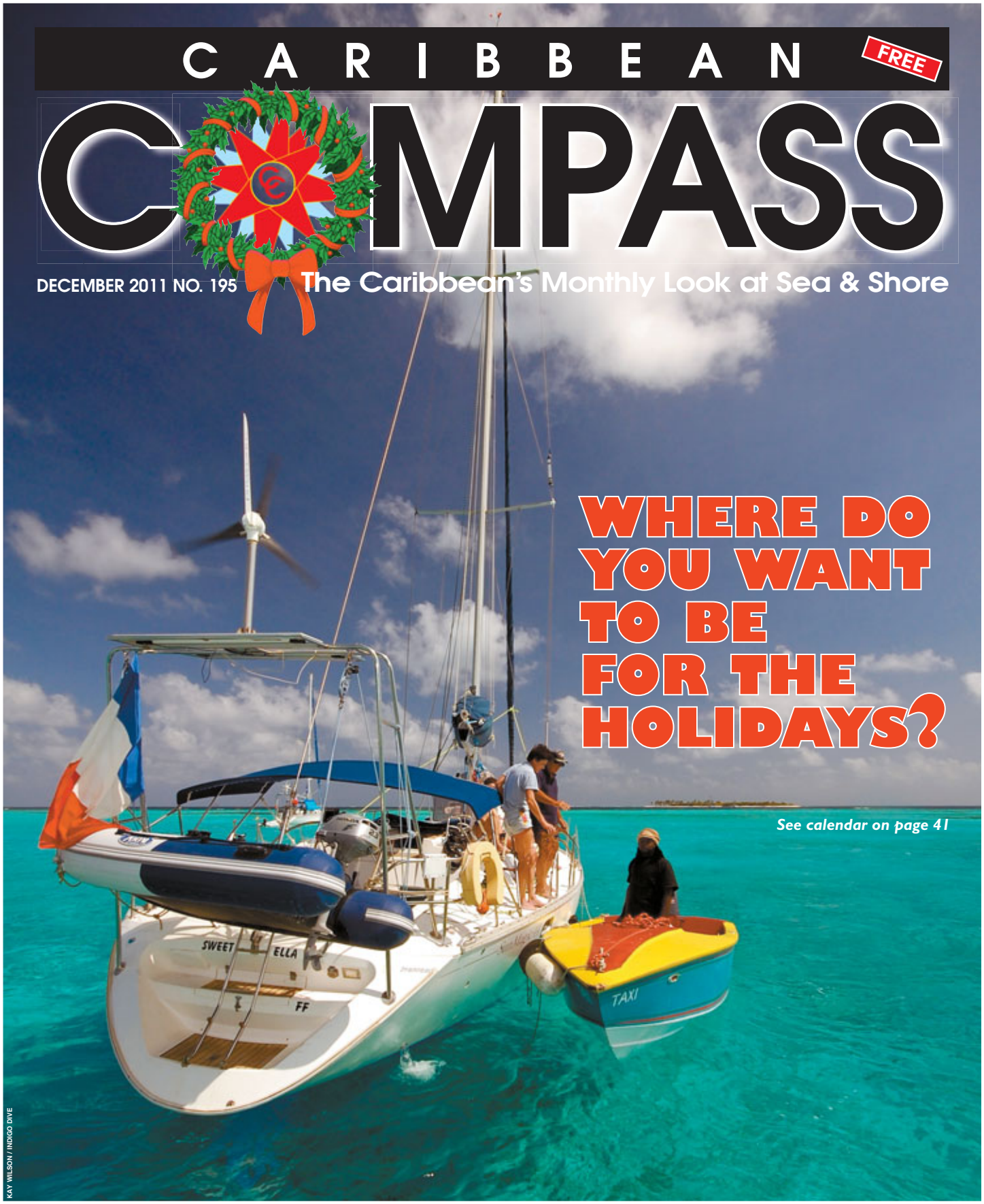
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COMPASS
DECEMBER 2011 NO. 195
The Caribbean's Monthly Look at Sea & Shore



WHERE DO YOU WANT TO BE FOR THE HOLIDAYS?

See calendar on page 41

KAY WILSON / INDIGO DIVE



BIT STORM BAD BOY XTREME WIFI ANTENNA

BIT/BB-XAC75

This Bad Boy helps you access land-based WiFi signals right from your cockpit.

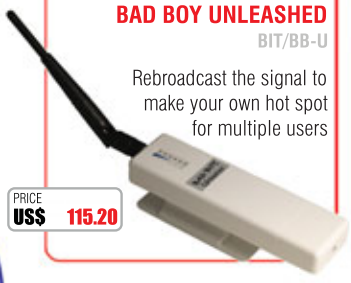
- Maximum legal power 36dBm for maximum range
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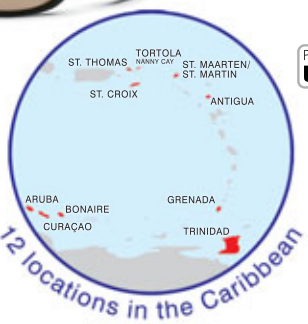
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DECEMBER 2011 • NUMBER 195



WORLD CRUISING CLUB

Back in the Day

In Marigot Bay..... 26



LUMBADIVE

ARC 2011

A good year for cats 15

Dear Santa...

What cruisers want this year.. 16



MCMILLEN-JACKSON

Island Feast

A taste of Trinidad 24

Bad Fish!

Lionfish found in Grenadines .. 36

DEPARTMENTS

Info & Updates 4
Business Briefs 8
Meridian Passage..... 11
Regatta News..... 12
Product Postings 29
Book Review 31
Sailor's Horoscope..... 32
Island Poets..... 32
Cruising Kids' Corner..... 33
Dolly's Deep Secrets 33
The Caribbean Sky..... 34
Eco-News 35
Cooking with Cruisers 37
Readers' Forum..... 38
Calendar of Events..... 41
Caribbean Market Place..... 42
Classified Ads 46
Advertisers' Index..... 46

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ISSN 1605 - 1998

Cover photo: A visiting yacht with local vendor, Tobago Cays, St. Vincent & the Grenadines. Photo by Kay Wilson of Indigo Dive



Compass **covers the Caribbean! From Cuba to Trinidad, from Panama to Barbuda, we've got the news and views that sailors can use. We're the Caribbean's monthly look at sea and shore.**

"The arrival of the latest *Caribbean Compass* is always an exciting moment. I put down whatever I am doing and settle down for a great read."
— Chris Doyle
www.doyleguides.com

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Info & Updates

Snorkeling Park Opens in Guadeloupe

Joining the existing Cousteau Reserve at Ilets Pigeon on the leeward side of Guadeloupe is the new Snorkeling Park of Ilet Gosier on the south shore. Ilet Gosier is one of the favourite anchorages in Guadeloupe: a tiny island just off the coast with



An information buoy being placed in Guadeloupe's new snorkeling park at Ilet Gosier. You can now take a self-guided snorkeling tour

a lighthouse, coconut trees, iguanas, and a reef with gently breaking waves to protect the anchorage.

On the beach, there is a sign with a map that explains the safe conduct in the Snorkeling Park. Three big, bright orange-pink buoys labeled 1, 2 and 3 show the location of remarkable underwater sites such as coral heads and turtle grass to snorkel above. The park is included in a safe zone marked by four yellow buoys and a surface line, where no engine craft are allowed. A white mooring buoy is available for tenders.

If you're at the Antigua Charter Show, see a presentation on the new park on December 9th at 7:45AM at the Copper & Lumber Store Hotel — all are welcome.

For more information contact Ariane Graf at info@guadeloupeyachtconcierge.com.

Simpson Bay Bridge Times Now Year-Round

As of November 1st, there are no longer different High Season and Off Season bridge opening times at Simpson Bay, St. Maarten. The bridge opening times now



CHRIS DOYLE

are: 9:00AM outbound, 9:30AM inbound, 11:00AM outbound, 11:30AM inbound, 4:30PM outbound, 5:30PM inbound.

Contact the bridge operator on VHF Channel 12.

Change in St. Maarten's Immigration Policy

The St. Maarten Marine Trades Association (SMMTA) informs the yachting community that nationals from many countries are now exempt from obtaining a visa to enter the island by air or sea when they are in possession of a Dutch Caribbean visa; a multiple-entry visa for the US, Canada or the European Schengen region; or a residence permit for the US, Canada, the Schengen region, the UK, French St. Martin, Bonaire, St. Eustatius or Saba.

—Continued on next page



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For professional yacht crew on the visa-required list without one of the abovementioned visas, entry is granted with a Seaman's Discharge Book and an Agent Guarantee Letter that a local agent will prepare.

For yacht guests on the visa-required list without one of the abovementioned visas, a 48-hour transit exemption to go from the airport to the vessel or the vessel to the airport can be arranged with a local Agent Guarantee Letter.

The SMMTA hopes that this new change will encourage yacht crews and yachting tourists from around the world to visit St. Maarten and enjoy what the island has to offer. The changes come just in time for Spotlight St. Maarten, a month-long celebration of education and recreation that began November 11th and continues until December 17th and includes seminars, concerts and various outings. Spotlight St. Maarten also offers discounts at participating marinas, chandleries, restaurants and more. So come to St. Maarten and start the season with a blast!

For a complete list of countries that require a visa to enter St. Maarten visit www.smmta.com.

Trinidad Curfew Lifted

Katy Young reports: The curfew that was in place in Trinidad has now been lifted, along with the maritime curfew, so yachts are free to move as before.

On August 21st, Trinidad & Tobago was placed under a "limited State of Emergency" (SOE) by Prime Minister Kamla Persad-Bissessar in order to deal with gang-related crime in some areas of Trinidad. The SOE reportedly had little impact on visiting yachts in Chaguaramas except that a curfew was in place from 11:00PM to 4:00AM. After September 14th, the curfew extended three nautical miles seaward from the coastline. Tobago was not subject to any curfew restrictions.

On November 7th Prime Minister Persad-Bissessar announced the immediate lifting of the curfew. She added, however, that the State of Emergency remains in effect. "So the curfew is lifted both on land and on sea immediately. We will review that as well from day to day as we continue to monitor the situation," she said. The State of Emergency in Trinidad & Tobago is up for review by the Government on December 5th.

Weather Causes US-Caribbean Passage Havoc

The 12th annual North American Rally to the Caribbean's (NARC) Newport-to-Bermuda leg was hammered by a week-long low-pressure front followed by the late season Tropical Storm Sean after the NARC set out from Rhode Island on October 30th.

On November 6th, the cargo ship *Oleander* picked up four people from the 46-foot *Elle* and the sailboat was abandoned approximately 200 miles northwest of Bermuda. According to a report in the *Bermuda Royal Gazette*, crewman Jim Schweitzel, who suffered cracked ribs when a large wave hit the boat, said, "The winds were 40 to 90 knots, with waves bigger than I've ever seen them. They looked like houses. We decided to take a rest and hope that the storm would die down, but it was like sitting in a tomb. Eventually, we decided to call for help." The boat's owner-skipper also reported that they were low on fuel after motoring against currents in the Gulf Stream.

The following day, the Bermudan pilot boat *St. George* came to the assistance of another participating vessel, the 49-foot *Riot*, but the vessel's 23-year-old captain, Coleman Bowen, was eventually able to steer his damaged vessel through Town Cut into St. George's Harbour. Echoing Don Street's recollection of a similar incident in the November issue of *Compass*, the skipper told the *Royal Gazette*, "We came through in a sort of 'S'. We were maybe a hundred feet off the rocks and it was dark, so we didn't really know what the lay of the land was. We could hear the



CHRISTOPHER MELROSE / BERMUDA ROYAL GAZETTE

The crew of the sailboat Elle *being taken aboard the container ship* Oleander

waves crashing against the land, so we knew we were close."

According to various reports, both *Elle* and *Riot* had reportedly suffered steering difficulties among other problems.

On November 11th Jan Anderson was washed overboard from another NARC yacht, the 38-foot *Triple Stars*, by a wave estimated at 30 feet about 285 miles northwest of Bermuda. The Coast Guard received an EPIRB signal from *Triple Stars* and a radio distress call from Jan's husband, Rob. The Coast Guard directed merchant vessel *High Jupiter* to the area, which removed Rob from *Triple Stars*. The unsuccessful two-day search for Jan that followed covered 1,735 square miles.

The annual NARC rally attracts veteran offshore sailors and professionally crewed boats and is described as "a grass-roots" affair for seasoned mariners. In Bermuda the St. George's Dinghy & Sports Club hosted NARC participants who were then scheduled to head to the final rally destination, St. Maarten.

The crew of a yacht not entered in the rally, *Spring Moon*, was rescued 550 miles southwest of Bermuda on November 6th by the cable ship *Ocean*. Along with *Elle* and *Triple Stars*, *Spring Moon* was also reportedly abandoned.

Australians *Don't* Require Visas for St. Lucia!

After reading Chris Doyle's interview with St. Lucia's Yachting Director in the Ministry of Tourism, Cuthbert Didier, in the November issue of *Compass* ("New Rules to Encourage Yachting in St. Lucia"), which announced that Australians would no longer need visas to enter St. Lucia, an Australian cruising family was dismayed to arrive in Rodney Bay where the Immigration official demanded visas. News of this new ruling had spread quickly through the Australian cruisers' community, but it apparently hadn't reached St. Lucia's Immigration officers quite as fast!

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Upon becoming aware of the situation, Cuthbert said that over the next few weeks his unit, in collaboration with the St. Lucia Tourist Board, would organize a series of engagements aimed at further sensitizing Customs, Immigration and other law enforcement agencies, together with the general public, on the new approved yachting regulations and what it means to the entire sector — from owners to crew, charter guests and yacht businesses, as well as residents of the island itself.

For more information visit www.saintlucianow.com.



WILFRED DEDERER

Authorities took steps to improve security in Admiralty Bay, Bequia after a spate of thefts from yachts in late October and early November

Steps Taken Against Yacht Burglaries in Bequia

Following a rash of burglaries from yachts visiting Admiralty Bay, Bequia in late October and early November, as this issue of *Compass* goes to press there has been one relevant arrest and conviction with a six-month jail sentence reported, and the St. Vincent & the Grenadines Coast Guard has begun nocturnal patrols within the bay. In addition, police patrols including the Rapid Response Unit have been stepped up around the shoreline and adjacent beaches.

A public meeting to discuss the yacht burglary problem was held in Bequia on November 4th and participants included the St. Vincent & the Grenadines Minister of Tourism, the Police Commissioner, the Parliamentary Representative for the Northern Grenadines, the Chairman of the SVG Tourism Authority, the Chairman of the Bequia Tourism Association, the Harbormaster, representatives of the Coast Guard and the Port Authority, and both the Director and Deputy Director of Grenadines Affairs, along with an exceptionally large crowd of stakeholders. At the meeting, a citizens' committee made up of tourism stakeholders was established to liaise with the police on crimes against visitors.

Some of the thefts were from boats that were left unlocked while unattended. Sailors are reminded to always "lock it or lose it", and to secure even small ports that can be reached through to grab items such as iPods, cellphones and cameras. It is also suggested that yachts not anchor within easy swimming distance of Princess Margaret Beach or the abandoned Plantation House Hotel.

St. Vincent & the Grenadines was recently named "Best Sailing and Yachting Island of the Year 2011" by *Caribbean World* magazine.

Cruisers' Site-ings

• Take a look at the new cruising blog from Island Water World at ***www.igosailing.com*** or via a link from the homepage of islandwaterworld.com.

• The Sustainable Grenadines project now has a Facebook page: ***www.facebook.com/pages/SusGren-Grenadines-NGO/156754771045707***.

• USVI bound? There is a Facebook Group just for you: ***www.facebook.com/groups/255498741169452***. USVI Cruisers is a place for cruisers in the USVI to communicate and share info.

New Flights, Toronto to Grenada and Trinidad

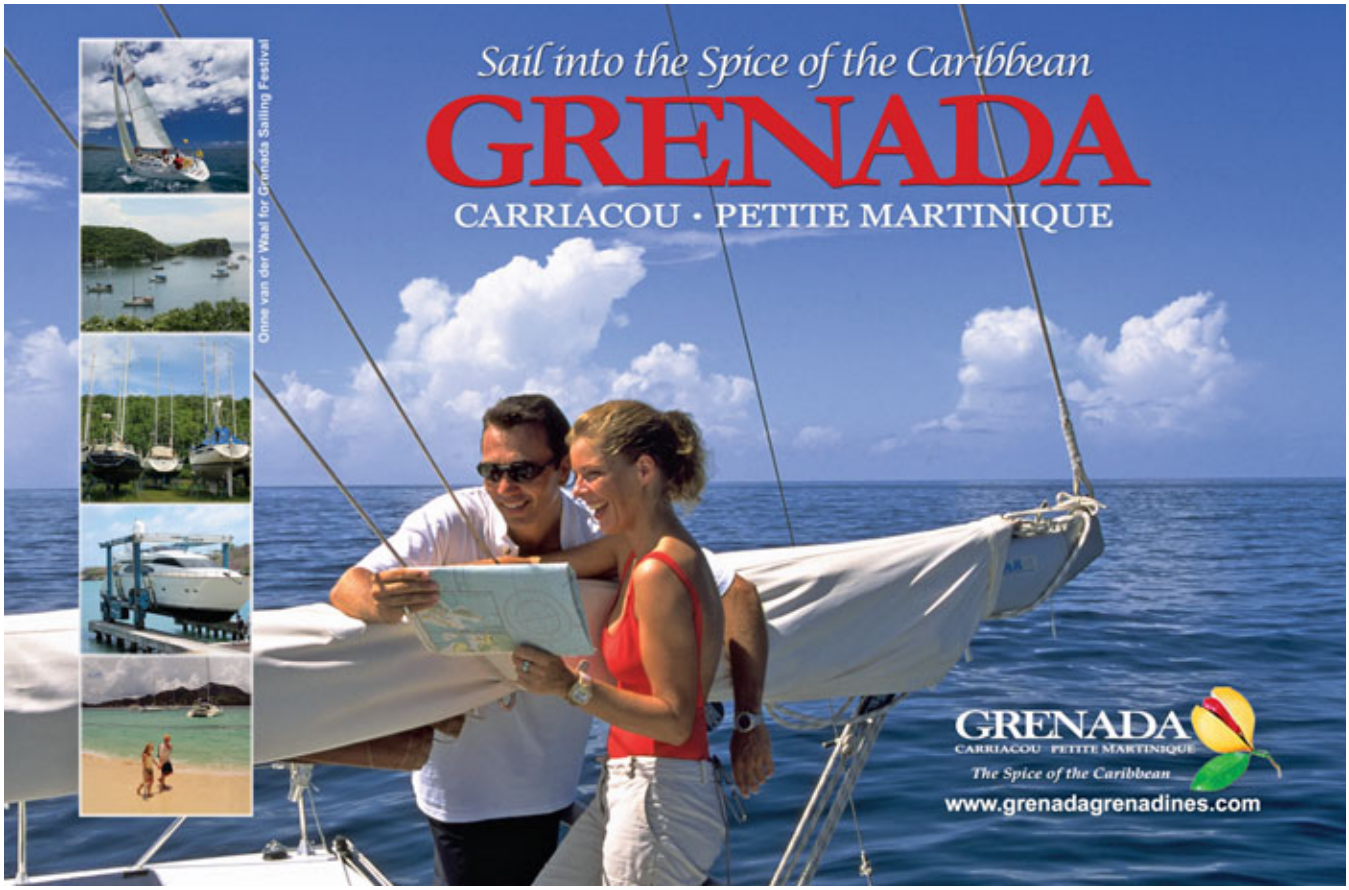
Air Canada will begin twice weekly direct flights between Grenada and Toronto on December 15th. The service, which originates in Port of Spain, will stop in Grenada before going direct to Toronto. On the return trip, it will fly direct to the Maurice Bishop International Airport before going on to Piarco.

For more information visit www.aircanada.com.

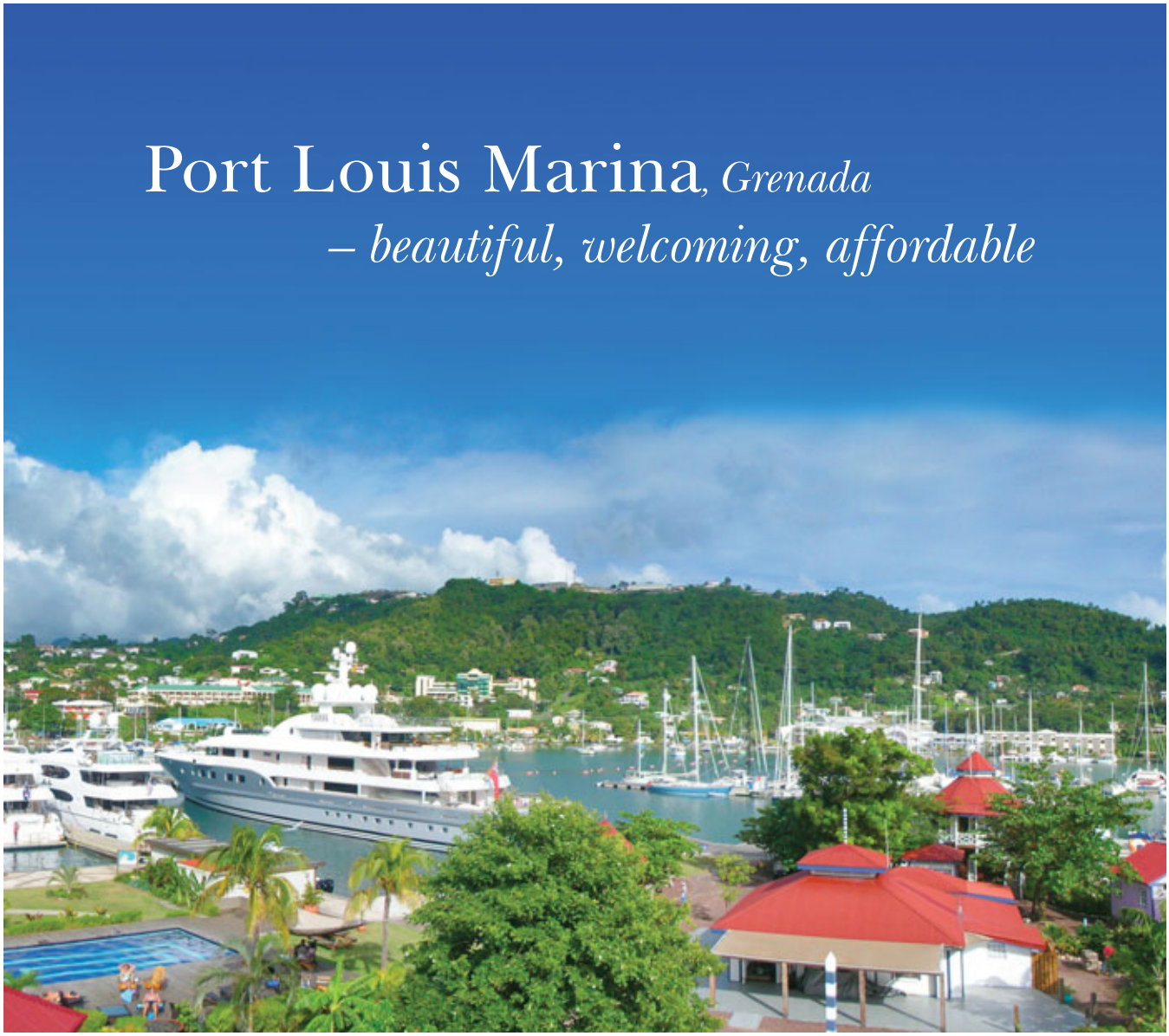
Welcome Aboard!

In this issue of *Caribbean Compass* we welcome new advertisers Caribbean Rigging of Antigua and St. Maarten, on page 5 and Ti Kaye Village of St. Lucia on page 17; and Boat Paint & Stuff of St. Maarten, the Frame Shop of Antigua, Domino's Pizza of St. Lucia, Whiskey in th Jar of St. Lucia, Island Marine Special of Union Island and Marcom of Trinidad, all in the Market Place section, pages 42 through 45.

Good to have you with us!



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Now, with our rates for the coming winter season, a berth at Port Louis Marina is even more affordable. For more information about securing a berth or visiting Port Louis Marina, please contact Danny Donelan on +1 (473) 435 7431 or email danny@cnportlouismarina.com

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Northern Lights, Inc. (NLI), an innovator in the marine-diesel market, is redefining the traditional engine room with an unmatched hybrid-marine solution.

NLI combines its high-performance Lugger propulsion engines with BAE Systems' HybriDrive Propulsion System. In service in over 3,500 applications worldwide, this is the world's most successful series hybrid. The system uses a Propulsion Control System to efficiently direct power produced from the electric generator for immediate use, or holds it in the Energy Storage System to provide clean, quiet power without the engine, while the propulsion motor provides power to the prop. The system can be customized to fit myriad marine applications.

"The entire package is designed to be clean, quiet and environmentally responsible," said NLI vice president Mike Maynard. "Our hybrid-marine solution eliminates wet stacking and will reduce both energy waste and fuel costs."

Because its world-class components are fully scalable, the NLI hybrid-marine system provides far greater flexibility in engine room layout. It will run not only as a standard electric propulsion system, but can be configured into an auxiliary power kit to provide all of the ship's service AC power without the waste and pollution associated with underloading. The hybrid system can even be outfitted for accessory power for modern vessels' complex systems of thrusters and winches. The system can be configured for specific vessel needs in the yacht and commercial markets.

NLI is renowned in the marine industry for providing reliable, durable and simple-to-use power and propulsion systems. Using BAE Systems' HybriDrive Propulsion and integration capabilities we are proud to now offer a hybrid-marine solution superior to other systems currently on the market.

Founded in 1958, Northern Lights is a leading manufacturer of marine-diesel generators, Lugger propulsion engines and Technicold marine systems. The company's products are distributed through a global sales and service network to over 40 countries.

For more information on Northern Lights see ad on page 30.

Marina ZarPar in DR Welcomes Tony Torres

The management of Marina ZarPar in the Dominican Republic is pleased to announce the appointment of Tony Torres, SSCA Host in the Dominican Republic and accomplished sailor, as General Manager of the Service and Boat Yard repair center of Marina ZarPar. In this position, Tony, along with his wife, Lisa, will take charge of the 70-ton travelift and service area. Both Tony and Lisa are bilingual and extremely experienced in the area of yacht service.

All inquiries for service should be forwarded to ttorres@marinazarpar.com.

For more information on Marina ZarPar see ad on page 28.

Do You 'Like' St. Lucia's Marigot Beach Club?

Visit Marigot Beach Club's Facebook page to learn all about exciting changes to the resort, exclusive travel packages and special promotions and contests!

For more information on Doolittle's Bar at Marigot Beach Club see ad on page 37.

Timeless African Jewelry at Art Fabrik, Grenada

Chris and Lilo report: Handmade glass beads and lost-wax jewelry, combined with different exotic materials, remind travel-lovers of the history of trade with Africa in the 16th century. The reflection of those adventurous trading voyages opens gates



to the dreams of sailors. In any of these beautiful ethnic pieces you can find the story of an artisan, some of whom fire recycled bottles and scrap metal into the most exciting handcrafted creations.

You will find a selection of pieces made in Ghana in the Art Fabrik shop on Young Street, in St. George's, Grenada. The fusion of our handmade batik and wearable art with this precious jewelry selection demonstrates that we belong to the global artisan family of the fairtrade world. We are looking forward to meeting all of you in our orange house on Young Street.

For more information on Art Fabrik see ad in the Market Place section, pages 42 through 45.

New Dealer in St. Martin for Coppercoat Antifouling

Boat Paint & Stuff in St. Martin is the new Caribbean dealer for Coppercoat antifouling paint.

Coppercoat is based upon an inherently waterproof epoxy resin. As such, the application of Coppercoat helps to protect GRP vessels against osmotic attack.

Being epoxy based, Coppercoat is non-eroding and causes less harm to the environment than conventional antifoul paints. The complete treatment has been tested and approved by the Health and Safety Executive, in compliance with UK and EU law.

No more expensive and unpleasant annual stripping and repainting of hulls. Simply hose down the hull at regular intervals (commonly once a year), to remove any build-up of slime.

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Unlike regular coatings, hardwearing Coppercoat remains effective for many seasons. A single treatment of Coppercoat is proven to remain effective for at least ten years. The first boats treated are still clean after 15 seasons! No other copper based epoxy antifouling has the enviable pedigree of the original: Coppercoat.

Yves Le Cleach at Boat Paint & Stuff ensures the smooth running of the process for implementing Coppercoat.

For more information on Boat Paint & Stuff see ad in the Market Place section, pages 42 through 45.

Bigger is Better in Trinidad

When you need your boat to hold more fish, there is only one thing to do. Cut it in half and fill in the gap, lengthening the vessel from 45 to 60 feet and dramatically increasing its displacement and holding capacity. These photos show the saga of









John Lancer's fishing boat, as re-created by Formula III Marine Ltd, a company that has been manufacturing high performance sport and leisure marine craft, as well as pirogues and fishing boats in Chaguaramas, Trinidad since 1979. A large number of new and skillfully refurbished vessels in the Caribbean are the result of this company's expertise with glassfibre construction.

—Continued on next page

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M135
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- Clean running
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- Easy access to all components
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M225Ti
- 6 Liter engine producing 225 hp @ 2600 rpm
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- Lowest cost of ownership in its class
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—Continued from previous page

The pictures make it look simple, but this is by no means an easy job. First getting down to the hull to make the cut, then lifting the front half with a crane and placing it very precisely forward so that the stringers can be accurately set, then the reconstruction of the keel, hull and interior and finally the fairing and finishing of the exterior. According to company owner Stephen de Gannes, this is not the first boat they have lengthened in this way and there is another one on order. When you have a winning Formula — why change it?

For more information contact (868) 634-4336 or sdegf3@gmail.com.

From India to St. Lucia to You!

Chef Adil Sherwani of the Spice of India restaurant at Rodney Bay, St. Lucia offers some of the tastiest Indian food served outside of India. As a special holiday gift to *Compass* readers, he shares his recipe for Aloo Tikki, one of the most popular and simple-to-make vegetarian starters on the menu at Spice of India. It is inspired by the famous and most popular of street snacks from Northern India.

Ingredients: three boiled potatoes, pinch of turmeric, chilli powder, dry mango powder and Garam Masala, 1/4 teaspoon grated ginger; 1/4 teaspoon chopped garlic; salt and black pepper to taste; oil for frying; 1 red onion and fresh cilantro (save some onion and cilantro for garnish).

Method: Mash the peeled potatoes ensuring that you leave chunks of potatoes in the mash. Add all the other ingredients until well incorporated. With lightly oiled hands divide into equal portions, forming into small patties. Place in hot oil, frying until both sides are golden brown.

Stack two on top of each other and drizzle with stirred yoghurt, tamarind and mint chutneys (can be homemade or store-bought). Garnish with reserved chopped cilantro and chopped red onions. Enjoy!

For more information on the Spice of India restaurant see ad in the Market Place section, pages 42 through 45.

Office Face-Lift at Peake Yacht Services, Trinidad

Devi Sharp reports: Peake Yacht Services in Trinidad has given their office a face-lift. You now walk into an office that feels like a well-appointed yacht. The floor looks



like a teak-and-holly cabin sole and the benches appear to have been lifted out of the salon of a luxury boat. The work was done by the local craftsmen. You can still expect the same good service and cheerful staff.

For more information visit www.peakeyachts.com.

Yacht Chandlers Partners with IGY Marinas

IGY Marinas, and Yacht Chandlers, providers of yacht supplies and services, announce a strategic alliance. Yacht Chandlers will be providing its full complement of services at Yacht Haven Grande in St. Thomas, USVI, and at the Yacht Club at Isle de Sol in St. Maarten. Yacht Chandlers will also be taking over operations of the bar/restaurant currently located at the Yacht Club at Isle de Sol in St. Maarten with an extensive renovation planned.

For more information visit www.igymarinas.com.

St. Maarten Hospitality and Trade Association Supports Regatta

The St. Maarten Hospitality and Trade Association (SHTA) has again confirmed its long-term commitment to the St. Maarten Heineken Regatta and made a financial contribution of US$5,000. The SHTA also committed to assist with finding accommodations, when needed, for the guest judges, jury members and media flying in from abroad to take part in the Regatta.

The SHTA has been a proud sponsor of the St. Maarten Heineken Regatta for more than ten years. It is the largest private business representative on the island, representing close to 150 companies.

Both parties are looking forward to another great regatta taking place from March 1st through 4th, 2012.

For more information on the St. Maarten Heineken Regatta visit www.heinekenregatta.com.

For more information about the SHTA visit www.shta.com.

***Picton Castle* to Return to Caribbean Waters**

After completing her fifth world circumnavigation in June this year, the 180-foot three-masted barque *Picton Castle* is gearing up for her next epic voyage, this time to Europe, Africa, the Caribbean and the Spanish Main.

Casting off from Lunenburg, Nova Scotia, this epic voyage of one year and 15,000 nautical miles will include two transatlantic crossings, explorations of the Irish Sea, North Sea and Baltic Sea and the tradewinds of the mid-Atlantic from Africa to the Caribbean Sea. While most of the time is spent on the ocean, crewmembers will also explore ashore in Old World and exotic tropical ports with rich culture and a strong seafaring heritage.

Although the itinerary is new, the *Picton Castle* will continue to deliver the same deeply engaging sail-training program that earned the ship the American Sail Training Association's Sail Training Program of the Year award in 2006.

—Continued on next page

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The program focuses on seamanship skills and teaching trainee sailors to become crewmembers by involving them fully in the operation of the ship — standing watch-



es, taking the helm, setting and taking in sail, assisting with ship's maintenance and helping in the galley. No sailing experience is required to join the crew.

Caribbean ports visited on the voyage will include the islands of the Eastern Caribbean; Cartagena, Colombia; Panama; Cozumel, Mexico; Cuba and the Bahamas.

For more information visit www.picton-castle.com.

MERIDIAN PASSAGE OF THE MOON

DECEMBER 2011 / JANUARY 2012

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

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

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

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

December 2011					
DATE	TIME	21	0842	10	0041
1	1725	22	0942	11	0132
2	1808	23	1043	12	0221
3	1850	24	1144	13	0310
4	1931	25	1243 (new)	14	0359
5	2014	26	1338	15	0459
6	2058	27	1430	16	0541
7	2143	28	1517	17	0635
8	2231	29	1602	18	0732
9	2321	30	1644	19	0831
10	0000 (full)	31	1727	20	0930
11	0013	**January 2012**		21	1029
12	0105	1	1809	22	1125
13	0156	2	1852	23	1218 (new)
14	0246	3	1937	24	1307
15	0336	4	2024	25	1354
16	0424	5	2113	26	1438
17	0512	6	2204	27	1521
18	0601	7	2257	28	1604
19	0652	8	2349	29	1647
20	0745	9	0000 (full)	30	1733
				31	1817



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• Scott Zimmerman & BIMSTONE - De Reef
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REGATTA NEWS

Gittens Tops Barbados Dinghy Championships

Renata Goodridge reports: The waters of Carlisle Bay were the venue for the Barbados National Dinghy Championships, hosted by the Barbados Sailing Association, which concluded on November 6th.

Over five weeks and 25 races, six classes were represented in conditions that varied from light breezes to 20-plus knots of wind and choppy seas. These variable conditions proved that consistency is a key factor in such a long series.



Isaac Brown and Annabel Cox took a close second place in the Topper Tres Class

The Dr. AW Trieloff Memorial Trophy is awarded each year to the junior sailor or sailors showing the most improvement, excellent attitude and all-round sportsmanship throughout the Championships. This year the trophy was awarded to Alec Drayton.

The Olympic Laser Standard Class saw fierce competition among the island's top dinghy sailors. Jason Tindale took top honours following his overall win in the Caribbean Dinghy Championships held in Antigua earlier in the year. Olympian Rodney Reader and veteran Charlie Gloumeau took second and third places respectively.

The Laser Radial Class, carrying less sail area for the lighter-weight sailors, was narrowly won by Chris Durant, followed by Cyril Lecrenay in second and Tom Rogers in third.

This year saw the debut of the Laser 4.7 Class, which was a first for our young sailors who have been racing in the Optimist Class over the past several years. These youngsters adapted very well to the much larger boat, with Leisl Brewster taking top honours, followed very closely by Kimberley Gittens in second and Jaime Ward in third.

The Topper Taz Class was easily won by 13-year-old Scott Gittens, who ran away with the series. Second place went to Jonathan Spence, with Alec Drayton close on his heels in third.

In the two-man Topper Tres Class, James Austin with Xavier Mansour as crew emerged in top spot, with Isaac Brown and Annabel Cox taking a close second.

This year saw the reintroduction of the Optimist Green Fleet for the younger sailors who have never raced before. Racing in this class took place closer to shore in less choppy waters. The overall first place in the Class went to Drew Brooks, followed by the lone female in the fleet, Sophie Stratford, in second. Third place went to Dominic Hewitt.

The Barbados Sailing Association would like to thank the following sponsors: Harmony General Insurance Company, the Brewster family, Marine Management Services and Direct Car Rentals. The Association also wishes to thank the Barbados Olympic Association and the Barbados Yacht Club for their continued support of youth sailing.

Racing will continue throughout the forthcoming year.

For more information about racing contact the Barbados Sailing Association at sailbarbados@gmail.com. For information about sail training contact Isaac Brown at lrn2sail@gmail.com or (246) 243-6236.

Carlos Aguilar Match Race Moves to Open Format

Carol Bareuther reports: More than a dozen of the world's best male and female skippers will duel in IC-24s in the fourth Annual Carlos Aguilar Match Race, presented by Ulysse Nardin/Trident Jewels & Time, and run December 1st through 4th in St. Thomas Harbor, USVI. There will be waterfront viewing plus a live webcast of this ISAF Grade Two Official World Tour Qualifier for the 2012 World Match Racing Tour.

"As women's match racing has become more competitive and crew weights between women and men are close to the same, we're seeing more women and men go head-to-head in the match racing world," says principal race officer, Bill Canfield. "This year, we'll follow this trend by making the Carlos Aguilar Match Race an open event where women and men will sail together in mixed teams as well as against one another."

The USA's Sally Barkow, Women's Match Race World Champion in 2004 and 2005 and currently the world's third-ranked woman match racer, will be one of the skippers who will return this year to compete. Other women skippers include the USA's three-time Rolex Women's Match Race champion, Sandy Hayes; skipper of Team New Orleans, Louise Bienvenu; and USVI teenager Nikole Barnes, who is new to match racing but a bronze medal winner in I420s with crew Agustina Barbuto at the 2011 ISAF Youth World Championships.

Male skippers will include Finland's 11th world-ranked Staffan Lindberg; the USVI's 30th world-ranked Taylor Canfield, who finished second at the 2009 CAMR and most recently finished second at the US Match Racing Championship; and the USA's 36th world-ranked Dave Perry, four time winner of the US Match Racing Championship.

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

For more information visit www.carlosmatchrace.com.

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Transat B to B Departs from St. Barth

The second edition of the Transat B to B race departs from St Barth bound for Lorient, France on December 3rd. The Transat B to B is a single-handed race for the IMOCA Open 60 fleet and those qualifying for the Vendée Globe. Top-level line-up, unusual course (transatlantic race from west to east), and prestigious sites!

For more information visit www.imoca.org/en.

British Ex-Servicemen to Row to Barbados

A team of British ex-servicemen, some badly injured in combat, has been preparing to race a rowing boat across the Atlantic. The Row2Recovery team aims to raise money for charities such as Help for Heroes. The six men will row from the Canary Islands to Barbados on a specially redesigned 29-foot (nine-metre) boat.

They will leave La Gomera on December 4th, expecting an eight- to 12-week crossing to Barbados. The crew have 3,000 miles (4,830km) to cover and are estimating they will be at sea for about 60 days. Only 284 of the 452 rowing boat crews to ever attempt this Atlantic crossing have succeeded.

For more information visit www.row2recovery.com.

Global World ARC Departs St. Lucia in January

Fancy a round-the-world cruising rally? The World ARC, an ARC circumnavigation, is built on the three main elements that make the annual ARC transatlantic rally so popular: safety, social contact and fun competition.

Starting from St. Lucia January 8th, World ARC takes you on a 16-month trip around the world, crossing three of the five great oceans. World ARC mixes organized legs and free cruising, taking you to some of the most beautiful sailing destinations in the world. World ARC participants come from all occupations: some have taken early retirement or sold businesses, others are on sabbatical. Some sail the whole route as a couple, while others have friends and family join as crew at different destinations. Some World ARC participants join for half a rally to or from Australia, so they can enjoy extended cruising in the Pacific. Pirate-prone waters are avoided, and the rally finishes back in St. Lucia.

For more information visit www.worldcruising.com/WORLDARC2012.

Historic 2012 Mount Gay Rum Round Barbados Race

Registration is open for the 2012 Mount Gay Rum Round Barbados Race, scheduled for January 21st, with entries already including the 55-metre (180-foot) schooner *Elena*.



This race around Barbados dates back to the 19th century, based upon bragging rights for the fastest trading schooner. This was a prize worth its weight in gold to captains in an era where prices for cargo arriving ahead of rival ships commanded massive premiums.

While most ships raced for the honor of the fastest time, the consolation prize of a barrel of Mount Gay Rum for the slowest certainly spurred on some captains, and had to be discontinued after two boats remained out at sea for days stalling to take the prize!

For more information, contact www.mountgayrumroundbarbadosrace.com.

Big Stuff: Superyacht Challenge Antigua

The challenge is on in Antigua from January 27th through 29th, when yachts longer than 80 feet are invited to participate in the Superyacht Challenge Antigua.

The SYCA Committee, headed by Paul Deeth and Stan Pearson, will be hosting the spectacular racing, with ratings and start times being determined by the Bucket Rule administered by Jim Teeters. The regatta will be sailed under the Racing Rules of Sailing 2009-2012, modified and using the Low Point Scoring System.

From a start/finish line off the entrance to English Harbour, the course marks for the three 12- to 30-mile pursuit races will be set daily according to the prevailing conditions off the south coast of Antigua.

For more information visit http://thesuperyachtchallenge.com/home.html.

Grenada Sailing Festival Gearing Up!

Grenada Sailing Festival 2012 will run from January 27th to 31st. This popular event, now in its 19th year, provides top-quality racing and is an early regatta season 'tune-up' for international yachts visiting the Caribbean as well as the highly competitive crews based in the region.

The Camper & Nicholsons Racing Series will start and finish from the company's Port Louis Marina, and courses will be concentrated on the island's south and east coasts. Entries already include an all-female Girlsforsail crew aboard the Elan 37 *Diamonds Are Forever*; *Charisma*, a beautiful 57-foot racing sloop built in 1970; the ultra-modern carbon fibre Reichel Pugh 78 *IDEA;* and 2011 Festival Winner *Jaguar*, a Frers 43. To enter online, visit www.yachtscoring.com.

There will be more great sailing action in Grenada on February 4th and 5th, when the local workboat regatta comes to Grand Anse Beach. Twinning this spectacular weekend of racing with the island's Independence celebrations makes it a great attraction for locals and visitors alike. There will be competition among the sailing communities of Carriacou, Gouyave, Grand Mal, Petite Martinique, Sauteurs and Woburn, plus entertainment and activities, local arts and crafts, and food stalls in a Community Kitchen, where all the best traditional dishes will be on offer.

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There will also be a Junior Dinghy Sailing Championship on February 4th, when Grenada's talented young sailors will show their skills in an event sponsored by Budget Marine and organized by the Grenada Sailing Festival, Grenada Yacht Club and Grenada Sailing Association. For the first time, youngsters from the Carriacou Junior Sailing Club as well as from the newly formed Grenada Marine Optimist Club in St. David's will be racing, joining participants from the Gouyave Sailing School and the Grenada Yacht Club.

Grenada Sailing Festival thanks its sponsors and supporters already on board for 2012: the Grenada Board of Tourism; Camper & Nicholsons Marinas; United Insurance; ScotiaBank; Mount Gay Rum with agent Bryden & Minors; Budget Marine; True Blue Bay Resort; The Moorings; The Victory Bar & Restaurant; Coca Cola; SOL EC Ltd.; American Airlines; British Airways; Island Dreams Yacht Services; Horizon Yacht Charters; Spice Island Marine Services; Turbulence Ltd.; Steele's Auto Supplies; Grenada Union of Teachers Credit Union; Grenlec; Mitchell's Health & Wellness and Glenelg Spring Water.

For more information on the Grenada Sailing Festival visit www.grenadasailingfestival.com.

For more information on Camper & Nicholsons Port Louis Marina see ad on page 7.

Offshore Favorite: RORC Caribbean 600

Online entry for the fourth edition of the Royal Ocean Racing Club's Caribbean 600 is now open at http://remus.rorc.org.

Run by the Royal Ocean Racing Club in association with Antigua Yacht Club, the Caribbean 600 is the only offshore race in the Caribbean, and since its conception in 2009 has become a firm favorite with international offshore racers seeking a tactical challenge in Caribbean conditions. Due to start from Antigua on February 20th, the 2012 edition will witness an impressive line-up of yachts.

The fleet's course circumnavigates 11 Caribbean islands, starting from English Harbour, Antigua and heading north to St. Martin and south to Guadeloupe, taking in Barbuda, Nevis, St. Kitts, Saba and St. Barth's.

For more information visit http://caribbean600.rorc.org.

Friendly Fun at South Grenada Regatta

The fun and friendly South Grenada Regatta 2012 will run from February 23rd through 26th, with classes for spinnaker, non-spinnaker, catamaran and fun class. Free berthing for all participating boats during the weekend at Le Phare Bleu Marina!

For more information on the South Grenada Regatta see ad on page 13.

For more information on Le Phare Bleu Marina see ad on page 23.

New Dates for St. Croix Regatta

The St. Croix Yacht Club has announced an expanded format and new dates for the 2012 St. Croix Yacht Club Regatta. The regatta will return to a three-day format and is now scheduled for the second weekend in March, March 9th through 11th.

For more information visit www.stcroixyc.com.

Get Heavy for the Puerto Rico Heineken Regatta!

Save the dates March 16th through 18th for the Puerto Rico International Heineken Regatta. There will be prizes for Racing and Racer-Cruiser Class winners, a prize for Best Visiting Yacht Performer, Overall prizes and special awards — get your weight in Heineken!

For more information contact Regatta Director Angel Ayala at angel@cir-pur.org or info@prheinekenregatta.com.

Racing and Relaxation: Les Voiles de Saint-Barth 2012

The third edition of the Voiles de Saint-Barth takes place April 2nd through 7th, 2012. The event's reputation has spread like wildfire to all those who love elegant yachts and fine racing in the Caribbean.

"We shall be incorporating all the features that made our previous events so successful," says organizer François Tolède, "in other words, a friendly atmosphere, a warm welcome, a festive occasion, and the best race use possible of our magnificent waters." Fifty yachts took part in a week of racing in the tradewinds last year. "We can reasonably hope to see around 70 boats here this time," he added, stressing that it is the capacity of the harbour in Gustavia that will determine the limits.



Five major classes are lined up for 2012: Maxi Yachts, Racing (spinnaker and non-spinnaker), Classics and Racing Multihulls. Another very spectacular class, the TP 52s, could join the event as several owners have already expressed their enthusiasm.

The format of the event will be strengthened: "The idea of a lay day was very popular last year," continued François, "and we will once again make Thursday a day of relaxation, allowing everyone to make the most of the pleasures of the island of St. Barth in between racing." One can also enjoy the racing ashore with 3D race coverage being set up in the official Village.

Enjoyment out on the water and pleasures ashore form a winning cocktail that everyone will be able to make the most of next April. The Voiles de Saint-Barth has, in just two editions, entered the ranks of the top Caribbean regattas alongside the Caribbean 600, the St. Maarten Heineken Regatta and Antigua Sailing Week.

"All of our partners support our concept more than ever," stressed François. The combination of racing, a friendly atmosphere and relaxation really works well in St. Barth!

For more information see ad on page 15.

25th Antigua Classic Yacht Regatta

This is one of the world's premier classic yachting events, which brings a fantastic collection of boats and people together for some great sailing and fun. The 2012 silver anniversary edition will run from April 19th through 24th. Many of the magnificent classic yachts from Europe, the US, Australia and the Caribbean islands have already indicated their intention to participate.

For more information see ad on this page.





Arriving in St. Lucia this month will be a record-sized transatlantic catamaran fleet — 29 cats have entered ARC 2011

TIM WRIGHT / WWW.PHOTOACTION.COM

Here Comes ARC 2011 — with Cattitude!



ARC 2011 yachts are sailing under the flags of 29 countries

AS the European sailing season draws to a close and the Caribbean sailing season begins, hundreds of boats annually undertake an east-to-west transatlantic voyage. Many make the trip as part of the Atlantic Rally for Cruisers (ARC): More than 18,000 people have sailed transatlantic with the ARC, including 800 children, and 4,710 yachts have taken part in the ARC since it began in 1986. As of November 1st, 237 yachts were registered to participate in ARC 2011.

The 26th edition of the ARC started on November 20th in Las Palmas de Gran Canaria and will finish in Rodney Bay, St. Lucia. The 'average' ARC boat will take 16 to 21 days to make the crossing.

In the fleet will be 30 multihulls, the largest-ever ARC multihull fleet, making the ARC the world's largest transocean catamaran event. The increasing popularity of cruising catamarans has been reflected in ARC entries over the years, but 2011 will be a recordbreaker, with 29 catamarans and one trimaran taking part. In length, the catamarans range from the Lagoon 380s *Dorado* and *Salila* to the Privilège 745 *Cattitude*. Lagoon, Catana, Gunboat, Privilège and Fountain Pajot catamarans are all represented in the fleet, with 11 boats from Lagoon, five from Catana and four from Privilège. The most popular catamaran design is the Lagoon 560 with three boats. More than a quarter of the catamarans were launched just this year.

The average ARC 2011 boat is slightly larger than in previous years, at 15.22 metres (49'11"), but 58 percent of the boats in the fleet are less than 15 metres (49 feet) long, and 29 boats are less than 12 metres (39 feet) long. The smallest boat is *Tur-bo*, a 9.6-metre (31'6") Oksö 32 built in 1975, and the largest is *Ocean's Seven2* at 31.6 metres (nearly 104 feet). Eighty-two different boat brands are represented in the fleet. The most popular design is the Jeanneau Sun Odyssey 54DS with nine boats. The oldest boat this year is *Cruinneag III*, a 1936 Campbells and Dickies ketch, built in Scotland.

The ARC is a thoroughly international event, with ARC 2011 boats sailing under the flags of 28 countries; 37 percent of the fleet is British, 11 percent German and seven percent American. The 1,200 people, including 21 children aged under 16, sailing in the ARC carry passports from 40 different countries. Eighteen percent of participants are female and there are 12 lady skippers. The average age of participants is 48 and the average skipper is 52 years old.

We'll have a full report on ARC 2011 in next month's *Compass*.

While most of the ARC 2011 fleet will enjoy cruising in the Caribbean after their transatlantic voyage, 13 of the boats will be continuing their sailing adventure with World Cruising Club by joining the World ARC 2012-13 circumnavigation rally, which is scheduled to depart St. Lucia on January 8th. A total of 40 boats will take part in the round-the-world rally via the Panama Canal, Pacific Islands, Australia, Mauritius, South Africa and Brazil. After a stop in Grenada, they will then return to their starting point in St. Lucia.

For more information visit www.worldcruising.com.



WHAT DO CRUISERS WANT FOR CHRISTMAS 2011?



Are you a cruising sailor? What do you want for Christmas — or Chanukah or Kwanzaa — 2011? We asked a variety of cruisers what they are wishing for this year and guess what? Nobody mentioned "a partridge in a pear tree". The answers ranged from toys to revolutions, wealth to watermakers, bottom jobs to bamboo. If there is a nautical St. Nick, a sailor's Santa — good luck with this list!

Denise Simpson of the Admiral 38 catamaran *Nauti Cat* says, "I would love for Santa to bring me a watermaker especially for my nine-year-old daughter and all of her yachtie friends who love visiting and swimming overboard at least ten times per day with showers after each swim! They are not strong enough or big enough yet to carry five-gallon jugs of water by dinghy and lug them up the deck to the filler cap and unfortunately God does not always supply the rain (unless your tanks are full), so mum has to carry it all, therefore I appeal to Santa for help in this regard!"

Long-time voyagers Bernie and Yvonne Katchor aboard the 1978-vintage 43-foot Endeavour ketch *Australia 31* have a rant for Santa: "Dust, dust, dust… our boat has little dustmen sprinkling dust all over it. We vacuum, we dust with special USA-made dust-holding cloths, we even hose the bloody boat — BUT next day there is dust everywhere, even when we are 2,000 miles from land. The little dustmen sprinkle it all over our boat as we sleep.

"We want Father Christmas to adopt these little dustmen and take them to the North Pole so our boat can be free of dust forever. They are very hard workers and will make many toys for boaters, such as radars, GPS units and possibly even AIS's."

Keeping it simple but covering a lot of wishes, Anne McMillen-Jackson, who is cruising aboard the 45-foot Bruce Roberts sloop *Mr. Mac*, tells Mr. Claus, "I would like a fatter cruising kitty!"

Chuck Cherry who cruises with his wife, Monica, on the 55-foot trawler *Cherry Bowl*, agrees with Anne about money but has additional requests: "As the world spins and *tempus fugits* for old sailors like me, the answer is easy. In our age group we all want health, wealth and a jumbo pack of Viagra. But if we were allowed more than a couple of wishes, I would vote for a social revolution in Venezuela, bringing back the old cruiser-friendly environment. As it is, the devalued dollar and increased marina fees, along with a seemingly 'pirate-friendly' coast guard, have effectively shut down Venezuela as a cruising ground."

Can Santa put this in a stocking or under a tree? Constance Elson of the Lord Nelson 41 *Tashtego* might better appeal to Aeolus: "*Tashtego* wants a steady moderate west wind that would last ten days and carry her from Panama to Puerto Rico non-stop."

Michael Rosner of *Panda*, a 32-year-old, 41-foot Morgan Out Island sailboat, writes to St. Nick on behalf of his wife (well, and maybe himself as well…): "Edie wants an extra stand-alone freezer to pack more lobster and crab from the San Blas Islands!"

Nicola Cornwell of the Hanse 470e *Pandora* also believes in the spirit of giving: "I'm a giving kind of person, not a receiving one. So I would like to give the all the boatyards in the Caribbean a clock and a calendar for Christmas!"

Speaking of boatyards, Julia Bartlett of *Haleiva*, a Catalina 30, says, "What do I want for Christmas? Total no brainer — a bottom job in a yard with sophisticated facilities, including drying-out hull kit and a seriously upmarket shower block. Good food within walking distance would be a bonus.

"Thanking Santa in anticipation; hugs and kisses, Santa!"

Cruisers used to want books. Devi Sharp of *Arctic Tern*, an Island Packet 45, humbly asks Santa for an iPad. To make sure Santa knows where to put it, she adds, "The stocking — actually a pair of swim trunks with legs sewn up — is hanging on the mast in the main salon".

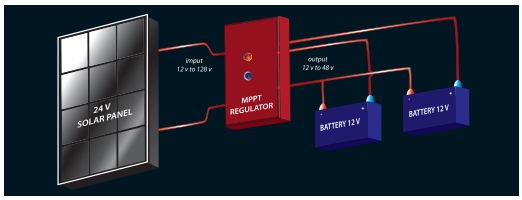
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Top: Devi Sharp doesn't want any more rubbish; she wants an iPad!
Above: How chubby is your cruising kitty? Cruiser Anne-McMillen-Jackson wishes Santa would fatten hers up

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Lena Padukova of *S/V Space* says, "I want a giant satellite internet antenna so I can be on the internet wherever and whenever I want, to check the weather, to write to my near and dear back home, and of course to read *Caribbean Compass* online!"

Going from new-tech to natural, Ellen Birrell of the 2001 Jeanneau Sun Odyssey



Lena Padukova wants a giant satellite internet antenna for her boat, so she can be in touch with all her friends all the time
Inset: Bernie and Yvonne Katchor beg Father Christmas to remove all the little 'dust-men' from their boat and put them to work at the North Pole instead

Boldly Go wants a whisker pole made from Iki's Bamboo of Carriacou. Ellen says, "Iki is a farmer in Carriacou who has provided the bamboo to build the boat ramps for the Carriacou Junior Sailing Club. I was inspired on this Christmas wish by Peter from *Lightheart* who picked up a bamboo pole during the Carriacou Regatta and turned it into whisker pole. On his modern sloop, he loves the bamboo accent! Bamboo is a sustainable product. Wouldn't it be something if, besides Carriacou being known for building wooden sloops and schooners, it became the place to buy a hip bamboo whisker pole for 'the cruiser who has everything'?"

Eddy Huybs aboard *Helena*, a 44-foot Bruce Roberts, says, "Three of us — my wife, Glenda Bernaez, my son Joel and I — are sitting at our breakfast table and discussing your question. What I want for Christmas is a nice two-hour, 'big drops' rain, so we can fill up the water tanks and wash ourselves. And then, for the rest of the day, a nice breeze.

"Glenda wants that there are no storms and that we don't fall overboard, and Joel wants a never-failing outboard engine (we are having some trouble with ours).

"As for the rest, we wish all of you a merry Christmas."

And putting the star on the top of the tree, Terry Sullivan of *S/V Glass Slipper*, says, "What do I want for Christmas for this year? I would love to cruise the Caribbean again for another few years!"







Clockwise from left:
Nicola Cornwell would like to give the boatyards a calendar and a clock!

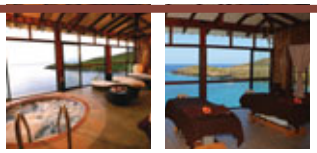
A hip bamboo whisker pole is Ellen Birrell's Christmas wish this year

Michael Rosner asks Santa to give his wife more freezer space for lobster

Chuck and Monica Cherry want to be able to cruise Venezuela hassle-free again



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DESTINATIONS

SAILING THE CARIBBEAN COAST OF COLOMBIA

Part Three: Sapzurro to Puerto Obaldia, plus Governmental Regulations for Cruising in Colombia

by Constance Elson

This is the third of a three-part series about cruising the Caribbean coast of Colombia that has recently appeared in Caribbean Compass. Part One, covering northern and eastern Colombia, appeared in the October 2011 issue. Part Two, covering Cartagena and the offshore islands along the southwest Caribbean coast, appeared last month. Part Three covers the remainder of coastal Colombia and information on governmental regulations.

Between November 2010 and May 2011, my sailing partner and I sailed our Lord Nelson 41, *Tashtego*, almost the entire length of the Colombian Caribbean coast from the Guajira Peninsula in the northeast to Sapzurro on the Panamanian border. The places we stopped at are all well known to the set of cruisers who sail Panama and Colombia routinely. Good sets of notes exist for separate portions of the coast and these are listed in the sidebar along with other sources of information, but there is not yet a really comprehensive cruising guide for the entire Colombian coast.



At the risk of seeming presumptuous in writing this based on quite limited experience, I will describe our trip and provide anchoring details. Our information is current and I will also point the reader to sources of information for harbors and anchorages we missed. I offer this as a travel aperitif — with the hope that someone will write a complete travel guide to Colombian waters soon. (I recently learned that the Colombian government is developing a marine guide for the entire coast of Colombia.

—Continued on next page



Left: A horse-drawn taxi at the airstrip at Capurgana. The sign says 'It is prohibited to tie horses here'
Main photo: View of Sapzurro from La Miel trail



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It may be available by summer 2012. Cruisers who wish to contribute useful Colombia cruising information can contact Omar Bechara at samantha.CosmoImageBank@gmail.com.)

After leaving Cartagena, during six weeks traveling south to Sapzurro we saw exactly one other sailboat except while at Cholon. I felt I was seeing a glimpse of what cruising in the Caribbean was like 30 years ago: unspoiled, un-gringoed, requiring enterprise and an openness to the unknown, and entirely blissful. Many of the anchorages I have listed for these waters are fairly small and will not accommodate large numbers of boats.

NAVIGATION: When I give coordinates as four digits, ddmm, representing degrees and minutes, the purpose is only so you can locate the general area on a map. Coordinates given as six digits, ddmm.mm, with precision to hundredths of a minute, represent accurate positions for navigation. A warning about chart software: south of Cartagena many popular electronic charts are extremely inaccurate. According to our Navionics "Gold" charts, on several occasions we were anchored a quarter mile inland — disconcerting until we learned to turn the thing off.

PROVISIONS: The only places where you can get fuel and water dockside are at the marina in Santa Marta and at Club de Pesca in Cartagena, but you can jerry jug diesel and water everywhere. On the southern offshore islands water might be unavailable in dry season. Big cities have big supermarkets and in even the tiniest communities, small *tiendas* sell potatoes, carrots, cabbage, local fresh food in season, tinned food, often good bread and — of course — beer. Cell phone minutes are universally available and if you have a cellphone or 3G modem, you can enjoy WiFi almost everywhere in Colombia. ATM machines (*cajeros*) that accept international credit cards are available in the cities but are uncommon elsewhere. Banks and a few *tiendas* in smaller communities will sell you Colombian pesos for US dollars.

Sapzurro and Capurgana: It was a thrill to sail into Sapzurro, the end of our Colombian odyssey. The jungle-covered hills in front of the much higher mountains of Darien, and big swells crashing into the cliffs on both sides of the bay, added to our exhilaration. Aside from the swells, entry was straightforward up the middle to waypoint 08°39.85'N, 77°21.61'W. Cruisers have anchored off the town dock but we anchored off the small, wonderfully tropical beach to port at 08°39.32'N, 77°21.79'W, in water that became the color of bean soup after each big rainstorm. Two neglected boats tied to trees on shore reduced the limited available space. One day during our stay, surge and currents had us rolling heavily so we too tied a line to shore to hold the bow into the swells.

Our arrival euphoria was slightly dented by a young man representing the "Junta Accion Comunal" who arrived in a launch requesting approximately 15 dollars, ostensibly for a fund to install moorings in the bay, for garbage services (which concept I enthusiastically support) and for unlimited water (which turned out to be had for free at the town dock faucet). We ante-ed up and when the garbage service did not materialize after several days, I located the head of the group at his mother's house and handed him our bag of plastic and paper garbage to be burned with their household garbage. Which somehow is Sapzurro in a nutshell.

We stayed a week and in retrospect we should have stayed longer. Sapzurro is described in numerous guidebooks and in recent years it has become a travel destination for people from Medellín and Cali, as well as backpackers crossing the Darien Gap by coastal freighter or sailboat.

Sprinkled among the very basic concrete-block houses of original residents are the equally small hostels and guesthouses built by newcomers and sporting amusing artistic, architectural and landscaping flourishes. Be sure to eat a meal at Doña Trini's; she cooks possibly the finest fried fish in the Caribbean.

And watch for a white-haired, brown-skinned man looking like a Colombian version of Gandhi walking along the stunningly beautiful jungle beach where your boat is anchored. He lives in a *palapa* on the beach, without any walls, and anyone who needs a place to sleep can use a hammock in the adjacent *palapa*. Isn't that sweet? Do not be fooled: born in Sapzurro, Jorge had a full career in Panama as an architect, has published seven novels, two of which were translated into English, and he and his brother will sell you the entire south wall of Sapzurro Bay, from the waterfall to the headland, for a mere 40 million US dollars. Jorge was just one of several interesting people we met in Sapzurro.

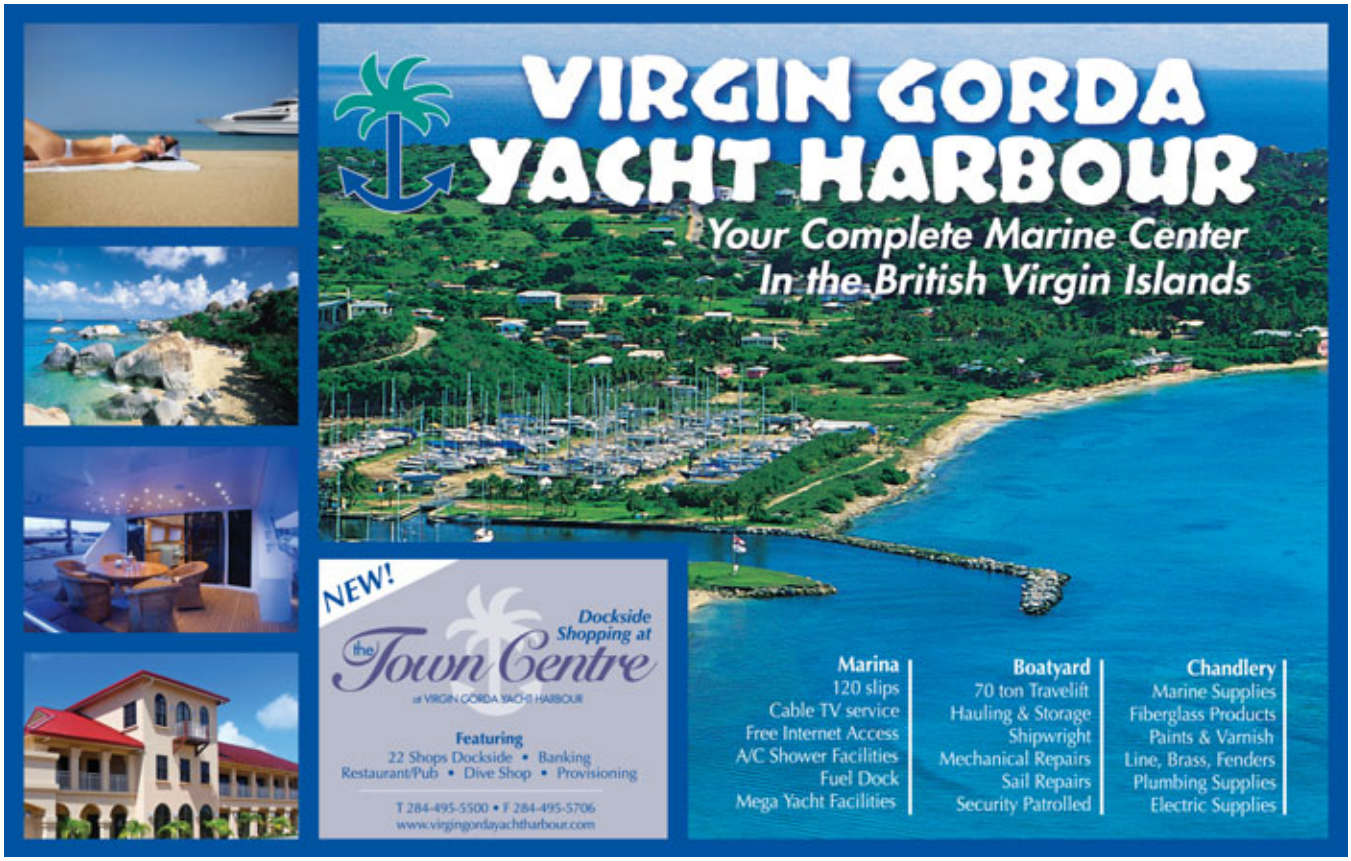
At 08°39'N, 77°21W, Capurgana is about a mile and a half south of Sapzurro as the crow flies. For the earthbound, it is a two-hour walk up a gorgeous jungle trail over the ridge that separates the two towns, or a 12-minute launch ride around the south headland into a harbor that looked way too shallow and rocky for sailboats. Capurgana has an airstrip, has more space to grow than does Sapzurro, and is further along the tourism-development path, but the ambience of both towns is very similar.



Musical chairs on Mothers' Day in Sapzurro

Other locations along Colombia's southern Caribbean coast: Currently, most cruisers traveling between Cholon and Sapzurro only stop at the offshore islands described in last month's *Caribbean Compass*, as we did. The adjacent mainland consists mostly of long high-surf coastlines but there are a few anchorages that would be useful to know more about, if only for emergency use. We offer the following scraps of information gleaned from other sailors and from Colombian sources, and whose accuracy we cannot vouch for.

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We look forward to a time when reliable information about the entire coastline is widely available.

• Punta Bernardo: 09°41'N, 75°42'W. The Bernon Log #16 (see sidebar) reports good anchorage in calm waters, helpful people, and an excellent nearby adventure resort, Sanguare Resort.

• Tolu: 09°31'N, 75°35'W. A popular beach destination for folks from Medellín. I don't know if there is any safe anchorage when the waves are high, but in times of quiet waters there are many piers where you can bring your dinghy in.

• Coveñas: 09°25'N, 75°41'W. Another popular beach-holiday area and also an important oil transshipment port. There is said to be a protected anchorage there big enough for three or four boats.

• Isla Tortuguilla: 09°02'N, 76°20'W. A very small one-owner (absentee) island with friendly local caretaker. Not sure whether there is any good anchorage because of the coral reefs encircling the island (see Log of *Jarandeb*, referred to in sidebar).

•Arboletes: 08°52'N, 76°26'W. A bit of a mystery. The town is a hub of a cattle-growing region but it is not clear whether it is also a port. The Bernons were advised against traveling there in 2006, possibly for safety reasons.

• Laguna del Aguila: 08°32'N, 76°55'W. Appears to offer protection from prevailing northeast winds and waves. In 1994 *Jarendeb* called it "desolate and remote" with no dwellings on shore. It is a 27-mile sail from here to Sapzurro across the mouth of the Gulf of Uraba. The Bernons were advised to avoid the area near Cerro Aquila a few miles to the north.

• Necocli: 08°25'N, 76°47'W. Some *lanchas* carry tourists between Sapzurro/Capurgana and this small town. It is an open beach offering no protection if waves are high.

• Turbo: 08°03'N, 76°45'W. Located rather far down the Gulf of Uraba, this is the main connection point between Sapzurro/Capurgana and the rest of Colombia, with several *lanchas* making the 35-mile trip every day. There is enough water to anchor near the Colombian Coast Guard/Army station and you are advised not to anchor elsewhere. One long-time cruiser in Colombian waters says that the coastline from Turbo to Capurgana is the most beautiful in Colombia. However, be sure you understand what the current security situation is before you travel there.

Puerto Obaldia, Panama: We began this coastal journey in Venezuela and we end it in Panama. The anchorage at 08°39.84'N, 77°25.33'W is an open bay offering no protection when waves are from the northwest. If the water is too rough, postpone the whole check-in procedure until you arrive a few weeks or months later in Porvenir, Portobelo, or Colón. In Kuna Yala no one is interested in whether you have cleared into Panama because the Kuna barely acknowledge the existence of Panama. Hot tip: if your Colombian *zarpe* lists your destination as Puerto Obaldia and weather prevented you entering there, your situation will be treated with sympathy in Portobelo. Check with other cruisers you meet in Kuna waters to see whether that also applies to Porvenir.



Laid-back Capurgana. Workers stop to collect windfall mangoes

To clear in at Obaldia, row in, tie your dinghy to any tree along the beach, and show your passport to the strong-looking but very courteous guys at the police stop; then proceed past an army post and over a footbridge to the Immigration and Customs offices. When we were there in May, we were told only "two or three" cruisers arrived per month. We were processed efficiently and the Customs office even stayed open an extra ten minutes after closing time (!) while I retrieved my "radio license" (VHF callsign) from the boat. This extra information was necessary only because I had requested a cruising permit as part of clearing in.

A Panama cruising permit may be optional in Puerto Obaldia but eventually you will have to get one in Porvenir, Colón or Bocas del Toro: the nearly 200-dollar Panamanian cruising permit is needed for all dealings with marine authorities. Be sure to check that the end date on your cruising permit is for a whole 365 days and not just for the remainder of the calendar year — the mistake can be corrected in Colón but it is a nuisance.

Puerto Obaldia is dominated by a military/police presence because inland the Darien border between Colombia and Panama is a major drug-smuggling highway. The town is not cute in the way that Sapzurro is but seemed relaxed and practical. We stayed only one night, watching dubiously as the passengers on a decrepit Colombian trading boat nearby became noisily drunk; the flashlights of the police stationed in the beach outpost were reassuring. It was our introduction to these coastal traders, many looking barely able to remain afloat, that bring commerce to all of Kuna Yala waters. We acquired real respect for them as we sailed up the coast of Panama. But that is another story.

Governmental regulations for cruising in Colombia: Every cruising guide for a country should explain the basic arrival and departure requirements. That this is surprisingly hard to do reliably is a comment about the nascent and underdeveloped state of marine tourism in Colombia. Take the information offered here with several grains of salt — talking about Colombian regulations is like picking up jello with your hands — and check the internet resources and with other cruisers for changes and updates.

ENTRY: Colombia's entry procedures for yachts are more complicated than those of nearby countries and seem to have been adapted from commercial shipping regulations, without much understanding of the differences between commercial shipping and recreational cruising. For an extreme example of how ludicrous this can be, some of the first boats clearing into Santa Marta in the fall of 2010 were asked to supply the vessel's pest management plan and clearance papers from the previous ten ports visited!

There are at present three ports of entry in Colombia: Santa Marta (or Rodadero), Cartagena, and Capurgana. The first two require you to use an agent; the last one does not. Clearing in involves three governmental entities: DIAN, who are concerned with the boat; DAS (Immigration), who are concerned with the people aboard (and who may be undergoing a change of acronym), and possibly the local port captain. According to the DIAN and DAS officials I spoke with, they charge NOTHING for a boat and its crew to spend up to 90 days in Colombia. If this is correct it means that the approximately US$75 to $100 entry fee you will be charged in Santa Marta and/or Cartagena goes entirely to the agent and to port captain charges, whatever they may be.

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LOCAL CRUISING PERMIT: If you are based in Santa Marta or Cartagena and wish to visit nearby bays, islands or anchorages, you are required to purchase a local cruising permit. The Cartagena version has been in effect for some time, costs $75 and is good for 60 days. The Santa Marta version was instituted in April 2011, costs $90 and I do not know the time restrictions on it. If the permit is required for day-anchoring, our carefree afternoon spent in Taganga Bay, four miles from our marina slip, would have cost us $90! That's not exactly conducive to development of marine tourism.

DEPARTURE TO ANOTHER COUNTRY: When departing a Colombian entry port bound for another country, the cost of your exit *zarpe* should be included in the agent's initial fee. Verify this when you arrive. If you ask for a *zarpe* that states "*y puntos intermedios*" ("and intermediate locations"), you can stop anywhere along the coast of Colombia and stay reasonable amounts of time, provided you leave the country within 60 days and provided your location is a plausible "intermediate" point. The chances that anyone official will ask to see the *zarpe* before you reach your stated destination are very small, at least at the present time, but there is peace of mind in having it.

DEPARTURE FROM SANTA MARTA TO CARTAGENA OR VICE-VERSA: You must get a travel *zarpe* specifically for this. At the present time, this means that in addition to paying an anchoring fee for the second port, you will also have to pay an agent fee all over again. This perception of paying a "double entry fee" is self-defeating for the Colombian marine industry. Because of it, many cruisers avoid Colombia altogether or limit the ports they visit in Colombia. One can hope that with better computer record-keeping by DIAN and DAS, persons interested in growing Colombia's marine industry will see the wisdom of removing or significantly reducing the "double entry" cost of visiting both Santa Marta and Cartagena by yacht.

CUSTOMS CHARGES: Although not a problem on entering the country, these become a big headache if you want to have work done on your boat while in country — or stay long enough that you want mail or need to have boat work done. Every personal or boat-related item with declared value that enters by air is charged 27-percent duty, with an additional $30 fee for the paperwork. All air shipments arrive through Bogotá and Bogotá does not recognize 'yacht-in-transit' status for boat-related items. (Shipments arriving by sea are charged less, which is how the Cartagena shipyards manage.) Such high fees are extremely counter-productive: boats always need repairs, almost no marine parts are available in Colombia, and few transiting cruisers want to wait six or eight weeks for parts shipped by sea. Our first (and only) mail shipment cost us so much it literally would have been cheaper to fly to Miami and pick the mail up ourselves!



Government offices in Puerto Obaldia, Panama

The situation is so bad that the advice offered by long-time cruisers in the southwest Caribbean is "have everything shipped in to Panama and then take it to Cartagena to have the work done."

For the record, I must state that we did not have any trouble clearing in or out of Colombia. We contacted the Romovela Limitada agency (romovela_ltda@hotmail.com) in advance, paid Edgar Romero US$100, and were completely satisfied with the efficient and trouble-free service he gave us. Because we decided to visit Cartagena by land, leaving the boat in Santa Marta, we entered and exited Colombia from Santa Marta. Our exit *zarpe* for Panama stated "*y puntos intermedios*", which allowed us to make the short stays along the Colombian coast described in these notes, all the way to Puerto Obaldia. Cartagena, of course, can't be claimed an "intermediate point" but we got away with yellow-flagging it for just one night on our way south, just in order to experience sailing into historic Cartagena Bay.

In summary, it is fair to say that in the area of governmental regulation, some of Colombia's bad rap is self-inflicted. There is a need for careful, informed restructuring of regulations and fees to bring them into line with neighboring (and competing) countries, for accessible publication of the regulations in a simple and clear format, and for consistent and transparent enforcement of the rules. Such reforms will greatly reduce cruiser anxiety about coming to Colombia. I hope that this guide will also reduce anxiety about visiting this wonderful, vibrant country.

SOURCES OF INFORMATION

Sailing the coast of Colombia is not a trip that you lay out in detail months before you do it. In the absence of a comprehensive guide, it works better to let your plans evolve as you travel, using information gained from various sources, especially other cruisers who have sailed these waters. Here are the resources we used for our trip.

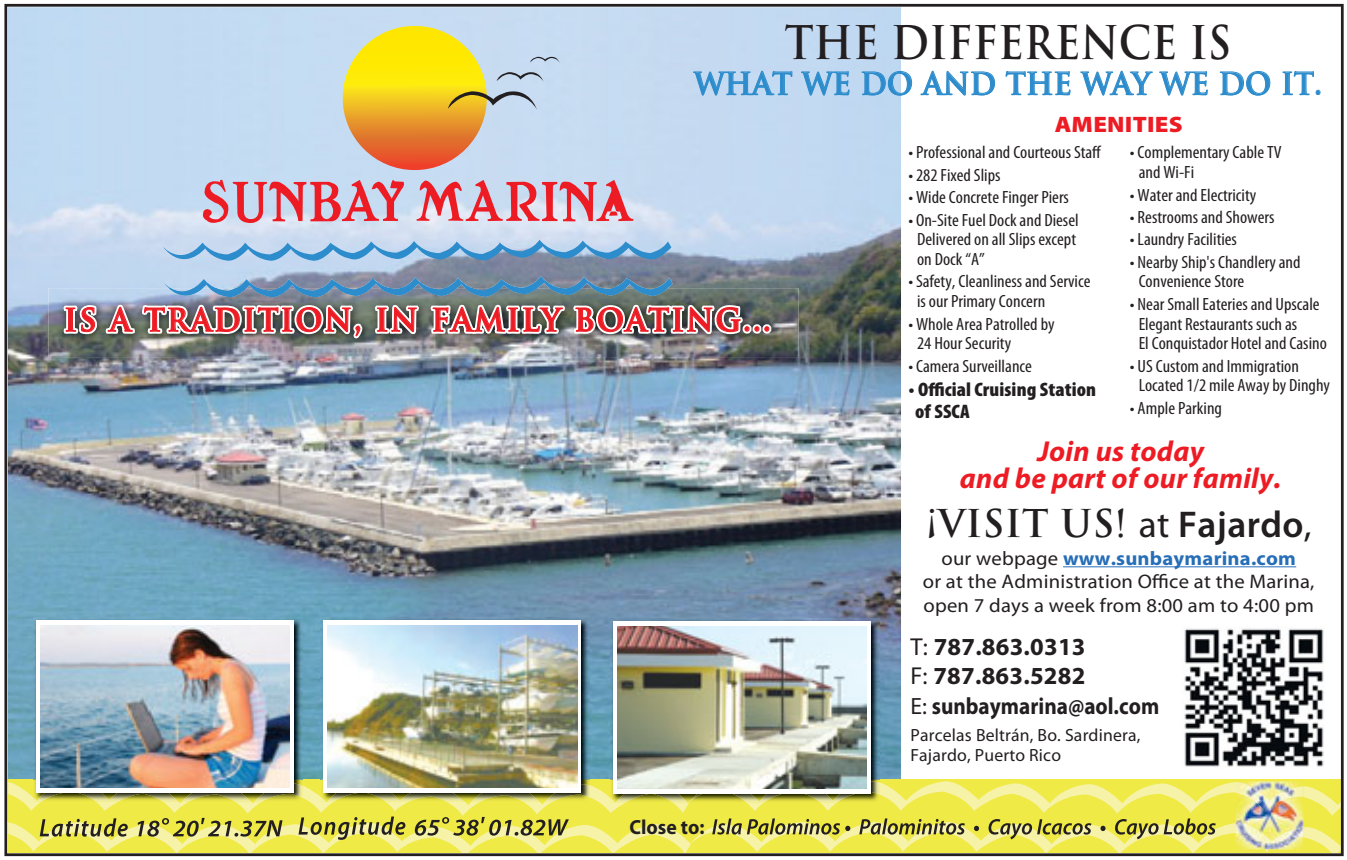
- *Pizazz* Cruising Guide for Coast of Colombia. For their latest edition contact Lourae and Randy Kenoffel, sy_pizazz@yahoo.com.
- Log of *Jarandeb*, 1994-95 circumnavigation of Caribbean. Contact Dick and Jane Rogavin, jarandeb2@yahoo.com.
- In 2006-7, cruisers based in Curaçao put together extensive information for Cartagena, Curaçao and San Blas. It was assembled and written up by Rija on *S/V Queen of Hearts*, qoh06@hetnet.nl.

There are many good sources of information and trip descriptions on the web:

- Cruisers_Network_Online, www.yahooGroups.com is a great resource with up-to-date firsthand information from a variety of perspectives.
- The Bernon essays are thoughtful and relevant: www.boatus.com/cruising/ithaka/logbook.asp.
- I have written more informal commentary about portions of our trip: www.sailblogs.com/member/tashtego.

Finally I thank the many, many cruisers from Trinidad to Panama who freely shared information and advice based on their experiences in southwestern Caribbean waters.

Dear Compass *Readers,*
Because my knowledge is decidedly fragmentary and because the marine industry in Colombia is in such transition, if you will please send corrections, additions, and updates to me at constance.elson@gmail.com, I will organize them for publication in a future issue of the Compass.
Thank you!
Connie





How to Combine the Love of Sailing and the Love of Horses in the Caribbean

by Caroline Egloff

Ambling along a stony footpath we pass green shrubs and lush trees on either side; birds are singing and two mongooses cross the path in front of us. We finally arrive at the top of the hill and are awed by a vast overlook of the south coast of Grenada. We recognize Clarkes Court Bay and Hog Island and see all the sailboats swinging peacefully on their anchors.

We're enjoying a horseback ride in the National Bird Sanctuary in Grenada.

Since my husband, Urs, and I have been travelling with our sailboat *Petite Fleur* (a Hallberg Rassy 35) from Europe to the Caribbean, our beloved hobby of horseback

Below: The author on the trail with new riding pal Wendell Wilson
Right: Urs loading the van with the waste product from beer production



riding had all but ceased. We put our love of horses into one of the "boxes" in which we stored our previous land lives before we left Switzerland. Outside the box we put the reminder: *you cannot do everything at once.*

We accepted this as truth until we arrived at Vieques in the Spanish Virgin Islands last spring, where we anchored in Sun Bay — a wonderful, half-round bay with a long, white, sandy beach and the biggest bonus of all: free-ranging horses!

Of course we went looking for a stable and the possibility of a horse ride. Eventually, we found one, but unfortunately the price far exceeded our budget. So we let it be. But from that moment on, our love of horses was reawakened, and we started to look for ways to enjoy sailing and horses together. As we would say in Switzerland, we wanted to "get these two things under one hat",

Travelling slowly south, with the hurricane season and the whole Caribbean island chain in front of us, we stopped at every anchorage we suspected had a horse stable. We found some, and the farther south we travelled, the more affordable the riding became. We enjoyed two riding experiences in particular: one in Guadeloupe and one in St. Lucia, where — once again — we got infected by our love of horses. We needed more!

We had decided to spend hurricane season in Grenada and checked the internet and guidebooks for stables to no avail. We got worried! No horses in Grenada? We couldn't believe it!

We arrived in Grenada and, thanks to the morning cruisers' net, we got the information we were looking for. We learned about the Amistad Stable, located in the Grenada Dove Sanctuary, which is between Hog Island and Clarkes Court and Mount Hartman Bays. We learned the stable was reachable from St. George's by taking a local bus as far as Mt. Hartman National Park and from there it was a simple 20-minute walk.

Eager to see what this stable was about, we made the trip up to the sanctuary and went for a ride. And we were hooked! We went again the next day, and the next, and the next until finally, the owner, Wendell Wilson, allowed us to work in the stable as volunteers to get in closer contact with these fascinating animals.

As wonderful as horseback riding is, working in a stable is hard work — work that is made even harder in hot and humid tropical conditions. The chores mainly consisted of mucking out the stable boxes, gathering the food and feeding the horses. All this we saw now from the front line — and we loved it.

Amistad is a unique stable, far different from what we are used to seeing in Europe, or even here in the Caribbean. The horses reside in an old, half-destroyed pig farm in separated compartments, restrained by long tethers. Some of them are free to roam with their foals and have contact with all the other tethered horses. This stable situation appears to work out quite well for the horses.

Slowly but surely as we continue to work, the horses have integrated us as members of the herd. It did not happen overnight, though. We had to start from the bottom of the hierarchy and had to learn, step by step, how to communicate with these beautiful creatures and how to earn their respect. It's exciting work and keeping us on our toes. We must always be on the lookout! Some of the horses might bite and, even



worse, some might kick, but we have learned to move beyond this. The more we work with the horses, the more comfortable they are having us in their environment.

Recently Wendell invited us to accompany him to have a look at one of his horses with a foal who stay in the mountains. On the way there, he gave us a lovely mini-tour. He showed us some agricultural projects of the Government, a goat farm, an old, derelict pig farm and a flower and vegetable farm. He showed us where the Chinese demonstrate how to reproduce and cultivate decorative flowers such as anthuriums, bromeliads, orchids and more. Later in the afternoon we drove to the Carib Brewery to load the van with the waste product from beer production, the fresh by-product of hops, which is used here on the islands as feed for cattle, sheep, goats, pigs and of course, horses. It was a really interesting day, one we will never forget. We learned not only a lot about Grenada but also a great deal about our new friend Wendell, his education as veterinary technician, and about his horses. We were given a glimpse into his life.

Now that we have managed to combine our love of sailing and our love of horses, we enjoyed this fourth hurricane season in Grenada more than ever before. Not only because we have found a way to connect with horses, but even more because we feel so welcome on this beautiful island by the wonderful Grenadians who continue to offer us their hospitality and invite us to spend our time with them.

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A Taste of Trini: Feasting Your Way Around the Island

by Anne McMillen-Jackson

OKAY, I admit it: I'm a foodaholic. I read cookbooks for fun. I subject friends to the dubious results of my culinary experiments. And when presented with a menu, I consider the gustatory attributes of each and every dish listed before ordering. So how could I pass up the chance to travel the back roads of Trinidad, nibbling here and sipping there, tasting the best the island has to offer?

My husband, Chris, and I had arrived in Trinidad on our Bruce Roberts sloop, *Mr Mac*, with boat work high on the agenda. But after the topsides and hull were painted, we turned our sights toward having fun, Trinidadian style. We signed up for A Taste of Trini, the newest tour offered by Jesse James with 'Members Only' Maxi Taxi Service (http://www.membersonlymaxitaxi.com). We had already tasted some of the wonderful local cuisine: doubles, rotis, curries galore. Jesse offered the chance to get away from the boatyards of Chaguaramas and explore back-road food stands frequented by locals, but virtually unknown to visitors.

Jesse picked us up, eleven cruisers in all, from our respective boatyards and marinas at 9:00AM. The van was comfortable and air-conditioned, and there was a cooler full of ice for our drinks (water and Gatorade at this time of day). As we headed out of Chaguaramas, Jesse regaled us with stories of the local history and geography.

Our first stop was only about 20 minutes into our trip. Pulling over to the side of the busy Western Main Road, Jesse jumped out and came back with bags of doubles.



Colorful (and powerful!) condiments available at a roadside stand

Doubles are tasty treats of barra (a soft flatbread) and channa (curried chickpeas). Traditionally called "barra and channa", they became "doubles" after the practice of using two barra, instead of just one, became popular. The vendor places the barra, slightly overlapping, on a piece of paper, and tops them with the channa and, if requested, pepper sauce. With a quick flick of the wrist, the vendor wraps the double tightly in the paper and hands it to the customer. This is not food you eat in the car with one hand on the wheel. Doubles are incredibly messy — chickpeas escape and the juice dribbles down your chin and hands. Vendors are generally surrounded by savvy customers striking the typical doubles-eating pose, bent way over at the waist, holding the double well away from their clothing and shoes. Messy… but delicious.

Our appetites whetted, we continued through Port of Spain and onto the Churchill-Roosevelt Highway. The road cuts through the breadbasket of Trinidad, the fertile lands between the Northern and Central Mountain Ranges. As we headed east, Jesse briefed us on the country's agricultural history. For many years, agriculture was king in Trinidad. In the late 1800s and early 1900s, cocoa and coffee estates flourished in the cool mountainous areas. Then witches' broom, a fungal disease, attacked the cocoa crops, decimating the harvest. Sugarcane, a lowland crop, rose to importance as the nation's most valuable agricultural product. But as oil revenues increased, Trinidad's agricultural sector took a backseat, and the country began importing foods that previously had been grown here. Fortunately, that trend has reversed with recent programs to revitalize agriculture. There are numerous small, family-run farms producing crops for local consumption, and we saw many roadside stands offering homegrown fruits and vegetables. Interest in high-quality Trinidadian cocoa is also on the rise; Valrhona, the French chocolatier, uses only cocoa from an estate in Gran Couva, in west-central Trinidad, to make their premium "Gran Couva" chocolate bars.



Munching on watermelon fresh from the field

Turning off to the north, we travelled to the Eastern Main Road and the town of Valencia, home of the barbecued pigtail. Yes, that's pigtail, as in the curly end of the pig. We stopped at one of the many shops offering this delicacy, and Jesse ordered up two large servings to pass around. The sauce was delicious, but the texture was not to my taste. I was the lone one in the crowd, though; everyone else gobbled them down and happily licked their fingers clean. Our post-pigtail treat was a rainbow-colored smoothie next door.

Heading southeast, we passed by the Aripo Savannas Scientific Reserve, a bird sanctuary and research area where many avian species have been re-introduced and now thrive. Further along in Sangre Grande, we saw a woman selling pee wah. The pee wah fruit, also called peach palm, is colored green to orange, and hangs in clumps beneath the fronds of the palm tree. It's only available in the fall. The fruit are boiled whole in salted water for 15 to 20 minutes, then the skin is peeled off and the seed removed. The remaining pulp is what is eaten, and Jesse said it resembles sweet potato in taste.

Interestingly, our next stop was a roadside stand in the middle of a Sangre Grande residential area. The glass case on the counter was filled with a variety of freshly made snacks. Saheena is made from callaloo (dasheen) leaves rolled, sliced, dipped in split-pea batter and fried, crispy and tasty with pepper sauce on top. Aloo (or potato) pie is a slender fried dough served sliced across the top and stuffed with hot sauce. Baiganee is a long slice of eggplant battered and fried. Kitchorie are fried balls of yellow split-pea dough, cut not quite through into quarters and topped with channa. They also had doubles, but we had already tried those and were saving space for new taste treats. Although everything was fried, nothing was heavy and greasy, probably because the items were so fresh, cooked less than ten feet away. While we ate we watched colorful Hindu prayer flags, common in the yards of many of the homes in this area, flutter in the breeze. They reminded us that the culinary traditions of East Indians, first brought to Trinidad from India in 1845 as indentured servants, strongly influence the foods of the island.

The road toward the coast was hilly, winding through forests with thick stands of bamboo and palms. Our goal was a beach park at Manzanilla, where Jesse set up the fixings for the next portion of our feast. He had brought some mysterious bags into the van at our last stop, and now he revealed their contents, spiced stew beef and several curries: goat, mango, chicken gizzards, and bodi (long green beans chopped small for this dish). To go along with these were two types of roti bread: paratha and dhalpouri. Paratha roti is a thin, flexible round flatbread eaten alongside the meat or vegetables as buss-up-shut (the bread is basically smacked around to break it up, so it looks like a "busted-up shirt"). Dhalpouri roti has a layer of yellow split peas within the thin bread, and is generally used to encase the filling, rather like a burrito.

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—Continued from previous page

We pulled off pieces of both types of roti and wrapped them around the luscious fillings, adding a dollop of hot sauce on top. What more can you ask for than a beautiful blue-skied day, white-crested waves crashing on the beach, tall palms swaying overhead, delicious food and great company? By this time we were getting full, but that didn't stop us from wolfing down just about everything on the table. While we ate, Jesse used two pineapples he had picked up earlier at a roadside stand, along with several ingredients he had brought with him, to make pineapple chow (recipe at right). The chow was both sweet and hot, and a delightful counterpoint to the curries.

Along the coast here runs the Manzanilla-Mayaro Road. Heading south, to our left was the ocean, and to the right was the Nariva Swamp. Between the road and the swamp were thousands of coconut palms. The coconuts harvested from the local estates are used to make Mayaro Fresh brand coconut water. In rows between the trees, watermelons peeked from the foliage. Both coconut palms and watermelons thrive in dry, sandy soil, so it's only natural to plant them together. The freshwater Nariva Swamp water infiltrates the soil here and provides the moisture the plants require. We stopped to sample some watermelon, and all conversation ceased for a while as we plunged our faces into the sweet pink flesh of our watermelon wedges. The melon was so juicy, we passed around a water jug when we were done so we could wash our hands and faces.



Food-vending trucks are familiar sights along the roadsides



It's all good. Curry tasting at Manzanilla Beach

We were full, we were happy. Did that stop us? Of course not! Jesse passed around a brown-paper bag full of steaming-hot pholourie. Pholourie are fried dough balls flavored with saffron and served with a hot chutney sauce. They're similar to hushpuppies, but soft, not crispy, and light as air.

In the town of Tabaquite we stopped at an open-air bar to get cutters, chunks of roast pork in barbecue sauce, the requisite pepper sauce on the side. We're lucky none of us suffered stab wounds as everyone plunged their toothpicks into the tender meat. Nice cool Carib beer — Trinidad brewed, of course — soothed our pepper-stressed palates.

Forging onward through the Central Mountain Range toward the west, we came upon a couple of metal shelves by the side of the road holding bottles full of colorful concoctions. Chris and I bought a bottle of kutchela and a bottle of lime pepper sauce. Kutchela is made from green mangoes that are grated and dried in the sun, then mixed with masala spices, garlic, hot pepper, chadon beni (a cilantro-like herb also spelled shadon bene or shadow benny), and mustard oil as a preservative. The beautifully orange-colored pepper sauce will singe your nose hairs if you sniff too closely.

As we drove through Gran Couva we saw along the road the cocoa trees of Valrhona fame, but were unable to find any of the fresh cocoa pods to sample. Finally turning onto the highway north, we were once again in the fertile valley, passing fields of sweet potato, pumpkin, and corn. Our final stop of the day, as the sun was setting, occurred in Carenage on the road back to Chaguaramas at a roadside stand with homemade ice cream in such flavors as cherry chocolate, peanut, raisin coconut, rum raisin, pumpkin, ginger coconut, pineapple, and Guinness (this last flavor was, to Chris' chagrin, sold out). It was after 6:00PM when we reached our boat; needless to say, no one was hungry for dinner.

I highly recommend this trip if you find yourself in Trinidad. It's a great way to taste some of the traditional national foods, and see parts of the country that you might not see otherwise. Jesse mentioned that in his search for new taste sensations, he called a friend in a small rural town and asked him about the availability of local foods. The man's answer: KFC and Subway. NOT what Jesse had in mind. Growing up in central Trinidad and traveling all over the country as part of his job, he's privy to vendors plying their culinary wares island-wide, and goes out of his way to provide a unique experience. The Taste of Trini trip is flexible; the group decides what they want to sample, and no two trips are alike. For example, a previous group wanted fresh coconut water, while we preferred Caribs. No problem! If the way to someone's heart is through his or her stomach, then be prepared to love Trinidad after indulging in this moveable feast!

Pineapple Chow

The ingredient proportions for this recipe are flexible; make it according to your own taste.
1 large or 2 small ripe pineapples, peeled, sliced and cut into chunks
Salt to taste
Several cloves of garlic, crushed and minced
Several leaves of chadon beni, chopped fine
Several slices of Scotch bonnet pepper (these are NOT to be eaten!)
1 fresh lime

Add the first five ingredients to a bowl, squeeze the lime juice over the top, mix together, and let it set a while for the flavors to mingle if you can manage to keep your hands off of it.



Above: Barbecued pigtails adorned with tasty sauces



Right: Digging into freshly made pineapple chow

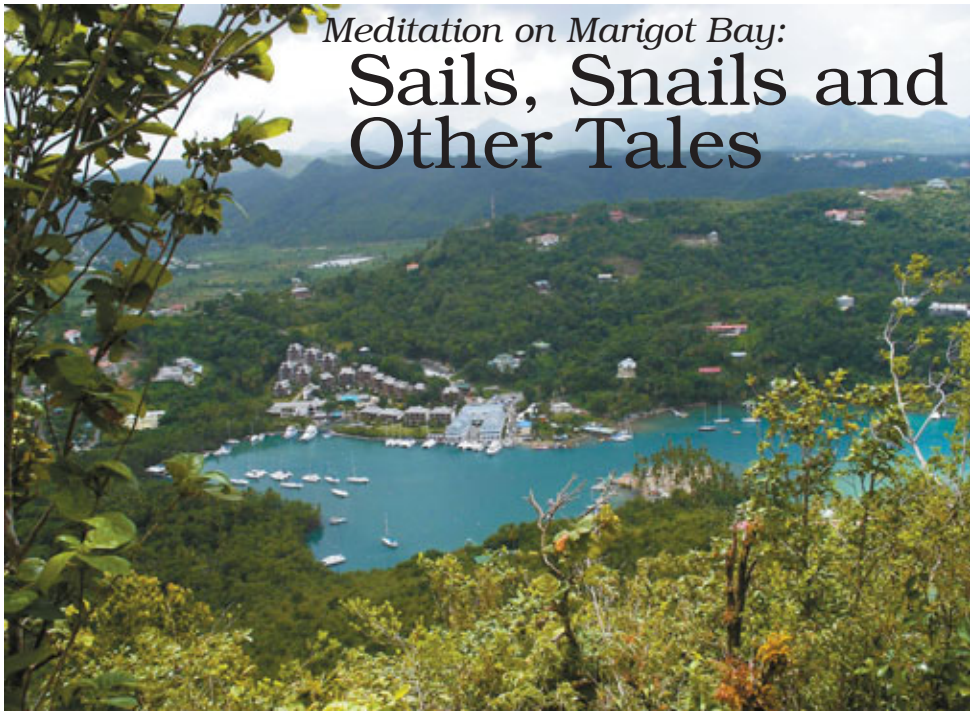


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Meditation on Marigot Bay:
Sails, Snails and Other Tales

by Sean Fuller

A considerable amount of legend, lore, fact and fancy shrouds the historical background of Marigot Bay, St. Lucia. It's such a perfectly concealed bay, so surprising when revealed, and so perfect in its proportions, halfway down St. Lucia's west coast, that it has captured sailors' imaginations for centuries.

It is not hard to believe that in the days of the buccaneers, many a pirate, including the legendary Bartholomew Roberts, used it as a base for attacking treasure-laden galleons homeward bound from the Spanish Main. Cruising guide author Don Street says, "When anchored in Marigot Bay, read *Ramage and the Freebooters* by Dudley Pope; part of this novel is set here."

In the early 18th century, before France colonized St. Lucia, the land around Marigot Bay consisted of a few smallholdings used for raising livestock. Red mangroves lined the perimeter of the inner lagoon and coconut palms covered most of the hillside at low elevations. Copra, the meat from the coconut, was extracted and used to feed the livestock or for making coconut oil, used for cooking and in soap and detergents. The small village of Marigot at the head of the valley was populated mainly by families of fishermen who worked the coastal waters in dugout canoes carved from the gommier tree.

With French colonization in the 18th century came the planting of sugarcane, which was first introduced to St. Lucia in 1763. On the inner bay close to the mangroves are the remains of a sugar mill and part of a stone house once used as a cookery to extract the syrup. Below the ruins is a well which is still largely intact although now full of earth. Close by, there used to be a dock built by the French but silt from the hillside has since buried all remains of it. It is thought that fairly large sailing vessels used to call into the bay to collect the sugar.

Although St. Lucia was French, the British wanted it, and after a long series of battles eventually took possession. One notable exchange, the battle of Cul de Sac, took place in December 1778, when the British under Admiral Samuel Barrington with 12 ships and more than 5,000 men, entered Grand Cul-de-Sac Bay, just a little over a mile north of Marigot, with the aim of recapturing the island from the French. It is said that Admiral Barrington later hid his fleet in Marigot Bay behind the palm-lined sand spit and covered the rigging with palm fronds. The French fleet sailed past unwittingly and was subsequently ambushed by the British.

This scene has been reproduced in a huge mural painted by Barbara Byfield and commissioned by Walter Boudreau, the schooner skipper who built the first hotel here in the 1950s. Boudreau asked that his family and other Marigot residents be painted into the historical scene and the result is a somewhat amusing caricature of the distant and more recent past. The mural still can be seen in the Boudreau restaurant at Marigot Bay Hotel.

In the mid-1800s sugarcane began its long decline as a cash crop in the Caribbean as it was gradually replaced by cheaper sugar beet, which could be grown in Europe.

The Bay today. A modern resort development dominates the shoreline where pioneering yacht-charter skipper Walter Boudreau once had his base

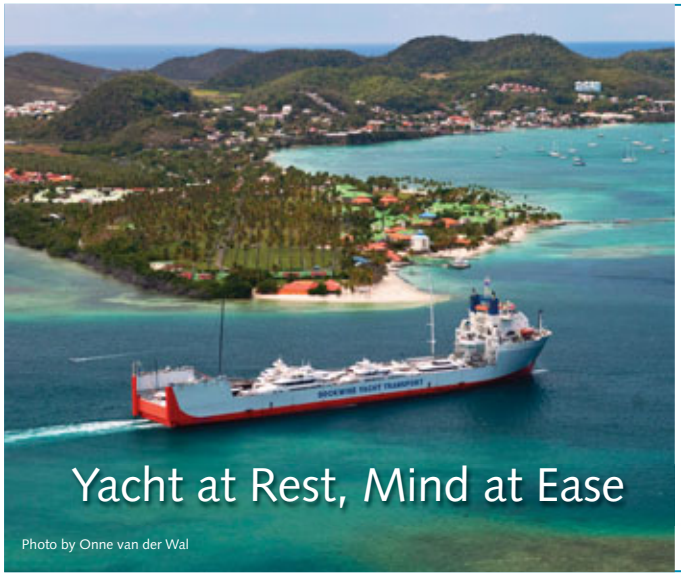
One of the largest landowners after 1900 was Alfred Littman, who bought the land called Marigot de Roseaux estate from Oscar Napoleon Long in 1923. The property consisted of approximately 210 acres on the north and east side of the bay. Littman was the grandson of a Garifuna (Black Carib) from St. Vincent and a veteran of World War One. He was brought up in Vieux Fort and took various jobs aboard ships. He used the land for rearing sheep, made some copra on the estate, planted palms and marked property boundaries with immortelle (African tulip) trees.

Twice during World War Two, local fishermen reported a German submarine lying in Marigot Bay's inner harbour. A destroyer can just squeeze through the narrow straits between the south side and the central sand spit. One can imagine it being an excellent hideout from the chaos elsewhere!

A notable figure in the 'modern' era of Marigot Bay was Walter Boudreau. Born in 1918 in Nova Scotia, Canada, Boudreau began sailing as a young boy. After spending three weeks at a medical university, he decided the call of the sea was more inviting. He got his first job aboard *Angelus*, a square-rigged barquentine, and worked his way around the globe over the years. At the end of World War Two he bought his first boat, a former rumrunner, which he sailed from North America to the Caribbean.

He first visited Marigot Bay around 1952 onboard his schooner *Doubloon* and the images of this beautiful bay remained indelibly etched on his mind for years to come. To Walter, Marigot had a magical aura. After cruising up and down the Windward and Leeward islands for years, taking charter guests on cruises, Walter and his wife, Terry, decided to settle in Marigot Bay with their young children.

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Yacht at Rest, Mind at Ease

Photo by Onne van der Wal

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In 1959 they bought 40 acres on the south side of the bay on the inner lagoon. The home was basic but served its purpose. In the 1960s he ran his charters out of Marigot Bay on his yacht *Caribbee*. In 1960 he traded this in for a 138-foot staysail schooner, *Le Voyageur*.

The following year Walter and Terry decided to build a small hotel called Yacht Haven. It was built with local stone called 'blue bitch'. Fishermen were hired to transport the stone from along the coast by gommier canoes to the site. Lumber and other materials from abroad came by local trading schooner: greenheart for the roof beams from Guyana and tiles from Martinique. Everything was done the traditional way; cement was mixed by hand, and gravel was produced by breaking up larger stones with hammers.



Local legend tells us that after the 1778 Battle of Cul de Sac, Admiral Samuel Barrington disguised his fleet's rigging with palm fronds and hid from the French in Marigot Bay

Inevitably, the theme of the hotel was nautical. The Boudreaus found a company in England that would supply furniture made from teak salvaged from decommissioned British warships, even down to the plaques with ship names.

Terry took care of everything at the hotel while Walter took guests on cruises. The hotel was no luxury establishment, and in those days the island's infrastructure was very basic. Power came from a generator that was turned off at midnight. The phones worked only sporadically. It was much quicker to go to Castries by speedboat, in about 15 minutes, than to drive for nearly an hour along an unpaved track.

In 1970 the Boudreaus built their dream house on a bluff overlooking the bay. Known as the Cliff House, this house sits right on the promontory and, with its bright red roof, is very distinctive. Because the bay is so hard to spot from the sea, some charts labeled the house as a landmark, and many a cruising sailor has used the house as a navigational aid to locate the entrance.

George Eggleston and his wife Hazel had settled on St. Lucia a few years previously and bought some land at La Toc where they had built a cottage. They regularly sailed into Marigot Bay on their little sailboat *Oliver*. George harboured a desire to have a little retreat in Marigot Bay, having explored the area with a guide. He had been captivated by the sight of a calabash tree with its strange gourds; the tree had orchids growing all over it. He wrote a book called *Orchids on the Calabash Tree*, first published in 1963.

Part of the original "Doctor Dolittle" movie (1967), starring Rex Harrison, was filmed in Marigot Bay. The bay was a perfect setting for the story featuring a man who could speak with animals, based on the children's classic by Hugh Lofting. But the film was beset by casting and production problems. The final scene, wherein the characters sail home on a giant snail, was complicated by the poor design of the large prop. Not only that, but because the local people had just suffered an epidemic of gastrointestinal illness affecting children and carried by freshwater snails, they took the prop snail as a personal insult and some even hurled rocks at it.

George Eggleston recounted some amusing moments that took place during the filming. One morning he, Walter Boudreau and a friend, Fred Simon, were walking through the village of 'cannibals' in war paint and plumes, as the film crew waited for a rainsquall to pass. A gaily bedecked 'cannibal queen' stepped up to Walter and said, "Hello, skipper, how are you doing?" Fred said, "My gosh, that's our hotel cook who quit suddenly last night and left the kitchen in a panic!" You see, jobs as extras were going for ten dollars per day (a good wage then), which temporarily upset a lot of local operations.

In the 1970s, a restaurant called Dolittle's was built on the north side of the bay next to the sand spit. It is now part of the Marigot Beach and Dive Resort, owned and run by David Shimeld. The whole of the bay's north side is still only accessible by ferry or dinghy. For many years the ferry service between the two sides has been run by Captain Bravo. Guests come to enjoy the quiet seclusion, away from traffic and noise.

Also in the 1970s, the Canadian-backed Marigot Bay Development Corporation was formed and bought a large section on the south side of Marigot Bay, which was divided into approximately 150 half-acre lots with roads built to service them. These home sites became popular with expats and wealthy St. Lucians for their superb views overlooking the Bay.

In 1980 George Eggleston and Hugh Renfro, who had purchased the Marigot de Roseaux estate in 1961, split their large piece of land into separate parcels and sold part of one large parcel to the Bagshaw family of screen-printing fame and part to another group of foreign and local investors. A large tract of 33 acres on the north side was donated to the St. Lucia National Trust to be used as a bird sanctuary.

Pat and Nick Bowden were cruising and had dropped anchor in Marigot when they heard that the Yacht Haven Hotel was for sale. They bought the hotel from the Boudreaus in 1974. They carried out a major refurbishment, as the hotel had been closed for many years and was in a run-down state, and renamed it the Hurricane Hole Hotel. The name, although understood by sailors, was not appreciated by the general public; its connotations of being a 'windy dump' seemingly did not attract business.

In 1979-80 an American company, Cleveland Bridge, was employed by Hess Oil to build oil storage tanks at nearby Cul de Sac Bay, the site of the 1778 naval battle. The hotel was only a four-minute powerboat ride to the Hess site, and during this time the hotel was fully occupied by the construction workers for nearly two years.

The hotel was then sold to The Moorings yacht charter company in the early 1980s. It tended to be used as transit accommodation for guests with charter bookings. The Moorings has had a long presence in the Bay; many charter vacations having started and ended here.

In 2002, Brits Judith and John Verity, together with partners, developed a completely new and expanded resort and marina on the Yacht Haven/Hurricane Hole site, known as Discovery at Marigot Bay. The development was controversial owing to its size and the fact that a large part of the inner harbor — the historic hurricane hole — was taken up by laid moorings, but it transformed the bay in terms of services and amenities. In 2009 it was bought out and renamed the Marigot Bay Hotel.

Memorable Marigot Bay, rich in lore and legend, remains the iconic location it has always been, although one that is now convenient to other parts of St. Lucia, and now features watersports and hiking, numerous eateries, a modern marina, and other attractions that could scarcely have been imagined three centuries ago.









St. Lucia's Premier Pirate:

Jambe de Bois

by Bruce McDonald

St Lucia's Pigeon Island is famous for a number of reasons. There's the colonial-era fort overlooking Rodney Bay, and of course it's a National Park with all manner of flora and fauna. Historical information plinths tell the story of the comings and goings of would-be conquerors. It's also surrounded by some of the best beaches around. Pigeon Island also boasts a couple of scenic watering holes, one being the Captain's Cellar, offering breezy Atlantic views and a cool, and cozy interior. Then there's Jambe de Bois (French for Peg Leg), named after François or Francis Le Clerc, who once had the standard issue of limbs. However, his chosen profession was to dictate the name of the bar and be the reason he saved on shoe repairs.

Originally from Normandy in the 16th century he's credited as being the first pirate in the modern era to have a wooden or peg leg.

According to Wikipedia, Le Clerc was fearless, often the first to board an enemy vessel during an attack. It was this brazen style that eventually caused him to lose a leg and suffer severe damage to an arm while fighting the English at Guernsey back in 1549. Not one for taking it easy, Le Clerc refused to retire. Instead he decided to expand by financing the voyages and attacks of his pirate colleagues.



The wooden-legged pirate (above), and the eponymous beach bar at Pigeon Island

Even with his injuries, Le Clerc led major raids against the Spanish, who nicknamed him "Pie de Palo" (Foot of Wood). Things were going well for Peg Leg and in 1553, he assumed overall command of seven pirate and three royal vessels, the latter commanded by himself, Jacques Sores and Robert Blundel. This same year he attacked the port of Santa Cruz de La Palma, in the Canary Islands, which he looted and set on fire, destroying a large number of buildings.



The fleet raided San Germán in Puerto Rico and set about methodically looting the ports of Hispaniola from south to north, stealing hides and cannon on their way. They sacked Santiago de Cuba in 1554, occupied it for a month, and left with 80,000 pesos in booty. This was to be the death knell for Cuba's first capital. It was so completely devastated that it was soon completely eclipsed by Havana and never recovered its former prosperity.

Europeans first landed on St. Lucia in either 1492 or 1502 during Spain's early exploration of the Caribbean. Some sources say that Le Clerc and his crew of 330 men were the first Europeans to settle St. Lucia. They used Pigeon Island as a base from which to target Spanish treasure galleons.

In 1560, while awaiting a Spanish treasure fleet carrying a huge amount of bullion, Le Clerc devastated settlements along the coast of Panama. A couple of years later (1562), Protestants in several Norman cities rebelled against their Roman Catholic king. Queen Elizabeth I of England dispatched British troops to occupy Le Havre until June 1563. Le Clerc joined the English invaders and carried on where he left off by ravaging French shipping. In March 1563, he asked for a large pension as due reward for his actions. But it wasn't to be. His pride wounded when Lizzy turned him down, he duly set sail for the Azores Islands, something he would regret. He died the way he lived when he was killed while hunting down Spanish treasure galleons in 1563.

So that was the end of the irascible Le Clerc, but his memory lives on in the Jambe de Bois beach bar and restaurant on Pigeon Island. I'm sure he'd approve of his legacy — the bar has a beautiful view of the island where he once settled, and prices that won't cost you an arm and a leg… which I'm sure he'd be more than happy about!

Product Postings

Still stuck for holiday gift ideas?
Here are three different items that might just fit the bill.

Slip this in Your Stocking!

When navigating shipping lanes and busy harbours, the ability to monitor speed and direction of other vessels is particularly important. Automatic Identification System (AIS) technology has been a great help to recreational boatowners in these areas. Shakespeare offers AIS antennas in various styles, specifically designed to meet the broader bandwidth requirements of popular AIS transceivers.

The 1.2m Shakespeare Style 396-1-AIS features commercial-grade construction with brass and copper elements, a white, heavy-duty fibreglass radome, and an SO-239 connector at the base. U-bolts are included for mast mounting.

Another 1.2m fibreglass model, the Galaxy 5396-AIS, has a beautiful high-gloss polyurethane finish that won't turn yellow in the sun. Its durable construction includes brass and copper elements and a 1"-14 thread stainless steel ferrule. Shakespeare supplies 6m of RG-8/X cable and a PL-259 connector for easy installation.



(L to R): Shakespeare's 5215-AIS and 5396-AIS

From its famous Squatty Body series, the lightweight, low-profile 0.9m 5215-AIS has a stainless steel whip that sailboat owners have come to favour. Designed for masthead mounting with a supplied stainless L-bracket, this slim antenna has an SO-239 connector at the base. Its tin-plated, copper wire coil is sealed against the elements for superior performance.

Simple installation and compact size characterize the 5250-AIS Skinny Mini. This 0.9m stainless steel whip utilizes a chrome-plated brass canister, which minimizes the de-tuning associated with plastic canisters. The antenna comes with 4.5m of RG-58 cable and a PL-259 connector. A mount with a center-hole such as Shakespeare styles 4187 or 5187 is required.

For more information visit www.shakespeare-marine.com.

App-y New Year — Diagnose Engine Failure Yourself

The Marine Diesel Expert app is designed to help boatowners quickly diagnose and fix the most common causes of engine failure, using resources that are easily carried on board.

The app leads users straight to the heart of each problem in clear and logical steps. Unlike printed troubleshooting guides, users are able to find and focus on the content they need, without being sidetracked or confused by a welter of unnecessary information.

An app is perfect for fault-finding and troubleshooting: the Marine Diesel Expert's easily-followed user experience is created from a matrix of 150 pages that would be impossible to link together in any kind of printed document.

Although most skippers know the basics of their engine, applying this knowledge in difficult conditions at sea is always a challenge. Consequently, engine failure is consistently the biggest single reason for coastguard and lifeboat calls. However, the majority of breakdowns are caused by problems that can often be rectified in minutes, providing the fault is correctly diagnosed.

With expert assistance from this app, boatowners have the best possible chance of solving engine problems they encounter and of continuing their voyage without recourse to rescue services.

Available now for Apple iOS devices; Android and Blackberry versions coming soon.

For more information visit www.marinedieselexpert.com.

A Truly Stowable Dinghy: Porta-Bote

On the anniversary of 40 years of continuous production, Porta-Bote International unveiled its new high-performance portable folding boats.



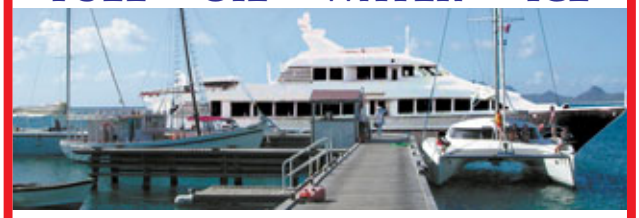
The internationally patented Porta-Bote is now available in the Genesis and eXxstream Series of eight-foot, ten-foot, 12-foot and 14-foot models with hulls weighing in at 54, 67, 77 and 97 pounds respectively. All Porta-Botes can be opened in just a few minutes, weigh half as much as comparable aluminum boats and store easily with their four-inch (11.4cm), flat folded size. The tough hulls carry a ten-year limited warranty by the manufacturer, never need painting and are unaffected by saltwater, fuel and even battery acid.

Naturally, Porta-Botes are ideal for the boating enthusiast who enjoys fishing, hunting and sailing but lacks the space to store ordinary boats. Porta-Botes make excellent ship-to-shore dinghies since they take up so little space on board sailboats and cabin cruisers.

As for performance, Porta-Botes leave similar-sized aluminum boats and inflatables in their wake, needing only half the horsepower and using half the fuel of these heavier boats. The hull's design traps the bow wave and guides it under the boat to dramatically reduce drag while increasing speed and stability.

For more information visit www.porta-bote.com.

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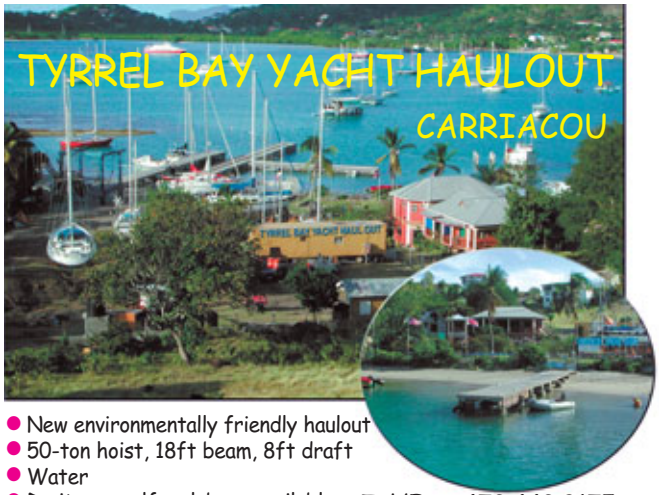


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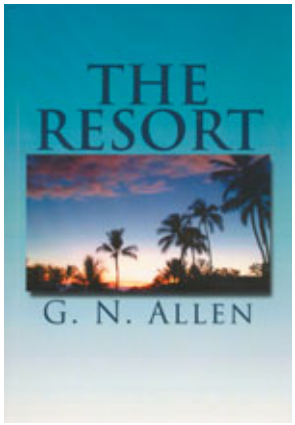
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Holiday Reads for Caribbean Hands

Here are two new novels by authors who have lived "for donkey years" in the Virgin Islands. Both owe a debt to Herman Wouk's iconic Caribbean novel *Don't Stop the Carnival*. In both books, many scenes will be amusingly familiar to anyone who has spent time in the islands, and island-savvy readers will recognize a lot of the politics, cultural complexities and characters, too.

***The Resort**, by GN Allen ©2011. Island Dog Publishing. Soft cover, 414 pages. ISBN 13:978-0615488202.*



Jerry Allen says, "I lived in the Virgin Islands for ten years, with two of those years on St. John. The island that the story revolves around is St. John, but it is never mentioned by name in the book. If you like Carl Hiaasen style novels I think you will love mine, with similar zany characters that seem to multiply as the latitude decreases."

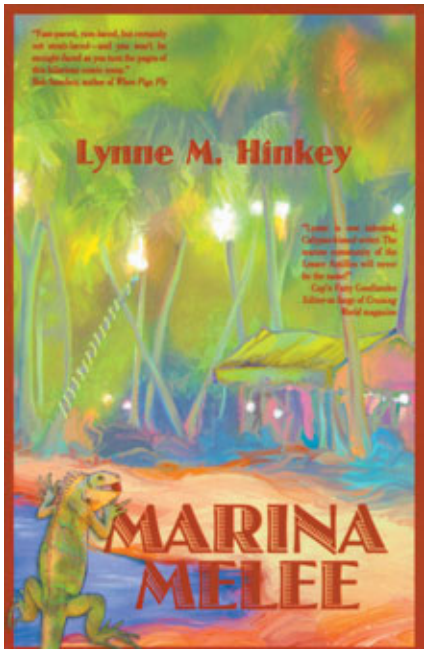
The Resort's protagonist is George Attwood, a middle-aged charter boat captain who lives aboard his 44-foot classic wood sailboat and makes a modest living by taking guests for daysails from a plush resort. The job has become routine though, making George both bored and cynical about his clientele: "Bare boobs were beginning to become old hat." His first mate, a scrappy 27-year-old named Kim, is one of the few people that he is fond of, but one day she doesn't show up for work. The resulting search for her turns his world into turmoil. Kim wakes up to find that a seven-foot-tall weirdo has kidnapped her. The kidnapper, a warped giant named Herbert, is attempting to live out his bizarre fantasies by collecting beautiful women from the resort.

It's an interesting twist on the "Don't Stop the Carnival" theme — a resort hotel setting with a psycho creep added to the cast of Caribbean characters. If you can overlook the plethora of misused homophones (caliper for caliber, applet for epaulet, peaked for peeked, Angle for Angel, plum for plumb, fury for furry, et al) — a few rum punches would probably help — this will be a most diverting holiday read. The sailing details are pleasingly accurate.

This book is available in bookstores and from on-line booksellers.

***Marina Melee**, by Lynne Hinkey. ©2011, Casperian Books. Soft cover, 252 pages, ISBN-13: 978-1-934081-32-7. US$15.00*

Lynne Hinkey says, "When I first moved to the Caribbean from upstate New York I went through a lot of the same culture shock my protagonist goes through. I am a graduate of the University of the Virgin Islands (class of '86), and the former Sea Grant Marine Advisor to the UVI Marine Advisory Service on St. Thomas and St. John. I worked with marinas and boaters in the VI, and did my doctoral studies on the impacts of marinas and boating to coastal habitats. The people I met through my work and research, and my love for the islands provided the backdrop for this story."



Marina Melee is the story of George Marshall, a spoiled, middle-aged playboy. Freshly divorced for the third time, George is invited by friends on a sailing trip around the Caribbean, where they stumble upon the idyllic island of "São Jorge". They are welcomed by an expat marina owner who (not without ulterior motives) extols the virtues of Caribbean living. Determined to prove that he is more than an overage adolescent, George buys the marina. What could be easier than running a marina on a tropical island? As George discovers, living the easy life in paradise is hard work.

This book's twist on the "Don't Stop the Carnival" theme is the use of a marina, rather than a hotel, setting. The scene-shift works very well indeed (imagine a lift truck possessed by jumbies), especially for anyone who has experienced marina life.

This book is available in bookstores and from on-line booksellers, and is also available in a variety of e-formats at www.smashwords.com/books/view/84723.

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BOOK REVIEW BY J. WYNNER

Minibus to Heaven

The Duppy *by Anthony C. Winkler, First Edition © 1997, LMH Publishing Limited, Jamaica, ISBN 976-610-151-5.*



If you have never read a book written by a dead man, welcome to writing from the afterlife by way of Anthony Winkler's *The Duppy*.

In the words of the narrator, "One Saturday morning, not very long ago, I dropped dead and turned into a duppy. Some finicky members of the book-buying public will no doubt challenge this opening... They will gripe, as a friend of mine did when I showed him this first page, 'Baps, you expect me to pay hard-earned money for a book whose writer dead in the opening sentence?'"

The Duppy is a hilarious look at what happens in heaven; its 183 pages are an easy, quick read which could be finished in one undisturbed sitting. Death is no laughing matter, but *The Duppy* is funny. It's a farce really. The Jamaican author writes about the sudden terrestrial exit of Baps, the Portland shopkeeper, in his own inimitable style, merging humour, social commentary, and, of course, grinding galore (that's sex galore, to readers as yet uninitiated in the ways of Winkler).

When I first picked up *The Duppy*, I thought I was going to be lost in the realm of West Indian folklore, hearing from a master storyteller his Jamaican take on *duens, soucoyant, la diablesse* and other such supernatural folk, but no, Winkler was off in a completely different direction.

He took Taddeus Augustus Baps, the duppy, off to heaven on a minibus, much to the displeasure of the newly deceased. Baps ranted and raved to his duppy guide, Hopeton, who had been shot five years ago when he tried to break into a neighbourhood house, "that it was out of order to expect a decent Jamaican to take a minibus to heaven, that if fiery chariot were not available, the least appropriate authorities could do was to provide a late-model taxi. With minibus indiscipline running rampant on the Jamaican roadways, it was too much to expect a law abiding citizen, a former teacher who had always driven his own private vehicle, to ride unruly public transportation to heaven."

But that was only part of the journey; at the end of the bus line came the crawling through a culvert in a canefield to finally get to his destination. Baps' entry into heaven was anything but welcoming. As he tells it, he was greeted by:

"You stinking brute, you! You finally reach!" and a woman looming nearby flung a huge rockstone straight at my head and knocked me murderously off my feet. "Lawd Jesus!" I gasped as I fell backwards. "Mad woman murder me in heaven! Me dead again!"... Hopeton shoved between me and my attacker, who gaped down at me in bewilderment. "Miss Daisy!" he bawled. "You lick down de wrong man again!"

"Sorry, sah!" she apologised to me, helping me regain my feet. "Me did think you was my husband."

On his way to register his entry, Baps takes in his first look at the land called heaven. "I beheld with my eyes a land with a spanking shininess as if all the shimmering earth had just been carefully buffed. Throughout the grassy hillside were trees and shrubs and bushes that sparkled like Christmas ornaments..."

The registry station also turned out to be so much like the place he left behind. "It was a perfect country shop — in the sense a woman means when she calls a man a 'perfect brute'. Perched like a grasstit's nest on the edge of the road, it boasted just the right mix of ramshackle, grime, and stink, and might have been glimpsed anywhere sagging pitchy-patchy against a hillside on earthly Jamaica."

Among other things learnt about heaven, Miss B, the registrar, tells Baps, that, "after you in heaven for a set time, you must born again to control de population and give annoder man a chance. You return to earth to live and dead again, den you come back up for another stay. Dat's how heaven run... when you time come you go back inna whichever baby borning in whichever part of de world, is dere you go."

Baps also learned from Hopeton, his duppy guide, that there was no hell. He protested, "How could there be no hell? And if there really was no hell, what happened to gunmen when they died? Must decent people be chuck-up in heaven cheek-to-cheek with the ruthless criminal element?"

Baps' other encounters with heavenly folks include meeting a weird American philosopher, and a group of young American anthropology students from Harvard who were stoning God in a tree because they were angry with Him for "wiping out the entire line of Tyrannosaurus Rex". Baps comes to the defense of God and after the students depart, Baps invites God to join him in visiting the philosopher, whom Baps had previously tied up to a tree.

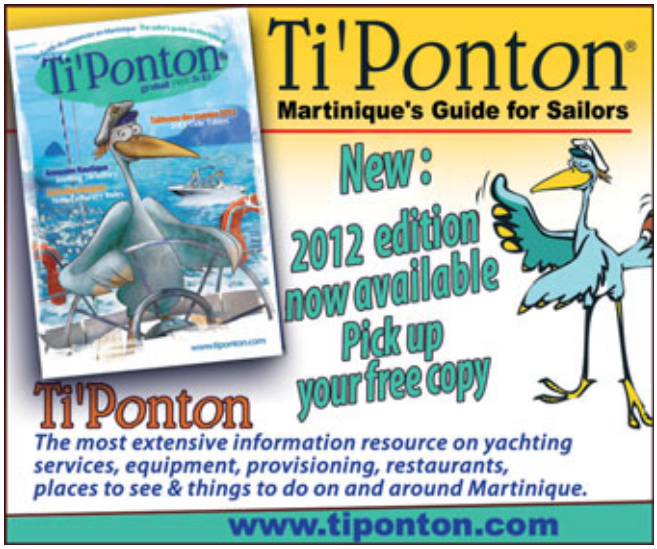
Then God flew out of the tree and hovered in the clearing not three feet from where I, Thaddeus Baps, stood, stupefied and overjoyed at meeting face to face with my Maker.

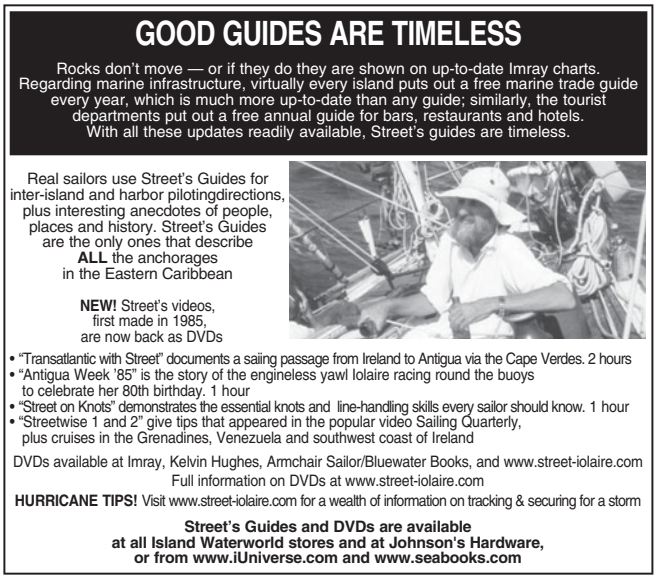
God looks like a peenywally. He is a tiny bubble of the purest starlight, and when He first darted out of the tree and hovered near my face, I might have mistaken Him for a flickering peenywally — what some people call a firefly or lightning bug — except that His glitter was so blinding.

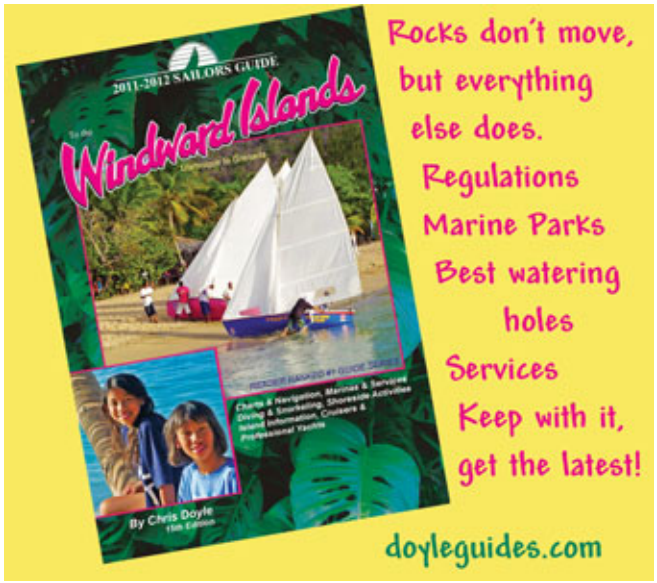
Baps and God continue journeying together with God buzzing over Baps' shoulder, and the philosopher in tow. Although Baps was not too comfortable the first night he spent with God, eventually they become the best of friends, visit the American heaven together, and even swap places for a short while.

In the end, God gives Baps a second chance at life on earth and Baps lands up beside the body he had left behind at the beginning of the story. But before Baps enters into his body, he asks God for a final message for mankind. After questioning His first message, Baps told God he needed a deeper message. "But God said He had never been deep. It was mankind who was deep." Amen.

This book, in newer Macmillan editions, is available from www.macmillan-caribbean.com and other on-line booksellers.









DECEMBER 2011

♈ ARIES (21 Mar - 20 Apr)
You may have the vision, but expressing it to others will be like trying to talk to someone slightly out of VHF range. Just when you think you're firmly on course, the minute you leave the helm the winds of change *will* change and blow you off it — but change is good, right?

♉ TAURUS (21 Apr - 21 May)
Romance will be the main concern for you but you may be too much of a Captain Bligh to let it develop. You have until the 21st to sort out which course you want to steer for happy holidays.

♊ GEMINI (22 May - 21 Jun)
Focus! You will have difficulty settling on which tack to take and will head from one harbor to another, especially creatively. This could cause you to not devote enough time and energy to one goal and end up getting nowhere by New Year's Eve.

CANCER ♋ (22 Jun - 23 Jul)
Squalls in your love life could have negative effects on business or finance if you allow them to divert your attention from your chosen course.

♌ LEO (24 Jul - 23 Aug)
Though your creative aspects are good, communications will be garbled. A problem with a female crewmember or cruising pal will not help you make any headway. Think of a creative solution.

♍ VIRGO (24 Aug - 23 Sep)
You will have lots of wind in your sails and will have romance in your life until the 21st. You may have difficulty being understood and may feel you're speaking a foreign language, but that will clear up after the 14th.

♎ LIBRA (24 Sep - 23 Oct)
Invest your energies in business while Saturn is in your sign. The issues you've been having with a female in your life will improve after the 21st and may even end up helping you on your business course.

♏ SCORPIO (24 Oct - 22 Nov)
Other than a dearth of humor still following in your wake, this month is relatively aspect free. Take the first three weeks to do nice things for yourself, work on favorite projects on board or read a good book. You may find a female pirate troublesome between Christmas and the New Year.

♐ SAGITTARIUS (23 Nov - 21 Dec)
You should be concentrating on creativity as the Sun is in your sign. Before the 14th you may turn tongue-tied or find yourself misunderstood when you do talk, but after the 14th this aspect will blow away and you will sail serenely into the festive season.

♑ CAPRICORN (22 Dec - 20 Jan)
This will be a time for holiday romance — everything is set for smooth sailing in love. Take your time and enjoy this aspect, as it could be a really positive addition to your life.

♒ AQUARIUS (21 Jan - 19 Feb)
There may be some business sailing your way around the 21st, so clear the decks to be ready for something new. If you're invited to a full moon party be sure to go — you'll be glad you did!

♓ PISCES (20 Feb - 20 Mar)
Frustrations in creativity will be complicated by problems in communications before the 14th. This aspect will dissipate a bit after that date but will still be less than an asset. Things will look a lot better in the New Year.

MY KIND OF CHRISTMAS

Island Poets

Don't like to freeze my butt in snow,
So to the Grenadines I'll go.
Don't like a vista grey and white,
When turquoise waters can delight!
Don't like the icy winds that freeze;
They make me splutter, cough and sneeze.
I like where tropic breezes cool
And soothe me by a clear blue pool.
Don't like to think that Santa's flight
Is always through a cold, dark night,
For Santa always visits here
All decked out in his scuba gear.
We don't leave cookies, don't leave Coke;
He's filled with these till he could choke!
We leave him rum punch, cool and sweet —
We think dear Santa finds that neat.
A tropic Christmas, that's for me
I like the peace, the sun, the sea!

— Nan Hatch

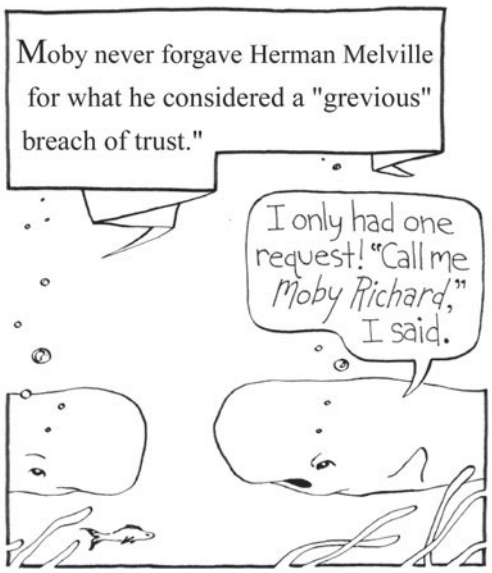

KAY WILSON / INDIGO DIVE

Christmas in Old San Juan

Wandering old San Juan's
blue cobble-stoned streets,
paved in waves
of ballast-stone pebbles
brought from the Old World
centuries ago
in ships like
those ghostly galleons
moored below.
La Fortaleza looms over
and the castilla also,
down there
in Bahia de San Juan.
Walking narrow alleys
in the warm moonlight,
caressed by
soft sea-breezes
from the green Caribbean,
another Christmas upon us
in the Paseo de la Princesa.

— Nicholas Lee

factoid



Angel Has to be Home for Christmas

By Lee Kessell

"Here you are Cherub, here's a Christmas gift for you," and Ma Joseph handed the little girl a small kitten. "Mind you look after her!"

Ma Joseph was the owner of the village shop in a cozy village in the heart of a small Caribbean island, a mountainous island covered in forest with rivers and streams giving plenty of fresh water. Ma Joseph kept a cat or two who earned their keep by catching the mice in her store. One of the last litter from one of the cats was a lovely white kitten with patches of pale gold stripes over her body.

Cherub ran home and held up the kitten to her grandma. "Granny, look what Ma Joseph gave me for Christmas! Isn't she beautiful? I'm going to call her Angel and we can all have Christmas together!"

Granny wasn't fond of kittens, but Angel had three weeks to grow before Christmas Day, so that would help. Cherub played with the kitten, fed her and saw that she was kept clean so Granny had no reason to complain. But then disaster struck. Just one week before Christmas Day, Angel disappeared. Cherub was heartbroken and she kept on sobbing to her Granny, "Angel has to be home for Christmas, she has to, she has to!"

What had become of Angel? She had chased a lizard across the kitchen garden and squeezed through the fence. She jumped after the lizard as it ran off into the high grass and disappeared. Angel poked around and then a butterfly distracted her and she jumped into the air trying to catch it but the butterfly was soon out of sight. It wasn't long before Angel found herself amongst green bushes and then trees and then she was hopelessly lost. Angel wanted to go back home but try as she might, she couldn't find any sign of it. She mewed softly at first and then louder until she flopped down and fell asleep in a pile of dry leaves.

The little kitten woke up expecting to find a bowl of milk waiting for her, but all she found was a dark forest with strange noises all about. Angel was so terrified that she forgot her hunger and buried herself deep down under the leaves. When the first rays of light penetrated the forest, Angel crept out of her hiding place and looked about. She lapped the dew off the leaves to quench her thirst and because she was so hungry her mouse-catcher instincts took over.

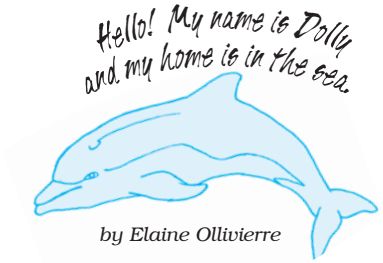
Just one week before Christmas Day, Angel disappeared

There were little rodents in the forest, and lizards and insects, and by careful stalking Angel managed to catch a few. Some of the insects and lizards made her sick but she coughed them up and drank water wherever she could find it. Every night Angel dug herself under a pile of leaves and slept. Before she did this she tried to lick herself clean but it was a hard job for such a small kitten. Poor Angel got thinner and thinner and her little claws were worn down to bare skin. She limped through the forest, feeding on moths resting on the bark of trees with their wings the same colour, thinking they were invisible but Angel could see them.

Then one midday she stumbled out of the forest quite by chance, and she smelled home. She limped her way over to the fence and cried out as hard as she could because the gate was closed, then she curled herself into a ball and waited.

"Granny, I think I heard Angel!" Cherub cried out to her grandma and she rushed to the gate and sure enough there was her kitten. She picked up Angel and hugged her tight and kissed her on her golden head. Tenderly she carried the thin little bundle of bedraggled fur into the house, laid her on the kitchen rug and brought her a saucer of rich farm milk. Angel lapped as much as she could and fell asleep. It was Christmas Eve. The next morning, Cherub fed the kitten again and washed her with a warm sponge.

It was a bright and happy Christmas Day after all. As for Angel, had she been able to talk she would have told Cherub that even if the gate were left open and even if she had wings, she would never leave home again. And finally she would have said, "I love you, Cherub, and I'll always be home for Christmas!"



by Elaine Ollivierre

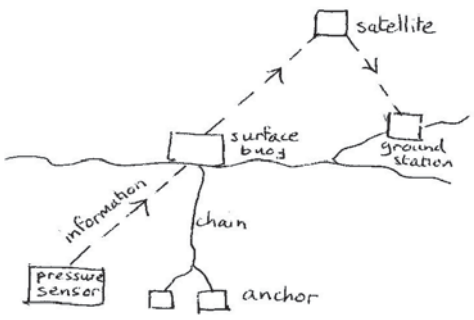
DOLLY'S DEEP SECRETS

Do you remember what causes a tsunami? It's caused by very large earth movements, usually under the sea. **Do you also remember how we can detect those earth movements?** Seismometers will detect and measure the wave energy given off by the earthquakes, volcanoes and landslides that may cause a tsunami. But even though advances in technology have allowed us to make increasingly accurate measurements of seismic events, we still can't predict when or where they are going to happen! Populations on or near the coasts which are most likely to be hit by tsunamis need to receive timely warnings that a tsunami is on its way. However, if too many false alarms are sounded, people often ignore the warnings. So it is important that accurate information is given.

To gain more information about the onset of a tsunami, Deep-ocean Assessment and Reporting of Tsunamis (DART) buoys were developed by the National Oceanic and Atmospheric Administration's Pacific Marine Environmental Laboratory and the first one was deployed in 1995 off the coast of Oregon. Since then, tsunami buoys have been placed all around the Pacific Ocean with a few in the Atlantic. There is one in the Caribbean Sea, south of Puerto Rico. Each tsunami buoy has two parts. On the sea floor is a pressure sensor that can measure changes in the height of the water column above it. This information is transmitted to a surface buoy and, from there to the tsunami warning centres. If a tsunami wave is passing, it will cause the height of the sea surface to change more rapidly so the warning centres will be able to respond quickly once they receive that information from the buoy.

The tsunami buoy usually runs in "standard" mode. This means that it sends messages about pressure and temperature (and therefore about height of the sea surface) every fifteen minutes. This helps to conserve the life of its power supply. If the sensor detects faster changes in the sea level, it switches to "event" mode and transmits information every minute or so. The newest buoys allow two-way communication so that scientists at the tsunami warning centres can switch the buoys over to "event" mode if they think that a tsunami is on its way.

The information gathered from these tsunami buoy stations is essential for the delivery of accurate tsunami warnings for communities at risk.



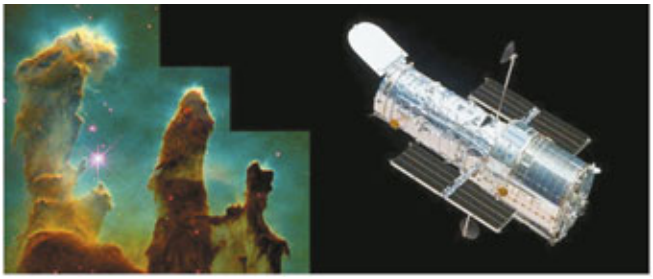
ELAINE OLLIVIERRE 2011 ©

The Sky in December

by Scott Welty

The Planets in December
MERCURY - Best chance to see it at dawn on the 21st bearing about 112° true.
VENUS - Low in the western sky at twilight but rising as the month wears on.
EARTH - Closed for repairs.
MARS - Rising at midnight on the 1st, moving toward 2300 later in the month. In Leo.
JUPITER - Rising in the afternoon and setting in the wee hours. In Pisces.
SATURN - Rising between 0200 and 0300 hours. In Virgo.

Sky Events This Month
6th - Passage of the Hubble Space Telescope (see below).



10th - Full moon AND total lunar eclipse... but not for us! By the time the moon rises in the Caribbean, the Earth's shadow will have already passed over the moon.
14th - Geminids meteor shower.
22nd - Winter Solstice.
24th - New Moon.
27th - Venus and crescent moon set together.

Hubble Space Telescope
All of you satellite spotters are in for a treat. The Hubble will make a nice bright pass on the 6th (it's very shiny!), especially as it nears the northeast, although its path in your sky depends on where you are. Usually I give locations of things based on Grenada (no reason) and the difference in the apparent location of planets and such is affected little by a change in location of six degrees (e.g. Anguilla). But it's different for low orbit satellites like the HST. While rise and set times are about the same for everywhere along the Caribbean chain, the path itself is higher the farther south you go. Up in Anguilla the HST will only reach a maximum altitude of about 30 degrees. In Guadeloupe, it will be more like 40 degrees and in Grenada it will pass nearly straight overhead. So for everyone the HST will rise in the southwest at 1822 and set at 1835 in the northeast. It rises more north and sets more east the farther south you are (got that?). It orbits the entire earth every 95 minutes so it will really be humming through your sky. This also means that it makes numerous passes every day. But, low orbit satellites are easiest to spot in the early evening, as later at night they quickly pass into the Earth's shadow. Here's a pretty good site for getting satellite information:
http://www.n2yo.com/?s=20580

Hubble was conceived in 1970 and launched in 1990. After an initial setback owing to an error in the mirror shape, it has sent back a flood of spectacular pictures of deep space objects. It has been serviced on several occasions on shuttle missions but now that those are gone, who knows? If it is not moved to a higher orbit its current orbit will decay and it will burn up somewhere between 2019 and 2032... depends on if the gyros have failed and how much it is tumbling.

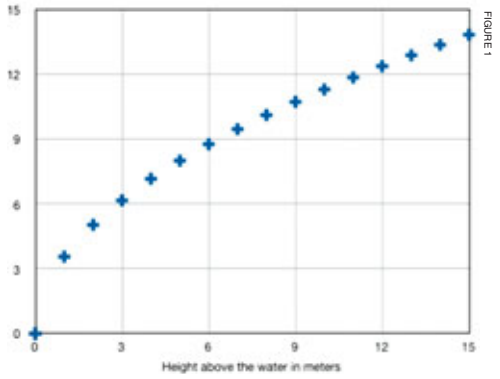


FIGURE 1

Geminids Meteor Shower
This, the last shower of the year, will be spoiled a bit by the nearly full moon. Probably best to look for meteors before the moon comes up. The moon rises around 2200 hours so look to the east before that. Gemini will already be up and although Gemini is the radiant (where the meteors seem to be emanating from) you're liable to see meteors anywhere in the sky. At its peak the Geminids produce about 50 meteors per hour.

Winter Solstice
Time again to drag out the Festivus tree and celebrate the return of the sun. The sun makes its most southerly pass through the sky and it's all up from here! Not much of an effect on weather in the tropics since the sun is always pretty high in the sky but, as we know, BIG effect in the northern latitudes.

To Contemplate While Having a Glass of Wine on Deck
De dunne rechte lijn trekt me. (The thin straight line draws me.)
— Dutch Sailor's Proverb

People often ask, "So what do you DO when you're living on a boat?" Well, there's the water to look at. And the sky. And of course there's the water. And sky. But what of the line that divides them? The ever-present horizon that is almost never seen by landlubbers. How far away is that horizon? That depends on how tall you are! The chart (Figure 1) shows distance to the horizon (in kilometres) against height above the water (in metres). For example, if your eye is three metres above the waterline

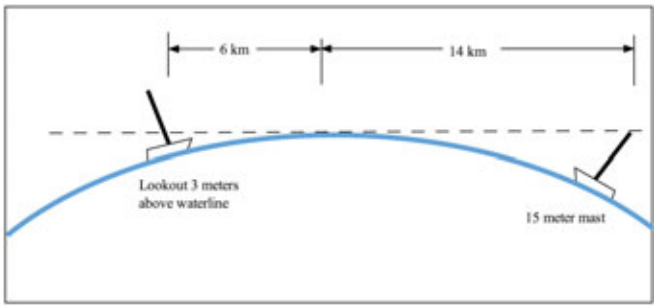


FIGURE 2

(very roughly the height-of-eye of a person standing on deck) the horizon is six kilometres away. So when a mast first appears on the horizon, how far away is the ship? Well, a 15-metre mast is about 14 kilometres away from HIS horizon and you are six kilometres away from that same horizon putting you about 20 kilometres from the ship. It's not until you see the whole hull that the ship is ON your horizon and six kilometres away (Figure 2).

Radar?

Scott Welty is the author of The Why Book of Sailing, *Burford Books ©2007.*

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Caribbean ECO-News

USVI Company Fined US$1.8 Million for Black Coral

A US Virgin Islands company was recently sentenced in federal court in St. Thomas, for knowingly trading in falsely labeled, protected black coral that was shipped into the United States in violation of the law, the Department of Justice announced.

On July 15th, GEM Manufacturing LLC, headquartered in St. Thomas, pleaded guilty to seven counts of violations of both the Endangered Species Act and the Lacey Act. The Lacey Act makes it a felony to falsely label wildlife that is intended for international commerce. The Endangered Species Act is the United States domestic law that implements the Convention on International Trade in Endangered Species of Wild Fauna and Flora (CITES). Each of the species of black coral is listed in Appendix II of CITES and is subject to strict trade regulations.

GEM was sentenced to pay a criminal fine of US$1.8 million. GEM was sentenced to pay an additional $500,000 in community service payments for projects to study and protect black coral.

"I have stated before and reiterate that the United States Attorney's Office will vigorously protect the environment," said United States Attorney Ronald W. Sharpe for the District of the United States Virgin Islands. "It is critical that we do everything we can to prevent the decline and depletion of coral and other protected flora and fauna so that the environment, in this case the marine environment, may be preserved for our enjoyment and that of future generations."

"Illegal trade further threatens already fragile coral reef ecosystems. The penalties here should make it clear that the United States will not tolerate trafficking in these protected resources," said William C. Woody, Chief, United States Fish and Wildlife Service (FWS) Office of Law Enforcement.

Black coral is typically found in deep waters, and many species have long life spans and are slow-growing. Using deep-sea submersibles, scientists have observed that fish and invertebrates tend to accumulate around the black coral colonies. Thus, black coral communities serve important habitat functions in the mesophotic and deepwater zones. In the last few decades, pressures from overharvesting, due in part to the wider availability of scuba gear, and the introduction of invasive species have threatened this group of coral. Recent seizures of illegal black coral around the world have led many to believe that black coral poaching is on the rise.

Join the Christmas Bird Count — at Sea!

Every December, thousands of people lift their binoculars and submit their bird sightings in the longest-running citizen-science project in the world: the Christmas Bird Count or "CBC."

But 70 percent of the world is ocean, and pelagic birds — those that spend their lives at sea — are sparsely documented. Ocean birding has been described as "the last frontier of bird knowledge." For example, when the BP Deepwater Horizon oil spill occurred, so little was known about seabirds on the Gulf of Mexico that early spill data had to function as baseline information.



Yet there is a huge untapped resource of watchkeepers already at sea. Long-distance boaters number in the thousands, belonging to organizations such as Seven Seas Cruising Association, Ocean Cruising Club, and Cruising Club of America.

It's time to focus all those eyes, binoculars, and digital cameras beyond the boundaries of land in an annual "CBC at Sea." CBC at Sea is a call to those who spend time at sea to establish a worldwide annual bird count and contribute their ocean sightings to a citizen-science database for the study and conservation of pelagic species.

This first event, scheduled for December 2011, is being organized by a group of long-distance mariners from around the world who are also avid birdwatchers.

"If you're on the water and interested in nature, then you can help," says organizer Diana Doyle. "The cruising community is a huge untapped resource for citizen science. We're tuned into the environment, interested in the marine world, and explore less-traveled areas. And there are literally thousands of us out there."

If you've spent time at sea, you know what Doyle is talking about. Have you experienced a seabird following your stern wake? Discovered a rookery along a rocky cliff? Hosted tired migrants on your deck?

"Research and conservation databases need reports from those of us who spend time on the water," says Doyle. You don't need to be a seabird expert to participate. If you're on the water, even only a few miles from shore, your observations are valuable. Doyle reminds us, "We need to start somewhere and, just like land birding, pelagic birding awareness and knowledge will develop over time."

The central clearinghouse for the data will be Cornell Lab of Ornithology's eBird website, which has easy online global lat/long reporting and is available in English, French and Spanish. Visit www.ebird.com.

Additional information is posted at www.facebook.com/Birding.Aboard, where "birders aboard" can access resources such as recommended field guides and apps, and share their sightings, photographs and birding hot spots.

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Divers Discover Lionfish in the Grenadines

by Diane Martino

On October 18th, divers from the Lumbadive shop in Carriacou discovered the first lionfish ever reported in the Carriacou area.

Divers Rachel Berger, a CMAS three-star diver from Guadeloupe doing her Dive Master course; Harriett Borgerhoff, a student from the UK also preparing to be a Dive Master; Richard Laflamme, Master PADI instructor; and I (Diane Martino, Assistant Instructor PADI) were diving in the Sandy Island Oyster Bed Marine Protected Area (SIOBMPA). We had been diving between 15 to 30 feet (five to nine metres) of water for several minutes, enjoying the coral, fauna and flora when Rachel, who is originally from Madagascar and who had seen lionfish many times there, noticed the venomous, non-native fish lying beside a rock. She attracted the rest of the group's attention then pointed the eight-inch-long fish. We were all stunned to see this species of fish in Carriacou waters. I grabbed the Olympus Stylus camera I always carry and took several pictures.

Everyone knew that lionfish had begun to invade the Caribbean, but we always hoped to never see the day when we would find one in Carriacou. We thought, "We have to either catch it or kill it!" But we were in a Marine Protected Area where fishing is prohibited, and we were not equipped to do so; we had no gloves or speargun.

On our arrival back at Lumbadive base, we contacted the SIOBMPA chairman, Davon Baker, to advise him of our find and request the authorisation to hunt the lionfish within the MPA boundaries. The MPA wardens were also advised of the discovery. Roland Baldeo and Junior MacDonald of the Grenada Fisheries Department were also consulted.

Pterois volitans and *Pterois miles* are native to subtropical and tropical regions of the Pacific Ocean. There has been much speculation about how the rampantly invasive lionfish were introduced to Atlantic waters. In 2001, NOAA documented multiple sightings of lionfish off the coast of Florida, Georgia, South Carolina, North Carolina, and Bermuda. This voracious predator was first detected in the Bahamas in 2004. Lionfish are now found along the United States East Coast from Long Island to Florida, as well as in Bermuda and the Bahamas. They were first reported in the Caribbean in 2007, and became established throughout much of the Caribbean within a three-year period. On March 4, 2010 the Virgin Islands had its first confirmed sighting of the lionfish and by January 25th, 2011, the BVI Conservation and Fisheries Department was receiving up to ten calls per week reporting lionfish sightings. The Fisheries Division in Dominica confirmed the presence of lionfish in that island's waters in January of this year.

Lionfish can live up to 15 years, and females frequently release two mucus-filled egg clusters, which can contain as many as 15,000 eggs. Population densities continue to increase in the invaded areas, resulting in a population boom of up to 700 percent in some areas between 2004 and 2008. Lionfish have no predators in Caribbean waters and it is reported that their population densities in some invaded areas are already far greater than those of their native ranges.

The lionfish invasion could lead to serious problems. Lionfish are generalist carnivores that consume more than 50 other species of fish and many invertebrate species as well. Using specialized bilateral swim-bladder muscles to provide pinpoint control of location in the water column, a lionfish can alter its center of gravity to better attack prey. Their impact on native prey populations could disturb existing food-web relationships and ultimately lead to reef deterioration. Studies show that lionfish could be decreasing Atlantic reef diversity by up to 80 percent. It has been shown that lionfish overpopulate reef areas and display aggressive tendencies, forcing native species to move to less desirable habitats. Next to the native scamp grouper, lionfish have already become the second most abundant species of fish from the Bahamas to North Carolina.

Adult lionfish can be up to about 15 inches (38 centimetres) and weigh an average of about one pound (480 grams). They are known for their ornate beauty, characterized by red, white and black stripes, showy pectoral fins and venomous spiky tentacles. The potency of their venom makes them dangerous to fishermen and divers. Lionfish venom can cause vomiting, fever and sweating, and has occasionally been lethal.

Efforts are underway in several areas to bring the lionfish invasion under control. In November 2010, the Florida Keys National Marine Sanctuary began to license divers to kill lionfish inside the sanctuary — the first time permission has ever been given to kill any species in the sanctuary. The St. Maarten Nature Foundation held a "Lionfish Derby" in October and November with prizes for the most lionfish brought in. However, to completely eradicate the lionfish from its new habitats seems unlikely. A study from 2010 used data collected about the life history of the lionfish inhabiting the Caribbean coral reefs to figure out the best means of eradication. The study showed that to merely maintain current lionfish population densities, at least 27 percent of the adults would have to be killed monthly.

Human hunting of lionfish is currently the only known form of control. An incentive to hunting is the fact that lionfish is a tasty food fish. The US National Oceanic and Atmospheric Administration, which has a "Lionfish as Food" campaign, calls it a "delicious, delicately flavored fish" similar in texture to grouper. Many people are wary of the idea of eating a venomous fish, but when properly filleted, the lionfish is perfectly safe to eat. Encouraging the consumption of lionfish in the Caribbean could not only help to maintain a reasonable population density, but also provide an alternative to over-fished populations such as grouper and snapper. The Bimini Big Game Club in the Bahamas reported its guests consuming more than 400 servings of lionfish in September: "Our lionfish


BILL WATTS

nuggets have become a huge seller," says General Manager Michael Weber. The Reef Environmental Education Foundation has prepared a lionfish cookbook, and many recipes for lionfish can also be found on-line, including sushi, ceviche and even jerky. We hope to see more and more lionfish on local menus, and fewer lionfish in Caribbean waters.

For instructions on preparing lionfish for eating see http://lionfishhunter.blogspot.com/2010/06/catch-clean-cook-lionfish.html.

To obtain a lionfish report form for Carriacou and Grenada waters contact lumbadive@lumbadive.com.

For more information on lionfish visit www.reef.org/lionfish.

Panko Breaded Lionfish Nuggets a la Bimini Big Game Club
1 Cup beaten egg
flour
Panko breadcrumbs
4 ounces lionfish meat
salt and pepper
Cajun seasoning

In three separate bowls place flour, beaten egg and breadcrumbs. Cut lionfish meat into small bite-sized pieces and season with salt, pepper and Cajun seasoning. Dip pieces into flour, shake off excess flour, and then dip into beaten egg and then into Panko breading. Once covered in the breading fry pieces in hot oil (325°F) until crispy golden brown.

Serve with your favorite tartar or dipping sauce.

Fluffy Battered Lionfish
pancake mix
lemon pepper
milk
egg
lionfish fillets

Season pancake mix with lemon pepper and add milk and egg according to package directions. Dip the lionfish fillets in the batter then deep fry.

Serve with homemade deep-fried shoestring potatoes, cole slaw and a slice of lime. If you like, make a dipping sauce out of mayonnaise, hot sauce, salt, pepper, and finely chopped fresh cilantro.

Bahamian Fish-Fry Lionfish

Grind a fresh hot pepper in salt. Cut slits in the sides of a whole, cleaned lionfish (head on) and rub the spicy salt all over the body of the fish. Pan fry in peanut oil.

Serve with peas and rice, homemade macaroni and cheese, cole slaw and hot sauce.

SERVING AT SEA BY SHIRLEY HALL

The Big, Strange Jackfruit

Friends recently gave me a very big, strange fruit that looked like a cross between a breadfruit and a soursop. It was green and oblong, and weighed about four pounds. They called it "katahar", but it is better known as jackfruit. The bright green skin is tough with rough points all over it. Don't confuse jackfruit with the infamously smelly durian, which looks similar but grows only in Southeast Asia. Ask for jackfruit in the markets of Jamaica, Trinidad and Guyana. Use immediately — this fruit is only viable for a few days.

The cut-open katahar is full of one-inch seeds encased in tasty flesh surrounded by white 'stuff'. A few minutes after we sliced it, a sweet, pleasant aroma filled the kitchen. The white part of the pulp tastes strange — a sort of a sweet custardy taste — yet the pale yellow pulp around the seeds tastes like a pineapple smoothie. Some say the flesh tastes like melon, mango, papaya and banana combined. The seeds also have tasty insides.

As the name katahar suggests, this fruit (*Artocarpus heterophyllus*) has East Indian origins dating back at least three millennia. Similar to the pineapple, jackfruit is made up of fused individual fruitlets. Every part is sticky. It is high in pectin and has white latex goo used in India and Southeast Asia as glue. Some believe jackfruit goo is



the secret base for the flavor of Juicy Fruit chewing gum.

I went to see our friends' tree in Cunupia, Trinidad and found the big fruits growing directly from the trunk of a small 15-foot tree. Their tree was at least 40 years old. They had other, younger trees grown from this tree's seeds, and all took about three years to bear fruit. The biggest fruit they had seen was about 30 pounds. The jackfruit bears the world's largest fruit, often more than 60 pounds, with the world's record jackfruit over 100 pounds!

Katahar can be eaten green or ripe, raw or prepared. When it's ripe it should thump hollow, just as a melon. Ripe jackfruit is mostly used for desserts. Green (unripe) jackfruit must be cooked. The younger the jackfruit, the milder the flavor. In many countries it is considered a "poor man's food"; it is a staple food boiled or curried.

There may be a hundred or more seeds. The nut-sized seeds are wrapped in a tasty skin (aril). Inside they are crisp like a nut and can be fried, or boiled for five minutes, then roasted.

Before beginning any jackfruit recipe, wipe your knife and cutting board with cooking oil because the fruit will drain a white, very sticky milky latex goo. Always remove the skin.

Curried Katahar
1 large green jackfruit
2 large onions, chopped
1/2 garlic clove, minced
1 large hot pepper
1 Tablespoon ground garam masala
1 teaspoon ground geera (cumin)
2 Tablespoons curry powder
2 Tablespoons salt
1 Tablespoon vegetable oil
1 Cup coconut milk*

Wash and peel katahar. Separate seeds from flesh. Slice flesh and seeds into pieces. Sautée onions and garlic with garam massala, geera, curry powder, and salt. Heat oil in a large frying pan with the massala mixture and the katahar seeds four to five minutes. Then add the flesh and fry for three more minutes. Add pepper, cover, and cook another couple of minutes before adding the coconut milk.

Simmer for another 20 minutes. Serve with rice.

Katahar Chicken
2 pounds green jackfruit
3 Tablespoons cooking oil
1 chicken, cut up
1 medium onion, chopped
1 teaspoon minced garlic
1 teaspoon minced fresh ginger
1 Tablespoon minced thyme leaves
5 large tomatoes, chopped
1 to 2 cups water
7 Tablespoons curry powder
5 bay leaves
2 Tablespoons minced chadon bene leaves

Wash, peel and cut jackfruit into one-inch cubes. Keep in ice water to reduce browning. Heat three tablespoons of oil in a large frying pan. Add chicken pieces and fry till brown. Add onions, garlic, ginger, thyme, and tomatoes. Add water if mixture gets too thick and starts to burn. Add jackfruit chunks. Stir before adding the curry powder, bay leaves, chadon bene, and one cup of water. Cover and simmer for at least a half an hour.

Jackfruit Delight
1 ripe jackfruit, peeled and cut into small pieces
3 Tablespoons butter
2 Cups grated fresh coconut
1 to 2 Cups powdered sugar (sweeten to taste)
10 chopped cashew nuts
1/4 Cup small pieces of coconut
2 to 4 Tablespoons brown sugar
1 teaspoon ground cinnamon
1 Cup milk

Fry katahar pieces in two Tablespoons of the butter for six minutes. Boil grated coconut and powdered sugar in two Cups of water for ten minutes before adding the fried katahar pieces. Continue boiling for two minutes. Fry the cashews and coconut pieces in the remaining Tablespoon of butter. As they brown, add brown sugar and cinnamon. Mix with jackfruit and add milk. Simmer till everything is warm. This can also be served chilled.

Jackfruit Ice
1 ripe jackfruit
2 cups sweetened condensed milk
2 Tablespoons lemon juice
sugar to taste

Wash, peel and trim jackfruit. Cut up and remove seeds (save them for another use). Blend all ingredients and freeze until it starts becoming icy. Blend again and refreeze. Grated coconut and fried jackfruit seeds may be added with cinnamon and nutmeg for a variation.

** Note: This is not merely the liquid from a coconut, but a "milk" made by grating and squeezing the flesh of a mature coconut. If you don't make your own coconut milk, it is available in canned or powdered form. Don't confuse canned coconut milk for the coconut cream used for piña coladas!*







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Dear *Compass*,
I was most interested to read Frank Virgintino's rant against superyachts and megayachts in last month's Readers' Forum. So many yachting destinations seem to have been "blinded by the bling". Hey, these rides are huge, shiny and obscenely expensive — there must be a trickle-down effect, right? But for places outside their maintenance/provisioning ports, is there *really*? And do even the economies that "benefit" from this sector *really* benefit? When you read about the crime, drug use, prostitution and other misbehavior in big mega-yacht ports, you've gotta wonder.
Aaron Miller
S/V Stardust

Dear *Compass*,
On the 5th of April I anchored in the Tobago Cays with friends aboard. To allow more air through the side windows into my friends' cabins I did not lift the dinghy up on the side for the night. Instead I tied the dinghy with the outboard behind *Shanty*. The next morning my dinghy and outboard were gone. We heaved anchor and went around with *Shanty* as far as Mayreau, but could not find my tender. Back in the Tobago Cays I asked a local guy what to do. He immediately offered me to take me to Union Island in his pirogue — for the amount of US$120! I declined. The guy offered to inform the park warden, however.

After two hours a man and a woman in a boat marked "Rangers" came along with my dinghy, including the 15-horsepower outboard. They did not come from the direction of Union, but rather from the north, which surprised me. The rangers asked me for US$1,000 to "buy" my belongings back — adding that this would be cheap, because under the international law of the sea they could ask for much more.

Yes, I was stupid enough to pay the asked-for sum, as negotiation was fruitless. (There were lots of other locals around, who seemed to be jealous because the rangers got so much money while they got nothing, especially the guy who offered to take me to Union for US$120.)

If this is the new affront from Vincentians on the water against visiting yachtspeople, then for sure, they have cut their own throats. For me, and all my cruiser friends, this was our last time in St. Vincent & the Grenadines waters.
Rudolf from Nürnberg
Yacht Shanty

Dear Rudolph,
We forwarded your letter to the Tobago Cays Marine Park management for their response, which follows.
CC

Dear *Compass* Readers,
We view with great concern the report made by Rudolph. Readers can be assured that a thorough investigation is underway to get the matter cleared up as quickly as possible.

The Tobago Cays Marine Park remains committed in ensuring that its visitors are protected in every way.
Kenneth Williams, Manager
Tobago Cays Marine Park
www.tobagocays.org

Dear *Compass* Readers,
While my husband, Mark, and I were preparing for our trip west from Grenada and needing to fill up with diesel, we did a little bit of research and stumbled upon the interesting fact that fuel prices in Grenada are set by the government. Every month prices are set for diesel, gasoline, kerosene and LPG, and fuel stations in Grenada are supposed to honor these prices. On the 17th or 18th of every month, the prices are posted on the home page www.grenadabroadcast.com. Afterwards the results can be found by typing "petroleum" in the search box.

The Grenada government encourages consumers to "immediately notify the Price Control/Consumer Affairs Unit in the Ministry of Finance of any instance of overpricing at telephone number 440-1369".

When we were planning to buy fuel in the beginning of October, the prices per Imperial Gallon were found on http://grenadabroadcast.net/pastshows/finance and were as follows:

Grenada: diesel EC$15.07, gasoline EC$15.59
Carriacou: diesel EC$15.23, gasoline EC$15.75
Petite Martinique (PM): diesel EC$12.23, gasoline EC$12.74.

Up until that time, we had been paying EC$16.98 for diesel and gasoline at Prickly Bay Marina on the south coast of Grenada, which is almost EC$2 extra for diesel and almost EC$1.5 extra for gas per gallon. Imagine how much cruisers pay extra for filling up their tanks!

At this time, *Irie* was anchored in Tyrrel Bay, Carriacou and it seemed like PM was the best place to "stock up" on diesel and gas. Before heading over there, we called B&C Fuels Enterprise to check on the price and we were surprised to hear they were charging EC$14.35 for diesel and EC$14.71 for gasoline. Once again, this was overpricing by EC$2 per gallon! When asked why the price difference, there was a whole list of excuses that were described to us. We followed the instructions on the official pricing sheet and called the Price Control/Consumer Affairs Unit, where a representative took note of our findings and was very helpful. She assured us she was going to call the fuel station in PM and we were to call them back in a few days to check up on the price again. We did just that and B&C was still charging the same amount as before with the same excuses as to why. So, we called the Consumer Affairs Unit once more and they filed our complaint and asked us to call back later since the person in charge was not in the office yet.

After this, we did not follow up again. We don't have a phone of our own and it was time to get fuel somewhere. We sailed to Union Island and filled up there, where the diesel price was less than in PM or anywhere else in all of Grenada.

We are not sure about the reasons why the fuel stations were not following the government's price schedule, as one would assume they would, and perhaps this letter will bring some attention to the issue. It will be too late for us, but maybe other cruisers can benefit from better fuel prices this season.
Liesbet Collaert
S/V Irie
www.itsirie.com

Dear Liesbet,
We forwarded your letter to the Marine and Yachting Association of Grenada (MAYAG) for their response, which follows.
CC

Dear Liesbet and other *Compass* Readers,
The Grenada government-controlled fuel price certainly applies to gas stations and takes into account the costs associated with selling fuel to vehicles. However, marinas have additional infrastructure and maintenance considerations — their own tanks, long piping runs, their own pumps, docks, and in the case of B&C fuels in Petite Martinique, the cost of transporting the fuel from Carriacou. When I discussed this with a number of marinas they explained that to sell fuel at the government-controlled price would not be possible due to these additional costs, and may even be a loss-making exercise.

I have not been able to determine to what extent this [selling at a price higher than the government-controlled price] is formally permitted, but what is clear is that yachts are charged the same as local boats when purchasing fuel at marinas, so this is a "cost of sales" issue rather than an "export" issue.

I would suggest phoning ahead to establish fuel prices at different places before making your decision where to fill up.
Anita Sutton, President
MAYAG

Dear *Compass*,
Everybody thinks that the Vikings came from the Scandinavian countries high up north.

That is not true, not for all of them. One, just one, came from Brazil, and that's the truth. I know because I saw it; I was there that day the big, black Viking boat with all the shields along the sides and the scary dragonhead in front, entered Chaguaramas in Trinidad.

The following story is not about furious savages, taking new land, stealing all gold and beautiful women, it is about a Brazilian man, who, as a child started to read about the Vikings, and got so captured by their culture and their boats, that he, many years later in 1994, in the little town Camamu, Bahia in the northeast of Brazil, started to build his own Viking boat.

Three years later he finished the 76-foot-long boat, built in heavy planks of tropical wood, and gave the boat the name *Drakar*.

—Continued on next page

—*Continued from previous page*

Like all Viking boats, this boat has oars — 28 of them — and a big squaresail on the mainmast. But in our time it is hard to find 28 Vikings, or even Brazilians, who want to work hard at the oars, so the boat has also two engines of 125 horsepower each.

The boat has accommodation for only six people in three cabins; the engines occupy a large part of the hull, but they are necessary to maneuver the big boat.







Brazilian Roberto Oliveira built a Viking-style boat and is now sailing it northward through the Eastern Caribbean. Eventual goal, Scandinavia

Besides the engines, the captain and crew on board *Drakar* have a lot more than the old Vikings had on their boats: they have GPS, VHF radio, solar panels, a wind generator and a lot more to make life on board easier and more pleasant

The Brazilian man who built the boat is Roberto Oliveira, born in Rio de Janeiro in 1960. He wants to sail a Viking boat from Brazil, all the way up north to visit the Scandinavian counties, to see on his own where the Vikings lived and had their exciting times. But dreams are expensive, and to earn money for the trip, Roberto did some charters with the boat, sailing from a little fishing town called Buzios in the state of Rio de Janeiro.

In 2010, he left Brazil and with two Brazilian crew brought the boat to Trinidad, where he arrived in January 2011. In Trinidad, Roberto is working hard on the boat, preparing it for the hard weather up north, but before he is going to cross the North Atlantic, he wants to enjoy the Caribbean islands. Over the coming six months *Drakar* will show her dragon head to many green islands on her way, and hopefully the boat will be full of happy "Vikings" from all over the world.

And how long is it going to take, to bring the boat high up north? Roberto does not know the answer to that question, but says: "It will take the time that Odin, the most powerful god of the Vikings, decides that it has to take."

And Roberto will keep the dream alive, even though it can be a long time. *Drakar* is a big boat and it needs people on board to handle the big mainsail. One man cannot do that alone, so Roberto is working hard to find a crew, and some sponsors, both for the long and hard sailing in the North Atlantic and for the sailing between the wonderful islands of the Caribbean.

A dream is born, and one day it will come to its end, but in between lie wonderful times, with big challenges and hard work. That is the nature of life...

Lona Jensen
Denmark

Dear *Compass*,

In the 55 years I have been in and associated with the Eastern Caribbean, I have gotten to know well hundreds of sailors who arrived, stayed and went into the marine business.

Of all I have known, the three most outstanding, who always performed above and beyond the call of duty helping other sailors, are Ian Cowan, Alan Hooper and Tony Maidment. (The last is known today in Antigua as Tango Mike, but was known in his younger days as Scupper Guts because of the prodigious amounts of food he could put away. Hooper had been an engineer on big ocean liners before settling in the islands, and Ian had been a stage manager in the theatre — good training in different ways for running charter companies and boatyards!)

If everyone in the marine business in the Caribbean performed as do these three sailors, most of the problems in the marine business would disappear!

Don Street
Glandore, Ireland

Dear Compass Readers,

We want to hear from YOU!

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

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Letter of the Month

Dear *Compass* Readers,

It was with great interest that I read the article titled "Chateaubelair: Two Days with George" in the August 2011 issue of *Caribbean Compass*. The author, Mark Denebeim, refers two times in the article to the "bright orange one-man kayak" that George, the resident "boat boy", was paddling around on. Well, it turns out there is an interesting story behind that bright orange kayak that George Small was using.

In the summer of 2010, while I was captain of a 74-foot motor yacht, we were making our way from our base in the BVI to Grenada for hurricane season, all the way chartering with guests between the islands. We had picked up guests in St. Lucia and were en route to the Grenadines when we decided to stop and have lunch in Chateaubelair Bay on the northwest coast of St. Vincent. I had been to Chateaubelair Bay before on two previous trips and remembered it to be a very scenic and worthwhile stop.

Shortly after anchoring we spotted someone paddling out in our direction on a rather interesting looking, barely floating craft. A teenage boy at the helm of a homemade wooden log craft came alongside and quite politely asked if he could help out in any way. We were so impressed with George's manner (and were quite taken by his rocketship-looking watercraft) that we ended up having him aboard and spending an interesting good bit of time with him.

It turns out George, who was out of school for the summer, was working with visiting boats to help support the rest of the family. As boats would come in and anchor, he would paddle out to them on his craft to offer assistance in exchange for a little cash and maybe a few bits of unused food items. We ended up spending the whole afternoon with George learning a lot about his life on St. Vincent.

We spent the next week cruising and diving in the Grenadines. Our turn-around point was to be the Tobago Cays. At that point we were to return to St. Lucia to take on some new charter guests. Chateaubelair Bay turned out to be a convenient overnight stop on the last night before the last leg to Rodney Bay. Sure enough, no sooner had we anchored and along came George, paddling out to us on his log craft. At this point in our trip we were out of eggs for the next morning's breakfast. It was a simple enough request for George, as he paddled the quarter mile back to shore in search of eggs. As Mark mentioned in his article, George always wore a lifejacket.

In no time, George was back with at least a dozen eggs. Great! What this guy wouldn't do to help out. We were now beginning to wonder if there was something we could do to help George out with his watercraft as it was barely afloat with just him on it, not to mention while carrying cargo of fruits to the yachts and trash back to shore. And he was a growing boy! We all understood the importance of George working with visiting yachts and his ability to safely paddle his cargo back and forth to help support the family.



The next day we made it back to Rodney Bay Marina on the northwest coast of St. Lucia. I paid a visit to Island Water World, a marine store located in the marina, and there it was, hanging from the ceiling, a bright orange one-person kayak. Surprisingly, after telling the clerk at the store the story behind buying the kayak, she offered to arrange for a discount on the purchase price. With contributions from fellow crew, and the welcomed store discount, with cash in hand I purchased the kayak and had it delivered to the motor yacht in the marina.

A couple of days later, with our new complement of guests onboard, we departed for St. Vincent with a planned stop in Chateaubelair Bay to deliver the shiny new orange kayak. Sure enough, like clockwork, the anchor was no sooner down than George was spotted paddling out to the yacht. It warmed everyone's heart immensely and put an enormous smile on George's face when we presented him with the kayak. George had by now become a very good friend to us. We spent the rest of the day with George touring around the northwest shoreline of St. Vincent in the yacht's tender and made a pleasant visit to a nearby waterfall. It was a very enjoyable and memorable day.

Later in the day George left for home, paddling his bright new orange kayak with his old craft in tow. We advised George to hang onto the old wooden craft, as it was definitely a keepsake. The next morning, as we departed for the Grenadines and Grenada, we swung close by shore and gave George a warm wave goodbye and friendly salute from the yacht's horn.

Captain Gerry Matt
Genesis Yacht Services
British Virgin Islands

CALENDAR

DECEMBER 2011

1 - 4	Carlos Aguilar Match Race, St. Thomas. www.carlosmatchrace.com
2 – 3	Gustav Wilmerding Memorial Challenge Race, BVI. Royal British Virgin Islands Yacht Club (RBVIYC), tel (284) 494-3286, sailing@royalbviyc.org, www.royalbviyc.org
3	Une Femme, Un Homme, Un Bateau (double-handed race), Martinique. Club Nautique Le Neptune (CNN), Martinique, tel (596) 51 73 24, www.clubnautiqueleneptune.com
3	Transat B to B departs S. Barth. www.imoca.org
4 – 10	Antigua Charter Yacht Show. www.antiguayachtshow.com
10	Tempest Challenge, Martinique. Yacht Club de la Martinique (YCM), tel (596) 63 26 76, ycmq@wanadoo.fr
10	FULL MOON
13	Public holiday in St. Lucia (National Day)
15 - 18	Havana International Jazz Festival, Cuba. www.apassion4jazz.net/havana.html
16 – 18	Carriacou Parang Festival. http://carriacouparangfestival.com
16 – 24	Nine Mornings Festival, St. Vincent
17	O'Neal & Mundy Commodore's Cup, Tortola. RBVIYC
18	Kids' Sailing Regatta, Dominica. info@dominicamarinecenter.com
19	Public holiday in Anguilla (Separation Day)
22	Winter Solstice
25	Christmas Day
26	Boxing Day
26 – 30	Coupe de Noël, Guadeloupe. Cercle Sportif de Bas du Fort (CSBF), tel 0590 90 93 94, csbf.guadeloupe@wanadoo.fr, www.csbf-guadeloupe.com
31	Nelson's Pursuit Race, Antigua. Antigua Yacht Club (AYC), tel/fax (268) 460-1799, yachtclub@candw.ag, www.antiguayachtclub.com
31	New Year's Eve, Old Year's Night. Fireworks in many places, including Trellis Bay, Tortola; Admiralty Bay, Bequia; and Fort-de-France, Martinique. Public holiday in Montserrat

JANUARY 2012

1	Public holiday or "recovery day" in many places (New Year's Day)
2	Public holiday in Cuba (Victory of Armed Forces Day), Haiti (Founding Fathers' Day), and St. Lucia and Grenada (Second New Year's Day)
2	Grand Parade of Troupes, St. Kitts Carnival. www.stkittsneviscarnival.com
3	Last Lap, St. Kitts Carnival. www.stkittsneviscarnival.com
6	Public holiday in many places (Three Kings Day)
6 – 7	Crucian Christmas Festival Parades, St. Croix USVI. www.stcroixtourism.com/christmas_festival.htm
7	Entre Mer et Lune Race, Martinique. CNN, www.clubnautiqueneptune.com
8	Start of WorldARC 2012-13 in St. Lucia. www.worldcruising.com/worldarc
9	FULL MOON
9	Public holiday in Puerto Rico (Eugenio María de Hostos Day)
10 – 29	St Barts Music Festival. www.stbartsmusicfestival.org/festival.html
16	Public holiday in Puerto Rico and USVI (Martin Luther King Day)
21	Public holiday in Barbados (Errol Barrow Day) and the Dominican Republic (Our Lady of Altagracia)
21	Mount Gay Rum Round Barbados Race. www.mountgayrumroundbarbadosrace.com
21	Round the Island Race, Antigua. AYC, www.antiguayachtclub.com
23	Public holiday in the Cayman Islands (National Heroes' Day celebrated)
25	Public holiday in Aruba (G.F. Croes Day)
25 – 8 February	Mustique Blues Festival www.felixdennis.com/about/mustique-blues-festival
26	Public holiday in the Dominican Republic (Duarte's Day celebrated)
26 – 29	Bequia Mount Gay Music Fest. www.begos.com/bequiamusicfest See ad on page 12
27 – 29	The Superyacht Challenge, Antigua. http://thesuperyachtchallenge.com
27 – 31	Grenada Sailing Festival. www.grenadasailingfestival.com
29	Coupe Feminine Race, Martinique. YCM, ycmq@wanadoo.fr
29 – 1 February	Jamaica Jazz & Blues Festival. http://jamaicajazzandblues.com

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

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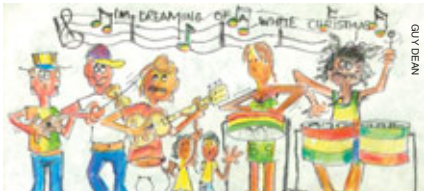
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Gittens Engines	Trinidad	MP
Golden Taste	St. Lucia	MP
Gourmet Foods	St. Vincent	37
Grenada Marine	Grenada	10
Grenada Marine Vacancy	Grenada	39
Grenada Tourism	Grenada	6
Grenadines Sails	Bequia	29
Iolaire Enterprises	UK	31/36
Island Marine Special	Union Island	MP
Island Water World	Sint Maarten	48
Johnson Hardware	St. Lucia	25
Jolly Harbour	Antigua	MP
Jones Maritime	St. Croix	36
Kerry's Marine Services	Bequia	MP
La Playa	Carriacou	MP
Lagoon Marina	St. Maarten	23
Le Phare Bleu	Grenada	23
Les Voiles de St. Barth	St. Barth	15
Lesson Plans Ahoy!	C/W	MP
LIAT	Caribbean	8
Lulley's Tackle	Bequia	MP
Luxury House/ private pier	C/W	MP
Mango Bay	Martinique	MP
Marc One Marine	Trinidad	MP
MARCOM	Trinidad	MP
Marina Bas Du Fort	Guadeloupe	23
Marina Royale	St. Maarten	23
Marina Santa Marta	Colombia	18
Marina Zar-Par	Dominican Rep	28
Maurilla Cleaning	St. Lucia	MP
McIntyre Bros. Ltd	Grenada	38
Mid Atlantic Yacht Services	Azores	MP
Multihull Company	C/W	40
Neil Pryde Sails	Grenada	MP
Northern Lights Generators	Tortola	30
Off Shore Risk Management	Tortola	13
On Deck	Antigua	MP
Palm Haven Hotel	St. Lucia	MP
Perkins Engines	Tortola	9
Piper Marine	Bequia	MP
Porthole Restaurant	Bequia	MP
Power Boats	Trinidad	MP
Renaissance Marina	Aruba	20
Roger's Outboard Service	St. Lucia	MP
Rodney Bay Sales	St. Lucia	MP
Ryte Welding	St. Lucia	MP
Sea Hawk Paints	CW	27
Sea Services	Martinique	MP+
Simoust Charters	St. Maarten	MP
South Grenada Regatta	Grenada	13
Sparkle Laundry	St. Lucia	39
Spice Island Marine	Grenada	47
Spice of India	St. Lucia	MP
Spotless Stainless	USA	MP
St. Maarten Sails	St. Maarten	28
St. Thomas Yacht Sales	St. Thomas	40
Sunbay Marina	Puerto Rico	21
Sunsail marine center	St. Vincent	22
SVG Air	St. Vincent	34
Tank and Fuel	Trinidad	MP
Technick	Grenada	MP
Ti Kay Restaurant	St. Lucia	17
Ti Ponton	Martinique	31
Tikal Arts & Crafts	Grenada	MP
Tradewinds help wanted	C/W	40
Turbulence Sails	Grenada	10
Turbulence Sails	Grenada	MP
Tyrrel Bay Yacht Haulout	Carriacou	29
Venezuelean Marine Supply	Venezuela	MP
Virgin Gorda Yacht Harbour	Virgin Gorda	19
Voiles Assistance	Martinique	MP
Wallilabou Anchorage	St. Vincent	MP
West Palm Hotel	Trinidad	MP
Whiskey in a Jar	St. Lucia	MP
WIND	Martinique	MP
Xanadu Marine	Venezuela	14
YES	Martinique	MP

MP = Market Place pages 43 to 45
CW = Caribbean-wide

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