Whale

Austrian Andreas Hanakamp did the ARC 2011, Racing Division, aboard an Alkaria Class 40, Vaquita, the first boat to arrive in St. Lucia in her racing division and fifth across the line. Andreas has sailed in the Olympics, the Sydney-Hobart race and the Fastnet, and he was skipper of Team Russia in the 2008-09 edition of the Volvo Ocean Race. Recently, he and his team have been campaigning Vaquita on the international racing circuit. But Vaquita’s mission isn’t just about winning races. Andreas says, “I have observed changes in the ocean over the years — massive changes in the ‘90s.”

Andreas sailed ARC 2010 aboard the same boat, then named We Sail for the Whale, in support of the work of the international Whale and Dolphin Conservation Society (WDCS, www.wdcs.org) and he and the boat’s owner, Christoph Peter, continue their support, having renamed the boat after a small, native, rare and extremely endangered species of cetacean (Phocoena sinus).

—Continued on next page
to each arriving ARC boat
A warm welcome — including iced rum punch — is given
A warm welcome including iced rum punch is given

Mission: Restoring Family Tradition
The handsome 62-foot (19-metre) Campbell & Dickie ketch Cruinneag III was built in Scotland in 1936, making her the oldest boat in the ARC 2011 fleet.

—Continued from previous page
Andreas says. Vaquita is headed next for the challenging RORC Caribbean 600 race, which starts on February 20th in Antigua, to continue spreading the word about marine conservation in the Caribbean... hopefully by winning. He attributes Vaquita’s excellent performance in ARC 2011 to excellent team training by a crew that knows how to ‘keep the boat under the sails’, an owner with clear expectations, and a new A2 spinnaker that is a

not only his own boat, but was restoring a family tradition.
Nick first sailed on Cruinneag III as a baby — his grandfather had bought her in the 1950s and Nick sailed with him during the first 30 years of his life. Cruinneag — the name means damsel in Gaelic — was in the family for more than 40 years until sold in 1997. Interestingly, the new owner once attempted a transatlantic — the name means damsel in Gaelic — was in the family for more than 40 years until sold in 1997. (Interestingly, the new owner once attempted a transatlantic

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In the spring of 2010 Lynda and Graham went to the London Boat Show and met ARC organizers Andrew Bishop and Nick Martin at the World Cruising Club stand, an encounter that started something. Lynda first thought, "No way I'd cross the Atlantic," and then she thought, "The 32.5 is too small...." Lynda and Graham went to the Dusseldorf boat show where Chosen One was on display. "We never got off the Dufour dock," Lynda admits. They bought Chosen One in February 2011, put it in the water in April, and sailed as much as possible before the ARC start in November.

Only weeks before the start, Lynda’s shoulder was dislocated when a mainsheet caught her during an accidental gybe on a friend’s boat, but she soldiered on. Graham, Lynda and 22-year-old James sailed the boat to the Canaries. Then 18-year-old Matt, just before flying to join the boat in Las Palmas mere days before the ARC start, received a surprise diagnosis of Type One diabetes. Ordinarily his doctors would have forbidden his sailing across the Atlantic while just beginning to cope with monitoring blood-sugar levels, new dietary restrictions, insulin injections, etcetera, but in a rare coincidence, Lynda is a trained diabetic nurse. She hopped on a plane back to England, conferred with her colleagues, and at Matt and Lynda’s insistence the doctors let him go.

Why was this family so determined to do ARC 2011? Lynda says, "The timing just was right. James is training to be a commercial airline pilot and will be flying off. Matt starts university next year. We had the right boat, all fitted out — we’d had so much time and effort invested. The organization and planning was all done. The housesitter was in place. We couldn’t imagine cancelling and starting over; not going would’ve been a terrible letdown. Plus, you get so buoyed up by the parties and the enthusiasm of the others — the ARC sweeps you along in its wake.”

Lynda mentions almost as an aside that she suffers from neuropathy and ashore sometimes has to walk with a stick. At times there is pain. Asked if sailing across the Atlantic was worth it, she beams. "When the boat is creaming along, going beautifully, there’s nothing better. Seeing dolphins is a delight, and at night we saw — horns, waves, cheers, rum punch — it’s a high. I would’ve been gutted if I hadn’t done it with them, if I’d just flown in at the finish. Now I feel ‘If I can do this, there’s nothing I can’t do.’"

Matt says, "The whole thing’s been amazing" — even going up the mast twice at sea to re-reeve chafed halyards. "We all feel a sense of achievement. It was a long project that took a lot of work, and it’s not something that just anyone can do. Among us, nothing went wrong that we couldn’t sort. And then at the end, here you are in paradise, with your family on your own boat.

Would they encourage others to overcome any challenges of their own and go on a sailing adventure? Lynda says, “I’d tell others that you can manage. If you prepare the boat and yourselves as best you can, and do what you can, but know your limits and understand each other’s limits, you can handle it. Nobody knows what’s ahead, so if there’s something you want to do, try it. If you show determination and bravery, you can do almost anything.”

Lynda wrote in her blog: "One thing I do know is that when we go to the next London Boat Show in January, the weekend we fly home from St. Lucia, I will be very careful about what Andrew and Nick talk us into next!"

For more information on the ARC and other World Cruising Club events visit www.worldcruising.com.

Many thanks to World Cruising Club, the St. Lucia Tourist Board, the Palm Haven Hotel, and all the ARC 2011 participants who shared their stories and made this report possible.
by Liesbet Collaert

“My friend has sailed around the world and his favorite place is Los Roques in Venezuela!” “Los Roques are awesome. We wish we could have stayed longer!” “Definitely stop at Francisquís in Los Roques. It is so nice there!” “If I would go back to the out islands of Venezuela, I’d love to stop at Los Roques again!”

These are just a few comments my husband, Mark, and I heard when we asked fellow cruisers about Los Roques before heading to this Venezuelan offshore archipelago ourselves in the beginning of November 2011. It sure sounded like a wonderful place. The writer of our guidebook raves about how pleasant it is to sail around this blissful area with “stiff breezes, a flat sea and ever changing watercolors”. We couldn’t wait to get there for some peace, beauty and a different scene after three years of Eastern Caribbean cruising. Based on all the stories, we expected water as clear as in the Bahamas, white sandy beaches, magnificent snorkeling, remoteness, and few other boats.

It took our little cat a little while to cover the 120 miles between Isla La Blanquilla and the northeastern part of Los Roques. The northeast wind of the previous night decided our landfall; it all of a sudden made Francisquís a feasible stop with plenty of light left to see reefs and shoals. The conspicuous rocky features of El Gran Roque had been visible for a few hours and formed a brilliant backdrop for the anchorage of Francisquís. When we entered this protected lagoon, we were surprised to see six other boats. The water wasn’t clear at all and even though we could easily make out the reefs, navigating the area was a bit tricky, because a new island (with house) had appeared since the chart in our book was drawn. From the moment we arrived, Venezuelan pirogues were speeding by to and from the farthest beach in, where a beach bar and palapas adorned the sand. The sound of four prop planes interrupted our thoughts more than once. We must have parked in the flight path!

It went without saying that Francisquís would not be the place for us to find some rest and that we needed to move away from the Gran Roque area. The day we did that, the stiff breezes were on leave, so we had a very relaxing downwind “sail” with just the jib out, all the way — 13 miles — to Isla Carenero. At two knots, thanks to the current, it took us basically all day to reach this promising island. Based on the descriptions, we were to find clear water and excellent snorkeling in the protected southeastern bay with open views of turquoise water to the west.

After having anchored next to a huge Venezuelan powerboat in 30 feet (instead of 20) of murky water, we felt a bit disappointed again. The snorkeling was fair and we saw a lot of healthy conch, but nothing special. Los Roques is a national park and collecting conch is forbidden, so we stuck to another meal of the delicious kingfish we had caught a few days earlier. While having cocktails, the familiar sound of a hammer hitting conch shells could be heard next door. No habitation on the beach here, only a big pile of garbage, mangrove trees everywhere and a massive colony of attacking mosquitoes ready to invade Irie. The expansive view west was indeed very pretty.

—Continued on next page
Mark strolls the sand spit connecting Cayo de Agua and West Cay

—Continued from previous page

On our day sail across Los Roques, we had passed one particular island that looked very beautiful indeed. We decided to backtrack to Sarqui and join the sailboat anchored over there. This detour was worth the 45 minutes of motoring into wind and sea. We kept the reef to port and anchored well away from it in white sand beaches all around. To us, the anchoring zone “inside” wasn’t very obvious, so we just worked our way through weedy areas and reefs into a beautiful clear zone “inside” wasn’t very obvious, so we just worked our way through weedy areas and reefs into a beautiful clear zone.

Getting in the water and snorkeling over the nearby coral patches was a pleasure. The water has a magnificent turquoise color and is by following the western side of West Cay. The best and most pretty way to reach the lighthouse is to submerge yourself and cool off. Very picturesque! Now you have a choice of inviting creatures, but mostly dead or bleached coral.

In the mornings, tourists are dropped off on the beaches of Los Roques with a cooler, a couple of chairs and a bigger sister island. Then there was one stop left before moving on to the next archipelago, Los Aves: the island where (I assume) most cruising boats stop on their west. It is written up beautifully and talked about endearingly. Cayo de Agua sports a red-and-white striped lighthouse, is surrounded by massive patches of reef, contains sand dunes and even a few palm trees and is blessed with white sand beaches all around. To us, the anchoring zone “inside” wasn’t very obvious, so we just worked our way through weedy areas and reefs into a beautiful clear zone.

When Mark and I planned our visit to Los Roques, we were a bit in the dark about the rules and regulations and the behavior of the Coast Guard, stationed on El Gran Roque. It is hard to find current information and for safety reasons we didn’t want to go to mainland Venezuela to check in. Friends told us stories ranging from “don’t worry about it”, “we didn’t see anybody” and “just make sure you have some liquor and cigarettes” to “we paid the national park fee, which cost us about US$180”. So, we didn’t quite know what to expect and were going to “wing it”, see what happens.

—Continued on next page

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After moving around freely for about five days and arriving in Cayo de Agua for the weekend, **Irie** was approached on a Saturday by a dinghy with two Guardia Costa officials dressed in black. They hopped aboard, did a “safety inspection” (i.e. filled out a whole bunch of paperwork), told us we were supposed to pay a very high fee for the national park and suggested a tip instead to do us a favor.

Rum and cigarettes didn’t do the trick, so we “bargained” them down and handed over some cash. Usually, we have our principles about this sort of thing, but we felt the situation was different here. It is a national park, we did not officially clear in or visit park headquarters and we had been having a nice time so far. It doesn’t mean we agree with the way things went — and afterwards had second thoughts with a multitude of different ideas to apply — but at that unexpected instant we felt everyone was happy with and benefited from this approach. We were granted an extra day to enjoy their beautiful land and agreed to leave on Monday. As far as we understand it, cruisers are officially allowed to spend one night for free in Los Roques and are supposed to pay the park fee afterwards.

I’m sure everybody’s experience in Los Roques is different. In our opinion, they are worth a stop. They are amazing if you haven’t been anywhere else but the Eastern Caribbean; they are enjoyable if you have been to the Bahamas or the Pacific. Either way, you will find peace and beauty if you pick the “right” islands, don’t shy away from reef navigation and have some money set aside for a propina!

**Liesbet Collaert** is a freelance writer who lives and cruises on S/V **Irie** with her husband, **Mark Kilty**. For more stories and pictures, check out their website www.itsirie.com.
BASIL'S BOUTIQUE

Festival takes place from January 25 - February 8, 2012. Call (784) 488-8350 or VHF 68.

AT BASIL’S: Basil’s Bar is home of the only Blues Festival in the Caribbean. The Mustique Blues takes place on Wednesday nights. Come to Basil’s for cocktails anytime and plan to attend the Wednesday Night Jump Up until late. Enjoy the best beefburger in the Caribbean. Now equipped with WIFI, you can enjoy sunset cocktails and internet access. Basil’s Bar in Mustique is all that and more: offering fresh seafood, lobster in season, steaks and barbecued meat.

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Visitors to Mustique are invited to:

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BASIL’S GREAT GENERAL STORE: There is nothing general about Basil’s Great General Store. Bountifully stocked with fine French wines, cheese from Europe, gourmet jams and sauces, imported cigars and an unusual collection of books not to be missed. Fine foods in Paradise.

Visitors to Mustique are invited to:

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big news in Tobago is that John and Kate have set up Store Bay Marine Services, in an almost flat calm, and spent a pleasant time running all over the island. The ing guides. Visit his website at www.sailorsguide.com.

Given a thought to a dock where yachts could take on fuel and water, or maybe even the world's most advanced and fanciest goat racing stadium, but do not appear to have let alone a yacht. In the meantime they seemingly have unlimited funds to build the Buccoo Marine Park, they stipulated you cannot even navigate in it by dinghy, absolutely nothing to encourage yachting. Almost the opposite: when they created services business based there is a great first step. But the local government has done are few they tend to be very friendly. While we were there we saw about 20 yachts docked among all the anchorages in Tobago — about a quarter of the number in Prickly Bay, Grenada alone.

The Bad

The main downside to Trinidad & Tobago has nothing to do with the recently ended curfew or the state of emergency, which barely affected yachters. Neither does it have to do with crime, which in a cruiser context is no better or worse here than anywhere else. It has to do with the worst system of officialdom in the Eastern Caribbean. When I arrived at the airport on my most recent return to Trinidad, I was given, as usual, two days to check with Immigration in Chaguaramas. But whereas before, Immigration in Chaguaramas would sign me onto my boat and that would be that until I left, this time they told me that now they did not sign me onto the boat till it left, and in the meantime they would have to apply for an extension for me for the time I wanted to be in Trinidad & Tobago, which would take five days — come back then. The officer, who was very pleasant, told me that what was supposed to happen was that the Immigration officer at the airport was supposed to stamp me in for my entire stay when I entered. This story was completely contradicted by the next officer I met, when I came back to get my extension, who said they had tried that and it was abused so they were now doing it this way. Either way, by the time I got out of the state two whole pages of my passport were filled with completely unnecessary stamps, and all the paperwork and office visits wasted both the Immigration officers' time and mine.

Trinidad & Tobago Customs want to know where you are all the time, even if you just go out for a day sail. In nearly all the other Caribbean nations, once you have cleared in you are basically free to cruise within that country till you leave. But Trinidad has reverted to the old system that was extant throughout the islands around 40 years ago, a system of needing clearances to do anything. T&T Customs still use the endless forms as if a yacht is a freighter, with such questions as "how many stowaways do you have?" if they need to know where we are, we don't mind. We all have cell phones and would be happy to tell them, but this thing of having to take in your boat papers and get them marked up every time you lift anchor is ridiculous, and almost seems designed as a form of harassing yachts. One Trinidadian told me it was, in fact; it was a way of harassing Trinidadians who register their yachts overseas, thus escaping local duties. Neither does it have to do with crime, which in a cruiser context is no better or worse here than anywhere else. It has to do with the worst system of officialdom in the Eastern Caribbean. There are a lot of stories about Trinidad & Tobago customs officers demanding hundreds of dollars for clearances. Even if you bought the clearance at one place and then changed your mind and went to another, you still had to pay again. This is a system that is almost designed to stop anyone from wanting to come to Trinidad & Tobago. The main downside to Trinidad & Tobago has nothing to do with the recently ended curfew or the state of emergency, which barely affected yachts. Neither does it have to do with crime, which in a cruiser context is no better or worse here than anywhere else. It has to do with the worst system of officialdom in the Eastern Caribbean. When I arrived at the airport on my most recent return to Trinidad, I was given, as usual, two days to check with Immigration in Chaguaramas. But whereas before, Immigration in Chaguaramas would sign me onto my boat and that would be that until I left, this time they told me that now they did not sign me onto the boat till it left, and in the meantime they would have to apply for an extension for me for the time I wanted to be in Trinidad & Tobago, which would take five days — come back then. The officer, who was very pleasant, told me that what was supposed to happen was that the Immigration officer at the airport was supposed to stamp me in for my entire stay when I entered. This story was completely contradicted by the next officer I met, when I came back to get my extension, who said they had tried that and it was abused so they were now doing it this way. Either way, by the time I got out of the state two whole pages of my passport were filled with completely unnecessary stamps, and all the paperwork and office visits wasted both the Immigration officers' time and mine.

The Good

Another good thing: There's Bamboo Art at Plymouth, Tobago. From a sailing family on the south coast of England, Chris Doyle earned a doctorate in psychology before sailing to the Caribbean in 1969 and becoming a resident of Grenada, and a charter and delivery skipper. He is the author of several regional cruising guides. Visit his website at www.sailorsguide.com.
“Red sky at night…” When was the last time you really looked at the sky during happy hour? For that matter, when was the last time you even tapped the barometer? Yet weather prediction occupies a large part of sailors’ attention.

According to Wikipedia, it was not until the invention of the electric telegraph in 1835 that the modern age of weather forecasting began. Before this time, it was not widely practicable to transport information about the current state of the weather any faster than a steam train (and the train also was a very new technology at that time). By the late 1840s, the telegraph allowed reports of weather conditions from a wide area to be received almost instantaneously, allowing forecasts to be made from knowledge of weather conditions farther upwind… In the United States, the first public radio forecasts were made in 1925 on WEEI, the Edison Electric Illuminating station in Boston. Television forecasts followed in Cincinnati in 1940 or 1947 on the DuMont Television Network. The Weather Channel is a 24-hour cable network that began broadcasting in 1982, and sailors have been known to cluster around Caribbean beach-bar TV’s during hurricane season.

The technology used to disseminate weather forecasts is continually evolving. Although it’s been a very long time since people tried seriously to predict the weather by examining onion skins or seeing whether or not the groundhog went back in his hole, it has also been a while since mariners routinely listened to good old WWV radio for marine storm warnings (Atlantic high seas warnings are still broadcast by WWV at eight and nine minutes after the hour on 2.5, 5, 10, 15 and 20 Mhz), because they no longer need WWV’s “time ticks” to ensure the timing accuracy of sextant sights. The use of once-popular weatherfax has to a great extent been replaced by GRIB (GRIdded Binary) files.

Today, with WiFi so widely available in the Caribbean, increasing numbers of sailors get their weather information from on-line sources. Here we present a selection that various Caribbean cruisers have recommended.

Caribbean National and Island Weather Websites

- Cuba Met Institute: www.met.inf.cu (in Spanish)
- Dominican Republic Met Office: www.onamet.gov.do (in Spanish)
- French West Indies Weather: www.meteo.fr/temps/domtom/Antilles (radar mosaic)
- SXM Cyclone/St. Martin: www.sxmcyclone.com (in French)
- Weather Service of the Netherlands Antilles and Aruba: www.meteo.an

International/General Weather Websites

- NOAA’s Environmental Visualization Laboratory: www.nvrl.noaa.gov (great satellite images, animations and more visual storm stuff)
- PassageWeather: http://passageweather.com (provides seven-day wind, wave and weather forecasts to help sailors with passage planning and weather routing)
- Storm Pulse: www.stormpulse.com
- Weather Underground: www.wunderground.com/tropical

Commercial Marine Weather Service Websites

- Buoyweather: www.buoyweather.com (supplies free two-day forecasts in addition to paid for custom forecasts)
- Chris Parker’s Marine Weather center: www.mwxc.com (paid-for custom forecasts)
- Crown Weather Services: www.crowncrweather.com (provides a good Tropical Weather page in addition to paid-for custom forecasts)

Hurricane Information Websites

- Caribbean Hurricane Network: www.stormcarib.com
- US National Hurricane Center: www.nhc.noaa.gov

In addition, weather forecasts, radar and interactive weather maps are available at http://ibiseye.com, and surf forecasts (great for those “iffy” anchorages) are provided at http://magicseaweed.com.

Finally, this site includes a comprehensive list of other Caribbean weather sources: www.tropicalwx.com.

Happy weather windows!
See link on Compass Homepage

CALENDAR OF EVENTS 2012
See link on Compass Homepage

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See link on Compass Homepage

CALENDAR OF EVENTS 2012
See link on Compass Homepage

CALENDAR OF EVENTS 2012
SELECTED CARIBBEAN SHORTWAVE WEATHER REPORTS

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<th>UTC</th>
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<td>Voice</td>
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Frequencies (in kHz):
A) NMN, Chesapeake, 4426, 8674, 13089, 17314, NMG, New Orleans, 4316, 8502, 12788, Caribbean Sea approximately 25 minutes later.
B) 4316, 8502, 12788, 17144.5
C) 4369, 8788, 13110, 17362, 22804, Gulf of Mexico, Southwest North Atlantic, then Caribbean Sea

Note 1: Unless severe weather threatens, this net is not conducted on Sundays. When there are active Tropical systems in the Atlantic, Caribbean Weather (Chris) runs a Net at 2300 UTC / 1900 AST, on 8137, Voice, USB. For complete schedule and changes visit www.caribwx.com/ssb.html

Note 2: A George comes on at approximately 0710 with a weather synopsis, then moves to 7086 and at 0730 gives the complete Caribbean forecast including rebroadcasting WEFX.

- WWV has World Marine Storm Warnings (Voice) at 8 minutes after each hour, and Solar Flux information at 18 minutes after each: on 2500, 5000, 10000, 15000, and 20000 AM.
- During hurricane activity, information can be found continuously on the Hurricane Watch Net on 14325 USB/ham.
- Anyone, licensed or not, may legally operate on HAM frequencies in the event of a life-threatening emergency.
- For cruiser info, check out the Coconut Telegraph at 1200 UTC (0800 AST) at 4060 USB. Also of interest, with weather, security and general info segments, are the Panama Connection Net at 1330 UTC on 8107 and the Northwest Caribbean Net at 1400 UTC on 6209.

SELECTED CRUISERS’ VHF NETS
- Nassau, Bahamas 0715 VHF 14
- St. Martin/Maarten 0730 VHF 14 Monday-Saturday
- English Harbour 0900 VHF 68/06 Daily
- Rodney Bay 0830 VHF 68 Monday-Saturday
- Grenada 0730 VHF 68 Monday-Saturday
- Chaguaras 0800 VHF 68 Monday-Sunday
- Portnair 0800 VHF 72 Monday-Saturday
- Puerto La Cruz 0745 VHF 72 as available

Thanks to numerous cruisers for this information, which was correct to the best of our knowledge as this issue of Compass went to press. With corrections or comments, contact sally@caribbeancompass.com.
The crew of S/V Boldly Go likes to go comfortably also. Aboard our 40-foot sailboat, the cockpit creates a spacious place to eat, visit, read, do small repairs, play games. But spacious is a relative term. More to the point, our lovely living room afloat is just that — afloat.

Living aboard 24/7/365 for two and a half years in the Eastern Caribbean, we want and need R&R time on shore. We chose Freedom (yes, with a capital F) over waiting to compile unlimited freedom chips. Therefore, a trade-off we accept is that we’ll use our chips for things other than hotel rooms and apartment stays. Periodically, we crave solid ground for sedentary, restful purposes. We look for a Front Room.

Generally, spending time in a Front Room is a daytime activity. Going ashore we search parks, cafés, restaurants, bars, hotels and other venues for a place that feels homey, that offers respite from the boat and shoreside errands. We’re happy with parks or public spaces if they meet our criteria. In fact, the public square in the town of Isabel Segunda on the Spanish Virgin Island of Vieques has WiFi in its scenic, bench town square. On a non-rainy day, it is muy tranquillo y perfecto!

Many places have strong WiFi but the background music or other sources of distraction are too loud. There may be shade but it will lack air circulation. We’re all about an open-air Front Room where the wind blows through stoutly keeping it cool and bug-free.

We have a “6K” list of criteria. They are: Quiet, Comfy, Clean, Connected, ‘commodating, and Cool. By cool we mean having good airflow. We like our Front Rooms natural and casual. This excludes AC. Comfy covers the gamut from offering creamy ice cream, to having ergonomic seating and a friendly atmosphere. When we say ‘commodating we’re not talking sand-free. In fact, one of our favorites, The Reef in Vieux Fort, St. Lucia, is located on a sandy beach, quite rustic, lovely.

Being ‘commodating means you are made to feel welcome without any expectation that big spending is a necessity. We often go on to take meals and spend money on services in a Front Room that ‘commodates us. If we’re to share the list of Front Rooms, this point must be understood and managed properly. All laptop packing, longtime chillin’ cruisers need to retain a respectful relationship with their Front Room proprietor. No big trick, just pay attention and pay your way.

“Imagine,” a friend said of a Grenadian marina owner, “how she felt when a cruising family arrived by dinghy from their anchored vessel outside her marina, marched past the ‘Pool for Marina Guests’ sign, and proceeded to spread their stuff out on the lounge chairs.

—Continued on next page
salads and ice cream are from time to time. Happy employees can return as fast as the mosquitoes leave. So, we modify our list toes became annoying too much of the time. Things can change. Good ice cream and criteria slide.

Sometimes, so enamored do we become of certain hangouts that we let one of the six joy-filled places we’ve struck upon, about which we’ve become sentimental.

Empathizing with business owners and understanding their business model is important; ‘accommodating goes both ways! “They pulled out drinks and food they’d brought ashore. Then, without patronizing the marina in any way, the mother approached the marina owner asking for complimentary towels.” Yikes!

Important towels.”

Quiet and comfy, with strong WiFi and delicious French plated meals. Mango Bay’s salads and ice cream are magnifique! A French restaurant that plays non-stop British and US 60s and 70s soft rock is welcome for Jim’s non-French-speaking ears, and they play it softly. Whether you speak French or not, servers are friendly and the overall atmosphere conducive to WiFi-related work or drafting things out on the broad wooden tables that make up their WiFi Mostly Snacking section.

Jambe de Bois, Pigeon Island, St. Lucia

Snagging anchor on the northern edge of Rodney Bay, getting back and forth to this Front Room is a short swim or dinghy ride accommodated by adjoining beach and great dock.

If you love eclectic art and music, this is likely a Front Room for you. Roosting alone, Jambe de Bois is surrounded by Pigeon Island National Park. This adds to its charm and serenity. While a minimal charge is applied for plugging into their electricity, by patronizing the restaurant, WiFi is only a homemade tart or fresh juice drink away. You won’t even mind when they convert your Front Room into Live Jazz Night every Sunday.

UPCOMING 2012 CARIBBEAN SAILINGS

MARCH: ST. THOMAS ➔ MARTINIQUE ➔ GENOA
APRIL: ST. THOMAS ➔ PORT EVERGLADES ➔ PALMA DE MALLORCA
MAY: ST. THOMAS ➔ FREEPORT ➔ NEWPORT ➔ PORT EVERGLADES
JULY: MARTINIQUE ➔ TOULON

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Jambe de Bois is tucked among the trees by the dinghy dock in the center of the photo. Take time to hike to the top of Pigeon Island for this panoramic view.

The Reef, Vieux Fort, St. Lucia

It’s location within a 15-minute walk of Hewanorra International Airport (yes, I walked over to see if our friends’ flight had arrived) or 25-minute walk from the anchorage, make it the hangout if you have time to kill awaiting your own or someone else’s flight. It’s a walkable distance but more comfortable as a bike ride through residential neighborhoods. To have a fantastic beach, be entertained by kite-boarders or try it yourself, play Frisbee and SmashBall or take a wavy plunge, it is a Front Room to which Ellen considers attaching a house!

We feel particularly at home here because there is a mix of people patronizing the place, ranging from St. Lucians on lunch break to Floridian surfer/kite-boarders, and the covered tables and chairs nestled in sand or on a wooden deck create a sporty energetic setting. WiFi is strong. Our whole-foods meals of raw fruits, vegetables, nuts, and occasional meat and fish on Boldly Go make indulging in the artery-clogging food at The Reef a treat.

We got to know a middle-aged German corporate-activities company owner who, while visiting the area with his ballet-studio-owning wife, did handstands in between kite-boarding lessons, played SmashBall with us and even came aboard Boldly Go for a sundowner. We also included a 30-something financial-analyst Londoner who was moving back to his family’s roots in St. Lucia. Oh, the wonderful people you get to know when you find Front Rooms that meet your sensibilities!

The Gingerbread, Admiralty Bay, Bequia

Only a B- grade on the WiFi, but A+ for its peaceful shady patio, Adirondack chairs, yummy homemade gingerbread and cakes, and Maranne’s Ice Cream. We find ourselves frequently zooming over to tie up at their dinghy dock. A plus here is that locals may invite you to a game of Scrabble, backgammon or checkers.

Yacht at Rest, Mind at Ease

Photo by Onne van der Wal
L’Aquarium, Union Island

An arrangement of overstuffed chairs and sofas create a lounge off the bar beside L’Aquarium restaurant in the Bougainvillea Hotel. Limited in size, it feels expansive because of commanding views over Clifton Bay. It is quiet, and the WiFi signal is strong. Some of our best Skype calls have occurred here. Taking into consideration the rough edges of Union Island, taking sanctuary by walking the mix of sidewalk and waterfront trail on the north end of Clifton past the town dock to find L’Aquarium is time well spent.

The Slipway, Tyrrel Bay, Carriacou

Time is short between lunch and dinner service, but mid-afternoon one finds a pleasant Front Room here. WiFi is unreliable but when the yachting community of Carriacou congregates here for happy hour around 5:00pm, any WiFi woes melt away. Ah. You have that feeling that your Front Room has just been invaded by hip and wonderful friends and family. If you like dogs, all the better. They arrive as regularly as their owners.

Jim sat with architectural guru Don Hanson from Marsvinet as he explained how he designed the Slipway building for commercial boat building and repair 20 years earlier. In 2010, it was converted to a restaurant and bar, retaining its maritime presence and showcasing a lathe, saw and other machining tools. Daniela plays eclectic jazz, pop and other relaxing tunes at volumes that allow conversation and tranquility. The charming presence of the owner permeates. Her lyrical Italian, interspersed with French or whatever language you’d like to converse in, wafts through this open-air sanctuary.

Whisper Cove Marina, Clarke’s Court Bay, Grenada

Not the best air circulation, but the owners have installed fans. They make a real effort. The French sensibilities reflected in landscaping, décor and procedures are sensible, soothing, inspiring. They continue to innovate the place. “Tomatoes and lettuce are inconsistently available in Grenada, so we grow our own,” said Marie. They added “Meet & Meat” this past year, a tiny market featuring fresh local meats. On a hillside, pleasing views out over Clarke’s Court Bay allow you to rest your eyes from your book or keyboard.

Le Phare Bleu Marina, Phare Bleu Bay, Grenada

Crisp, clean, cozy, avant-garde décor and furnishings create a peppy yet relaxed atmosphere. With healthy foods from their mini-market that include fresh baguettes, veggies and cheese, during non-meal hours we purchase a few drinks from the bar and, voilà, we’re in Front Room heaven. The chef here is innovative and, with any abundance of freedom chips, we gladly buy meals for the privilege of hanging out in the bar or poolside.

The chef here is innovative and we gladly buy meals for the privilege of hanging out in the bar or poolside.

Not all harbors or even all islands have a Front Room — or at least we haven’t found them. Your cruising experience will ignite thoughts of Front Rooms that you have grown to love. Do share if you know some, like we’re sharing with you now.
ROAD TRIP TO GRENVILLE, GRENA DA
by Mark Denebeim

About half way up the east coast of Grenada is a bustling seaside town called Grenville, in the parish of St. Andrews. On Fridays and Saturdays the downtown streets come alive with the sounds and sights of a market place, full of street-side barbecues, fruit and vegetable stalls, lingerie stands and local bars.

One Saturday in June, I left my catamaran, Snoozy, at anchor in Clarke’s Court Bay on the island’s south coast and drove along the very attractive eastern highway, passing the Westerhall Rum Factory, the Grenada Marine yard in St. David’s, the Royal Mount Carmel Waterfall, a nutmeg processing plant, and the villages of Marquis and Soufiste along the seashore, to check out the action.

The women were shopping, and most were smartly dressed with tight, fashionable hairstyles. While inquiring about a large hand of 14 green bananas from an elderly fruit vendor, one of the stylish women stopped alongside me. The elderly female vendor immediately barked out: “Put those breasts back inside where they belong, young lady, don’t you know that is exactly what men want from you?” as she pointed to the exposed cleavage of the surprised shopper. “I like men!” was all she could reply as she held the hand of her young equally fashionable daughter. “Don’t you know it’s what’s inside the woman that counts and that is what men should see on the outside, not your sexy breasts?” the vendor added while continuing to admonish the helpless victim. “But it’s the style.” she finally countered.

Farther along the road, some men were playing cards at a bar and yelled out to me, “Hey Texas, come over here!” guessing my nationality but not my state (I’m from northern California) in one greeting. They wanted to know what I was doing in Grenville when there were no other light-skinned shoppers in sight... and of course they differed to sell me ganja.

A woman named Theresa and her extend-ed family were selling sweets of various flavors from a card table by the road. When I enquired about each treat, they would all answer simultaneously making it difficult to understand their replies. It got so bad I had to ask them to allow only Theresa to respond! For one EC dollar each, she sold three-packs of coconut-ginger treats, tam-arooh balls, gingersnaps, peanut clusters, pink-and-white coconut sugar cakes and two types of coconut fudge. I bought one of each and they posed for a family portrait.

Many of the town’s roadside gutters had heavy metal grates over them, a rarity among Caribbean streets.

Returning to Clarke’s Court Bay, I took the curvy hillside road towards the Seven Sisters Falls and Grand Etang Lake. Here you can walk through the bush and enjoy awesome lake views or walk about 20 minutes to the falls and take a swim. There are usually trinket vendors at the parking area and monkeys come down from the mountain to greet tourists, looking for treats. (While walking towards Grand Etang, be careful of the monkeys, they will jump on your car and eat your food!) Returning to the falls, there you can get a picturesque view of Grand Etang.)

Just outside of Grenville, I stopped for dinner at Mellow’s Restaurant, a large well-kept bistro located in Balihar (on entrance to Beylands and other neighboring communities) and next to the brand-new Seales Music Conservatory. They served fish (or chicken) and chips, and steamed fish accompanied by a vegetable, noodle pudding or rice, green bananas and a small salad. The food was excellent and the price unbeatable: EC$15 per meal!

Both roads are beautiful and the road back delivers you to the north side of St. George’s with nice views of the marina and harbor along the way. The drive covered about 19 miles round trip through most of the southeast section of Grenada. If you go, take along a copy of this article and show it to Theresa, I promised her I would make her candy famous!

Captain Mark Denebeim offers charters and is writing articles and his memoir about Sanctuary throughout the Caribbean. For more information visit www.oceanbreezetours.com.

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Cruising in the Caribbean can be the experience of a lifetime. Fair winds, blue skies, wonderful anchorages, so much to see and do. What could possibly go wrong? What could you possibly do wrong?

Here I offer what I call the Seven Deadly Sins. You might say they are really the Seven Rules. However, the truth is, if you do not follow the rule, you commit the sin!

Rule #1: Thou Shalt Define Thy Caribbean Cruise

The first problem that arises comes from not defining your Caribbean cruise and its objectives. Some speak of a "Caribbean cruise" when they really mean a cruise through the Lesser Antilles. Others have a broader goal in mind but do not understand the sheer size of the Caribbean and what is involved.

You must lay out the Caribbean and break it down. I have always liked to do it in quadrants (see my article "Caribbean Voyaging: Sailing Clockwise Through the Quadrants" in the November 2011 issue of Compass), but there are many ways it can be done and you should use the one that makes sense to you. Some people do not like to cruise in areas where they do not speak the language, and that will become part of the definition of their Caribbean cruise. Others do not want to incur the cost of moorings or slips in marinas, and that can be part of the definition as well. Some people have more time and some have less, and thus the scope of the definition of 'the Caribbean' is likely to alter.

Things are what they are, and not what they are not, and to get the most out of them you must call them what they are. When you say "Caribbean" you must define exactly what you mean.

Rule #2: Thou Shalt Understand the Place to Which Thou Art Headed in All Its Ways as Best You Can

When you are cruising you must understand the area where you are headed. You must know the currents and the harbors. Where the reefs and rocks are. You must also know what the requirements are for things like passports and ship documentation, for the entry of animals into a country as well as the necessity for visas.

You must also understand, at least in a cursory way, the background and culture of a country so as not to offend when you are a guest in someone else's country. I have heard many cruisers openly criticize a country and its officials because they do this "wrong" or that "wrong" or because they do things slowly or do not do things your way and are thus "stupid" — such comportment is not valid. No matter what you think about local people and their customs, including requests for tips and even bribes, you do not have to comply with a request for a bribe or take it personally and respond negatively. When visiting a foreign country the response to a problem is often as important as the problem itself.

Rule #3: Thou Shalt Organize Thy Gear and Thy Boat

To cruise the Caribbean successfully you must have your boat well organized. You must be able to reef quickly when necessary. You must be able to drop anchor properly and also to be able to use a second anchor when required.

You must have the boat set up to work well in the Caribbean. It must have good ventilation because in a tropical climate that makes the difference between being comfortable and being very uncomfortable. You must have some type of awning that you can use at anchor that can be rigged quickly and will protect at least the cockpit area from the sun.

Your dinghy must be able to be used quickly and must work properly. It must have a fuel problem with the engine that can be resolved easily by having a change of filter at hand. Some even have a pre-filter set that can be switched by a lever to a filter that can change to a clean filter underway if necessary. This is a case of very good organization.

—Continued on next page
Rule #4: Thou Shalt Not Underestimate the Caribbean

Many think that cruising in the Caribbean will be a walk in the park. Fair winds and gentle waves are not the norm in the Caribbean, so do not underestimate the weather. If you do, you will regret it.

Rule #5: Thou Shalt Allow Sufficient Time for Thy Cruise

Most people worry about the weather. You must keep in mind that the engine is running. That the watermaker is making water. That the generator and alternator, solar panels and wind generator are making power. That the winches are working. That the running rigging is “running”. That each part of the “symphony” on a cruising boat is doing its part to make good music and that you must do your part to help it do its part. There is no such thing as “I have finished my maintenance”. Maintenance is ongoing and never ends. Do not confuse it with repairs. Maintenance is part to help it do its part. There is no such thing as “I have finished my maintenance”.

Rule #6: Thou Shalt Undertake and Perform All Necessary Maintenance

No one likes chores and maintenance on a boat, day in and day out, is a chore. You must keep in mind that the engine is running. That the watermaker is making water. That the generator and alternator, solar panels and wind generator are making power. That the winches are working. That the running rigging is “running”. That each part of the “symphony” on a cruising boat is doing its part to make good music and that you must do your part to help it do its part. There is no such thing as “I have finished my maintenance”. Maintenance is ongoing and never ends. Do not combine it with repairs. Maintenance is not a repair; it is what helps prevent repairs and reduce the need for them.

To undertake maintenance properly you must know the boat inside and out. You must have a list of all of its systems and must have a timetable to undertake maintenance as necessary on each of them. Even non-moving parts like turnbuckles and tangs must have a list of all of its systems and must have a timetable to undertake maintenance as necessary on each of them. Even non-moving parts like turnbuckles and tangs must be checked to see their condition from time to time. That is the “maintenance” that must be performed to be sure that all is in working order. Serious damage can result when maintenance is overlooked even for a brief time. The mainsheet needs to be checked for wear and possibly taken off and reversed to extend its life. That is maintenance on the running rigging. The list goes on and on and sometimes you can do maintenance simply by looking and seeing.

The point is that it must be done and nothing should be overlooked.

Rule #7: Thou Shalt Take All Necessary Precautions and be Prepared

Everything is going fine. The boat is properly maintained and you have cleared out and cleared of a number of countries. You are enjoying your cruise and have checked the weather carefully. You have planned your routes and have taken care not to “rhumb-line” cruise. In fact, you are so happy with the way things are going, you are tickled pink.

As a result you drop your guard. You forget to haul up the dinghy at night. Or you forget to put the dinghy in the dinghy dock, after all, you have docked here for a week and all looks fine. Or you think because you have been anchored in a place for a few days and all is well that all will continue to go well. But you forgot to check the Caribbean Safety and Security Net and did not know that the anchorage you are in has recently suffered a number of break-ins and burglaries. As a result you drop your guard. You forget to haul up the dinghy at night. Or you forget to put the dinghy in the dinghy dock, after all, you have docked here for a week and all looks fine. Or you think because you have been anchored in a place for a few days and all is well that all will continue to go well. But you forgot to check the Caribbean Safety and Security Net and did not know that the anchorage you are in has recently suffered a number of break-ins and burglaries. As a result you drop your guard. You forget to haul up the dinghy at night. Or you forget to put the dinghy in the dinghy dock, after all, you have docked here for a week and all looks fine. Or you think because you have been anchored in a place for a few days and all is well that all will continue to go well. But you forgot to check the Caribbean Safety and Security Net and did not know that the anchorage you are in has recently suffered a number of break-ins and burglaries.

Rule #8: Thou Shalt Be Prepared for the Most Probable

Beyond being prepared for the most probable, be prepared for the major wind shifts or a big squall coming through in the night. Be sure that you have checked your way. Perhaps in this bay you should have taken a marina berth.

Rule #9: Thou Shalt Be Prepared for the Unlikely

It is a good idea to be prepared for the unlikely. It is a good idea to be prepared for the unlikely. It is a good idea to be prepared for the unlikely.

Frank Virgintino is the author of Free Cruising Guides (www.freecruisingguide.com).
The Sickness of the Seas: Fight it Right

by Lena Padukova

A plate flies across the room. Something crashes in the sink. I lose my balance trying not to fall down the steps. No, it’s not a violent relationship drama, nor is it an earthquake. It’s the situation I chose, which I enjoy and am proud of. It is my everyday life as a cruising sailor.

I was in the unforgiving waves of the Atlantic on board a 40-foot multihull. We were caught in wind gusts and rocking violently in steep waves.

As the tradewinds strengthened, although nothing near storm-like, the boat moved violently in steepening seas. The catamaran was tall and built for island-hopping, not for serious bluewater battering. As the wind grabbed it, the forces on the rigging and the hulls were vast. We were thrown about on a madman’s carousel; the inferno of noise and the chaos of the jerky movements never ended. The trip was suddenly diametrically different from the blue-skies-and-turquoise-waters Sunday sail that we had dreamed of as we headed toward the West Indies. And some of the crew were seasick.

The captain of the boat, a no-nonsense Norwegian, has never been seasick, so he did not suffer much. His petite Spanish wife, however, was extremely sensitive to the slightest wind, or any wave condition above “mirror-like seas”. Like a small and fragile bird, she would perch herself on a cockpit seat during the passages, smoking cigarette after cigarette, running below on a regular basis, and coming up each time with an even more putrid facial expression. She still wanted to come along and spend time with her beloved husband, she liked traveling and adventure, she was intrigued by the white sands, mangroves and coral reefs of the tropics, but she just never got used to anything at all except the sickness or other sensitive topics. She also tried giving the lady some seasickness medicine, running below on a regular basis, and coming up each time with an ever more putrid facial expression. She still wanted to come along and spend time with her beloved husband, she liked traveling and adventure, she was intrigued by the white sands, mangroves and coral reefs of the tropics, but she just never got used to anything at all except the sickness or other sensitive topics. She also tried giving the lady some seasickness medicine, running below on a regular basis, and coming up each time with an even more putrid facial expression. She still wanted to come along and spend time with her beloved husband, she liked traveling and adventure, she was intrigued by the white sands, mangroves and coral reefs of the tropics, but she just never got used to anything at all except the sickness or other sensitive topics. She also tried giving the lady some seasickness medicine, running below on a regular basis, and coming up each time with an even more putrid facial expression. She still wanted to come along and spend time with her beloved husband, she liked traveling and adventure, she was intrigued by the white sands, mangroves and coral reefs of the tropics, but she just never got used to anything at all except the sickness or other sensitive topics. She also tried giving the lady some seasickness medicine, running below on a regular basis, and coming up each time with an even more putrid facial expression. She still wanted to come along and spend time with her beloved husband, she liked traveling and adventure, she was intrigued by the white sands, mangroves and coral reefs of the tropics, but she just never got used to anything at all except the sickness or other sensitive topics. She also tried giving the lady some seasickness medicine, running below on a regular basis, and coming up each time with an even more putrid facial expression. She still wanted to come along and spend time with her beloved husband, she liked traveling and adventure, she was intrigued by the white sands, mangroves and coral reefs of the tropics, but she just never got used to anything at all except the sickness or other sensitive topics. She also tried giving the lady some seasickness medicine, running below on a regular basis, and coming up each time with an even more putrid facial expression. She still wanted to come along and spend time with her beloved husband, she liked traveling and adventure, she was intrigued by the white sands, mangroves and coral reefs of the tropics, but she just never got used to anything at all except the sickness or other sensitive topics. She also tried giving the lady some seasickness medicine, running below on a regular basis, and coming up each time with an even more putrid facial expression. She still wanted to come along and spend time with her beloved husband, she liked traveling and adventure, she was intrigued by the white sands, mangroves and coral reefs of the tropics, but she just never got used to anything at all except the sickness or other sensitive topics. She also tried giving the lady some seasickness medicine, running below on a regular basis, and coming up each time with an even more putrid facial expression. She still wanted to come along and spend time with her beloved husband, she liked traveling and adventure, she was intrigued by the white sands, mangroves and coral reefs of the tropics, but she just never got used to anything at all except the sickness or other sensitive topics. She also tried giving the lady some seasickness medicine, running below on a regular basis, and coming up each time with an even more putrid facial expression. She still wanted to come along and spend time with her beloved husband, she liked traveling and adventure, she was intrin...
Caribbean rum, whatever happens to be closest. The something strong — usually a small glass of wine or preparations and cures, I neutralize it with a glass of it to make ginger tea.*

will keep for several days in a dry and dark place. Use ginger root at a vegetable stand near your harbour. It generous package. ever, and costs only a couple of US dollars for a turned out to be waterproof, so now I always keep one of the oldest cures against nausea and seasick-*

* To make ginger tea, peel a two-inch piece of ginger root and slice it thinly. Bring four cups of water to a boil in a saucepan and add the ginger. Cover it and reduce to a simmer for 15 to 20 minutes. Strain and add honey and lemon to taste.

avoid having to work in the galley, make sure somebody else, who is less prone to seasickness, can do the chores. Or prepare the meals beforehand, and keep them in a thermos, or in a Tupperware box. If you do decide to impress your crew by making a complex meal despite rough seas or an uneasy anchorage, remember that you can make many of the preparations up on deck: peeling the potatoes, slicing the veg-
gies or cleaning the fish. The ever-present traditions will refresh you and ease any discomfort.

On larger islands, for example Grenada, St. Martin and Martinique, with larger supermarkets, browse through the dried-fruits section. You might find dried and crystalized ginger, a real treat — and one of the oldest cures against nausea and seasick-
ness. (I have run across some in a new supermarket in Simpson Bay, sold in plastic containers that turned out to be waterproof, so now I always keep some in the cockpit.) Crystalized ginger keeps for-
ever, and costs only a couple of US dollars for a generous package.

If you do not find it, grab some locally grown fresh ginger root at a vegetable stand near your harbour. It will keep for several days in a dry and dark place. Use it to make ginger tea.*

Last but not least, if seasickness is a fact despite all preparations and cures, I neutralize it with a glass of something strong — usually a small glass of wine or Caribbean rum, whatever happens to be closest. The right amount of alcohol seems to knock out the bal-
ance organs, and makes the boat’s movement much more bearable. Ginger beer or ginger wine can be found in bigger supermarkets on the islands. The ginger-based alcoholic drinks have a double effect, as both ginger and alcohol seem to do you good when seasickness is a fact. Throughout the Windwards, the Jamaican Ginger Wine is sometimes the only afford-
able bottle for a budget sailor searching through the wine and liquor shelves (with the possible exception of local rums, sometimes with doubtful source and

—Continued from previous page

I was lucky to be able to move to a better anchorage, but as we all know, sometimes it is not possible. Then, one has to be dealing with the symptoms, not the causes, of the condition. Apart from the advice that I have shared above, there are several other things which I found to work quite well. One is to wear protection against the strong sun, such as sunglasses and a cap. I definitely try not to go down below if at all possible, which helps a lot. To avoid having to work in the galley, make sure somebody else, who is less prone to seasickness, can do the chores. Or prepare the meals beforehand, and keep them in a thermos, or in a Tupperware box. If you do decide to impress your crew by making a complex meal despite rough seas or an uneasy anchorage, remember that you can make many of the preparations up on deck: peeling the potatoes, slicing the vegetables or cleaning the fish. The ever-present traditions will refresh you and ease any discomfort.

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contents). This should of course not be attempted if you are under way, as alcohol and sailing should not be mixed, but if you are not underway (or somebody else can take the helm and the watches), then the cure is extremely good. Just don’t overdo it, as you will surely double the symptoms by being hungover as well as seasick.

No wonder the old-time Caribbean pirates seemed to be a bit tipsy all the time—that must have been just to keep them from getting seasick! What the pirates also did right was to be at sea as much as possible, which gives you sea legs after one to three weeks. But if you are too intrigued by that exciting new island that you’ve just sailed to, and want to go ashore for a couple of days, you will have only yourself to blame. Your hard-earned sea legs may eventually disappear and you will need to endure another couple of weeks of getting your balance organs used to the sea conditions again. So use your sealocks, or lose them.

And if you lose them, just remember: when you feed the fishes, do it over the lee rail.

So use your sealegs, or lose them.

If you do not find it, grab some locally grown fresh ginger root at a vegetable stand near your harbour. It will keep for several days in a dry and dark place. Use it to make ginger tea.*

Does this seem shocking? It’s not. On the contrary, it’s a tremendously effective cure. I have found crystalized ginger to work quite well. It is a time-honoured remedy, and costs only a couple of US dollars for a generous package.

If you do not find it, grab some locally grown fresh ginger root at a vegetable stand near your harbour. It will keep for several days in a dry and dark place. Use it to make ginger tea.*

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

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Giant Cruising Wordsearch Puzzle

T X C I T S A L P Z D A E H K L U B P
E Y H G N I D O D G E R T A E L C I U
L G D I V E R C D S T A N C H I O N L
E N N Q V J A K R T R I M A R A N O L
S I I A K T Y E A A W C M L A R O C E
C H W H E E L R O O F P A O E K T O U Y
O S Y G D R A O B R E T N E C Y E L T
P A E A N C H O R O Z A O N E G L A E
E L L L W A Y M A I N M H H D D D Q R K
X R A L I N L D T L Z A U E A I P S C
M O V E N A O N S T R R L E S E M I U
C L E Y C H A I N T A L L P S U L B
A L L U H C G W N U R N O M I E P I A
B E R T H E P O R A O O Y E N L E F T
I R E D N U O S H T P E D Y N I G E T
N F Z I K H C T E K S M M A A G L R E
N U A E C O C K P I T S O J K K I R
A R E S R J E S S A P M O G E C B N I
C L I F E J A C K E T W B R R O N G E
L I A S D R B I M I N T S A M N A S
E N P T D A S P L I C E Q T E M R S F
Z G O W U D S L S A V N A C E A E T E
A N T R A E S S A L D N I W H T W E
K C O L B R O L L E P O R P O I S E R

Word List

All these words are hidden in the puzzle above (forward, backward, up, down, and diagonally). Letters may be in more than one word.

Anchors
Batteries
Berths
Bilgepumps
Biminis
Binoculars
Block
Booms
Bow Buckets
Bulkheads
Cabins
Calm
Canvases
Catsamarans
Centerboards
Chains
Cleats
Cockpits
Companionways
Compasses
Coral
Coves
Decks
Depthsounders
Diesels
Dives
Dinghies

Anchor
Batteries
Berths
Bilgepump
Bimini
Binocular
Binoculars
Block
Boom
Bow
Bucket
Bulkhead
Cabin
Calm
Canvas
Catamaran
Centerboard
Chain
Cleat
Cockpit
Companionway
Compass
Coral
Cove
Deck
Depthsounder
Diesel
Dive
Dinghy

Doder
Engine
Galley
Gas
Genoa
GPS
Halyard
Hammock
Heel
Hull
Keel
Ketch
Knot
Lashing
Lead
Lee
Lifejacket
Lifering
Locker
Main
Mast
Moor
Oil
Oven
Plastic
Popor
Port
Propeller

Pulley
Radar
Raft
Rain
Reef
Rollerfurling
Rope
Rudder
Sail
Schooner
Sheet
Sloop
Spinnaker
Splice
Stanchion
Starboard
Ster
Teak
Telescope
Tiller
Trimaran
Wave
Wheel
Winch
Wind
Windlass
Yawl

Created by Judy and Aubrey Millard
BOOK REVIEW BY BOB BERLINGHOF

A SHIP POSSESSED


A book or movie about the supernatural does not usually thrill or scare me; it generally bores me. I am a non-believer, one of the 50 percent (of recently polled Americans) who do not believe in ghosts. In spite of that, I found The Riddle of the Raven to be different from most ghost stories for several reasons. Unexplained things often happen on board, especially at night and at sea, but the real-life story Mr. de Groot doles out is honestly perplexing: a genuine mystery with no pat answers.

Jan de Groot is a 79-year-old Dutch seaman and author, known in the Eastern Caribbean as the decade-long owner of the charter yacht Groot. He is not, like singlehanders John Caldwell and Tristan Jones, Caribbean as the decade-long owner of the charter yacht Groot doles out is honestly perplexing: a genuine mystery with no pat answers. He appears “illuminated” and wakes her from her sleep. Everyone is happy with this solution. Late that night a second woman is visited by the ghost in her cabin. He appears “illuminated” and wakes her from her sleep. Afterwards the Raven hits an uncharted reef near a sparsely populated, uncharted islands. This is very plausible since the British Admiralty charts in 1971 were based on charts nearly 100 years old. What is perhaps odd was the fact that they spotted a local freighter behind them that passed very close by moments before the Raven ran aground, but did not respond to their calls for help.

The Raven ended her life on that reef, a total write-off. It nearly caused an international incident between the US Navy and Haiti’s Coast Guard. The insurance companies delayed paying for so many years that the modest settlement barely covered court costs. The school for disadvantaged teens never materialized. The author, needing money, borrowed enough to buy Ring Andersen and the rest is history.

What sets this mystery apart from a tall tale is the way the author corroborates his story through newspaper clippings and a compelling back-story translated from an old Dutch newspaper article. The author learns that the ship’s original Danish owner was killed, crushed between the dock and the hull, before her maiden voyage. Later the ship was renamed, which is universally considered to be bad luck by superstitious sailors.

Yet on one occasion, her crew told of a “miracle” on board, when the hull filled with water during a Force 9 storm in the Bay of Biscay. Although the decks were awash, the ship never capsized nor foundered but continued drifting downward until the storm abated and it was towed to a harbor and pumped dry of more than 200 tons of water. Actress Jean Aubrey was on board, and the crew on deck reported being pointed at by a mysterious “ghost ship” at night while in distress. They looked into the wheelhouse and it was empty. It is very strange stuff, indeed. De Groot did not make it up; the book includes photos of contemporary newspaper reports. There is even the possibility that the wreck of another famous “ghost ship”, the Mary Celeste, was mistakenly identified as such, but was actually the remains of the Raven.

There are many more oddities that may delight or perplex the reader, such as the mysterious return of the pirate head after it had been tossed into the sea. I still don’t believe in ghosts, but I enjoyed reading The Riddle of the Raven.

Aries (21 Mar - 20 Apr)

Time to gam! You’ll be feeling very chatty early in the month and may come upon the solution to a problem you’ve been dealing with on board, which will work out well for everyone.

Taurus (21 Apr - 21 May)

This month will be one of high creative energy with great attention to detail. Take advantage of this aspect to put together that boat project you’ve been putting off for so long.

Gemini (22 May - 21 Jun)

Romance will preoccupy the first two weeks of January, but may veer onto a new course after the 14th. You could wallow in the doldrums for a week until your creative breeze starts blowing.

Cancer

Communications will be garbled and frustrating from the 8th to the 28th and will put you in irons in business at that time. Perhaps a tactical retreat to someplace with no radio signal and no WiFi is called for.

Leo (24 Jul - 23 Aug)

Any rough seas in your love life should smooth out after the 14th and your energies would best be served by focusing on inventive ventures.

Virgo (24 Aug - 23 Sep)

Chart your course for the month and get everything shipshape to get underway before the 24th when the winds of enthusiasm might blow themselves out.

Libra (24 Sep - 23 Oct)

During the first three weeks you’ll seem to be in irons in your attempts to communicate in a productive manner, but economic prospects will keep you on course so don’t let verbal problems slow you down.

Scorpio (24 Oct - 22 Nov)

As romance sails away during the first half of the month and finally disappears over the horizon after the 14th, inspiration will come to your assistance. Take advantage of this lift in your spirits and be productive. It will pay off later.

Sagittarius (23 Nov - 21 Dec)

Romance will go from being a minor to a major concern after the 14th when Venus moves into Pisces and the seas of love become choppy and directionless. Change your mental course and concentrate on your innovative talents, write letters and e-mails, and pursue financial possibilities.

Capricorn (22 Dec - 20 Jan)

You will be under full sail in creative communication so make the best of it before the 24th. Hoist any new prospects you’ve left lingering in their sail bags.

Aquarius (21 Jan - 19 Feb)

The sails will be full of the winds of romance for the first two weeks. After the wind drops in that area of your life, your social skills will come to your rescue. Keep your spinnaker up and spend time with friends.

Pisces (20 Feb - 20 Mar)

The aspect of romance that just sailed away from Aquarius will drop anchor off your stern for the month. A friendly wave from the poop deck may get some happy things started.

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Starry Nights

Have you been on the sea at night,
The ocean smooth, the stars so bright,
Watching the varied constellations
Rise and set, each at its station,
And planets, part of God’s great plan,
And you so small, safe in His Hand?

A jet plane high above drones by,
Lights flashing in the midnight sky,
You wonder maybe where he's bound,
Then listen to the gentle sound
Of currents lapping at the hull,
You check your sails, make sure they’re full.

Oh the wonder and the beauty
Standing watch — a sailor’s duty,
Peace seeps deep into your soul
And with it, faith in God’s control
Throughout an entire universe
Faith nothing can disturb, disperse.

The times of wildness, wind and thunder,
Cannot corrode, erase or plunder
Those memories of special nights,
The peace, the calm, and stars so bright.
Hmmmmmm...

Have you been on the sea at night
With howling wind, stars out of sight,
When clinging to your bunk or bed,
You hear the call you truly dread:
“Time to take your watch, I fear.
The sea is pretty wild out here,
So get into your heavy weathers,
Hurry! Get your act together!”

— Nan Hatch

Island Poets

Only one pirate, Beaumont Deaufart, ever tried keeping a parrot on his shoulder, and it was a short lived experiment.

factoid

You don the gear, you tug and pull, While being thrown against the hull, Reluctantly, you clamp your way To take your watch. I have to say That at such times, I’d rather be Anywhere but on the sea! You face the snarling wave head-on, Concentrating till it’s gone.

You pull her over hard to slide On down the monster’s other side. You manage one, you manage two, But, man! That third one must get you Right in your face; you reel and spit, And wonder what’s the sense of it? Ah yes! The ocean’s many moods — Possessed or loopy, rarely good!
—Continued from page 6

**Bequia Mount Gay Music Fest January 26th to 29th**

Last year’s Bequia Mount Gay Music Fest created a huge buzz in the region’s yachting community and the word is out that 2012 will be yet another sensational event with something for music lovers everywhere. The four-day Music Fest kicks off on Thursday the 26th at the Frangipani Hotel, where the fabulous 13-piece Elite Steel Orchestra from St. Vincent will perform from 7:00pm.

On Friday the 27th, Dana Gillespie and the London Blues Band and her guest artists will perform in Bequia (thanks to Basil Charles), giving the audience a feast of Blues at its very best. De Reef in Lower Bay provides the perfect setting right by the beach, with open-air big-screen projection giving maximum enjoyment for the enthusiastic crowd.

On Saturday 28th there’s a free afternoon of hot and cool Jazz ’n’ Blues by the beach at the Bequia Beach Hotel on Friendship Bay, with local and visiting musicians joining in the jam session.

Saturday night is the second big night of the Music Fest at De Reef. The Caribbean’s “tastiest” man, virtuoso saxophonist Arturo Tappin, will be one of the highlights of the evening, back in Bequia by popular demand. He will be joined on stage by acclaimed guest vocalists Bethany Payne and Nikki Nicole. The evening’s lineup will also include Vanessa from St. Vincent, Bequia’s newest rising star singer-songwriter Amanda Gooding, singer-guitarist Simon Pipe with percussionist Onka and vocalist Indira, and guitar wizard Scott Hannah, who will be joined by bassist Jamie Little.

Closing out the show will be NEXCYX — the Caribbean’s hottest new band who brought the house down last year in Bequia with their signature blend of Rock, Hip Hop and Pop.

Sunday January 29th will be an afternoon to chill out at De Reef in Lower Bay to the sounds of Jazz, Blues and Rock by the Honky Tonics with Jan and Louis, the Bequia Blues Band and much more. The Bequia Mount Gay Music Fest would also not be complete without the legendary guitarist Tobby Armstrong who has wowed audiences in Bequia since year one and returns again for 2012.

For more details and ticket prices see ad on page 5 or visit www.bequiatourism.com/bequiamusfests.

**Sailors’ & Landlubbers’ Auction in Bequia**

The Bequia Sunshine School is a non-profit organization for children with special needs. The annual Sailors’ & Landlubbers’ Auction has become a significant source of income for the school — and a huge source of fun for all who attend! The 2012 auction will be held at the Gingerbread Restaurant on the waterfront in Belmont, Bequia on Sunday, February 19th. Viewing starts at 12:00 noon and the auction at 1:00pm sharp. Donated food and drinks will be on sale, with all proceeds going directly to the school.

Let your support by donating items for the auction such as boat gear, art and handicrafts, unwanted gifts, household goods, jewelry and other new or gently used items (donations can be dropped off at the school during regular school hours, or at Wallace & Company Chandlery and Fishing Supplies next to the Porthole Restaurant in Port Elizabeth), or by attending the auction itself and bidding for that rare gem that you just can’t resist!

For more information visit www.bequiasunshineschool.org.

**Contribute to Carriacou Children’s Education Fund**

As charter boats that have south of the hurricane zone are starting to move north, please remember that the Carriacou Children’s Education Fund will gratefully accept any and all contributions: clean, used clothing for adults and children, household goods, treasures of the bilge, and, of course, CASH. These items will be auctioned at our annual fundraising in August, directly preceding Carriacou Regattas Festival. Proceeds go to provide local needy children with school uniforms, scholarships to TA Maryshow Community College, and lunch money. Contributions can be left to the Carriacou Yacht Club in Tyrell Bay.

For more information contact ccefinfo@gmail.com.

**Welcome Aboard!**

In this issue of Compass we welcome new advertisers Ottley Hall Marina and Shipyard of St. Vincent, on page 24; Velox Paint distributed by Curacao Marine, on page 20; and Imperial Pharmacy of Bequia and Siou Mecanique Service of Martinique in the Market Place section, pages 50 through 53.

“Good to have you with us!”

**DOLLY’S DEEP SECRETS**

There is a very dangerous fish at large in the Caribbean. It is a beautiful fish, about six to 12 inches long, with red, white and black stripes, but it has many poisonous tentacles and spines. Do you know what it is?

The red lionfish (Pterois volitans) is native to the Indian and Pacific oceans but, over the last decade, it has found its way into the western part of the Atlantic Ocean and now into the Caribbean Sea. No one knows for sure how it got here (possibly released from a home aquarium) but it is considered dangerous for two reasons. Firstly, its sting is very painful and the venom can cause fever and vomiting and may be fatal. Secondly, the red lionfish has the potential to severely damage the reef systems, and hence the fishing industries, of the Caribbean. It feeds on small fish and other marine creatures, including the juvenile of larger fish usually caught for human consumption.

The lionfish is an excellent hunter and a voracious eater and can swallow many fish with one gulp. When it feeds, its stomach can expand to 30 times its normal size. It is at home in the shallow waters over a reef as well as in deeper waters and it has few predators. Only the occasional grouper fish and human beings are known to eat lionfish and even humans have to take care to prepare it properly and avoid certain toxins like ciguatera (see Caribbean Eco-News, page 10).

What should you do if you see a lionfish while you are diving or snorkeling? Do NOT touch it or try to catch it unless you are a very experienced spear fisherman. Lionfish are very aggressive and will respond quickly if you go too near. Report your sighting to the local Fisheries Department and/or the nearest dive shop. Fishermen who catch a lionfish with hook and line should NOT attempt to remove the hook, but should cut the fishing line and drop the fish into a cooler or a box with a cover.

Lionfish multiply rapidly and they are long-lived. Female lionfish can release as many as two million eggs each year. If action is not taken soon to control the spread of the lionfish in the Caribbean, they will eat much of the current fish population and change the whole reef eco-system. It is important that lionfish not be allowed to spread into waters which, so far, have been free of them.

by Elaine Ollivierre
The Sky in January 2012

by Scott Welty

The Planets in January

MERCURY - Rising around 0500 hours early in the month (80 minutes before the sun) and later and later as the month progresses.

VENUS - Setting between 2000 hours and 2030 hours all month. Look west. That's it... very bright! In Aquarius. More info below.

EARTH - Feels like it's just getting nowhere...

MARS - Rising after 2200 hours and up the rest of the night all month in Leo.

JUPITER - Rising around noon and setting at midnight all month. In Pisces.

SATURN - Rising between midnight and 0100 hours all month. In Virgo.

Sky Events This Month

2nd - Moon and Jupiter ride together in Pisces. You can't miss them. (Figure 1)

4th - Earth at Perihelion (closest approach to the sun... you won't notice).

9th - Full Moon

23rd - New Moon

26th - Look for Venus setting with the crescent moon. (Figure 2)

30th - Repeat performance. Jupiter and the moon ride together in Pisces.

Venus - Evening Star

Venus is nice and high and getting higher in the evening this month and into February so let's take some time to feature our neighbor. Venus is the brightest object in the sky after the moon (and sun). It's commonly known as either the morning star when it is west of the sun or the evening star when it is east of the sun. Being inside of our orbit means that you are never going to see Venus at midnight. The biggest angular separation between Venus and the sun is about 47 degrees (March 25th is the next time).

Venus is completely shrouded in thick clouds composed largely of carbon dioxide. Like a car parked for a time out in the sun, this carbon dioxide traps heat and raises the surface temperature to over 700 degrees Fahrenheit. Ouch! From radar mapping we now know that the planet's surface is formed of large flat planes formed by vulcanism. Not too many impact craters, meaning Venus is possibly younger than its sister planets.

Being inside of our orbit makes its year shorter than ours — 224 days — and interestingly it is the only planet to spin the opposite way than it is orbiting. Viewed from the north all the planets orbit the sun counter-clockwise and they also spin on their axis counter clockwise... except for Venus. It spins clockwise. This causes Venus' day to be longer than its year! If you could make observations from Venus you'd see the sun rise in the west and set in the east. When it again rises in the west (one day) more than a Venusian year would have gone by! Weird.

Being so bright, Venus has been observed for centuries but it wasn't until the 6th century BC that Pythagoras determined that the 'morning star' and 'evening star' were actually the same object. Galileo turned his telescope to Venus and was the first to observe that Venus had phases much like the moon. The only way that could be true would be if Venus and Earth both orbit the sun, and that's when all of Galileo's trouble with the Roman Catholic Church started.

Another unusual pattern connected to Venus is the transit of Venus across the face of the sun. This last occurred in 2004 and will happen again on June 6th, 2012. The next pair after that is 2117 and 2125. You see they happen with an eight-year separation with that pair separated from the next pair by either 121 or 105 years. Stay tuned and I'll have ways for you to safely observe the transit when June rolls around. You're not going to see the one after that I'm guessing!

To Contemplate While Having a Glass of Wine on Deck

Mars is up now too so give it a look and consider that back in November the US launched a rocket that is now on its way to Mars. Curiosity is zipping through space at 13,000 miles per hour and will reach Mars in September 2012. Once there it will go through some torturous maneuvers to land a one-ton, golf-cart-sized rover that will explore and perform experiments for over two years. I know manned space flights are more thrilling but I think we get more scientific bang for our buck (we just print them when we need them) with these robotic probes. Hope it all works!

No Trick to Great Fare

by Ross Mavis

Culinary skills are very much like sailing skills: virtually anyone can be taught them. However, the difference between being a great sailor and a good sailor is worlds apart. Similarly, a good meal or a culinary masterpiece often depends on the imagination and courage of the chef. Accomplished musicians can read a sheet of music and hear the full rich sounds of the orchestra in their minds. Likewise an accomplished chef can read a recipe and know exactly how the dish will look and taste well in advance of it being prepared.

The addition or deletion of certain ingredients in a recipe can be tasted in advance in the mind of a skilled chef. Sometimes, like other talents, people are fortunate to be born with this one. But tasting in one’s mind can also be acquired through practice, so don’t forsake the galleys if you weren’t born with this talent.

Next to imagination, courage is important in your galley. Be courageous in your cooking. I don’t mean seeing how long you can hold your hand over the gas flame or anything silly like that. I want you to have the courage to vary a recipe. Some recipes are sacrosanct and can’t be altered but countless thousands of others are not. Usually all meat, fish, seafood, vegetable and fruit recipes can be varied or changed to produce different and often wonderful results. Recipes for pastries, raised yeast breads and cakes can’t be tampered with too much without losing their basic textures.

What I’m suggesting is to simply have the courage to try a new or different recipe, or a new ingredient. Don’t fall into the trap of fixing chicken the same way all the time. Excitement is what food should be all about. It should be a celebration of the senses.

Remember when a spoonful of runny canned peas with bland tasteless diced carrots were what you got for vegetables at many island hotels or on-board meals? Well, those days are gone forever, or at least they should be. Seasonal and “exotic” vegetables are available now year-round and in most areas of the Caribbean.

Wonderful bright orange pumpkin and carrots, deep green island spinach, vivid red beets, versatile christophene, succulent sweet potatoes and many varieties of peppers are just a few of the alphabet of vegetables in today’s culinary vocabulary that are available in Caribbean markets. You don’t need to be masterful in cooking or serving these great additions to your plate. The easiest rule to follow is don’t overcook vegetables. Fork tender is fine but vegetables can also be served slightly crunchy. Lightly butter and squeeze lemon juice over them to enhance the flavour.

And, when it comes to serving, I suggest you try a haystack. Here’s my suggestion for great looking, wonderful tasting and highly nutritious vegetables for your next dinner party. Feel free to make substitutions. Build yourself a masterpiece to place in front of your dining guests.

Vegetable Haystacks

For any dinner party, buy two or three of each of the following per person being served: asparagus spears (thin ones), yellow string beans and broccoli florets. Add to these a sweet potato, a parsnip and a medium-sized carrot for every four people. Before cooking by steaming or boiling in lightly salted water, wash all vegetables. Peel the sweet potato, parsnip and carrot. Cut these into pencil-thick sticks no longer than the asparagus or yellow beans. Top and tail the beans, snap off the asparagus ends and trim the broccoli. Peel either red or white onion and cut into thin rings.

Steam all these vegetables until tender. They will cook in this order from fastest to slowest: red pepper strips, asparagus, onion rings, broccoli, carrot, parsnip sticks, yellow beans and sweet potato sticks. When done, quickly drizzle all vegetables with melted butter and lemon juice.

Now here is the fun and artistic part. On hot china plates next to meat, fish or poultry and either rice or potato, build a vegetable haystack. Start with a cross of asparagus and parsnip on top of this add a red pepper strip, on top of that add yellow bean, asparagus and sweet potato stick then top it all off with onion rings, parsnip and broccoli. Sprinkle with chopped fresh parsley and serve.

Wow — what a colourful eyeful of zippy, tasting fresh vegetables! This is a great way to put sizzle into even a plate of lack-lustre meatloaf. You’ll be amazed how great your plates look and how grateful your guests are. All it takes to prepare a wonderful eye-appealing meal is a little imagination. Don’t forget. First savour the aroma, then feast your eyes, and finally your tongue will unleash the climax of tastes that make your dinner party one that will be fondly remembered. Spend that little extra effort in making your plates look great.
Dear Compass,

Further to Constance Elson’s three-part series on cruising the Caribbean Coast of Colombia in the October, November and December issues of Compass:

We checked into Santa Marta in early October, and again in Cartagena mid-October, and with the information from the Net in mid-November, I think we have a fairly good handle on the issues. First, no one we talked to had any problem with medical and Customs officials in Colombia. In Cartagena, the only official we met was a Customs agent who came onboard and just checked that the registration number carved into the boat matched the number on his paperwork. He handed it back and then he left.

In Santa Marta, we met a health official who came and wanted to know our plans in Colombia. She warned us that if we wanted to go into the mountains we should have a yellow fever shot but there was no problem on the coast. She came on the boat but did not go below. The Customs man came to the boat and we filled out the paperwork in the cockpit but did not go below. We did go to the Customs office to sign the final paperwork. The port captain agent came to the boat and we just signed paperwork but he did not inspect the boat.

I know the agents’ and your own demeanor can make a difference as to how you are treated. As to costs, it depends greatly on the agent.

In Santa Marta, Dino (csc-stm@hotmail.com) charged US$95 to check in and out, that includes a port captain’s zarpe, Customs import for two months, and an Immigration stamp in your passport for two months. We used David (jesusarroyo79@yahoo.com), who was recommended by Club de Pesca. We did not have to do anything with Immigration but will have to pay US$60 for the extension for an extra two months. We paid US$50 for our zarpe and 12 months’ importation of the boat into Colombia, and US$50 in and out zarpe/cruising permit. It is hard to compare this with David’s fee since we did the 12-month importation.

Colombia, almost everyone uses an agent to do these processes when clearing in. In Santa Marta, we used Dino and in Cartagena we used David. The most obtrusive item was asking for a handwritten note from the captain stating that all people on his boat were healthy — not toooooo difficult!

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It definitely helps to set up with an agent before you arrive as it just makes things easier.

One thing that may have caused some of the negative reporting about Colombian regulations on cruisers’ on-line forums recently is the back-packer boat business and the attempted regulation of this wide-open industry.

Jack and Susan “Fred” Webb
S/V Denali Rose

Dear Compass,

Queen Emma agent part of the summer of 2010 in Grenada and, like Ellen Birrell in the November issue of Compass, we were likewise struck by its summer-camp-for-growups atmosphere.

With apologies to Alan Sherman (and all those I might offend) and because we love Grenada so, please accept the following bit of doggerel:

Hello Mudda, hello Fadda
Here I am at Camp Grenada
Camp is very entertaining
And they say we’ll have some fun if it stops raining.
I went running with Hash Harrington
I don’t want that this should scare ya!
Alla dem complain of pain, wow!
And are convinced that they all have the Dengue now.
Well I know that this sounds frightening,
but two boats were hit by lightning.
And you remember Angelina;  
After Earl it really got just a little flatta.
All the campers, fear the ‘cane so
And we wish dem, to go north mo’
And we huddle round the WIP;
And we look for signs up way in the grey sky.
Take me home, oh Madda, Fadda.
Take me home, enf Camp Grenada
Don’t leave me in the jungle, Mama
Where I might get hustled by a Rasta.
Wait a minute, it stopped raining.
Guys are swimming, gals are sailing.
Playing cricket, gee that’s betta,  
Mudda, Fadda, kindly disregard this letter!
*Grenada is actually pronounced with a long A, not like the town in Spain for which it was named.

Lance and Susie
S/V Queen Emma
www.accentualcruiser.com

Dear Compass,

Chris Doyle’s interview with Cuthbert Didier, St. Lucia’s Yachting Director, which appeared in the November 2011 issue of Compass, was substantive and well done. For all of us who cruise the Windwards, it held some welcome announcements.

Efforts like Chris’s with local authorities are mutually beneficial for the West Indians and for us, the visitors, who are so grateful to now call these waters “home”!

Ellen Birrell
S/V Boldly Go

Dear Compass,

I sail every year to les Iles des Saintes, Guadeloupe. This year to my surprise, on arrival I saw the bay covered with buoys. I found a place near the coast, far from any buoy, and dropped my Delta. A few minutes later along came a guy from “Les Saintes Multiservices”. He told me that it was forbidden to anchor anywhere in the whole bay unless all the morroons are already taken. You either pay the high mooring rates or go anchor for free in Marigot Bay, which is open to the north-northeast winds, is not safe and is far from town.

I would like to know if it is legal to forbid anchoring in a bay that is not a marine protected area. Is it possible that a private business, with the approval of the local authorities, can make a bay their private domain? (The example of mandatory moorings in Barbados does not apply because that area is a National Park.)

After 27 years sailing the Mediterranean, the Red Sea and the Atlantic, I am sure that the South America from Cape Horn to the Caribbean, I see with sorrow the change of mentality of the yachting industry — which is now money, money, money, no matter how. If this greedy attitude had been prevalent decades ago, we would never have heard about Joshua Shurem, Bernard Mottessier, Vito Dumas and many other sailors without much money but with great spirit.

—Continued on next page
Dear [Name],

In a controversial move, the Antigua Yacht Club Marina announced and implemented on 28th November their decision to ban dinghy anchoring [belonging to yachts anchored out] from their dinghy dock. In future, access will be limited to a number of mega-yacht tenders and workboats operated by marina tenants, all of whom will pay a weekly or monthly fee. As a concession, dinghies will be allowed to tie up on the opposite side of the building complex for loading and unloading, for a maximum period of two hours.

In a statement issued at the time of implementation, the marina management pointed out that the demand for dinghy dock space has increased in recent years, whereas actual available space has not. The statement itself can be challenged based on fact.

In recent years the general recession has affected the yacht charter market badly. It has reduced, not increased, the number of boats of all types that visit the Caribbean. This was reflected last year, for example, in a significant reduction in the number of berths taken in Antigua Sailing Week, which event always puts more pressure on dinghy dock space than at any other time of year.

As far as available space is concerned, the marina management has, in fact, reduced it significantly in recent years for commercial reasons.

Yachtsmen visiting Falmouth Harbour with a view to anchoring often have the problem of a lack of mooring space in the main commercial area. Whether the intention is to buy groceries, visit the chandlery, bookshop, bars or check in, they are limited to two berths on a 60-foot stretch of dock with no provision whatsoever for tying on.

The marina management’s suggested alternative is the public dock which is not only very short, but is also adjacent to the main road. Therefore wide open to all and is decrepit to the point of being dangerous. Their view is that any complaints about the absence of facilities should be addressed to the National Parks Authority. However, this is an entirely local issue and, so, I presume, was addressed to me as President of the ABMA. However, this is an entirely local issue and, so, I presume, was addressed to me as President of the ABMA. For five years I was President of the Antigua & Barbuda Marine Association (ABMA), retiring earlier this year, and this is the first time I have heard any complaints about the public dock in Falmouth, presumably because everyone made free use of the AYC Marina dock.

My point is that AYC Marina is a commercial enterprise and that no one should expect to make use of a commercial enterprise free of charge unless that organization feels it is to its benefit to allow people do so. Yacht owners who expect to get a “free ride” in the Caribbean do no service to themselves or to the yacht industry in general.

I entirely accept Mr. Price’s point with regard to the public dock; however, I concur with Antigua Yacht Club Marina in that the discussion in respect of the public dinghy dock should be with the National Parks Authority. For five years I was President of the Antigua & Barbuda Marine Association (ABMA), retiring earlier this year, and this is the first time I have heard any complaints about the public dock in Falmouth, presumably because everyone made free use of the AYC Marina dock. This free use of AYC Marina may explain why no work has been carried out to the public dock, as it was never being used. I will pass your comments to the current President of the ABMA who can take the matter up with the National Parks Authority.

Regards,

John Duffy

Antigua

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Subject: Dinghy Dock & Garbage Disposal

To: Customers, Friends and Tenants

From: Marina Management

Falmouth Harbour, 28th of November 2011

Dear Customers,

We forwarded your letter to the Antigua Yacht Club Marina for you. You were copied to it to the Caribbean Marine Association. Both replied, and their responses are below:

DC Dear Compass Readers,

Below is the letter that we circulated when we implemented this season’s dinghy dock policy. I believe the issues mentioned by Mr. Price were already addressed by the letter.

There are now over 20 dinghies (including Mr. Price’s) tied to the dock we’ve made available for loading and unloading. As mentioned in the letter there is plenty of available space at the public dock in Falmouth Harbour.

Best regards,

Nicoletta Solinas

AYC Marina Manager

Falmouth Harbour, 28th of November 2011

Dear Mr. Price,

With regard to your letter to the Antigua Yacht Club Marina, I would like to take issue with Mr. Price in support of the management. I am a resident of Antigua involved in the marine industry, I would like to take issue with Mr. Price in support of the management.

Christopher Price

Yacht Hummingbird

As for garbage disposal, under the rules set by the National Parks Authority, dinghies will be allowed to tie up on the “dinghy pool”. Loading/Unloading space with a limit of 2 hours stay will be available at the East side of the AYC Marina complex by Dockside Lauquors (Joyce).

Additionally, any one may choose to use Falmouth’s public dock by the gas station.

As for garbage disposal, under the rules set by the Antigua National Parks, boats at anchor/mooring must bring their garbages to the mobile disposal unit located at the parking lot next to the gas station. Pick-up times are: 7am-9am / 3pm-5pm.

Thank you for your understanding and for helping us to enforce these policies.

Best Regards and Have a Great Season,

Marina Management

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The ideal candidate will have:

- Knowledge and experience with structural/composite work
- Experience in working with composites and laminates within a boatyard environment
- Suitable certification
- Knowledge and experience with topside preparation and painting (AwlGrip experience a plus)
- Knowledge of present market value of composite and painting jobs (preparation of estimates/quotes)
- The ability to interact with customers re: selling work
- Be able to work to very high standards of finish and finish
- Be flexible to work to production deadlines
- Be able to work as part of a team
- Sailing experience
- Languages a plus

Interested parties should apply to info@grenadamarine.com. Grenada Marine is the largest boatyard on Grenada. Visit our website at www.grenadamarine.com
Dear Compass Readers,

In his article "Caribbean Voyaging: Coming to the Caribbean from the East Coast," in the October 2011 issue of Yachting (then the number-one yachting magazine in the world), this article has been rewritten and republished about six times since then. In all the articles I urged a shakedown for boat and crew. There are plenty of spots to stop to rectify deficiencies in either. But continuing onward to Hilton Head, you must pass Cape Hatteras. A large number of experienced seamen feel that Hatteras, the graveyard of ships for 400 years, should be passed with the cape 30 miles to your east (i.e. you are in the Intracoastal Waterway) or 150 miles to your west (i.e. you are outside the Gulf Stream).

From Cape Henry to Cape Hatteras is 120 miles, and it is another 300 on to Hilton Head. The only all-weather entrance on the East Coast is 430 miles from Cape Henry. Considering the instability of weather in the late fall on the East Coast, experienced seamen would advise against the trip from Cape Henry to Hilton Head. Toward the end of October, the weather on the East Coast becomes very unstable and unpredictable. I well remember my late wife Marian and I arriving in South Norwalk, Connecticut on October 30th, 1961, to pick up the 40-foot Casey ketch Cantellena, in her article "Caribbean Voyaging: Coming to the Caribbean from the East Coast" in the October 2011 issue of Yachting (then the number-one yachting magazine in the world). This article has been rewritten and republished about six times since then. In all the articles I urged a shakedown for boat and crew. There are plenty of spots to stop to rectify deficiencies in either. But continuing onward to Hilton Head, you must pass Cape Hatteras. A large number of experienced seamen feel that Hatteras, the graveyard of ships for 400 years, should be passed with the cape 30 miles to your east (i.e. you are in the Intracoastal Waterway) or 150 miles to your west (i.e. you are outside the Gulf Stream).

For this reason Frank recommends heading for Bermuda in May or June when the weather is fairly stable—but once in Bermuda what do you do? Continue south into the hurricane area at the height of the hurricane season? Nuts! Leave the boat fly back in December and head south. But continuing onward to Hilton Head, you must pass Cape Hatteras. A large number of experienced seamen feel that Hatteras, the graveyard of ships for 400 years, should be passed with the cape 30 miles to your east (i.e. you are in the Intracoastal Waterway) or 150 miles to your west (i.e. you are outside the Gulf Stream).

If your departure has been delayed until December and your boat is too big to use the Intracoastal Waterway, wait in Little Creek for a break in the weather. Then depart, but make sure your boat and crew are prepared to weather a full gale. Head east-southeast until the butter melts then turn south. At the beginning of the trip, motorsail if necessary to keep your speed up. The important thing is to get across the Gulf Stream as fast as possible. Space does not permit me to tell of the horror stories that have been related to me about being caught in the Gulf Stream when a northwest front has veered around to northeast, blowing against a northeast-running stream. But continuing onward to Hilton Head, you must pass Cape Hatteras. A large number of experienced seamen feel that Hatteras, the graveyard of ships for 400 years, should be passed with the cape 30 miles to your east (i.e. you are in the Intracoastal Waterway) or 150 miles to your west (i.e. you are outside the Gulf Stream).
New Island Water World St. Maarten Debit Card

An easy way to monitor your expenses or give your crew access to funds, whether you are on island or not: load any amount on the Island Water World St. Maarten Debit Card and shop until your funds are depleted!

To introduce the Debit Card, Island Water World St. Maarten gives customers an incredible incentive. Sean Kennelly, Managing Director, explains, “Load the card with US$2,000 and get an extra US$300 from us. Or even better: load the card with US$5,000 and get an extra US$1,000!”

The offer is valid only in St Maarten until February 15, 2012 and conditions apply. To see all the great products offered by Island Water World, pick up a copy of their 2012 catalogue at any Island Water World location. For constant product and price updates, go to islandwaterworld.com.

For more information on the Island Water World St. Maarten Debit Card contact Sean Kennelly, sean@islandwaterworld.com or (+721) 544-5310.

Velox Plus Antifouling Paint Now Available in the Caribbean

Curaçao Marine announces that Italian-based Marlin yacht paints have appointed Curaçao Marine as the Caribbean distributor for Velox Plus propeller paint. Well known by yacht owners worldwide and previously unavailable in the Caribbean, Velox Plus is an antifouling paint specifically designed for use on underwater metals. Growth on propellers is a common problem for yacht owners. While hull coatings have been designed to limit growth on the hull itself, the underwater fittings and propellers have been exposed to marine growth, increasing drag, increasing fuel burn and potentially reducing engine life due to increased loading by a fouled propeller.

Other products in the market have been designed to protect propellers from fouling, but Velox Plus is designed to be used on propellers, shafts, struts, rudders, trim tabs, and through hull fittings. Velox Plus dries to a hard finish, with excellent adhesion properties, and is designed to not promote galvanic corrosion.

For more information on Curaçao Marine and Velox paint see ads on page 10.

Complete Raymarine Service Now in Grenada

Turbulence Ltd. is teaming up with Budget Marine Grenada to offer a complete Raymarine service in Grenada, with a comprehensive display of instruments and spare parts in the Budget Marine store. The installation and after-sale service is done by certified Raymarine technicians from Turbulence Ltd. conveniently located next door at the Spice Island Marine boatyard.

For more information on Budget Marine see ad on page 2.

For more information on Turbulence Ltd. see ad on page 25.

For more information on Spice Island Marine see ad on page 7.

More Courses at Ondeck Maritime Training in Antigua

Antiguan-based sailing charter and maritime training company, Ondeck, has announced a commitment to the wider yachting community to run additional courses for captains and their crew. Ondeck is currently the leading provider of RYA/MCA courses in Antigua.

With approval from the RYA and MCA, Ondeck now intends to add to its training calendar by running one STCW ’95 basic safety training week per month as well as at least one Yachtmaster Offshore. Ondeck recently acknowledged the need for the RYA governed ISAF course, particularly aimed at racing sailors, and has committed to flying a UK instructor in to Antigua to teach both this course and the sought-after Yachtmaster Ocean Theory course this season. With bases worldwide Ondeck is also in the position to allow people the opportunity to start and finish their studies across continents.

—Continued on next page
Caribbean Compass Market Place

Antigua

Bequia

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continued on next page
**Caribbean Compass Market Place**

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continued on next page
**Caribbean Compass Market Place**

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Continued from page 9 - Business Briefs

Spa-ing for Sailors

Anika from The Holistic Therapy School of St. Lucia reports: It’s a New Year, filled with new possibilities and resolutions! Hopefully, taking care of yourself is on the top of the list. Having spent a couple weeks on the ocean en route to the Caribbean, sailors have been stressed. Now is the time to restore your mental, emotional and physical health through a well-deserved massage.

To find the spas in the islands, ask a trusted friend or colleague and look in the telephone directory, local magazines, etcetera. Since massage therapy is a personal experience, it’s important to select the best spa and therapist to suit your needs. When choosing a spa, review the spa’s website (provided they have one) and ask around; enquire about the therapist’s experience, credentials and career background; review the services offered and enquire about the products used.

In St. Lucia, there are many spas located within a few minutes’ drive from the IGY Rodney Bay Marina, including The Holistic Therapy School of St. Lucia at Bois d’Orange, Gros Islet — the first spa training school in St. Lucia, created to meet the demand for qualified spa therapists. It’s always a great idea to shop around; try services at different spas in the islands. Give feedback on your service and if you had a great experience, do tell a friend or three! Some spas offer promotions; do ask if there are any available. Enjoy the rest of your Caribbean cruising, and happy spa-ing!
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custom steel cutter/sloop.
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Western Marlin 150, 2003

**WIND**
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**MARINA BAS DU FORT**
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**MARINA ZAR-PAR**
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